

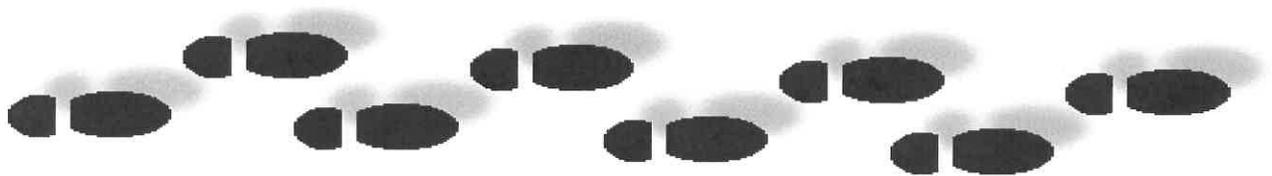
**AMERICAN
CANYON
HISTORY**

FROM THE FOOTSTEPS OF TIME

2000 BC THROUGH 1/1/1992

VOLUME I

**COMPILED AND WRITTEN BY THE
AMERICAN CANYON HISTORICAL COMMITTEE**



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LOGISTICS

American Canyon Area from 2000 BC through 1991

Continent of America

Wilderness area occupied by other countries claiming ownership
until it became a part of the United States

Claimed by the state of California when it became a state in 1949

American Canyon part of the Divisions into Counties by the State of California

American Canyon became part of the County of Solano and then transferred to Napa County as
an Unincorporated Area in exchange for part of Napa County being transferred to Lake County

Topical Area – American Canyon
North to the Suscol Ridge
East to the Hills
South to the Solano County Line

Designated part of the North Bay from the Oakland Bay Bridge
South to the Pacific Ocean,
East to the Eastern Solano County Line,
West to Napa River,
North into Napa County

American Canyon Specific Plan

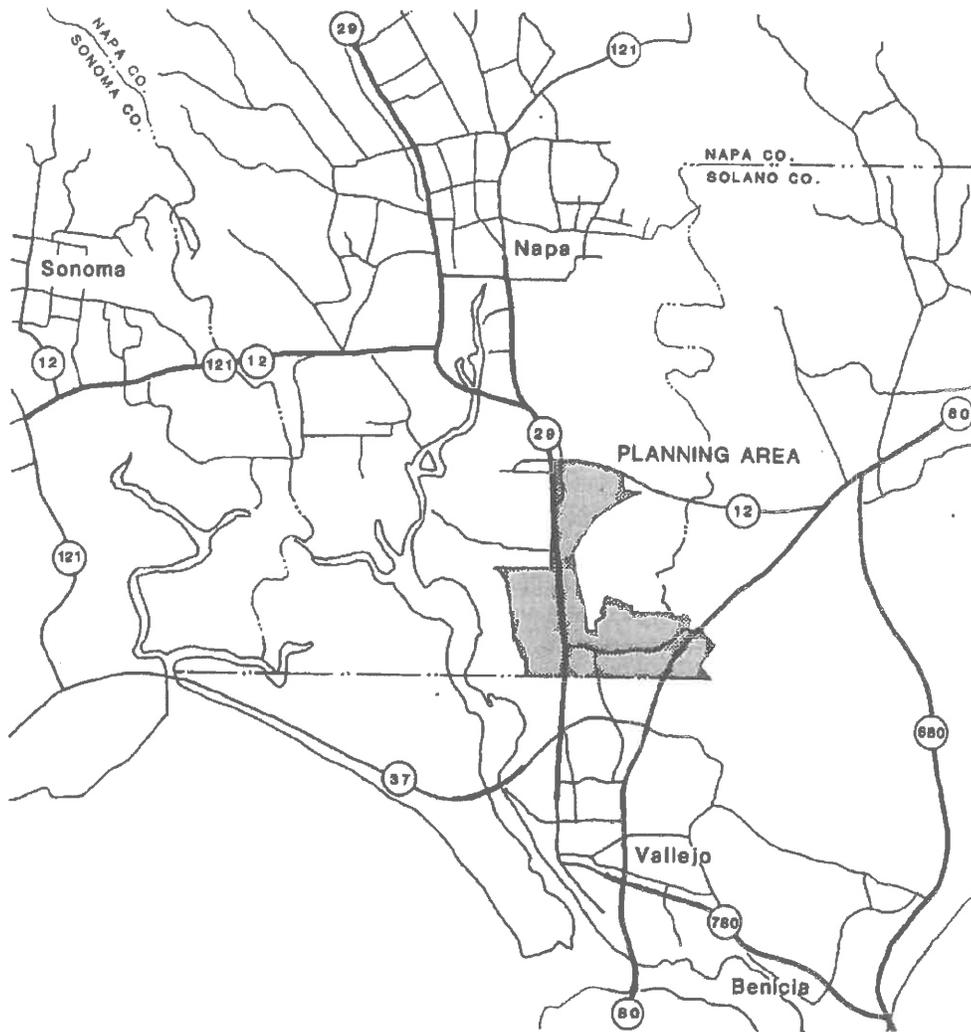


FIGURE II.2
Planning Area

AMERICAN CANYON
Specific Plan

Napa County, CA



AMERICAN CANYON CHRONOLOGY

- 2000 B.C. Original inhabitants –Tribelet Patwin- Southern Wintun—American area and Napa—Wappo—American Canyon— Suscol Tribelet Indians.
- 1800 Spanish Colonists declare independence for Southern holdings and name that area New Spain.
- 1810, September 16 Miguel Hildalgo’s fiery speech in town of Dolores, to make New Spain an independent Country - start of war with Mexico.
- 1821 Mexico wins the war, achieves its independence, and claims ownership of the Southern part of the area.
- 1821—1846 Entrance of Colonel Mariano Guadalupe Vallejo and contingent, arrive in American Canyon representing Mexico.
- 1835 Battle between General Vallejo and Natives, accepting a treaty allowing property to go to Mexico
- 1835 Vallejo was awarded General and given Rancho National Soscol by the Mexican Government. He ruled from his Casa Grande in Sonoma. Vallejo used the Rancho Soscol to farm and raise horses for Mexico.
- 1836 Juan Bautista Alvarado, appointed as Governor of California, by Mexico.
- 1836, November 7 Juan Bautista Alvarado, proclaimed the State a free and sovereign State.
- 1837 Juan Bautista Alvarado ruled from Mexico.
- 1837 The new government divided up vast lands into vast Ranchos and farms mostly, to California Born Mexicans, in the new land.

- 1837 General Mariano Guadalupe Vallejo received his Rancho land grant, covering from his Casa Grande in Sonoma through American Canyon, Vallejo, Benicia, and Mare Island.
- 1837 Naming of Mare Island and other current cities in the North Bay area.
- 1846, June 14 John C. Fremont instigated the Bear Flag Revolt creating the Bear Flag and calling California to be an Independent Republic.
- 1846, July 9 Bear Flag in Sonoma was replaced with the United States Stars and Stripes.
- 1846 Mexican American war Colonel, Jose Castro, called upon his fellow Californians to support Mexico.
- 1847, January 13 Surrender of Andres Pico to John C. Fremont.
- 1847 End of war between United States and Mexico.
- 1848, February 2 Signing treaty of Guadalupe Hidalgo, surrendering 525,000 square miles of land to the United States. Included future States and parts of other already existing States, such as California, Nevada, Utah, most of Arizona and New Mexico, and parts of Colorado and Wyoming.
- 1849, February 2 California became a State.
- 1850 –1870 Settlers granted reduced deeds from the original Ranchos.
- 1852 Simpson Thompson developed a ranch and nursery in the American Canyon and Junction areas.
- 1853, January 4 The military history of Mare Island began. The United States purchased the island for \$83,491.00.
- 1854 In September, Commander David Glasgow Farragut and his family arrived on the Island to oversee the building of a Navy Yard in support of the Pacific Squadron.

1855	Pioneer settlers arrived in American Canyon, settling in the Junction area of American Canyon.
1856	Railroad expansion and the Cement Plant into area.
1864	Railroad established in Napa valley.
1870	Napa County was formed along with the other counties in the State of California. Originally American Canyon was part of Solano County. It was added to Napa County in order to give a portion of North Napa to Lake County.
1896	Affirmation of active Military Base on Mare Island.
1900	Pioneer and early immigrants started settling in American Canyon in the area known as Junction because of the railroad.
1900 –1903	Standard Pacific Cement Plant started in operation. Homes were built by the company for employees.
1900-1927	American Canyon, the Southernmost part of Napa County, began to become residential and commercial areas.
1917	World War I participation by United States.
1923	Junction pioneer development changed to Napa Junction City and finally Napa Junction.
1927	Carquinez Bridge opened across Carquinez Straits developing access from the Southern part of the State and the Northern part of the State.
1929	The great depression felt in the entire country.
1937	The Golden Gate Bridge opening over San Francisco Bay.
1941	World War II declared bringing 46,000 civilian workers to Mare Island, impacting Benicia, Vallejo American Canyon, and Napa County.
1945	World War II ended.

- 1948 Beginning of first subdivision, McKnight Acres, in the unincorporated area of American Canyon.
- 1952 Second subdivision, Rancho Del Mar, in the unincorporated area of American Canyon.
- 1954 Volunteer Fire Department formed.
- 1955 July 1st and August 4, 1955, vote and approval of American Canyon Fire Protection District.
- 1955, December 21 First request before LAFCOM to form a City in American Canyon. Refused by Commission.
- 1962, August 20 Second formal vote to form a city to be called Lombard City. Vote was rejected by residents.
- 1960, June 7 American Canyon Water District formed with the ability to add, by vote, other necessities for the area. This District was able to expand sewer systems and Recreation District services for the benefit of the area. Under the Water District, the separate Boards were elected and formed the much needed services for the area but still were governed by Napa County.
- 1992, January 1 By vote of the residents in American Canyon and by the vote on the Napa Board of Supervisors, the City of American Canyon was born.

ORIGINAL HABITANTS

In the upper part of Northern California and the surrounding areas East and West, the occupants were native Indians of many different tribes and cultures. The cultures were dependent on the areas where they settled and what was available from the land to sustain them.

The Suscol area was inhabited by, and named after, a tribelet of Patwin, or Southern Wintun people. Their language was Penutian. The tribelet in the Napa and American Canyon section were known as "Wappos" and the section of the tribelet in American Canyon were the Suscol Tribe. The various tribes often fought one another for dominance, territory, and special sections of property. They were very resourceful in taking care of their needs.

They were skilled fishermen, using long spears and nets during the spawning season. They made canoes out of dry tules, binding them together with grapevines. They used hunting snares, bow and arrow, driving animals into nets, catching birds with nets and waterfowl with nets and decoys. They kept dogs and trained them to hunt. They gathered native grass seeds, young clover, sunflower seeds, manzanita berries for mush or cider, and acorns, which were a staple. They also dug for worms and edible bugs.

The permanent village site was located near the North bank of the Suscol creek, west of Highway 29. In all, there were 5 villages. This was a prime Indian trail up to Calistoga and was an important crossroad for people traveling from the East to the coast and up and down the Napa Valley. Trails also merged from the South and East along Suscol Creek. For many reasons there is no accurate count of actual Indians in the area, but the estimates indicate that the original numbers were in the thousands.

As the European settlement developed, there was a rapid decline due to relocation, wars, massacre, loss of land and resources to white settlers, and rampant diseases brought by the settlers that the native Americans had no immunity to. They occupied the village site until 1830.

