

LIEUTENANT JOSHUA HEWES

A NEW ENGLAND PIONEER
AND SOME OF HIS DESCENDANTS

WITH MATERIALS FOR A GENEALOGICAL HISTORY OF OTHER
FAMILIES OF THE NAME

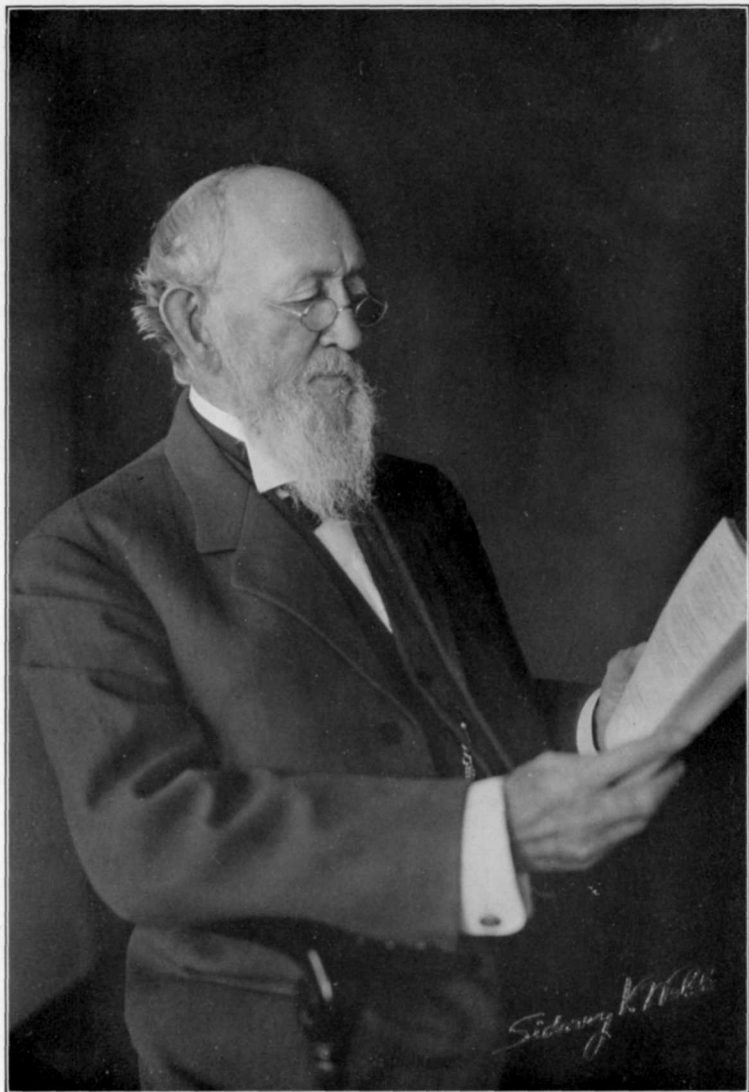
AND A SKETCH OF
JOSEPH HEWES THE SIGNER

EDITED AND CHIEFLY COMPILED BY
EBEN PUTNAM
Member California Genealogical Society, etc.

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D. Hewes

PREFACE

The Psalmist has written that "the days of man are three score and ten," and yet the cases are numerous where the Master has permitted, for His own good reasons, the extension of individual lives far beyond this period, and it is with a heart filled with gratitude and love, I acknowledge His mercies, protection, and loving kindness vouchsafed throughout my long and varied life. It has ever been a great pleasure to me, from time to time, to dwell upon the pleasant relations I have ever maintained with my kinspeople, and to observe with much gratification how the younger generations have followed in the footsteps of their predecessors.

Being the youngest of a large family of children, it has been my privilege to enjoy association with an unusually large number of nephews, nieces, grand nephews and grand nieces, even to the third generation, and to watch, with pride and pleasure, the development of certain hereditary characteristics which have seemed to me to have directly and positively descended from our Hewes ancestry.

My father, Col. Joel Hewes of Lynnfield, was a man of intense energy, with whom to think was to act; who knew not the word defeat; and who to the day of his death, which occurred at the early age of forty-one years, was ever positively and prominently interested in the daily occurrences and duties of life.

This same indomitable will, fixity of purpose, and activity of mind and body, existed in his brothers and sisters, naturally in some more than in others, but there were the same general physical and mental characteristics affecting the whole generation. Among the cousins, all of whom have now "passed on," appeared these factors of intensity of purpose, marked ability, triumph over difficulties, ignoring of seeming discouragements, and the inherent faculty, to use a colloquialism, of "making good," the few exceptions merely proving the rule.

The records of the descendants of Joel Hewes evidence a deep religious feeling influencing the entire family. With my father and his brothers and sisters, religious faith, the church and its

PREFACE

work, were embodied in their nature and life work, and acknowledged duties willingly, promptly, lovingly, performed. And while they were successful in the accumulation of worldly wealth and success, no sacrifice of faith or honor marked the same, their prevailing thought ever being, in advancing their own prosperity, to do so without hardship, loss or detriment to others.

Our family generations, from the time of Joshua Hewes, the founder of the family, show these stable and honorable features. As these records will show, while never seeking to be in the foreground, in the early history of this country he made his influence for practical good felt in a manner which will be remembered throughout all time. And as to his personal nobility and sense of honor, could there be a more striking proof than the sacrifice of his own welfare to aid his uncle Joshua Foot? Of him his posterity can be pardonably proud. As Shakespeare writes:

"His life was gentle,
And the elements so mixed in him
That nature might say to all the world
This was a man."

Philosophers assert that the worth of a family largely depends upon the women who are the mothers of the race, as through them are introduced new strains of blood which may weaken, modify, or strengthen, the main family characteristics. In looking back over our record it is evident that the women of those representative New England families into which the males of our line have married, have nobly contributed to perpetuate and strengthen the traits I have mentioned as having come under my own observation in the last three to five generations, and without arrogance we have reason to take a pardonable pride in our New England ancestry.

With such a heritage, and such a record, the sacred duty rests upon all descendants to keep this strain of honor, integrity, physical and spiritual health pure and undefiled. Let the characteristics of the men and women of our lineage in the past be the test for the husbands and wives of our family in the future, and in this way preserve for all time to come the same traits of patriotism, religious dependence, physical and mental ability which makes families and individuals honored and useful in their lives, and

transmitting to their posterity a priceless heritage when, their work well done, they pass on to the land of the hereafter.

This volume I design as a memorial to my parents, and to many of my kinspeople who have always been near and dear to me. If in some parts it seems too personal, it is for the reason stated.

In formulating my plans for this work, and in the execution of those plans, I have been aided by several persons to whom I feel under many obligations. To those relatives who have so kindly seconded my endeavors to preserve the records of our ancestry for posterity, I am under especial obligation. There are some whom I would like to mention by name; one or two who have particularly contributed toward the success of this memorial, in the publication of which I have felt such a keen interest. I also wish to mention the generosity of Mr. Horace G. Hewes in placing at my disposal all that he had gathered concerning his ancestor, that strenuous patriot, Robert Twelve Hewes, and of the kindness of Mr. Dexter H. Walker, whose collections pertaining to Joseph Hewes, a signer of the Declaration of Independence, were also placed at my disposal. I have always felt that Joseph Hewes' ancestor, William Hewes; George Robert Twelve Hewes' ancestor, George Hewes, and my own ancestor, Joshua Hewes, were probably kinsmen. I am much gratified to discover that Mr. Putnam, while he very properly adheres strictly to what the records tell us, has a similar leaning, and that he thinks that not only were Joshua and George Hewes near kinsmen, but that William Hewes was of the same stock as my ancestor.

The material for the book has been chiefly collected by Mr. Eben Putnam, or under his direction, was arranged by him, and except where credit is given to others, is his work.

Anapauma Ranch.

Orange, California.

DAVID HEWES

DAVID HEWES
OF CALIFORNIA



DAVID HEWES
Painted in 1854

DAVID HEWES

AN AUTOBIOGRAPHY

I was the fifth and with the exception of a younger brother, Caleb, who died in infancy, the youngest son of Col. Joel Hewes. The death of my father in 1827 left my mother with the care of a family of eight children, of whom the eldest was nineteen, and the youngest three years of age. Every Sunday afternoon, before evening service, it was the custom to call the children into the long family room where, seated on a bench, we were taught the catechism by our mother, and every morning we all united in family worship.

My mother had the improvement of her husband's estate as long as she remained a widow, in consideration of her support and education of the children during their minority. Two years after the death of her husband, Mrs. Hewes married, 19 April, 1829, Oliver Swain. Mr. Swain leased the Hewes farm until 1832, when he removed with his wife and the younger children to the Swain place near by. I was then ten years of age; old enough in the opinion of Mr. Swain (following the custom of that time) to be set at tasks about the farm, which would bring ample compensation for my maintenance. Association with my step-father impressed me with the importance of work and industry; I was obliged to rise early and perform work which was equal to two-thirds the work of a man. The Swain farm comprised 25 acres, chiefly heavy peat land.¹ Mr. Swain's position in the community was excellent; he was justly considered a man of worth, and his attendance upon church was limited only by the facilities afforded. On the Sabbath, when possible he attended service twice and even three times.

The children attended school at the Three Corners, near the Hewes farm, and my earliest recollections of my teachers are of the pleasantest. Miss Mary Ann Tucker, the first teacher I

¹ A field opposite the house was entirely cleared of boulders and large stones through the efforts of David Hewes, and is to-day a monument of his industry. — [EDITOR.]

remember, was succeeded by a Miss Richardson, who in turn was succeeded by William Rhodes of Lynn; a young man, who boarded in the family. The scholars were drilled in the multiplication table, fractions and "*The Rule of Three*"; were instructed in reading, spelling and writing, and taught the Ten Commandments and the Lord's Prayer. Before and after school the chores were done. At that time it was the custom to improve the long evening hours of winter in some gainful occupation, in which I had my part.

When about 14 years old I was given a small remuneration by Mr. Swain, and a holiday all my own. I did not spend this money foolishly, but the morning I received it I walked 12 or 14 miles to Lowell to visit Gustavus, Fellows and George Tapley (my favorite cousins), and while at Lowell, I hired a horse and chaise, to go to Deerfield, N. H. (25 miles), to visit my favorite school teacher, Miss Mary Ann Tucker.²

Soon after the marriage of Mrs. Hewes to Mr. Swain, her brother-in-law (Joshua Hewes) of Lynnfield, was appointed guardian for the five younger children; Mary Ann, Ruthe, Charles Wesley, David, and Lucy Ann, as well as Aaron T., who then had reached the age of 19. The elder brother, Joel, had attained his majority, the elder sister had married. The appointment of Joshua Hewes as guardian, was dated Nov. 15, 1831, and his inventory of the estate of his wards showed that each was entitled to a one-eighth interest in the land at Lynnfield, consisting of 25 acres and the buildings thereon, and a similar interest in a lot of wood-land, near the other, a pasture of 30 acres, and 8 acres of peat meadow. Each child's portion was inventoried at \$198.12 1-2. At the age of fourteen years, I was "bound out" by my uncle and guardian, Joshua Hewes, to my brother-in-law, Benjamin Cox, Jr., who four years previously had married Mary Ann Hewes. According to articles of indenture, I was to receive \$30 a year for clothing, board and lodging, and six weeks' schooling each year in return for my services until I was seventeen and one-half years old, when I was to receive my freedom. The last year of my apprenticeship, Mr. Cox gave me 12 weeks' schooling, in recognition of my faithful-

² Miss Tucker thought as much of the pupil, as the latter of his teacher. Mr. Hewes has in his possession, with other cherished mementoes, a letter written by Miss Tucker, the "first letter he ever received from a lady."

ness. During these years of my apprenticeship I had attended school at Lynnfield Centre, and my associations at the Centre led me to realize the value of, and to desire a higher and better education than it was possible to obtain in Lynnfield schools. At the end of my apprenticeship I had saved \$15 from my clothing allowance. With this, and having agreed to work for my brother-in-law for board and tuition, I entered West Reading Academy, an institution of high local reputation, then conducted by Master John Batchelder. For two years this arrangement was in vogue; certain hours before and after school being devoted to the farm work. West Reading Academy was two and one-half miles from the Cox farm. Although I was prepared for Phillips Academy at Andover, after consultation with my brother, I accepted an offer made me by Mr. Allen Rowe, a prosperous merchant and shoe manufacturer of Stoneham, to become his clerk. I remained with Mr. Rowe four years. Mr. Rowe took considerable interest in his new clerk, and through his good advice I was able to accumulate a little money from trading ventures in connection with my duties at the store. My compensation as clerk during the first two years was \$12.50 a month, with board. This was afterward raised to \$16, and at this rate I remained for two years longer, until I was of age. My life at Stoneham was busy and eventful. Mr. Rowe was a man of noble characteristics, a type of the successful, honorable merchant of his day, and my association with him did much to mould my future life as a business man. During the four years I was in his employ I had but limited opportunities for study, as my duties at the store demanded my attention from early morning until late in the evening. The young men had organized a debating club, and of this I was elected president. Questions of the day were debated in open meetings to which the citizens of the town were invited. Singularly enough, as it seems to me now, the great question before the country at that time was the Tariff. As a Club we subscribed for the leading papers and magazines in the country, which treated of topics of national interest. The views presented by Horace Greeley in the *New York Tribune* were especially interesting to me, and were as true then as they are now. I well remember studying the tariff question between the hours of ten and twelve, at night, after being released from my duties in the store. I remember my enthusiasm in the Whig campaign, which took

place while I was attending the Academy at Reading, and I greatly enjoyed singing with my companions such campaign songs as extolled Gen. Harrison, our candidate for president, and who was called the "National Hero," as he was the hero of the battle of Tippecanoe. There are few people even at the present day who are not familiar with the refrain "Tippecanoe and Tyler too." As my judgment matured I found myself even more strongly inclined to the Whig party, in the doctrines of which party I took as deep an interest at that time as I ever have since.

While with Mr. Rowe I had one week vacation each year, which I spent with my brother Charles, then a student at Brown University. I realized plainly the need and the object of a higher education than accorded by the limited school facilities I had so far enjoyed. Therefore I followed the advice of my brother Charles: to leave the store in which I worked, prepare for college, and get a college education, as I would then be better fitted to enter business life. Believing his advice to be wise and good, I left the store and entered the English Department of Phillips Academy at Andover in 1844, and was graduated in 1847. I look back to my preceptor, Samuel H. Taylor, a noted educator of young men, as a guiding star, whose grand influence went with me and helped form my character and stimulated me through life. His influence was supplemented by Theodore Woolsey, one of the noblest of Yale's presidents.

In order to meet my expenses at Andover I undertook part of the care of the buildings of the Abbott Female Seminary, where I was engaged on Wednesday and Saturday afternoons as caretaker. During vacation I sawed wood for the boarding house, but always succeeded in obtaining a week's visit to my mother in Lynnfield.