In 1835, General Vallejo was awarded the Rancho National Suscol by the Mexican Government for past services. In the 1840 Battle of Suscol, General Vallejo, troops and "friendly" Native people fought against Native Tribes from the central valley. Native dead are buried in mass grave at tidewater ravine. In 1845 there were 1000 Native Americans staying at Suscol Rancheria.



Chief Solano Statue in Fairfield, Ca

FIRST OCCUPANTS FROM OTHER PARTS OF THE UNITED STATES AND OTHER COUNTRIES.

The history of American Canyon is related and dependent on the history of the State of California. It is also dependent and related to the surrounding areas around it because of the development of the state. The natural shape of the state and the natural land masses, the many long valleys joined to each other, the Pacific Ocean, the many rolling hills of various heights, rivers, deserts, and high mountain ranges were responsible for many different regions as they developed over a long period of time in relation to the natural barriers and overall history. The development of the surrounding areas of American Canyon was a central part of the process.

The State of California was an unknown wilderness. It was unnamed and unclaimed. The last frontier, unexplored with high mountain ranges to the East that were considered insurmountable. Various individuals came from other established areas that were newly established in the United States. They were adventurers, curious to see what was on the other side of the mountains and opportunists looking for prospects to enhance their lives. Some were hunters looking for new territory and rugged outdoorsmen that felt the need for freedom and liked the wilderness. Some were explorers hunting for gold.

In addition to the locals, there were other countries that wished to expand their areas and found accidentally or on purpose the unclaimed area and wanted to add it to their assets. Some came by boat and settled in the southern part of the state. They claimed large areas for Spain and developed large areas for their country. Russians came by boat and claimed some area along the upper coast as their booty. Mexico decided to enlarge its ownership to the land north of theirs.



General Vallejo

Mexico claimed large amounts of California between 1821 and 1846. They were well established in the Monterey area and had a government entity for Mexico there. Mexico sanctioned Colonel Mariano Guadalupe Vallejo, who was born in Monterey, to be in charge of a contingent to explore and claim for Mexico the areas beyond the South that they wanted to add to their domain. The upper part was still not known or claimed and Mexico wanted it all, whatever was there.

Colonel Vallejo came into the upper part of the state and made his center of operation in Sonoma, which is North West of American Canyon. He made his adobe hut in Sonoma, and named it Rancho Casa Grande. His coverage included American Canyon, the Napa Valley, Sonoma, Petaluma, Vallejo, Benicia, and Mare Island, all north of the Carquinez Straits, a natural barrier of water that went into the bay and then into the Pacific Ocean. There were at that time no land crossings over the body of water in the areas.

In the Southern part of the state, Spain had declared ownership of that section and had begun to develop missions and their leadership in what they called "New Spain". That same spirit of liberty that led British colonists to declare their independence in 1776 inspired Spanish colonists to declare their independence in the early 1800's.

On the morning of September 16, 1810, a priest named Miguel Hidalgo made a fiery speech in the town of Dolores in New Spain. His fiery words set off a long and bloody war to make New Spain an independent country. During most of the war, California remained uninvolved and unaffected until 1818 when two revolutionary ships sacked and burned several settlements along the California Coast. Three years later, Mexico received its independence in 1821. Colonel Vallejo, who had been appointed as a General by that time, and his contingent were becoming very unhappy with their ties to Mexico. They were such a long distance away and they had little communication with their government and no support.

General Mariano Vallejo, who was the most powerful and influential man in the early days, named a Patwin Indian as his sub-commander to assist in subjugating the local tribes. This Indian, Sam Yeto, took the Spanish name Francisco Solano and was given a land grant called Rancho Suisun by General Vallejo in 1838. He sold it back five years later and died in 1850. It is said that the site of his burial place is where the Solano Community College was built. Solano County was named for him. A statue of him was made and for years it stood along the side of highway 40 near the College site. It was later moved into the City of Fairfield where it now stands.

During the years of Mexican sovereignty, California was ruled by a Governor appointed by officials in far away Mexico City. A provincial legislature, or disputation, met in Monterey but its powers were strictly limited. Juan Bautista Alvarado, President of the disputation, seized control of the Capitol in Monterey and deported most of the Mexican officials. On November 7, 1836, he proclaimed California "a free and sovereign State". In 1837, the Government of Mexico offered Alvarado a Governorship of California and he accepted the offer.

The various sections of California under Mexico's rule began to be developed. A small group of Rancho families, mostly California-born, emerged as the new elite of Mexico California. Their wealth and power was based on the enormous ranchos they acquired from the Mexican Government. Each Rancho grant was accompanied by a *disafio*, or map. The maximum was 50,000 acres. Vallejo became the most prominent land owner, from his Casa Grande Rancho in the new Pueblo of Sonoma to American Canyon, Vallejo, Benicia and Mare Island.

Mission San Francisco de Solano was founded in Sonoma in 1823 in an effort to extend Mexico's control in the region and discourage expansion of Russian influence from Bodega and Ross. In 1833, the missions were secularized, providing for the transfer of land to Mexican settlers primarily. The 1820's marked a pastoral period with grazing, sometimes intensively, as the primary use of the land. In 1835, General Mariano G. Vallejo was awarded Rancho National Suscol by the Mexican Government.

The Grant encompassed roughly 50,000 acres from Suscol Creek at its Northern border, South along the Napa river, through Mare Island and East through Benicia. Here he raised horses and cattle for the Mexican Government, and reportedly initially intended to "found" a town near Suscol Creek. General Vallejo grazed 5,000 head of cattle and 2 to 3,000 horses here in 1839 to supply Mexican troops.

Indian war 1834

General Mariana Guadalupe Vallejo, at various times during the trouble with Mexico, furnished the Government with large sums of money and supplies. In consideration of these favors and in part as payment of services as an officer, the Suscol Rancho was granted to him. It was then known as the National Rancho, and from this came the title in that vicinity.

In 1835, an expedition of 600 men was fitted out at Monterey by General Figuera and placed under the command of General Vallejo with instructions to proceed to this region and try to make treaties with the various tribes if possible and, if not, to subjugate them by force. The first battle with them occurred in Russian River valley, and the second and largest one was fought at what was known later as "Thompson's Gardens" in the American Canyon area. The place was then called "Soscol" (which in English means artichoke), and was changed from Suscol, located in the area where wild artichoke weeds grew.

In this battle, General Vallejo lost two men who were killed and several were wounded. Of the seven hundred Indians engaged, two hundred were killed and a large number wounded. However this chastisement only exasperated them, for they immediately assembled in immense numbers from all the valleys round about, completely hemming in General Vallejo's little band of soldiers. Word was sent to General Figuera, who came to his assistance with 600 men. After the arrival of this large force, the Indians concluded that it would be wiser to make treaties than to fight.

A grand "Pow Wow" was held and the pipe of peace was smoked. After this battle the soldiers honored the bodies of the dead Indians and dragged them to a tide water creek near the battle ground and buried them. This ravine was gradually filled in. In 1854 on the Thompson Rancho, evidence of the burials was found and additional artifacts were found indicating a cache of things that they often left when moving from one area to another rather than carry them along to be used at some later time.

In 1835, the Suscol village was vacant. Native Americans continued to be used as servants, ranch hands, and seasonal farm help. In the summer time, or when harvest was on, hundreds of Indians from the North would come to Napa and camp with their families about town. It was estimated that 1000 Indian cowboys and farm hands were working in Soscol in 1869. In 1924, the entire Patwin population in California was only between 22 and 150.

MEXICAN OCCUPATION

Following the war with Mexico, the United States Congress established the Board of Land Commissioners by virtue of an act to ascertain and settle private land claims in the State of California and in order to establish the rights of Mexico to land titles within the conquered territories (Perez 1882). Each land grant case had to be tried separately and it took anywhere from several to many years before these cases were resolved in the courts. This was an expensive process and many grant holders ended up having to sell off portions of their land to pay for lawyers, surveyors, and court fees. Initially, the assumption was the grants would be confirmed, and lands continued to be bought and sold. General Vallejo's claim to Soscol Ranch Lands was not accepted by the United

States through the claim before the California Supreme Court. With rumors that Vallejo's title to the land was invalid, squatters took up residence on the land, and bloody fighting between squatters and those who had purchased land from Vallejo ensued.

Watson, who came into the area, had wanted to purchase from Vallejo some land and Vallejo declined to sell to him. He told him that he had bought it from the Suscol Indians, but he expected that the United States government would swindle him out of it and refused for that reason.

Prior to losing his land grant from the New California Mexican Governorship, Vallejo had given 320 acres along the northern end of his Rancho Soscol to William Thompson in payment for lumber for California's state house erected in Vallejo at General Vallejo's expense. Two years later, William Thompson was joined by his brother, Simpson, who purchased an additional 300 adjoining acres from M.G. Vallejo. The land included tulle-covered tidelands of the Napa river. He proceeded to confine the waters of Soscol Creek, planted orchards in the reclaimed land, and it was surveyed in 1857.

The Supreme Court of the Northern District of California denied Gen. Vallejo's claim to ownership on the basis that the Spanish system of disposing of public lands passed in 1813 was inapplicable to the things which existed in Mexico after the revolution of 1820. Both additional Mexican laws of 1824 and 1828 were repealed. They were the only laws of Mexico for granting public lands in territories. The laws were not registered, recorded, or noted in a proper book.

The total area granted to Vallejo was about 81 square leagues. Even though he had grant deeds of Colonization from March 15, 1843 and June 19, 1844 the tract of land was purchased for the sum of \$5,000.00 and approved by a certificate dated December 26, 1845 and signed by Pio Pico as Governor and attested by Jose Maria Covarrubias that both grants had been approved.

The \$5,000.00 was paid in articles of produce of the country for the troops and the Schooner California, and was sent to him with the request for him to have the goodness to load.

The law passed in 1824 for the Colonization of the public lands, and lands which were not the property of any individual, corporation, or town were subject to this law. It prohibits the Colonization of any lands within twenty leagues bordering on a foreign Nation, or within ten leagues of the seacoast, without the consent of the supreme Government. And further, that in distribution of the lands, preference be given to Mexican citizens and that no person shall be allowed to obtain a grant of more than eleven leagues, and that no person who may obtain a Grant, under the law, shall retain it if he resides out of the limits of the republic.

THE BEAR FLAG REVOLT

United States Purchase of California and California's beginning. A "loose cannon" is someone whose actions often are unrestrained and impulsive. Lieutenant John C. Fremont, an officer in the Army Corps of Topographical Engineers, fit this definition perfectly. He arrived in Mexico California in 1846 with sixty armed men, all expert marksmen. Mexico officials ordered Fremont and



his armed forces out of California. Fremont at first defied the order, but then relented and moved slowly northward to Oregon—"slowly and growlingly" as he later put it. After receiving dispatches from a Marine Corps courier, Fremont returned to California and helped instigate what came to be called the Bear Flag Revolt.

Encouraged by Fremont's return, a party of Anglo-American settlers in Northern California seized Colonel Mariano Guadalupe Vallejo and other Mexican citizens in Sonoma on June 14, 1846. The Bear Flaggers declared California to be an independent republic. Fremont later assumed command of the insurgents and joined his forces with them in what he called the "California Battalion".

Fremont was a rash, unstable, and high-spirited young man. There is no evidence that he received any official authorization for military operations in Mexican California. His own ambitions and impulses appear to have had free rein.

The California state flag commemorates an event that occurred in the little town of Sonoma on Sunday morning June 14, 1846. Thirty rough-hewn American settlers seized Colonel Vallejo and informed him that he was a prisoner of war. The Americans proudly proclaimed that theirs was a war for the independence of California. In front of Vallejo's Casa Grande, the rebels hoisted a flag emblazoned with a crude drawing of a bear, a lone star, and the words "California Republic".

The original bear flag was made by William Todd, nephew of an up-and-coming Illinois attorney named Abraham Lincoln. Todd used a three-by-five piece of white cotton cloth. Along the bottom he sewed several strips of red flannel, taken from either a man's shirt or a woman's petticoat. He then painted a five-pointed red star in the upper, left-hand corner and drew a picture of a California grizzly bear. However, William Todd was no artist. His grizzly looked more like a pig than a bear.

Shortly after the arrival of the United States naval forces along the California coast, the stars and stripes replaced the Bear Flag over Sonoma. The life of the California Republic thus ended on July 9th, less than a month after it had begun. The main result of the Bear Flag Revolt was an unnecessary embitterment of feelings between Anglo-Americans and the Spanish speaking Californians.

Following the outbreak of the Mexican American War in 1846, military forces from the United States invaded Mexico. Naval forces landed along the coast of California in July and proclaimed that "henceforward California will be a portion of the United States".

California's Mexican leaders denounced the invasion and mobilized their forces against the Americans. On August 9, 1846, Colonel Jose Castro called upon his fellow Californios, "to give to the entire world an example of loyalty and firmness, maintaining in your breasts the unfailing love, liberty, and eternal hatred toward your invaders!" "Long live the Mexican Republic, Death to the invaders!" Jose Castro and his Californios forces fought from 1846 until January 13, 1847.

Andres Pico surrendered to John C. Fremont at Cahuenga Pass on January 13, 1847. The war formally ended February 2, 1848 with the formal signing of the Treaty of Guadalupe Hidalgo.

Mexico agreed to surrender 525,000 square miles of land. This would cover the future States of California, Nevada, Utah, most of Arizona and New Mexico, and parts of Colorado and Wyoming.

The United States agreed to pay Mexico 15 million dollars and assume unpaid claims against Mexico. California became a state in 1849. Settlers were granted deeds from the original ranchos during 1859 and 1870. The Government of California made its Capitol in Vallejo originally and then moved to Benicia, and finally decided to make Sacramento the seat for the Government of California.

The formal Government of California divided up the state into counties. The counties then made various cities over a period of time. American Canyon was initially placed in Solano County. It was then given to Napa County so that Napa County could give some of the upper part of the County to Lake County. American Canyon became the Southern portion of Napa County as an unincorporated section under Napa's control.

The Napa Valley was an elongated inner valley between various sized hills. The early explorers in the area came into it from the northern and eastern parts. The native Indians and Mexicans were more compacted and abundant in the upper sections and the Americanos, as the early settlers were referred to, settled together in the American Canyon area. Because this flat area had the only access to the East of the area with two canyons for many miles up the valley, its first canyon was named American Canyon. The area around it at the gateway to the valley to the Soscil Hills was known as American Canyon.

It was named as the section where the Americans were gathered. The second accessible canyon, South of the Soscil hills, was named Jamieson for one of the original land owners. The area was the main hub to get into the valley and was usable for many things, having access to the river, the train, and the only trails and future main roads to the upper part of the state. It was called by the Mexicans a Metropolis and also Adalante as the center of things.

Many miles up the valley's access to the Eastern part of the State there were openings over high, narrow trails, which were hard to transverse with long winding, curvy areas, heavily wooded and dangerous. The Carquinez Straits was a barrier to the South part of California. It made the South and North part of the state two separate, disjointed sections. Access between the two areas was by boat on the Napa River.

C O P Y

Fairfield, California
March 10th. 1955

Dear Miss Losber:

You have asked me two questions in your letter directed to me of March 6th. 1955, and I might say to you that I cannot answer either. While I have known this area for my lifetime of over seventy years, I do not know why American Canyon was called American Canyon. Even though that school is named American Canyon School it is not in American Canyon. American Canyon is where U.S. Hiway 40 travels down from Cordelia toward Vallejo, and the canyon where the hiway takes you from Cordelia into Napa Valley is Jamison Canyon.

As far as the incorporation of Napa Junction is concerned, there was, about thirty five years ago, a map filed covering the City of Napa Junction, but I did not know they had ever incorporated. That sub-division was somewhat of a failure, there being approximately only five or six houses erected in said sub-division. The greatest activity ever seen in that area was when the cement works, where Basalt is now, was in operation. They had a commuter train which hauled most of the people to and from their work. I do not know very much other than that with reference to Napa Junction. It was the hub of the Southern Pacific Railroad and still is. The trains come in there from Santa Rosa, Napa and St. Helena with freight from those areas, including the lumber from Mendocino County, where it is transferred to the overland trains going all over the world.

I am sorry I am unable to give you more information, but perhaps this will help a little, and I thank you.

Yours very truly,

(Signed) Harlow V. Greenwood

MARE ISLAND AND SURROUNDING AREAS

The naming of Mare Island and other names in the area were added, because of the location of American Canyon, as part of the North Bay Region to this day. Its location was fundamental to the whole section. Mariano Guadalupe was then a young Lieutenant. He and his men were riding across what is now Concord and met a cocasui, a human agent for Pua, an active unseen power. Cocasui painted his face, wore a headdress, and professed to cure people. He was called a faker (medicine man). Cocasui appeared and said he was an agent of the devil who had a home in a deep mountain.

They wanted to cross the straits and horses were trained to swim in deep water in those days. It was over ½ mile in bad currents. They crossed what is now called Vallejo junction. A white mare got in a cross current, swept down stream, and they thought she drowned. They remained several days at the head of the bay and saw an animal on an island. It was the mare. They crossed the Napa and Sonoma Valley, and thought it was beautiful. They went northward to where it closes in a canyon and South past Mission San Rafael to Straits of Yulupa (ee-oo-loo-pa), or Golden Gate. Vallejo said he visited Paradise and made maps and notes of his travels.

He showed notes and maps to the Commandante in Monterey. The Commandante saw drawings of the area opposite the Straits of Yulupa. It was covered with oak trees, and Vallejo said they were bothered by grizzly bears and had large fires going to keep bears away. It was where 7th and Broadway is in Oakland now. The Commandante named it Oakland for “land of oaks”. The Commandante also named Richmond, Berkeley, and San Pablo.

Vallejo liked the area and stayed a long time, depleting the food supply. They had a “little Pinole”, which was nourishing corn used even for breakfast. Vallejo showed another straits, where they saw crabs. The Commandante said the Greek word for crab was Karkinos. He called area Estrecho de los Karkinos (Straits of Carquinez).

The mountain where the devil lived was Monte Diablo (Mt. Diablo). Where the streams broaden into the bay were Suysun Indians, so it was Bahia de Suysun (Suisun Bay). Vallejo showed that where they camped would make a natural town. Commandante said to call it “Vallejo”, and the island where the mare landed became Isla de la Yegua (Island of Mare, and later Mare Island)

From Memoirs of Platon Vallejo, MD, 6TH son of General Vallejo

General Vallejo saw a beautiful girl in San Diego, named Maria Francesca Felipe Benicia Carillo, whom he courted and quickly got permission from her parents to wed. They could never see each other alone and had to be chaperoned. He also needed permission from the War Department in Mexico, 2000 miles away. They sent a man on a burro. A round trip took 2 ½ years. Vallejo visited the girl in San Diego many times during that time and was most impatient.

While he was in San Diego, he heard there were problems in a mission. As he prepared to leave to assist the mission, a messenger came with permission to marry, but Vallejo had to take care

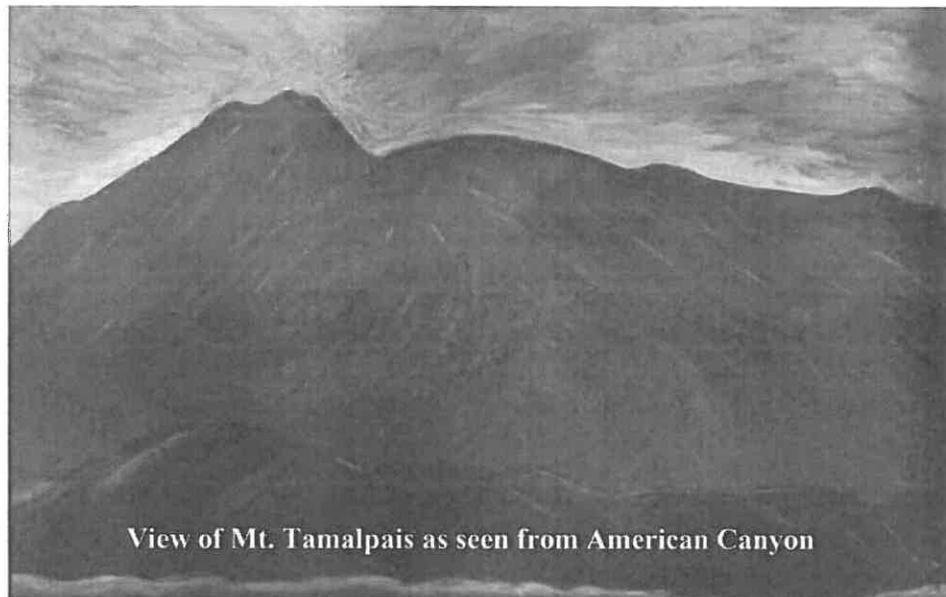
of business. Besides it was Lent and marriage was forbidden. A priest gave a dispensation, so they could marry right away. One half hour after the wedding, Vallejo left to assist the mission. He sent his brother to fetch his wife to bring her to the mission in Sonoma. Vallejo and his wife had 16 children, 9 girls and 7 boys, and were married over 60 years.

General Vallejo became Commandante of the Presidio of San Francisco, and he was also director of secularization of the missions. He was supreme power in Northern California for 17 years. He was over Alameda, Contra Costa, San Joaquin, Sacramento, Yolo, Solano, Napa, Sonoma, Mendocino, and Marin Counties.

Years later, Benicia was drawn out, plotted, and surveyed by Vallejo, Larkin, and Dr. Robert Semple. At first they wanted it to be Francisco, but decided on Benicia for the name of the town. Both were part of names of Mrs. Vallejo. He also laid out the towns of Sonoma, Petaluma, and Santa Rosa.

Vallejo started the first country club, "Club Baltimore", where Larkspur and Corte Madera are now. There were elk, deer, antelope, and fishing, so food did not cost anything. The ladies slept in tents and the men slept on the ground. He had a talented cook who made tamales. They rode horses, visited missions, hunted, fished, enjoyed fires at night, sang, danced and played guitars, harps and violins.

Vallejo transported people in his schooner "Pa", which means nearness or proximity or near mother "Temel-pa" sea. The Spanish word for country is pais. Guests coined a nickname "Tamalpais", meaning land of the tamale. There is a legend of the Sun God coming down for awhile as a human and falling for a princess. He tried to hoist her up to the sky, but couldn't carry her. As he shoved his arm up through the mountain, some stones broke off making the Farallon Islands. He couldn't lift her up before losing his human form, so she laid across Tamalpais and is now called the sleeping lady.



View of Mt. Tamalpais as seen from American Canyon

“Ma”, added to a word, means “valley or land”. Petaluma is three Suysun words, “Potainma”, meaning “oh fair land”. Sonoma comes from “Sono”, which in Suysun means “moon” and Vallejo called it “Valley of the moon”.