I recall vividly the faces of many of my classmates and fellow students at Andover. Among them were L. P. Fisher, later of San Francisco, Edward Buck, James Austin Gallup, and Charles W. Kendall, later a congressman from Maine, all of whom were later at Yale, George E. Jackson, Peter S. Byers, the class favorite, George O. Shattuck, Edwin B. Trumbull, Benjamin W. Harris. Another was Rev. George A. Moors, who later came to California.³

³ Rev. George A. Moors was pastor of the Congregational church at South Andover, his native place. Subsequently he was pastor of the First Con-



ALLEN ROWE

Born 12 Feb., 1789. Died 2 Dec., 1869



MRS. PHEBE LYNDE ROWE

Born 21 March, 1798. Died 1876



THE ROWE HOMESTEAD, STONEHAM

In 1845 or 1846, with other students ⁴ I organized a Sabbath school on the Andover side of the river. We met in a school-house. Soon after this we organized a Sabbath school on the opposite or Methuen side of the river, also meeting in a school-house, and this was the first Sabbath school organized within the present limits of the City of Lawrence. When the church was organized of which Mr. Lyman Whiting became pastor, the Sabbath school was transferred to that church, which erected an edifice, and which is now the Lawrence Street Congregational church. Forty-six years after, in 1893, I had the satisfaction of attending service in this church, which awakened most pleasant memories concerning those who were connected with the Sabbath school and church in those by-gone years.

A little record book containing the names of the children who attended our Sabbath school, and other matters of interest, was long in my possession, but which in the many vicissitudes to which my private effects were subjected, disappeared.

As the day drew near when our class was to graduate, I was appointed a committee to procure the music, and proceeded to Boston where I secured a band for commencement. At commencement I had a part; ⁵ and being now prepared was admitted to Yale.

While at Andover I became a member of both the Literary Societies of the English Department where questions pertinent to the times, both religious and social, were debated.

Prof. Smith of Andover, who had traveled in Europe, delivered lectures to us telling about Jerusalem, and I do not think any man ever inspired us more to travel than did this man.

gregational church of Oakland, Calif. He was appointed a professor in the Presbyterian Theological Seminary at Berkeley. He died in Berkeley.

⁴ While examining letters and papers in Mr. Hewes' possession, some dating from 1844, there was discovered a report on the condition of a library, evidently the property and especial care of a body of the students. This report shows how earnestly and conscientiously the librarian, David Hewes, had conducted his duties.—[EDITOR.]

⁵ The records of Phillips Academy show that David Hewes was a member of the Teachers' Seminary in the spring of 1844, and was admitted to the Classical Department of Phillips Academy 5 Sept., 1844; that he graduated 3 Aug., 1847, with a part on the Commencement programme entitled "Discussion: Does the Spirit of the Present Age Indicate a Moral Revolution?" The participants were David Hewes and James A. Gallup.

The records of Yale University show that David Hewes entered Yale 1 Oct., 1847, with the class of 1851, and left in Oct., 1848. He returned in Oct., 1849, entering the sophomore year of the class of 1852.—[EDITOR.]

I boarded in Commons, while in the English and Latin Departments. The board, as I well remember, ranged from \$1.00 to \$1.25 a week. At the beginning of the term, students would appoint a committee to prepare a bill-of-fare, which was afterward submitted to the whole body and would be changed to suit the majority of the students, both as to the quality and cost.

It was probably during the period between my graduation from Andover and going to Yale, that I was for a short time in the store of Mr. Work in Wilmington.

On entering Yale I obtained a room on the lower floor of the old North College.

It was during my course at Yale, being in need of aid to pursue my studies, that during vacation I canvassed for a magazine called *Peter Parley's Merry Museum*. My first experience in that line of work was in Lowell where I secured one thousand subscriptions in thirty days, on which I received a 40% commission. I also secured a large number of subscriptions for the *Mother's Assistant*. My classmate, Stewart, later senator from Nevada, canvassed by my permission in New Haven. At this day there can be no objection to telling that at that time I became security for him for the purchase of a suit of clothes. A few years later, while in business in Sacramento, on one Sunday morning on my way to church I most unexpectedly met my old classmate. He was in his shirt sleeves with broad-brimmed hat. Not knowing he was in the country, this meeting proved a pleasant surprise. I invited him to church, but, being a Yale man, he thought overalls and broken straw hat not a suitable costume in which to attend divine services, and declined my invitation. I said, "Stewart, where did you come from and what are you doing here?" He replied that he had taken a contract to mow a lot of hay below Sacramento and had been at work on it. Soon after he made a venture in a business way. He rented a hall over a drug store on Front Street opposite the steamboat landing, where he opened a restaurant. I soon became a patron of his. He ran this restaurant only a few months, and there I took my lunches and dinners. I think I was waited on by Stewart himself when other waiters were busy. He was a very smart man, saw daylight from dark quickly. One morning I learned he had taken a trip up the river, which greatly surprised me. After several months' absence he wrote me of his hard experiences

after leaving Sacramento; of being taken desperately sick and having only the accommodation of a big oak tree a hundred miles up the river, where he expected to leave his bones. I next heard of him in Nevada where he was practicing law, and where he was soon elected sheriff. Not long after this he married Senator Foote's daughter. His political career commenced, and he became associated with William F. Herrin, who has proved that he learned well his lessons from Stewart, but whom he never outstripped.

My success as a canvasser was largely due to the fact that the mothers of the children had been readers of *Peter Parley's Museum*, when they were children, and the *Mother's Assistant* was equally as desirable for the mothers as the *Museum* was for their children.

I found myself a good canvasser as well as organizer in laying out my work. I called in the aid of the teachers of the public schools to recommend it to their pupils, as they were familiar with its usefulness to children from their own experience. So this made it easy and pleasant to get subscribers. As solicitor, I was aided by four years' experience in a store. From this one month's canvassing in Lowell I netted more than \$400. I would say in connection with this that Mr. Samuel G. Goodridge (author of the *Peter Parley's Museum and Cabinet Library* and other works) himself canvassed from Maine to Georgia. I also canvassed for the *Museum* during my vacation at Yale.

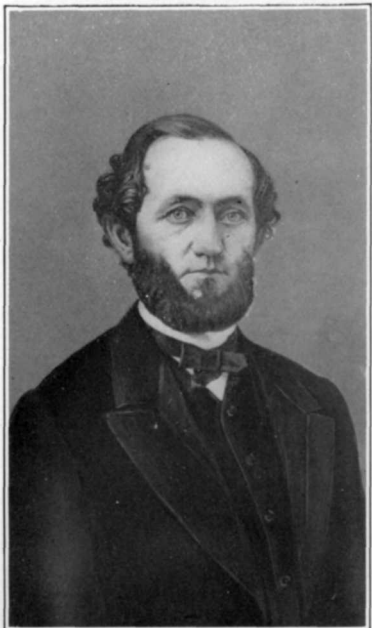
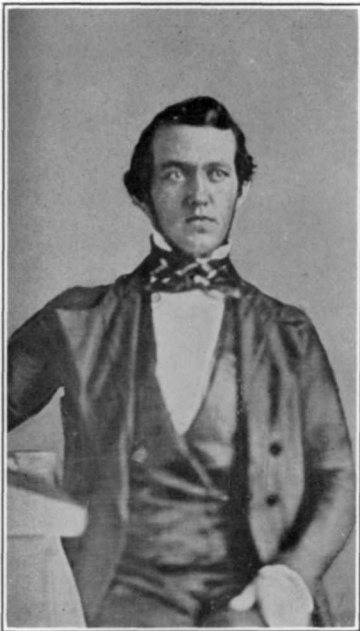
Mr. Goodridge having completed a long tour in Europe with his son — on his return having learned about me through his manager of the *Merry Museum and Cabinet Library* — sent for me for a conference as to the propriety and possibility of establishing a new magazine or newspaper, jointly with himself and his son, and as an inducement offered me \$1,500 a year. But as I had started out to get an education, and did not feel warranted in making a change, I went back to Yale.