Platon Vallejo, MD, was the 6th son of the 16 children of General and Mrs. Vallejo. He was a surgeon in the Civil War, also in Vallejo, and aboard ship on Mare Island

January 4, 1853, Mare Island was founded and purchased by the United States for \$83,491.00. It was the first naval installation on the West Coast. The Island got its name from General Vallejo and was known as “Isla Plana”. The General was having some animal stock moved on a rickety raft when it capsized and one of the prized animals, a nameless old white mare saved herself by swimming to shore. She later was discovered living on the Island. The General removed the horse and re-named the Island. He called it “Isle de la Yequa” or Island of the Mare.

Commander David Glasco Farragut and his family had been sent to personally oversee the building of a Navy yard in support of the Pacific Squadron. Farragut became a naval hero and the nation’s first Admiral for his victories in New Orleans, Vicksburg, and finally his capture of Mobile Bay during the Civil War.

The USS Saginaw, a four gun, wooden hulled, steam driven, side paddle wheel gunboat, was launched March 3, 1859. This was the West coast’s first permanent dry dock, was finished in 1891, and took 19 years to build. It was made with granite blocks. In 1910 the shipyard made the first wooden landing deck for aircrafts.

Mare Island Relating To American Canyon

The region, including what is today known as Mare Island, was occupied by the native Patwin, decedents of the Miwok-Costanoans. Their presence went back over 2000 years up to 1775. In 1775, the low, sandy island in San Pablo Bay was discovered by European settlers when explorer Con Felix Ayala sailed into San Francisco Bay. He named the land “Isla Plana” or Flat Island and claimed it for King Charles II of Spain.

In 1835, General Mariano G. Vallejo, the Mexican Commandant for Northern California, renamed the island “Isla de la Yegua,” or Mare Island. In 1852, Commodore John Drake Sloat recommended to President Millard Fillmore that the 800 acres comprising Mare Island should be purchased to establish the first Naval Yard and ammunition depot on the Pacific Coast.

The first ship built at mare island, the Saginaw, was a paddle-wheel gunboat constructed of white oak from Petaluma, and was launched March 3, 1859. Over the next 123 years-plus, 513 vessels would be built. Another 1,227 would be repaired or over-hauled at the Mare Island Naval Shipyard. In 1869 the Naval Hospital was built. In 1889 electrical lights came to the island. In 1892 the golf course was built.

In 1898 the March 30th earthquake caused significant damage to some Island structures. It required the original brick officer's quarters on Walnut Avenue to be rebuilt. In 1901, St Peter's Chapel was dedicated. The first radio message transmitted on the Pacific Coast was sent from Mare Island.

Mare Island was an active military base in 1896. The following is a personal letter from John O. Dahlgren, a resident of Vallejo in 1944. He served with Dewey at Manila and stood on the Pekin Wall during the Boxer Rebellion in China. He was awarded the Congressional Medal of Honor.

Dear Dollie: Your letter of April 22 received. Your Mother brought it to me. I always asked your folks how you were getting along. I knew that you were going to have a time getting used to the military routine. I will never forget my very first week at the barracks at Mare Island in 1896. My first supper was slum and as I got there too late, the meal was just lukewarm, and you know how mutton tastes when it's really cold.

In the old days if you watched your step you got turned over for duty in 2 or 3 weeks. I had just left a ranch and was my own boss. I had to control myself when the corporal or sergeant barked at me, but I got used to it. I guess they meant all right. At that time the Corps was armed with a single shot spring field rifle. I had been using magazine rifles at home. The drill sergeant was going to explain the rifle to me and I told him they were out of date where I came from and he said we were going to get new ones some day. I made corporal in 4 months. We did not have so many officers to salute in those days. In my 5 years I only saw one colonel and he was an old timer. I never expected to get a letter from a female marine. Well I am glad to hear that you like the Corps. They always were a fighting bunch and they still are.

I see your folks on Sundays. Their garden is looking fine and the dog is very glad to see me and John Jr. come along. He never barks at us. Jr. is coming along fine. I got to be careful what I say because he is a good repeater. Mrs. has a siege of neuritis, her left arm pains her very much. She is taking treatments for it. She still gives me 3 meals a day. My victory garden is doing fairly well. I am having a war right now fighting slugs and bugs. We had some very nice roses this year.

Our son, Harvey, spent some time on Paris Island about 1930. The football team used to train there. He died in China. Election is coming up and we all wonder when the war will be over. Everything around here is about the same as usual. It seems that every one is working but myself. I think I have done my share and I will let the other fellow do it. The Mrs. joins me in wishing the best of luck.

Enclosed poem from Army Navy journal in 1900 written by Will Stokes, USMC

USMC

*The papers print a brief dispatch from far, far foreign oceans
American lives and right to watch. We've landed the Marines
That's all there is to tell for where so ever it be
They'll do their work and do it well—The Soldiers of the Sea*

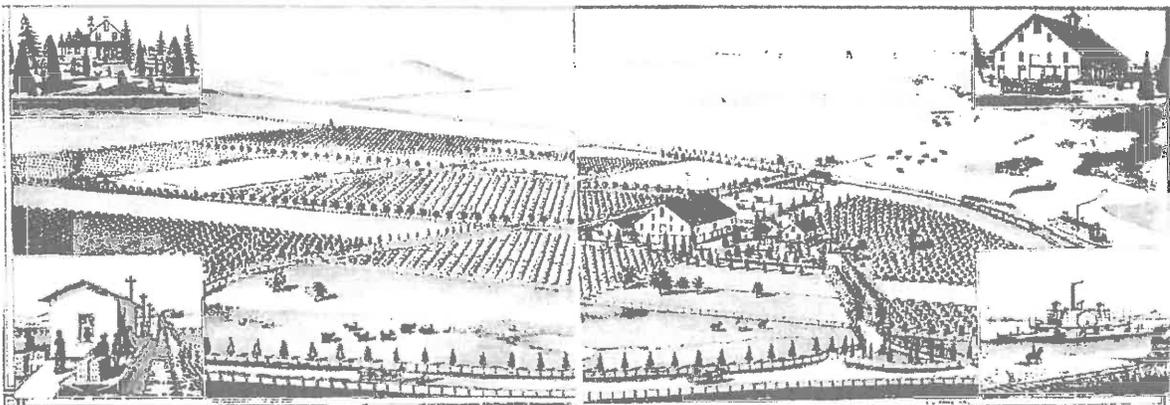
*While others crouched in trench or cave, their landward vigils keep.
 We climb the crested ocean wave and camp upon the deep.
 The lightning's glare, the thunders crack we never heed not we
 But march adown the whirlwinds track, The Soldiers of the Sea.
 At home beneath the Southern Cross, beneath the Polar Star
 Where'er Old Glory's splendor toss our heart strings tethered are
 Our gun boat or embattled fleet the Soldier's of the Sea
 With Dewey at Manila Bay, to fight we followed on.
 The morn betrayed our war array. The night an empire won.
 We snatched from Santiagos flood the palm of victory
 Later on Pekins Wall we stood. The Soldier's of the Sea.
 Sea eagles circling far and fast, we haunt the hostile shore
 Long ere the Army's strength is massed, our guns began to roar
 For loopers in the hunt for fame, we proudly bear the melee
 The first to rouse and strike the game, The Soldier's of the Sea.*

EARLY SETTLERS

Mr. Simpson Thompson was born in Bucks County Pa. in 1803. He became one of the pioneer developers in the Suscol region of American Canyon. His Grandfather, John Wilson, bought the old homestead farm directly from William Penn.

In May 1852, Mr. Thompson came to California by the Changes River and Isthmus route, making part of the way from Gorgona to Panama upon a mule, sleeping in the open with a medicine box for a pillow, for the purpose of lighting San Francisco with gas. He was provided with some of the necessary fixtures, but when he found the condition of things, he abandoned the project. For want of anything else to do, he procured from General Vallejo and General J.B. Frisbie an interest in the tract of land at Soscol.

Here he spent the first 6 weeks making his own bread and doing his own washing. This tree is near the present mansion surrounded by a circular arbor and cherished with the greatest of care. Mr. Thompson found the place in a state of nature.



The Simpson Thompson Property

Soscol Creek, which is now confined with artificial bounds and empties into the Napa River, was, in 1852, spread over a wide area, converting into a morass. Mr. Simpson Thompson and his two sons, James M. and Thomas H. Thompson, operated the Rancho and developed it into their home and a large business. The Thompson ranch was noted throughout the state. Its wide reputation came first from it being the introduction of fruit culture in California without irrigation.

The theory was that thorough cultivation was sufficient without artificial watering. There was some derision about the theory at first, but the experiment was so successful that the policy was adopted throughout the state with the exception of some of the Southern Counties. The Rancho contained 225 acres of orchards, vineyards and gardens; 250 acres of grain, and 300 acres of meadow land reclaimed from the tules of the overflowed tide lands of the Napa River.

One of the advantages of this property was the access to the metropolis and shipping. The cars of the Napa Valley Railroad stopped four times each day going and coming. All garden or other products could be landed in San Francisco within three hours. All production if necessary could be shipped by water as a large wharf where steamboats landed on the Napa River from the property. It would be difficult to find another place of its size in the state so favorably situated in respect to production and shipping convenience of shipping facilities.

The orchards contained 6000 cherry trees, 5000 pears, 2000 peach, 500 almond, 200 quince, 20 fig, 5000 apple, 1500 plum, 500 apricot, 150 English walnuts, 50 black walnuts, olive, orange, lemon and pomegranates. In the vineyard there were 34,000 grape vines of all kinds: table wine or raisins. In the garden there were 10 acres of asparagus, blackberries, currants, and gooseberries. In the nursery were several thousand trees of the most select 'market varieties' and a vast amount of garden ornamental and useful shrubs.

Over the years Mr. Thompson added to the dimensions many acres that were as prolific as any within the confines of the state. The original plantings were shipped by rail from all over the United States: some rooted, some by seeds and cuttings. It was a tremendous undertaking. This enterprise was all developed in the original area of American Canyon. The property at this time is claimed by the County of Napa and is in the unincorporated section of the County. The original barn and a house were still on the property in 2008. The orchards and commercial use is not in operation.

A major part of American Canyon Area was a road going west from Highway 29 across from the Junction area to the Napa River. The railroad tracks had lines across the road. It went to the end with many, varied, original, and, over a time, different uses. Some of the lots that were on each side of the road were different sizes. It had many semi-small ranches, housing various animals.

At the very end of the road, which exists today and which at that time had no road access, was the Dutton's Landing Resort, some rentals, a store, some permanent small housing, boat landings, and river bank fishing access. It became the property of the Leslie Salt Company and they built salt water ponds to pump water back and forth. When they closed their plant the space was sold to various individuals. The railroad passed through the section with eventually a bridge to cross the river.

In the early days the river was used to ship crops and many things to San Francisco. Many types of businesses used the river to ship things. Coming back toward the highway, various ranches had facilities for horses. A Pipe Factory was built along the road with the railroad shipping some of the pipe and truck movement more as time went on. Many small businesses like radiator shops, car part lots, salvage lots, and many individual medium lots with homes built individually by the residents were built. The open space was easy access for transportation and sized enough to accommodate larger buildings, which made this section useable for industry and commercial uses and all fused together into one section.

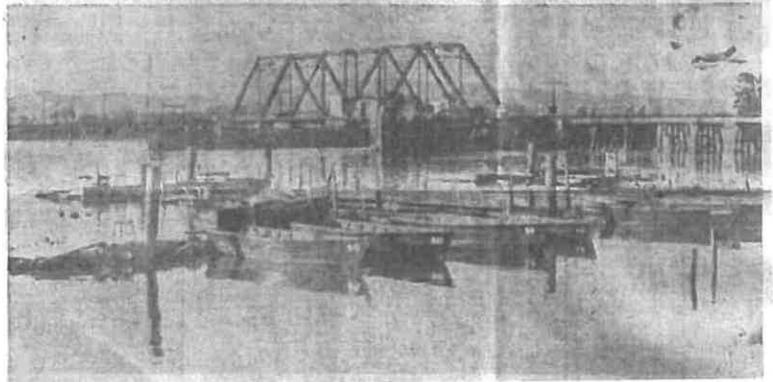
From Louis Ezette, a newspaper man's series of articles on "Napa Yesteryears": At the end of Green Island road was an area called "Dutton's Landing". Green Island, which included the Dutton Property, is generally bound on the North by Fagan's slough and on the South by the Napa River. The Father, Holland Dutton, was a very colorful figure, who reportedly lost fortunes in lawsuits principally involving reclaimed lands. The Father, Holland Dutton, purchased the property for as little as 10 dollars an acre during the era which pioneers refer to as the time when one could buy land for a song and sing his own song.

Green Island at that time was mostly a vast area of green tules and crisscrossing Sloughs. Dutton who made a business of reclaiming swamp lands throughout the state reclaimed the land through a system of levees, canals, and fills. There was no county road leading to the area at that time.

Dutton's landing was first noted as a shipping point for



Most of the cabins will be dismantled except for the one on the left which will be used and continued to be occupied by Otto Broker who for the past three years has been caretaker of the Dutton Landing property.



grain farmers. A canal was dredged a considerable distance inland where a loading wharf was built. Farmers brought grain to the wharf where it was loaded on barges which transported it to milling centers. The advance of motor trucks finally relegated this operation out of existence.

The canal has since been used as a drainage outlet for run-off rain waters being operated behind a flood gate at the river outlet. Cutting's wharf, up the river and across from Dutton's Landing, was also an early grain shipping outlet before coming into prominence as a sportsman's resort.

For many years, Dutton's Landing was a sportsman's paradise. The son, Holland Dutton, rented and leased cabins, boats, fishing gear, etc, and as many as 200 fishermen gathered there on a weekend. It was not uncommon to have 25 or more boats, cruiser types, etc. docked there at the same time. North of Dutton's Landing, the railroad bridge crossed the river to the opposite shore.

Fagan Slough had at its mouth a cabin which was known as "Billy Martin's Cabin". Martin was no relation to the Duttons. He was a part of the same era and area. He was a pharmacist at Napa State Hospital, worked at Lovejoy's, and was very active in the Napa Community. He also, in his extra time, was official scorer for the local weekend baseball games, and many other things helpful to the community. At that time there was no road from the highway to the area.

To get to Billy Martin's cabin, the car was parked at the school house, which ended up being the office of Cassayre Engineering Firm. They would hike the 3 miles to the draw bridge, rent a row boat from the bridge tender and row to the cabin. This was before the Dutton accommodations were available. From the cabin, fishing and duck hunting were special outings and enjoyed by many of the locals and available to almost anyone. The Dutton property was sold to Leslie Salt Company who gave back to the Duttons a lease for 10 years. The lease expired and all of the Dutton buildings are to be eliminated.

The Leslie Salt Company owns thousands of acres of land on both sides of the river. They have extensive operations under way on the Dutton property. A cone shape mountain of raw salt, a hundred feet or more in height, is near massive conveyors. The salt is moved to great steel barges, and then moved down a newly dredged canal. The salt is then transported to various industrial plants which are consumers of 80 percent of the salt harvest.

Dow Chemical is a major user of the product. After November 24, 1962, everything was removed from the land that was part of Dutton's Landing. Only one building which sits on a knoll close by would remain. It has a commanding view of the entire area. The caretaker's, Otto Broker and his wife, Lorena, would remain. Two other buildings remained which will be used by Leslie Salt Company in their operation.

Holland Dutton Jr. was a retired Lieutenant Commander. He died in 1940. Before his death, he was obsessed that Japan was going to attack the United States and was considered as having a mental problem. A year after his death the attack on Pearl Harbor was made and World War II began. The only living heir to the Dutton's Landing was, in 1962, a ninety year-old living in Illinois.

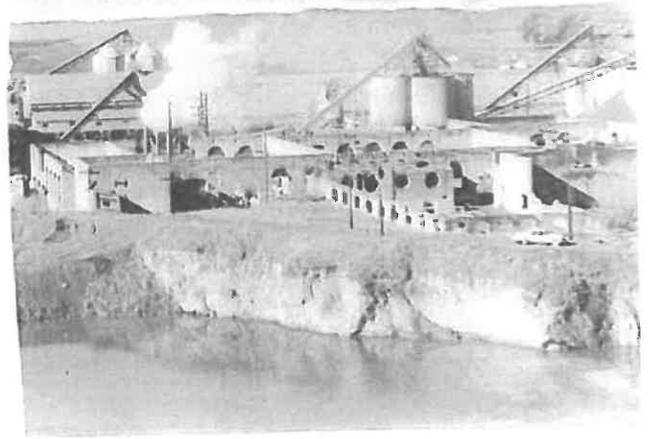
Dutton's landing became, in 1954, the property of Leslie Salt Company. A through road from highway 29 was completed to the area being called Green Island road. It was a ponding area pumping salty water from San Pablo Bay. In July 3, 1954 an enlarged project linked a chain of eight salt concentrator ponds. It was a five million dollar project and one of a major salt producing sections of the West coast.

COMMERCE DEFINING AMERICAN CANYON AS ADELANTE AND METROPOLIS

Early Settlers migrated to the American Canyon Area because it was the hub of activity and early businesses within the county. It had openings to the East, shipping on the river, access to the Southern section of the State by railroad and roads through the valley north.

Many of these early settlers were Italian immigrants eager to be part of the United States, who were hard-working, very dedicated and reliable. A large part settled in Napa Junction close to the productive part of the section.

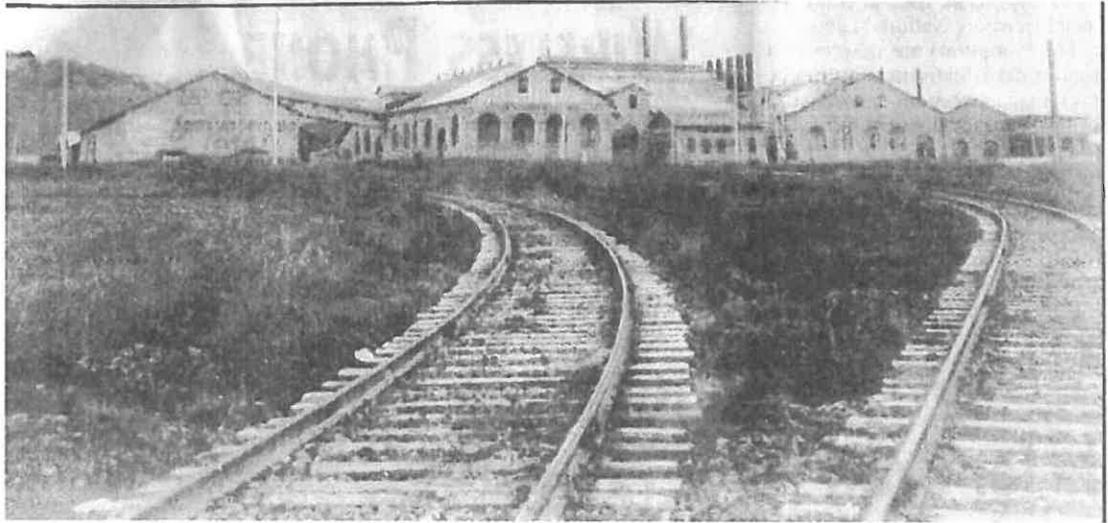
One of the main businesses was the Standard Portland Cement Company. June 8, 1900 through November 1900, a journal printed, "lime quarry will ship product to Oakland for treatment. Railroad began grading. Southern Pacific work crews began laying track for the quarry spur. Buildings are to be erected for the employees. 30 tons of limestone extracted daily from quarry. Augustus Watson, local attorney, sold the Napa Junction property to an intermediary for the SSPC and opted cash over royalties. Starting full operation February 1903, cost \$1,000,000.00 to make, 150 employees, 2-12 ½ hour shifts, 24 hours a day, output 2,000 barrels a day."



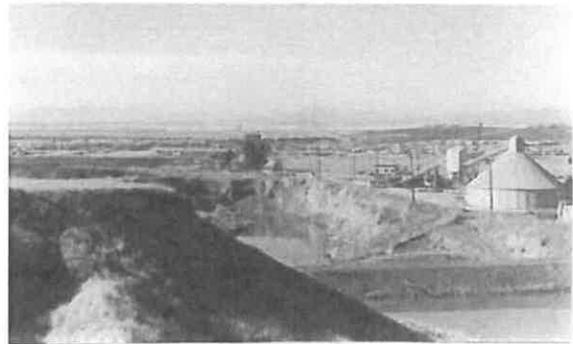
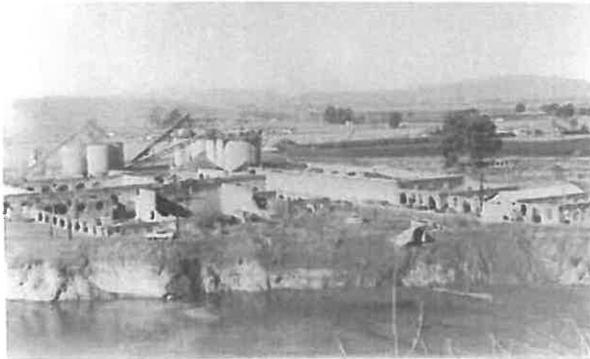
The Cement Plant

They had the quality of cement tested and at first it was poor, but then noted chemist, Dr Irving A. Bachman figured out a formula to produce high quality cement from the Napa Junction's raw materials, and he eventually became the managing director of the Cement Works. There were 8 then 10 oil-heated rotary kilns with a capacity of 200 barrels a day each. There were large manufacturing and warehousing buildings, with its own machine shop, an on-site laboratory, and a coopeage shop. In 1904, 50 cement workers went on strike, wanting 20 cents per hour instead of 18 cents. The Standard Cement Company continued until it's on sight supply of limestone and clay ran out in about 1935. It was open approximately 32 years.

The Santa Cruz Portland Cement Company, was a sister plant to the original Napa Junction Company. In 1946, Basalt negotiated for the title, and purchased the property in 1950. They produced lightweight aggregate that floated, manufactured pozzolan, and added several buildings to the plant. They operated the plant from 1946 through 1978. The plant had been inactive and abandoned until purchased by Jaeger Vineyards in 1984.



The Railroad at Cement Plant



The Basalt Plant

RAILROAD

The railroad was established in the Napa Valley in 1864. It serviced from Vallejo to Calistoga and from the Napa Junction line East through California and beyond. Early train service served its farmers, business people and passengers to connect to Napa Valley, Sacramento and San Francisco. The Vallejo section had bustling train stations in South Vallejo, numerous bars, the enormous Frisbie House and a North train station.