Theodore Woolsey was the president of Yale while I was there. I remember one of the students had quite a difficulty with one of the professors, and the faculty took it up, dealing out to the student his portion of trouble. At that time the senior class followed the custom of burying their friend Euclid, an author not beloved by all. During this sacred but hilarious ceremony few wept, and all joined in boisterous song, which caused dogs to bark

and sedate citizens to raise their windows, in vain attempt to intimidate the students with rebuke.

The life of the Yale student was mixed with pleasure for the bright boys, and with groans from the dull ones, who often had recourse to the student's "pony," for relief. It was and still continues the custom for the classes to have reunions, one of the class of '52 I attended in 1897. At that time forty-five members of a class of ninety were living. The class of '52 was the most distinguished of any class graduated at Yale, numbering among its members Rev. J. F. Bingham, D.D., L.L.D., professor of Greek and of Logic and Metaphysics at Rutgers College, Hon. William Wallace Crapo, L.L.D., Charles William Curtis, Ephraim Cutter, M.D., L.L.D., Rev. H. E. Dwight, M.D., D.D., Daniel Coit Gilman, L.L.D., president of Johns Hopkins University, Prof. G. E. Jackson, L.L.D., William Preston Johnson, L.L.D., president of Louisiana State University and of Tulane University, Hon. C. W. Kendall, Rev. A. N. Lewis, long secretary of the class, Lawrence McCully, Justice of the Supreme Court of the Hawaiian Islands, Prof. W. A. Reynolds, Charles Cotton Salter, M.A., Homer Baxter Sprague, Ph.D., president of University of North Dakota, Hon. William Morris Stewart, U. S. S. from Nevada, Melancthon Storrer, M.D., Charles E. Vanderling, Justice of the Supreme Court of Minnesota. In 1910 thirteen of the class are still living. In 1907 a speaker at the class reunion made the following statement: "From 1800 to 1875 Yale gave presidents to twenty-five universities. My own class of '52 has given presidents to six of the twenty-five. To Yale it gave three tutors and two professors."

While at Yale my attention was arrested by the accounts published in the Eastern newspapers regarding California, and I was attracted by the opportunities for making an investment there, but had no intention of going West. I made an investment in "Peter Naylor's Iron Houses." Naylor was of New York and had prepared galvanized iron houses of varying size, from 8×10 feet up to 20×40 feet, such as were necessary for various kinds of offices and business. As there was no building material prepared in California at that time and I knew that George Warren Hewes was going to California, I thought it a desirable opportunity to invest money, of which I had about \$3,000. I went on to New York, and purchased these galvanized iron houses, which



*At Andover
About 1860*

DAVID HEWES

*About 1855
About 1869*

were boxed and shipped to Boston to be reshipped on the ship *Norfolk* on which my cousin and his brother-in-law, William Young, were to sail to California via Cape Horn. The vessel sailed the 15th of June, 1849. Soon afterward my cousin's wife and only child died, and knowing that when he should learn of this it would utterly unfit him to attend to selling my buildings, I deemed it best to secure a leave of absence from college to give me time to make a trip to San Francisco via the Isthmus, so to be there when the ship arrived, not only to break the sad news to my cousin, but to relieve him of the responsibility of disposing of my property.

I engaged passage on the steamship *Crescent City* and sailed from New York 11 Dec., 1849. There were on board Commodore Vanderbilt and Mr. Morgan, founder of the Morgan line, who were planning some extension of their transportation facilities and to survey the route via Tehuantepec. The vessel's engines broke down off the coast of Florida, one hour after dinner of a Sunday evening, but the voyage was continued under sail until the next morning when a small schooner was sighted. She proved to be a vessel of ninety tons, heavily laden with lumber from Maine, bound for Key West. She was hailed and arrangements made with her skipper to take a score of passengers from the steamer to Panama. A part of her cargo was thrown overboard, although even then it was possible to dip water out of the sea with a bucket from the deck. Among those who continued their passage were Capt. Eccleston of Salem, Mr. Leland⁶ and myself. The steamer returned to Norfolk. Arrival at the isthmus followed without further incident. The ascent of the river Chagres was made in boats, and several days were consumed in reaching the Pacific port of Panama, where it was found the regular steamship had already left and we were obliged to lay over nearly a month. Finally, we took passage on an old tramp steamer, the *Unicorn*, which put in, already crowded with passengers. The accommodations were anything but pleasant. The company aboard ship proved to be of the most miscellaneous character, rough flotsam and jetsam of the great tide of migration to California, as well as many very nice people. Conditions

⁶ Mr. Leland will be remembered as having a hotel at Saratoga. He was brother of the founder of the Leland hotel at Chicago. Another brother was also a hotel keeper.

under such circumstances had better be left to the imagination than described in print. We had miserable food, and vile water, the odor of which could be perceived many feet away, and even coffee made with it was unbearable. This voyage up the coast was so disagreeable that although planning an early return, it was with the mental proviso that it would not be by water. I had brought out with me from New York 3,000 copies of the last issues of the New York papers containing the inaugural address of President Zachary Taylor, expecting to find a ready market at San Francisco at as much as a dollar a copy. The delay on the isthmus caused my speculation to fail, for on arrival at San Francisco we found two steamships in ahead of us. I was glad to dispose of my papers to Hill, who afterward had a newsstand on Washington Street, for wrapping paper.

San Francisco was at that time overstocked with all sorts of goods sent from the East with the expectation of a ready market, and as no provision could be made for storage, the goods were piled up everywhere. The streets were in terrible condition from mud and the constant teaming. I recall using square boxes filled with tobacco, which had been placed in the more impassable places for that purpose, as stepping stones to make my way about one part of the town.

I had expected to return home upon arranging my affairs. Notwithstanding my previous business training predisposed me to a mercantile life, I felt inclined to take up one of the learned professions, but had not yet decided, however, whether law, medicine or the ministry. The vessel in which my cousin sailed became disabled and had to put into port for repairs, which detained her about two months. Thus I was compelled to remain in California until the ship arrived. By advice of Mr. Dunbar,⁷ a nephew of Samuel I. G. Goodridge, and to whom I bore a letter from his uncle, I went to Sacramento, where I employed my time advantageously buying and selling goods and soon found myself engaged in a trade which, at the end of two or three months,

⁷ Mr. Dunbar was an assayer and I found was casting five dollar gold pieces, so perfect that they passed current with those bearing the U. S. Government Stamp and were recognized as of equal value. Following this denomination coin, Dunbar cast gold pieces of 4-sided octagon shape, of the value of fifty dollars, bearing the insignia of the twenty-dollar piece (U. S.). These also passed current in trade. There was at that time in San Francisco no U. S. Mint or Sub-Treasury for handling money, nor any blank paper.

proved so profitable that I formed a partnership with a Mr. Huntoon from South Reading⁹ and began a regular mercantile business in Sacramento in February, 1850. This connection lasted about two years. We rented a large store at the corner of J and 2nd streets, about 25 × 90 feet, for which we paid \$1,000 a month rent.