Napa Junction Train Station

The train ran on the land rails until it reached the Carquinez Strait where it was transferred to ferries or barge structures to ferry it across the water and then back on land. It was ferried by the Sperry Flour Plant in Vallejo to Crockett and again in Oakland to San Francisco. In 1869 the California Pacific Railroad built the line running from Vallejo to Sacramento. It operated independently until it was taken over by the Central Pacific and finally by Southern Pacific. In 1869, a second railroad track was laid in the middle of the highway from Napa Junction to Vallejo and then West into Mare Island.



WYMAN RILEY'S



Sunday Notebook

When Vallejo Was A Rail Center

Railroad days in Vallejo were great days, with prosperity on all sides and the promise of more to come. The future was as bright as, for instance, the paint on that splendid locomotive, the "D. C. Haskin," which with its emerald and gold wheels, tank of wine color, emerald and gold, was justly described as "certainly the handsomest on the coast." The "D. C. Haskin" pulled the passenger train between here and Sacramento and was the pride of the California Pacific Railroad.

Railroading 88 years ago was big business and items such as this one were common in newspapers of 1870: "Unusual activity is now prevailing in the railroad shops at South Vallejo. Several mechanics who were recently suspended from the Navy Yard have obtained employment there."

California Pacific Brought Boom

The California Pacific brought a boom to Vallejo and attracted capital from eastern investors. Bidwell's History of Northern California tells how the C.P.R. was for some time an active competitor for the carrying trade of the state and controlled the freight rates between Sacramento and San Francisco.

The railroad was incorporated Jan. 10, 1865 with a capital stock of \$3,500,000. In 1867, Colonel J. P. Jackson of Ohio, a prominent attorney and later owner of Napa Soda Springs, went to Europe to negotiate the bonds of the California Pacific Railroad. As a result of his services, he came to Vallejo where he assisted in the building of the railroad and remained to become its president until it was bought by the Central Pacific Company.

The terminus was in Vallejo where work was begun in 1867. The road was finished to Washington, in Yolo County, on Nov. 11, 1868, and to Marysville in November, 1869. Fairfield, Suisun, Cordelia, Elmira and Dixon were on the main line while Maine Prairie was connected by a stage which ran three times a week to Dixon.

Railroads Waged Vigorous Battles

In June, 1869, the company purchased the Napa Valley Railroad, the two railroads consolidating in December, 1869, with a capital of \$12,000,000. (The Napa Valley Railroad at the time was a short line from Napa to Calistoga through St. Helena.)

In 1869 and 1870, the Central Pacific and the California Pacific were at war with each other. The track of the Central Pacific was laid on the levee and it was impossible for the California Pacific Railroad to cross the Sacramento River and secure depot and switching accommodations without crossing this track.

Various attempts were made to lay the track and form the crossing of the two lines, but these attempts were resisted, and at one time it appeared that bloodshed would result. The crossing, however, was finally made and passengers were landed in Sacramento by the C.P.R. on January 29, 1870.

WYMAN RILEY'S



Sunday Notebook

More About The Old Railroads

Last week, Louis Malley, whose hobby in younger days was railroading, told of railroads which used to serve this area and recalled how Vallejoans availed themselves of their facilities to distant places.

"All except elevations and mileage used in these notes are from memory," he writes. "Railroading was my hobby in younger days and I was quite familiar with these lines and their mode of operation."

Continuing this week, he recalls that the Northwestern Pacific main line from Sausalito to Eureka, 278 miles in length, provided transportation to the Redwood Empire for Vallejoans who vacationed in this area of giant trees. There were few autos and to visit the redwoods in that manner entailed a long journey over poor roads and few service stations. Nearly all took the main line through Petaluma, Santa Rosa, Ukiah, Willits, Scotia and to the Eureka terminus, the train stopping at all points and rolling through beautiful countryside.

TWO ENGINES USED ON STEEP GRADE

Between Ukiah and Willits two engines were used to climb up a grade which rose from 610 feet elevation at Ukiah to 1365 feet at Willits. There were both a morning and night train. The early train traveled through vineyard country, along the banks of the Eel river for nearly 50 miles, and through giant redwoods to afford daytime passengers a magnificent scenic trip.

This scenery was lost to passengers on the night train. The night trains carried a sleeping car and traveled the entire route without transfer of passengers. Trains made a 20-minute stop at Willits to allow passengers to dine in the depot lunch room. The day train ran only as far as Willits and passengers continued the trip in a rail motor car.

The building of the Golden Gate bridge spelled doom to the Sausalito terminal, the roundhouse and railroad yard a short distance north, and the ferries. San Rafael became the new terminal, with passengers being brought over the bridge by bus to board trains at that city. All Sausalito facilities were abandoned and the morning train was discontinued.

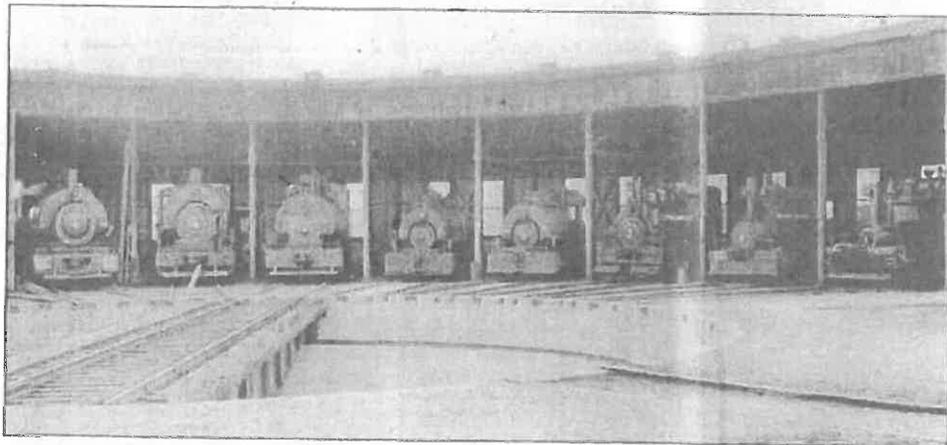
The train to Mare Island was ferried across the Napa River until the causeway to Mare Island was built. In 1927 the Carquinez Bridge opened and created a through highway from the Southern part of the state to the Northern part. In 1917, World War I had begun; the railroad and Mare Island played a big part in the war and ship building.

California Pacific completed its Suisun –Benicia line in 1879. The first rail connecting Mare Island to the mainland came in July 1919 when the causeway was opened and an adjoining trestle carried the tracks to a street. During the great depression in 1929, miles of railroad tracks were built by federal Works Progress Crews with a circle of continuous rail completed in 1936. During World War Two, train service intensified. Some parts were prefabricated in Denver and shipped by rail to Mare Island to be quickly assembled. Currently in 2008, after 140 years of train service, the freight and passenger service in Vallejo has ended. The highway system carries the freight needed.

In 1937 the Golden Gate Bridge was completed and access from San Francisco through Marin County and into the American Canyon Area was opened by the highway. During the train years in the early 30's there was a Greyhound bus depot in the center of Kelly Road and Jamieson Canyon Road with the highway going completely around it for travelers to go North or East to Sacramento and beyond, or up the valley to Calistoga and beyond. The railroad in the center of highway 29 was eliminated in the 1960's. Rail traffic had to continue on the original railroad into Napa Junction and the Lombard freight section was eliminated.

'At last the work on the railroad has commenced and it seems to throw new life into everything.'

— March 14, 1868, Vallejo Weekly Chronicle



THE ROUNDHOUSE on Mare Island occupied Building 637 at Walnut Avenue and Third Street. Trains ran on 56 miles of Intra-island railroad tracks.

Courtesy photo/Mare Island Historic Park Foundation

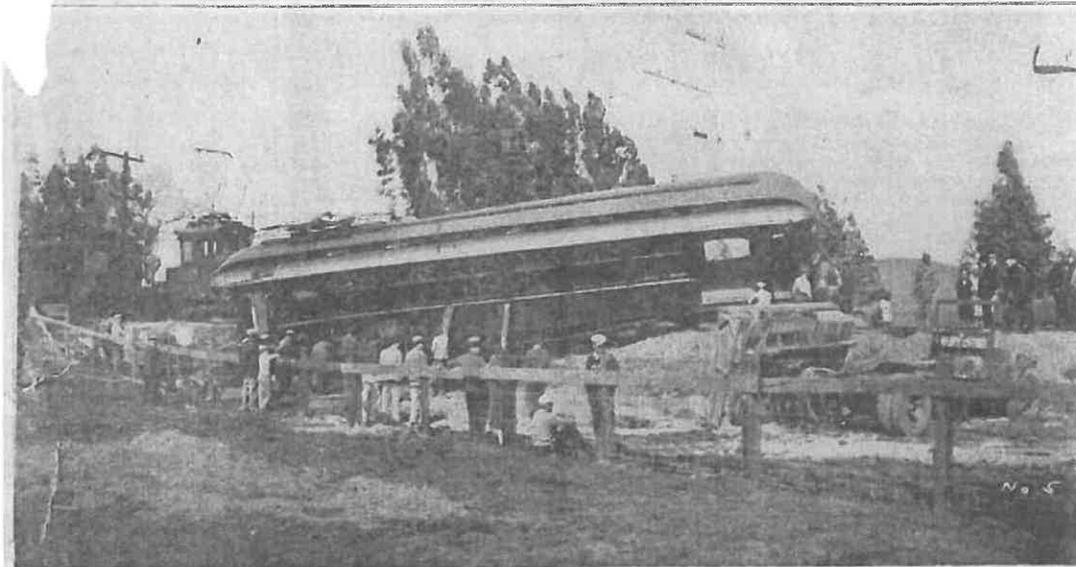
In 1940, and during world war two, the freight line was still in operation. The freight station in American Canyon was named Lombard Station and that section of the City is still referred to as Lombard. In the earliest years, the area near the Soscol section was known as Thompson in the Metropolis part of the area.

Vallejo Times-Herald

SOLANO COUNTY'S MORNING NEWSPAPER

Local Section

Vallejo, Calif.—Sunday, Jan. 6, 1957 Page 13



1913 TRAGEDY This picture was taken shortly after an electric train collision just north of Vallejo on June 19, 1913, in which 13 persons lost their lives. This photograph and the one below were found by retiring Superior Judge Joseph M. Baines when he gathered up his belongings at the judge's chamber in

Fairfield. Judge Baines was Solano County district attorney in 1913 and these pictures and others were obtained by him in his investigation of the tragedy. The photo above shows a group of spectators watching as workmen prepare to hoist the smashed car from the tracks.



Old Photos Recall 1913 Rail Tragedy

By LLOYD LEONARD

On the morning of June 19, 1913, an electric railway car full of passengers pulled out of Vallejo and headed north toward Napa.

A southbound trolley carrying passengers was approaching Vallejo—on the same tracks.

At a point just south of the Three Mile House there was a nightmarish, splintering collision of the two trolley cars.

Thirteen persons were killed, five were gravely hurt and a score of riders suffered less serious injuries.

VALLEJO WAS stunned by the railway tragedy. Vallejoans in those days weren't apathetic toward wholesale slaughter in vehicular travel, for there were fewer vehicles and fewer collisions in 1913.

Memories of the terrible June morning more than 43 years ago were revived for retiring Superior Judge Joseph M. Raines the other day when he gathered together his personal effects in the judge's chamber at Fairfield.

As he packed up his belongings preparatory to leaving the chamber he had occupied for 14 years, Judge Raines came across several photographs of the 1913 electric train wreck.

At the time of the tragedy, Judge Raines was district attorney of Solano County. Immediately after the wreck he began an investigation, and the photos came into his possession during the probe.

A mixup in traveling orders was blamed for the collision, but no one person was singled out as entirely responsible for the crash in the weeks of investigation that followed.

picture showing how the northbound "Calistoga Fryer" literally climbed atop the southbound car in the railroad disaster.

On the second day after the wreck, the Evening Chronicle carried a Page 1 story under the headline: "First Suits Are Filed." This signaled the start of the court action that subsequently "completely crippled" the electric line.

On the third day after the tragedy the Chronicle reported that two mothers of victims had filed suits for damages totaling \$80,000.

The crash and the long series of damage suits to follow dashed the company's plans to extend electric train service into Lake County.

THE RAIL line which served Vallejo and the Napa Valley for a quarter-century began in 1908 as the San Francisco, Vallejo and Napa Valley Railroad. Service that first year extended as far north as St. Helena.

In 1911 the company was reorganized and stockholders floated bonds for money to extend the line into Lake County. After the reincorporation, the firm became the Napa and Calistoga Railway Co.

In 1912—just a year before the fateful June morning—service of the line was extended to Calistoga and a roadbed laid for service into Lake County. But because of the damage suits and attendant financial woes rails never were laid in Lake County.

TWO VALLEJOANS, E. C. Judd and J. B. Grable, were among the 13 killed. The Solano Meat Co. today stands near the crash site.

The aftermath of the collision haunted the San Francisco, Napa and Calistoga Railroad until the end of the company's life on Sept. 12, 1937.

The Times-Herald of Sept. 10, 1937, in a Page 1 story announcing the demise of the electric railway reported that damage suits resulting from the 1913 crash "completely crippled the railroad company."

The Times-Herald story went on to say that the company's revenues had been reduced over the years because of the increase in travel by private automobile.

Two years before the line was abandoned, a series of litigations ended when James Irvine, controlling owner of the common stock, purchased the railway at public auction for \$20,000.

AFTER THE trolleys stopped rolling in 1937, service for passengers and freight from San Francisco to Calistoga was taken over by buses and trucks.

The Vallejo Evening Chronicle of June 19, 1913, carried a detailed story of the tragedy on Page 1 under banner headlines reading: "Lives Are Lost When Cars Collide" and "Terrible Accident On Electric Line."

On the following day the Evening Chronicle's Page 1 banner read: "Railroad Commission Investigates." Page 1 on June 20, 1913, also carried a crash

AMERICAN CANYON FIRST SETTLEMENT

The area called "Junction" in the early years. February 1923, Mr. Watson's property was surveyed to plan a proposed City. Judge Greenwood, of Fairfield born and raised in the area, didn't know anything about it. Then, the City was to be named Napa Junction City. The Cement Works was most busy. The Hub of the Southern Pacific Railroad was the Main Hub for North, South, and East in the Napa Valley in American Canyon.

Notes for your records about AMERICAN CANYON

Nothing at all concerning American Canyon is mentioned in any of the early histories, so I asked the Napa County Historical Society if they had an information. They had none. I asked all of the old people I knew and while they knew that it was always called American Canyon, they did not know how, or why, the name had been given. I asked the Federation of Women's Clubs, and Mrs. Fred Levy, of Napa, wrote me the following

letter: Napa, California
March 7th., 1955

"Dear Miss Loeber:

Harry Palmer, 85 years old, and a former stage driver in this valley, tells me that his grandfather and other pioneer men named the American Canyon for the few Americans living there. There were very few white settlers here in those days--they were mostly Indians and Mexicans, and so they named the place where the white men resided, American Canyon.

Mr. Palmer is a very interesting person. He has been my neighbor for years. I have enjoyed his talks of early Napa days."

(Signed) Mrs. Fred Levy

The Mr. Harry Palmer mentioned is a grandson of ex-Governor Boggs (of Missouri) who came to California in 1846, and died on his ranch in the Napa Valley in 1861.

Concerning the incorporation of Napa Junction City, I went to the Recorder's Office in Napa and found there a map of the proposed Napa Junction City dated Feb. 24th. 1903. The proposed city was on Mrs. Watson's property, but for lack of enthusiasm, or what, no one knows, the incorporation was never completed.

The new City was being advertised as a great place to "Feel like a hostess of home. Welcome to Napa Valley, beautiful, gracious, and will make you a lovely home. I hope you will be very happy here". The City never materialized but the section was referred to Napa Junction City and then eventually just as Napa Junction, relating mostly to the junction of the railroad. The first

families that settled in the section lived in the vicinity of the railroad and cement plant which was their source of employment.



Families in American Canyon

This is the history of the families and the houses from that era that worked at the cement plant and railroad. This material came from Mrs. Lober, a historian from St. Helena and was compiled in 1954.

NEGRI - Mrs. Leno Negri still resides at the same place known as "LENA'S", a bar at Napa Junction.

FRATTINI - Lived by the Portland Cement Plant which is now Basalt Plant of Napa Junction.

RANCONI - Is now residence of Mr. and Mrs. De Wilde and family.

TURCHETT—Boarding house was torn down and another house was built in the same place which is now the residence of Mr. and Mrs. Charles Frattini.

PERADI— Residence at the Portland Cement Plant, which is now the Basalt Plant of Napa Junction.

CONRADO—House was rebuilt where old one was torn down and is still occupied by Mrs. Conrado.

MORINCO—Owned a boarding house and bar at Napa junction which was sold to the Colussi family and they moved this side of the Paoli ranch.

GONDOLA—Is now residence of George Buzas which is the property of Mr. Frank Collins as was his fathers property before him.

ZANARDI—Resided at the Portland cement plant which is now the Basalt plant of Napa Junction. Mrs. Zanardi runs "Tony's Barn", a bar at Napa Junction.

PAOLI—Still occupied by the Paoli Brothers, Cecil and Albert, who own and run the Paoli Ranch.

NOCETI— Now the residence of Mr. and Mrs. Floyd Whiteside on the property of Frank Collins.

SHINN—Is now the residence of Mrs. Tyler.

GHERARDI—Now occupied by Mr. and Mrs. Stebbins across from the "Golden West Cabins".

BARIANI—Boarding house was torn down. Another house was rebuilt in the same place that is now the residence of Mr. and Mrs. Charles Frattini.

COLUSSI—Took over the "Moreno Bar", at Napa Junction behind "Lena's", which later on was torn down.

GROUH—

SLAVEN—Ran a dairy farm, where the Avilla's now live on the American Canyon Road.

RUSCONI—Was the old Cantoni place which was sold to Scally and is still the Scally residence

MACEDO—Is now Neeley's Chicken Farm the "Egg Basket".

MRS WALLACE—Retired teacher in Brown's Valley.

MRS. DAVIS—Lived in Napa

TORRES—A new house was built on the same spot where the old house burned down and is still occupied by Mr. and Mrs. Torres.

OWENS—Lived on the Billy Watson's property.

ORESTE NEGRI—Deceased

MARY FRATTINI—Married to Bob Tanner—lives in Napa and owns a grocery store. Has 1 girl and 1 boy.

MARY RANCONI—Married to Mr. Cozzins who lives in Oakland and he is a travelingsalesman. Has 1 boy.

MARY TURCHETT—Married to Bob Sanders and lives in Vallejo. He works at Mare Island in the artificial limbs department. Has 1 boy

EDITH FRATTINI—Married to Charles {Bud} Aitken and lives in Napa Junction. Both work at Sperry Flour Mill. Has 2 girls.

ALICE PARODI—Married to Mr. Leonard and lives in Santa Cruz

EDDIE CONRADO—Married to Carmen Nieves and lives in Napa. He works at Burgland Tractor Company. Has 1 girl and 1 boy.

ALMA BARIANI—Married to Harold Brun and lives in Vallejo. She works at Labut Kaiser Hospital. He works for Vallejo Lumber Company.

LENA CONRADO—Married to Dennis O'Keefe and lives in Vallejo. Both work at Sperry Flour Mill.

JOHN CONRADO—Single, lives in Napa Junction, and works at Mare Island's Foundry

HENERY PARODI

CECIL PAOLI—Single and lives in Napa junction—Rancher

ROSE ZANARDI—Married to Jack Roche and lives in Vallejo

JOSEPHINE FRATTINI—Married to Forrest Trayler and lives in Vallejo. Both work at Sperry Flour Mill.

WILLIE GHERARDI—married and lives in San Francisco. Works in Poultry Business. Has 1 child

DOANE BARIANI—Married to Nelson Scarrott and lives in Vallejo. He is a janitor at Carquinez School. Has 3 boys.

ELIZABETH COLUSSI—Married to Mr. Boleria and lives in Oakland. Has 2 children

CLYDE SHINN

JOHN BARIANI Deceased

FRANK PARODI—Married and lives in Santa Cruz. Works in Bakery Shop and has 2 children

ARTHUR GROUI— Can't locate

WILLIE SLAVEN—Deceased

FRED NEGRI—Married to Ann and lives in Napa. Worked at Mare Island Sheet Metal shop. Has 2 girls and 2 boys.

JENNIE ZANARDI—Married to George Bottari and lives in Vallejo. She is a checking clerk at the Tennessee Market. He works at Mare Island as a Planner Estimator. Has 2 girls

MRS CLEO DAVIS—Deceased

SUNTA PARODI—She's married to Gene Meschi and lives in Boulder Creek. Owner of a Wholesale Meat Distributing Company. Has 1 girl.

ELNEZ PARODI—She is Mrs. Kirby and lives in Carmel. Is a Beauty Operator.

CARRIE PAOLI—Married to Mike Buzarellos and lived in Napa Junction. He is a Farmer. Have 1 Boy and are grandparents.

PETER MARENCO—Married to Marie Segale, lives in Vallejo, and owns Service Station. Has 1 girl and 1 boy.

FRANK MACEDO

JENNIE TORRES—Married to Casimaro Cabrero and lives in Napa Junction. She works as a nurse's aid at Vallejo General Hospital. He is a railroad worker. Have 1 girl and 1 boy.

VICTOR ZANARDI—Married to Florence Tyurell and lives in San Francisco. Has 1 girl and 1 boy

DICK OWENS

DAVID COLUSSI—Deceased

JOHN PAOLI—Married to Allene Monez and lives in Napa. He is liquor salesman for Cavagnaro. Has 2 boys.

JOHN ZANARDI—Married to Louise Nannetti, lives in Vallejo, and he drives Kilpatrick Bread Truck.

ROSE ZANARDI—Married to Jack Roche and came back to Napa Junction after the war.
WILLIE RUSCONI—Lives in Napa
LENO NEGRI—Married to Alma Zanardi and lives in Napa Junction. Has 2 boys
FLORENCE SHINN—Deceased
ERMA MACEDO—Married to Bob Simmons, lives in Napa, and worked at Mare Island.
MRS WALLACE —Is now Mrs.Coffield, lives in Napa, and is a retired teacher.
EDITH BARIANI—Married to Henry McGraw, lives in Berkeley, and is an engineer for Berkeley City. Has 1 girl and is a grandparent.
FLORENCE FRATTINI—Married Samuel Clerici after the war. Samuel is deceased. Has 1 son and 1 girl. She lives in Napa Junction.