I also erected my iron buildings in 3rd Street, Sacramento, which I readily rented for offices, etc., and which proved to be a very good investment, as did also the business in which I engaged with Huntoon. During the year 1851, as rents were very high, I purchased a lot on the northwest corner of J and 7th Streets, on which I erected a large six-story building, using the basement and the first story for mercantile purposes and the upper stories as a large hotel, which I named the Queen City Hotel. This hotel was burned in the great conflagration of 2 Nov., 1852, when Sacramento City was completely destroyed, the fire burning back nine blocks from the river, leaving neither a church, school nor business building.

During the early months of my first year's residence in Sacramento there was no regular school, or place of worship, except poorly constructed tents of cloth. Theaters, places of amusement, and gambling houses were run without any restraint. The first Sunday after my arrival I listened to a sermon preached by Rev. J. A. Benton, under a large sycamore tree. Rev. J. A. Benton was a graduate of Yale and valedictorian of the class of 1850. He came to California, not as a missionary, but as an able minister of the gospel. At this time gambling and vice was so noticeable that the press took up the matter. The *Sacramento Times*, published by able and high minded men,¹⁰ especially was prominent in advocating that it was time to recognize that the best welfare of the people demanded active measures should be taken to establish a better sentiment, both moral and religious, in the community.

With the coöperation of the press, I started a subscription for funds to build a church. A committee was appointed, of which I was a member. Our paper was subscribed by all of the better class, both bankers and merchants. Even the gambling houses contributed very generously. We found it not at all difficult to

⁹ See Diary of James Hewes.

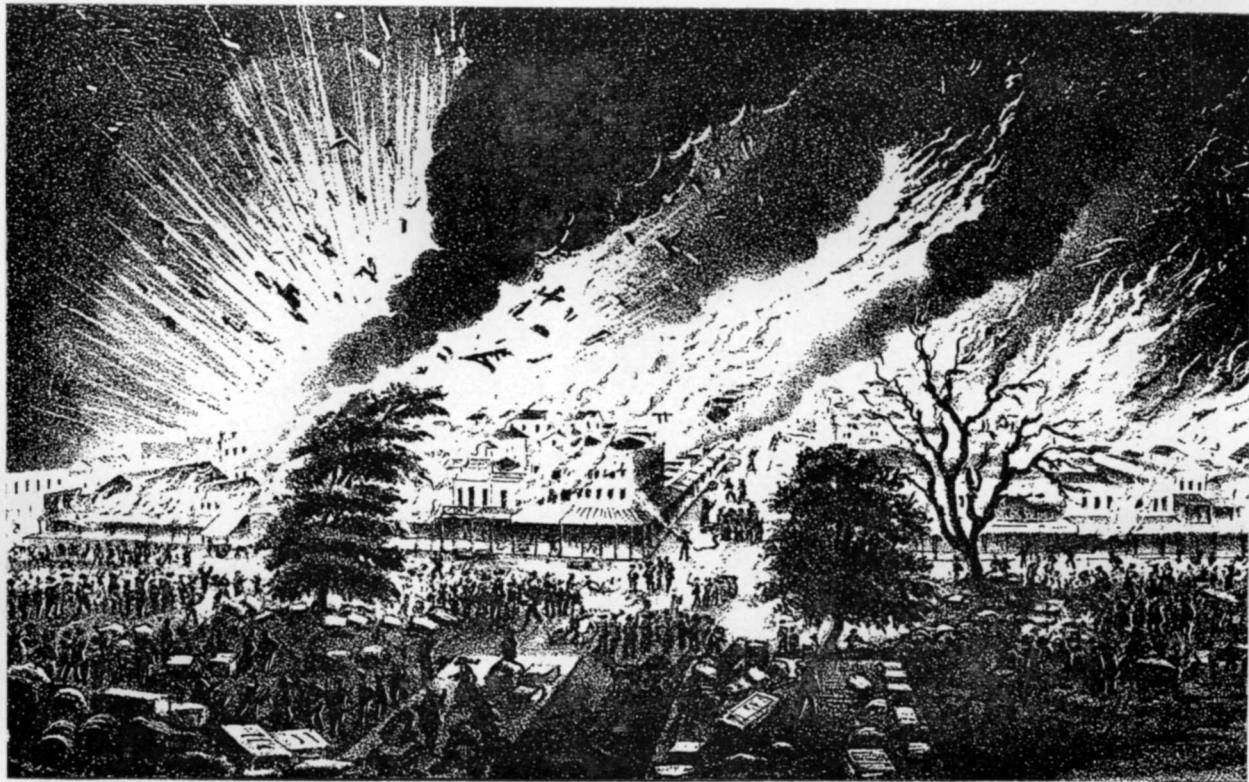
¹⁰ Messrs. Fitch and Pickering.

secure sufficient funds to erect a very substantial, comfortable and commodious church building, which would seat from three to five hundred people, and which was crowded every Sunday. Dr. Benton had the tact and ability to reach the large heterogeneous class of people that pervaded this new country. He was able to command the highest respect, and built up a Congregational church, which was always the leading church in Sacramento City, maintaining all the customary weekly and Sunday services, and also a large Sabbath school to which I gave a large and well selected library. This library I had selected before leaving home and had brought with me across the Isthmus, knowing what would be required for such a purpose as, while at Andover, I had established a Sabbath school at Lawrence, Mass., five years before.

The church building was dedicated in October, 1850, and gave great satisfaction. Services were attended by large and often crowded congregations. I took pains to see that the cornerstone of that church, which was laid with brick, contained a tin or copper box, sufficiently large to hold necessary papers and public documents relating to the history of the church and Sunday school, as well as other data pertaining to Sacramento. The frame of that church, brought from Australia, I secured when I went to San Francisco for the purpose of procuring material and assistance in building the church. Our church was burned during the great fire, together with Dr. Benton's library and his study, which joined to the church. As no insurance on buildings was possible in those days, the loss was total. There was also no insurance on merchandise or any other kind of property. On the rebuilding of the city, a new brick church was erected on the opposite side of 6th Street, near the former site. Among the citizens of Sacramento who contributed to the rebuilding of the church after the fire, members of the society, were Leland Stanford, D. O. Mills, Chas. and E. B. Crocker, Mark Hopkins, Capt. Waters, Fitch and Pickering of the *Sacramento Times*, James Anthony & Co., Sacramento Steamer Union, and myself.

Very soon the Methodists also built a fine church. Rev. M. C. Briggs was pastor of that society for many years. The Baptists, and almost all other denominations, soon established churches.

My big store and all my goods were burnt in the fire of 1852. I soon rebuilt and got in a fresh stock of goods. The Indians



DESTRUCTION OF SACRAMENTO, 1852

From an old print

now predicted a wet winter; but little attention was paid to the subject of a probable inundation of the city. The flood came, however, and the American and Sacramento rivers were flush with the levees. Probably rats and gophers, driven from the soil by the rising waters, took refuge in the levees and by so doing, weakened them, and brought about the first break.

On the last day of December of the same year the levee broke, and six feet of water covered Sacramento valley. People who remained in the town during the flood reached the steamer by means of small flat boats drawn by mules, who would wade belly deep dragging the boat through the streets. I, with other merchants, saved what goods we could, by putting them on board a stern-wheel steamer, drawing only about two feet of water. We took our goods to Brighton, which was high land, and there we erected tents, and conducted business for the next four months. At this time certain rich merchants from San Francisco purchased a tract of land, high ground, five miles below Sacramento, on which they attempted to build a city, and solicited our merchants to move to the new town site, which they called "Sutterville," offering them corresponding lots to those they owned in Sacramento. The experiment soon failed. During that time the question again arose regarding title to the site of Sacramento City. "Squatters" brought down buildings erected up the river, where they had attempted to establish small towns, and erected them in Sacramento, setting up claim to the ownership of the land. Like others I suffered from these unwarranted encroachments and was forced to bring suit of ejectment at great cost and expense. The "Squatter Riots," which created great excitement in the California settlements, arose from the attempts of landless and more or less lawless individuals to disregard the title to land held under the Spanish grant to John A. Sutter. The crisis was reached in August after my arrival in Sacramento. A small party of rioters, headed by a squatter leader, engaged a hastily-gathered law and order posse, and several persons were killed and wounded.

Disgusted with my experiments in Sacramento, and the disputes over titles, I determined to go to San Francisco, and on leaving Sacramento, I carried all my worldly possessions in a hand bag. I reached San Francisco, put up at a hotel, and then went out to look about the town, which was a comparatively new city to me.

I had only limited acquaintance with the city, obtained from frequent trips to buy goods. My first intention on leaving Sacramento had been to go to Southern California where extensive ranches could be leased of the Spanish possessors of leagues of land, at a small rental, with option of buying later at a nominal figure. Stearn and others did this. My love of realty, however, although without means to invest, led me to look over the hills of San Francisco. Wherever I saw on a lot a sign "For Sale," or "To Lease," I sought the owner to learn its value and his opinion about the future of San Francisco. While doing this I fell in with Mr. George Amorage, who owned a 50 vara lot at the northeast corner of Stockton and O'Farrell streets. Mr. Amorage did not want to sell or lease his lot, on which was a high sand hill, but was anxious to have it leveled, so he could build a house on it for his family who were contemplating coming from the East.

In making my acquaintance with the city I had met Mr. James Cunningham, who was engaged in grading on an extensive scale. Mr. Cunningham had filled lands in New York City and Brooklyn, and thence had gone to Boston where he also engaged in contracting. In or earlier than 1849 he visited San Francisco, and saw the probabilities to enter into business here along the lines he was accustomed to. He sent East for a steam shovel, switching engines and cars. These latter had on them the name of a Worcester, Mass., firm of car builders. Mr. Cunningham had ample capital, and before quitting the enterprise on which he had embarked had graded as high as the corner of Market and Third Streets.¹¹

I mentioned to Mr. Cunningham the need of Mr. Amorage. Mr. Cunningham held views regarding the future of the city, which coincided with my own. He was at that time doing work on Market street where the Palace Hotel now stands, and moving the sand to fill Market Street. Mr. Cunningham said to me, "Pitch in and grade it, Mr. Hewes: you can do it, and get Chinamen at \$2 a day, while you would have to pay an Irishman \$4." Thinking well of his judgment, and perceiving that if there was

¹¹ Mr. Cunningham, who at one time had his son Frank associated with him in San Francisco, returned to the East. He revisited San Francisco every two or three years to look after his buildings, or to build on land he had purchased. During his absence Mr. Hewes looked after some of his affairs on the Coast.

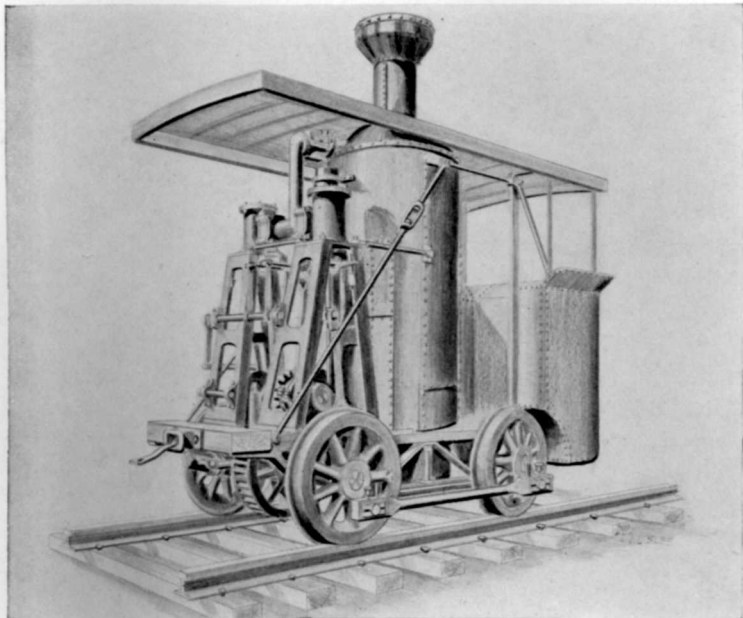
to be a city there, streets would have to be leveled, walls built, cellars dug, and filling carried on, I acted on his advice and went to Hawley & Company, hardware merchants, bought me a shovel and wheelbarrow, and went up into Chinatown, and hired me one Chinaman and set him to work grading Mr. Amorage's lot. This was a fifty vara lot, being $137\frac{1}{2}$ feet square. The first contract brought me a profit of \$600. Very soon I had ten, and then twenty Chinamen, with their shovels and wheelbarrows, engaged in pushing the work by filling lower portions of the lot.

The next project of importance on which I entered, was that of bidding on a city contract for grading and leveling Bush Street from Kearney to Mason; a distance of four blocks. There was cutting and filling in of parts of those four blocks, from nothing up to 15, 20, 40, or even 60 feet. I put in a bid to the city for doing this work, and it was awarded to me. The city required a bond of \$40,000 for the faithful performance of the work, which I fortunately was able to furnish with the aid of Mr. Amorage, and another friend by the name of O'Callahan, who evidently had more faith in my undertaking and evident push, than any knowledge of my ability. They knew that my capital was limited to about \$1,000 in money, and an equipment of about two dozen wheelbarrows, and handcarts and shovels. It puzzled me how to undertake and complete so large a contract without any horses or teams; for a good part of the work was cutting through clay and rock as well as sand. Mr. Cunningham's assistance and advice, however, offered ways and means to begin and carry on the work. It finally resolved itself into a business proposition between Mr. Cunningham and myself. Mr. Cunningham had some dozen or fifteen large horses, which he had used in handling his sand trains in grading Market Street, but had no further use for after his contract was completed. We entered into an agreement, by which he was to turn over his horses, carts, harnesses and equipments for a stated price. And as security I was to assign to him my contract for the grading of Bush Street, before referred to. He also was to furnish me money weekly to pay my help and feed my horses, and had the right to collect the assessments against the property adjacent. I soon paid him in full for the horses, carts, business and other equipments and for all money that he advanced me from time to time. This contract proved in the early part of the work greatly

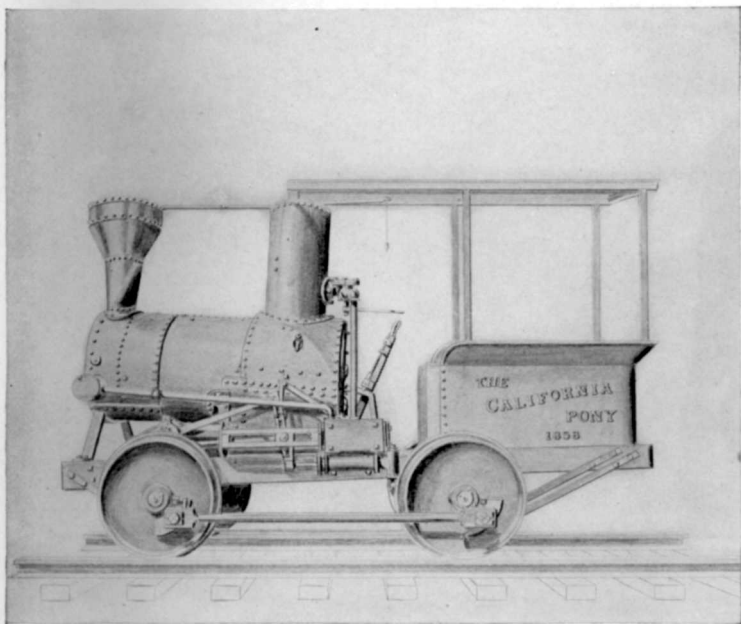
advantageous to me, as many of the buildings along the line of the contracted ground had to be raised up to the street level where the street level was raised, and lots below street level had to be filled. This work being outside of my city contract, was subject to private agreement, and from the profits of this work I obtained means with which to discharge my debt of \$3,000 to Mr. Cunningham for advances. Thus I became an independent contractor and manager of public works on my own account.