(Very early settlers Not in Mrs. Lobers list are:)

TRAVERSO, Peter and Caterina. They moved from San Francisco to Napa Junction in 1906, shortly after the disastrous fire and earthquake. They owned and operated the Napa Junction Hotel until they retired in 1930.

PETE FRESKAN FAMILY, Moved to the Junction in 1923 and opened a grocery store that was remodeled in the 40's to Pete's Club and in the 50's to Palby's.

PETER LEMOS FAMILY

LILLIAN DANELLI AND FAMILY

HIGHWAYS

Transportation in the State of California was somewhat slow and abundance of paved roads was minimal. The Southern part of the Bay Area, San Francisco, Oakland, San Pablo, Richmond, Pinole, Rodeo, Crockett, and Martinez, were all major cities on the South of the Carquinez Straits. That large body of water was a barrier without a crossing except by ferries.

In 1927 the Carquinez Bridge was completed and both sides of the Strait were able to cross on land from one section to the other. After crossing the bridge, the paved road went through the town of Benicia, through the South Vallejo area on 4th Street, and through the city of Vallejo on a main street called Sonoma Blvd.

The streets in the original part of Vallejo were named East and West after the counties in the State of California, and the streets North and South named after the States in the United States. The paved main road went through all of Vallejo on Sonoma Boulevard into American Canyon area on the main road at that time, Broadway. Travelers going to Sacramento or anywhere East and beyond took American Canyon Road East, drove through the main streets of the towns of Cordelia, Suisun, Rockville Road, Fairfield, Peabody Road, through Main street in Vacaville, Main street in Dixon, Main street in Davis and over the old bridge coming in to Sacramento through the Main Old Town area and north toward Auburn and onto the roads that followed the railroad to Nevada.

To go north arriving in American Canyon, the Broadway Road went into Kelly Road and through the cities of Napa, Yountville, Oakville, Rutherford, St. Helena, onto Calistoga and beyond. Many other adjoining roads were dirt roads. In 1929 the Great Depression was a complete happening all over the United States, so many people were without jobs and, due to the lack of

incomes, many Federal Programs were started. They had the Civilian Conservation Corps that did many things all over the United States that built things and many other projects to benefit the people in the states.

One of the bigger projects was to build a road that connected areas all across the United States. One section of this project started at the Carquinez Bridge. This road was to be a way to move all forms of highway traffic easier and faster. This road bypassed all of the cities and was built in bare field areas with a direct line east. It was originally called Lincoln Highway, and eventually as the State Highway department became in charge of the highways they added extra lanes and various improvements, it was called Highway 40 and years later it was updated to Highway 80. In American Canyon, the Highway North that was Broadway became Highway 29.

Once again American Canyon became a major part of the North Bay Area and was necessary for the transportation industries, commuting to jobs, daily travel needs, and kept the needed activities of life moving smoothly. The early cement plant, and later companies, were suppliers for the highways, and the railroad lines were valuable to the movement of many types of needed things for these updating and improvements to the modernization over the years.

FIRST SUBDIVISION, McKNIGHT ACRES

In 1950, properties of the McKnight family were divided into parcels, forming McKnight Acres. These parcels were sold to individuals that built all or most of their homes in this area. It was not a tract being built by a developer. The homes were all differently designed and most lot sizes were in 2 acres or smaller. All the streets in the McKnight subdivision were marked off and named. The homes being built in McKnight Acres all had septic tanks.

Several of the older homes were scattered towards the hills, down Watson Lane, Napa Junction Road (Lena's bar) and South Napa Junction Roads (Pete's Club later Palby's), the Cement plant, and a few down the highway on the East side, a fruit stand, a small Millers Store and Service Station, the Navajo Rug place, and further South a Boat Storage Building. On the West, among others, Fran Lemos's place and a home was being built by Wally and Marie Dahlquist, (Wally later became one of the first Fire Commissioners in our area). Seems like the Fortune Telling business was always there, the old School building (across from Palbys), and another old school building on American Canyon Road where Broadway connected. Across the highway, at the corner of the dirt road which is now American Canyon Road West, was the old green barn which was a familiar landmark and stayed there until they cleared the field to make the Safeway complex. The Goforth contractors soon started to build Rancho del Mar's first 600 units. When they started to build Rancho del Mar, the contractors planned a sewer system but only allowed sewer hook up for the homes in Rancho.

On May 31, 1951 the Paul Waxman, and Bill Moody families purchased lot 2 block 5 (2 acres) of the Western Extension of McKnight Acres, located in the area called Napa Junction, South Napa County. At the time of the purchase there were few buildings standing. We had a clear view all the way to the river and the eucalyptus trees along the dump road North West of our property. On the East side we could see the buildings along the Highway. Lots of weeds, we called it "Jack

Rabbits Flats". American Canyon Road ended at Highway 29. There was an old set of tracks going up and down along Highway 29 in the middle of the highway. But it wasn't being used anymore. The tracks that were being used, crossed the highway just South of where Watson Lane came to the highway. Every day the train would cross and the traffic would have to wait. Later, after several accidents, the overpass was built.

After purchasing our two acres, Paul's parents, Alfred and Mary Waxman bought the lot on the north adjoining ours, that took in the full South/West corner of James Road and Donaldson Way. They quickly had it split into five smaller lots and sold them, three along Donaldson Way (sold two to Harold Horodski) and two long lots going along the side of our lot. Walter Forrister bought the first long lot (at 174 James) and the last long lot (170 James) was sold to Pat and Lorraine White. Houses started popping up all over the McKnight subdivision. Almost all of the homes in McKnight's were built by the lot owner or individual carpenters building to sell. The two Basalt homes on the S/W corner of Donaldson Way and James were built by Harold Horodsky. He also built the four basalt homes on the N/E corner of Andrew Rd. and Crawford Way. He was a friend of Paul's and showed Paul how to lay the blocks.

We started building our garage first, making it out of basalt blocks. Paul was not a brick layer or carpenter, he was an electronic tech, but he had a dream, a lot of imagination and determination, got a book on how to build a house. With a lot of help from Bill Moody (another dreamer) our family, close friends and at cement pouring times those close by, working on their place, would stop and come over to help. We ended up with a (garage) house. (Be it ever so humble, it's ours) Which our family of 5 lived in for 12 years. There were no individual water connections at first, we had to fill our barrel when needed, at the corner of Crawford and James. The water was provided to be used for building. When we started digging the ditches for the foundation we broke our pick, the ground was so hard. It took us 2 years to build the garage (cause Paul's job took him to sea most the time) we moved in on Thanksgiving day, November 1953.

By the time we finished the garage and moved in, water lines were laid throughout the area and there was water service to each lot. We paid our water bill in Benicia, all other bills in Vallejo. Every one had a septic tank because there were no sewer lines. Mail boxes were at each of the corners. Later they were moved in front of the houses, and are the same today. Families already living there, across the street were Lynn and Jean White. The man that built their home was Joseph (?) can't remember his last name. He also built about 5 houses all with the redwood siding around the S/E corner of James and Donaldson. Pat and Lorraine had a Harmony House put up and they did all the finishing needed and moved in shortly after we did.

Across the street a young couple (the Janoes) started the home that was later bought and finished by Avery and Alice Humphrey. We visited with them many times at the end of our work day and was saddened when the young man was killed on highway 80 before they could get settled. She (Judy Janoe) sold the place to Avery and Alice Humphreys and had another house built next door to the North.

Moody's built their first place right next door to us (156 James) and several years later, split their lot and built a second place just South of the first one. They sold their place to Gerard and Dorothy King. Some of the other long time residents in the 50's were, Mr. Frank on Crawford

way, who kept bees in his yard, Luke Tousaint on Donaldson Way that raised rabbits, Don and Anne Swift, Don's parents Swifts, on Andrew Rd, Gene and Maggie Fox, lived at the corner of Wilson and Andrew Rd and had the sheet metal place on the highway (that was later one of the offices for the American Canyon Water District)Betty and Lou Custis, Elcana and Mary Ellis, Kelly and Maxine Barber, Mr. & Mrs. Pettit, Pearl and Robert Towle, the Mattie's, the Clayton's, all on Andrew. The Swanson's, Casse's, McKee's, McCoy's and Casten's on Donaldson Way. The Adcocks, Frank Forsey on Wilson, Vernon & Mrs. Eades who sold their home to the Victor Watras family, Walter Forrister, the Wade Humphreys, Hasken's the Harmon's all on James Road just to name a few. The Harmon's by the way bought the Neeleys Egg Basket on Watson Lane and Highway 29. In the 70's the building was sold and moved also to James Road.

In January of 1956 there was minor flooding in Mcknight's at the corner of Andrew Road and Wilson Way. The flood waters entered the home at 249 Andrew, home of Staff Sgt and Mrs. Samuel Green. Water poured into the front room. The Napa County Road Department was called and came to dig a ditch that carried off the waters. Little damage was done to the home but they did a lot of mopping. Also the Fire Dept was alerted and had several rescue boats available on emergency standby. They also were equipped with 3 portable pumps and were called to pump out a basement.

When we first bought the property there was a small store and attached gas station on the Highway (at Frisbie lane now Donaldson Way East) owned by the Ralph Miller family.

On Valentines Day, February 14, 1957, the Millers moved its location just next door, to the front of the then occupied building by the American Canyon's first Fire Department. Making it a Drive-In Market. The Self Service Store was run by Mr. and Mrs. Miller and C.B. Wilhite.

The first Post Office in our area was at the Mid City Nursery with Dollie Mikolajcik as Postmistress. August 1, 1956 was the first day of posting with an American Canyon stamp on the letters. Lorraine White was one of the first patrons to use the mail service. On May 16, 1957 an ad was in the paper placed by the Vallejo Post Office, "postal bids for a postal station in the vicinity of Rancho Del Mar or Rancho Vallejo, during 2nd period ending 6/30/59. Contractor must furnish sufficient space in a location convenient to the public, in the main room of his establishment.

Vallejo Times-Herald
 SOLANO COUNTY'S MORNING NEWSPAPER
 Second Section Vallejo, Calif.—Thursday, August 2, 1956. Page 15



ALL SET With Vallejo Postmaster Ray Hawkins (left) from left on hand, the new American Canyon branch of the Vallejo post office opened for business yesterday at 2435 Broadway in new premises of the Napa
 direction area. In the window is John J. Mikolajcik, appointed clerk in charge. Next to Hawkins are Lorraine White, one of the first patrons, and Henry W. Reed, assistant postmaster.—Times Herald Photo.

Contractors will be required to provide facilities consisting of money order register, parcel post, ordinary insured and COD sales of all necessary postal supplies. And must provide all equipment including a sign such as the postmaster may designate. A place that is safe, with heat and light. Those interested are requested to contact the Post Master for further information and necessary blank forms for submitting their bids. The contract station known as the American Canyon Branch located at 3625 Broadway will close on June 30, 1957 due to expiration of contract. Space such as a private house, garage, etc is not considered suitable quarters for a contract station. Locations in established business houses in the area are preferred."

In June of 1957, Millers store made the low bid to the Post Office among 7 bidders and the Post Office was moved from Mid City Nursery to the Millers store. Lola Miller was made Postmistress. Later when the store sold to Cal Ascherman, Sue Kracker became Postmistress for many years.

In the back of Millers store, was our first Volunteer Fire station which had two men on the payroll. The Fire Chiefs name was Jack Heib, and the Engineer was Lynn White. They would sound the alarm and volunteers all over, would stop what they were doing and run to the station and all go out and fight the fire.



Volunteer Firefighters around new fire truck