I continued in this line of contract work from the fall of 1853 to 1858. It was during this period that the events occurred which lead to the great Vigilance Committee of 1856, and which resulted in the establishment of an excellent municipal government. The captain of the company to which I belonged was named Dove. There was a grand parade of the Vigilance Committee, and Third Street, from Market to Folsom, was solidly packed by the marching body.

Mr. Cunningham suggested to me in 1858 that I buy the outfit which he had brought from Boston for the purpose of leveling the hills and filling the harbor of San Francisco. His work was brought to a stop by an order of the council, which prevented him from running his cars in the streets after a certain date, upon the penalty of \$50 a day imposed on him for the non-fulfilment of a contract upon a certain date. This penalty amounted to \$1,300 before he finished the contract. He had also to meet much opposition among his laborers in the use of the steam shovel. Being angered, he swore that his steam shovels should never shovel another yard of dirt while he owned them. He stored his cars, iron and steam-shovels on his property at the southeast corner of Second and Market streets, where they laid for four or five years. At the end of that time, he solicited me to purchase the outfit. Our previous business relations had been so satisfactory that he proposed to sell me the outfit for \$42,500, on very easy terms out of the profits of the business. I commenced the work of grading Market Street, at the corner of Third and Market, where the hill was nearly as high as the present *Call* building, in the fall of 1858. I also proceeded, on the same plan, with the work of grading Market Street and filling in water lots on the south side of Market from Fremont to Stuart, which was the east line of the Bay south of Market Street. When this was done, I began filling in the Bay on the north side of Market



THE PLUTO



THE CALIFORNIA PONY
PIONEER ENGINES

Street from Battery down to East, taking material from Market Street between Third and Fourth, and the sand hills between Market and Mission. When this was completed I took up my track and laid it down Fourth Street, from Market to King Street, filling Fourth and lots on the east and west side. I began removing the sandhills from Stockton Street, between Market and Post Streets, adjacent to Union Square, and over as far as Powell Street near Fourth Street. The lots adjacent on the east and west of Fourth Street were filled in, and the hills on Stockton, Geary, and Post streets between Stockton and Powell, adjacent to Union Square, were leveled. I then took up my track and laid it down Fifth Street, filling that street from Market to King Street and the lots adjacent thereto, the same as I did on Fourth Street, and then leveled the sandhills on the north side of Market Street, reaching up as far as Post Street, and on the east and west of Fifth Street. When Fifth Street and the adjacent lots on the other side were finished, I moved my track out to Seventh Street, doing the same on that street, from the head down into the Bay, as I had done on Fourth and Fifth Streets. From Seventh I moved to Ninth and to Tenth, doing the same work as on the other streets above named, until Mission Bay was filled in nearly to the line of its present improvement. My track took in about two miles in extent, in what is known as Hayes' Valley, to Fourth and Townsend streets. I completed my contracting in filling in San Francisco Bay, and also Mission Bay in 1873. The long trestle work required for part of this work will be recalled by the older residents.

The last large contracting I made, was grading the present City Hall property, bounded by Market, Larkin and McAllister Streets, which comprised seventeen acres, and which had been kept as the city's burying ground from its earliest days in 1849 to 1869, when the city ordered the remains of persons buried there to be taken up by their friends or moved at the city's expense. In doing this public work, as it were, in leveling the hills and filling valleys and bays about San Francisco, old residents sometimes gave me the complimentary title of "*The Maker of San Francisco.*" After completing my contract I stored my cars, engines, iron, etc., until 1873, when I sold my outfit to Henry Villard, who was then building the Northern Pacific

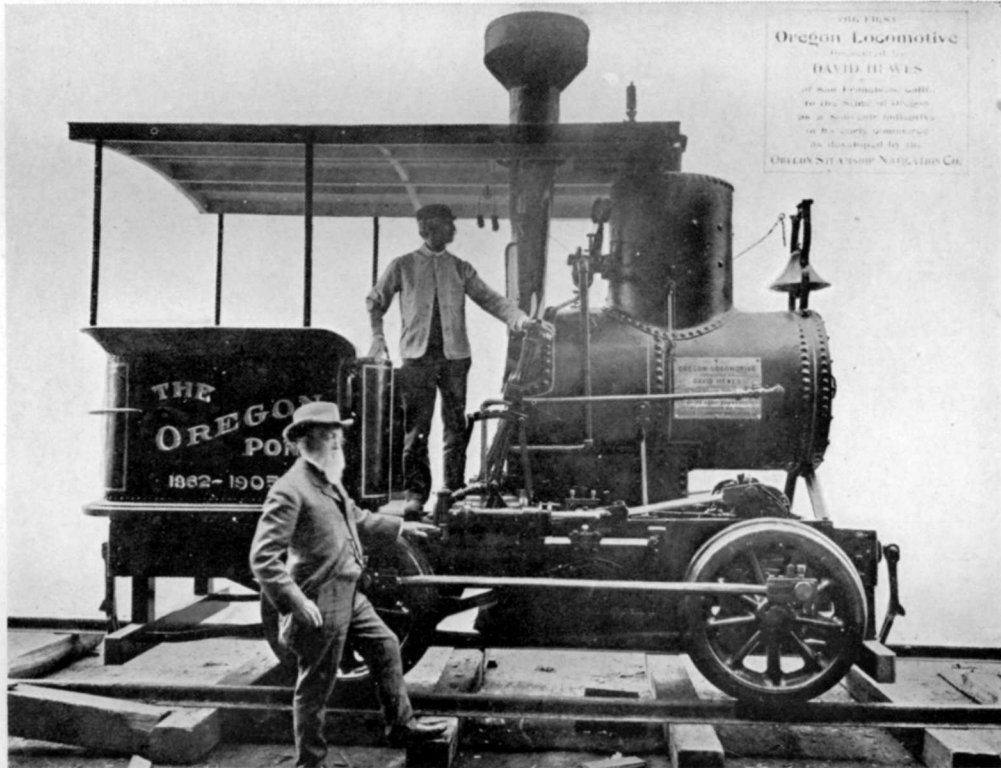
Railroad. I sold all except my three engines. He did not require any extra motive power; having engines enough. When I commenced leveling the hills and filling the Bay I built a locomotive, "The Pioneer," with which to handle my trains, which was the first locomotive ever built in California, and which I now own, and intend to present to the State of California as its first *home-built* locomotive. I soon found I needed a second and larger locomotive able to handle twenty-five cars, and this I still have, which cost me \$13,000, and which I shall probably give to the State also. During the progress of my work I bought from the Oregon Steam Navigation Company the first locomotive built, in 1863, for that railroad and used for commercial purposes of a railroad at The Dalles. I used it as a switching engine. I believed that Oregon's first locomotive, which I bought from the Oregon Steam Navigation Company, should find its future home in some place in Oregon. I did not know of any museum or proper place in that state where such a worthy gift could be placed and preserved. The sentiment which caused the preservation of Stephenson's first locomotive had always appealed strongly to me, and probably influenced me in determining to retain this historical relic until a proper disposition could be made of it. The organization of the Lewis and Clark Exposition provided a means of presenting to the State of Oregon the locomotive which I had kept in storage from 1873 to that time. I hope the possession of this relic will be enjoyed in the future with as much pride and pleasure as I have had in preserving it for posterity.

To make sure that Oregon's "First Locomotive" should be distinctly marked as such, when I presented it to the State of Oregon by a deed of gift, I had inscribed upon a brass plate, 14x18 inches, which is blind bolted to the boiler, the following legend:

"Oregon's First Locomotive. Presented to the State of Oregon by David Hewes: A pioneer of San Francisco, California, illustrative of the development of commerce up the Columbia River, by the Oregon Steam Navigation Company."

The locomotive proved to be one of the most interesting exhibits at the Exposition.

When I purchased this engine, I named it "The Oregon Pony." I so named it on account of its size, strength and power



THE FIRST
Oregon Locomotive
Presented to the
DAVID HEWES
of San Francisco, Calif.,
to the State of Oregon
as a souvenir of his
early service
as developed by the
OREGON STEAMSHIP NAVIGATION CO.

THE OREGON PONY, PRESENTED TO THE STATE OF OREGON BY DAVID
HEWES

—it being a geared engine, and having the power of a large locomotive. It was of standard gauge, and weighed ten or twelve tons.

After I removed to San Francisco from Sacramento, I connected myself with the Congregational Church, situated in Greenwich street, near Telegraph Hill, of which Dr. Pond was pastor. This was in the fall of 1853. Mr. Pond was a most excellent and efficient pastor, and built up a strong church. At the end of four or five years Mr. Pond lost his wife, soon after which he removed from San Francisco to Downieville, where he had a successful pastorate. About that time, as the Congregational Church was remote from where I lived, I became a member of the old First Presbyterian Church, which was worshipping at that time in the Chinese brick chapel, at the corner of Sacramento and Stockton Streets, while they were building the large church on the west side of Stockton Street between Clay and Washington Streets. This was one of the *Side-Hill* churches. All the principal denominations built in that vicinity. Among these churches was the Unitarian, whose pastor was Thomas Star King; the Baptist, whose pastor was O. C. Wheeler; the Methodist, whose pastor was W. C. Briggs. The pastor of the Presbyterian Church was that well-known and able minister, Dr. W. C. Anderson. I was not only a member of that church, but president of the board of trustees, and teacher in the Sunday school. I maintained all these relations with this church until 1870, when I went to Europe. On my return, after an absence of two and one-half years, I resumed my relations with the old church, and so continued until 1877, when I moved to Oakland and became one of the congregation of the First Presbyterian Church of that place, whose pastor was Rev. James Eells, formerly pastor of the old First Church in San Francisco, while I was a member there. I remained with this church until 1881, when, on account of Mrs. Hewes' ill health, I removed to Southern California.

It was not until we formed the Presbyterian church at Tustin that I withdrew my membership in the First Church at San Francisco. As I have stated I was one of the congregation of Mr. Eell's church in Oakland during my residence there, and was very intimate with that able man, who was accustomed to consult me about the affairs of the church. Mr. Eells, after leaving San Francisco, was settled over a parish in Cleveland, Ohio, and

I was among those who called him to Oakland. Mr. Eells had two great aims — to establish a paper which should be the organ of the Presbyterian church on the Coast, and to bring about the establishment of a State University upon broad liberal lines. He was an earnest worker. As early as 1849, Frederick Billings had become interested in the plan to establish a College of California. He was one of the proposed trustees, and in 1850 applied for a charter under the General Law, but because of a technical point raised by the Supreme Court regarding the valuation of the property which was to form part of the endowment of the College, and which by law was required to be \$20,000, the charter was not obtained. Among the men interested with Mr. Billings was Rev. S. H. Willey, who had preceded me to California and whose relatives I was acquainted with in Stoneham. The initiative in the matter of organizing a college had rested with the Presbyterians, although it was not the desire nor intent to conduct the institution upon narrow or sectarian lines. Mr. Billings was one of the principal members of the First Church in San Francisco, and was always liberal in his contributions to church work. It was his custom to meet all bills contracted for the church, making up the deficit himself. When the church was first organized it worshiped in a tent, then in a schoolhouse, which Mr. Billings cared for and swept out himself. In 1850 a church building was erected, and this is still standing. Although a debt of \$72,000 was incurred, this was the first church to discharge its debt. After Mr. Billings' return to Vermont (where he died in 1890, leaving to the University of Vermont a handsome bequest which resulted in the magnificent Billings' library), a committee, of which I was one, presented him with a set of silver. He had become interested in and president of the Northern Pacific railroad, and had a hard fight on his hands to protect his own and the interests of his friends in that road when Villard obtained control. Inducements were offered him to arrange matters with Villard without taking into consideration the interests of the lesser shareholders, but he would listen to nothing which did not treat all equally. I have had many conversations with Capt. Ainsworth, who was active in the settlement of the difficulties between Billings and Villard, and once read a letter from Mr. Billings in which he stated that he considered \$7,000,000 too much for any one man to have. Mr. Billings was one of the first trus-

tees of the College of California, chartered in 1855 to carry out the plans of Mr. Durant.

Henry M. Durant was a graduate of Yale, and in middle life came to California with the purpose of establishing an educational institution of high order. This was in 1853. That year he established a classical school at Oakland having secured the coöperation of the Presbytery of San Francisco and the Congregational Association of California. I was a member of the board of Trustees of his Academy. At that time there were only a few houses in Oakland, mainly along Broadway and near the landing. This was considered the first step toward the establishment of a college. Many difficulties were met and overcome. In 1855 the Board of Academy Trustees was organized, and on the 13 April, 1855, the College of California was chartered, but it was not until 1860 that the first class was admitted, which is the reason for the celebration at this time (May, 1910) of the fiftieth anniversary of the foundation of the University of California. Berkeley was selected in 1857 as a site for the College, and the "College School" at Oakland, which was Mr. Durant's school, began preparations which ultimately resulted in the incorporation of the school with the college, of which Mr. Durant became president.

Mr. Eells was chairman of the Committee appointed by the trustees of the College of California, in 1867, to carry out the provisions of the vote whereby the College of California became an integral part of the University of California when organized. My intimate association with Mr. Eells, and with Mr. Durant, gave me opportunities to learn of the work they were doing, and I have always felt that to Mr. Eells more than any other man, except Durant, was due the credit of the foundation of the University upon its present very broad and very successful basis. He drew up the charter of the University. The rough draft of the charter is in his handwriting, and I am informed that is now preserved in the University library. Mr. Eells had been associated with Gov. Haight, a northern man, who was elected governor of California on the Democratic ticket, and Gov. Haight had long been somewhat interested in Durant's school. Haight, like Durant, was a graduate of Yale. The charter as granted left the appointment of the trustees of the University in the hands of the governor. This led to certain appointments and results

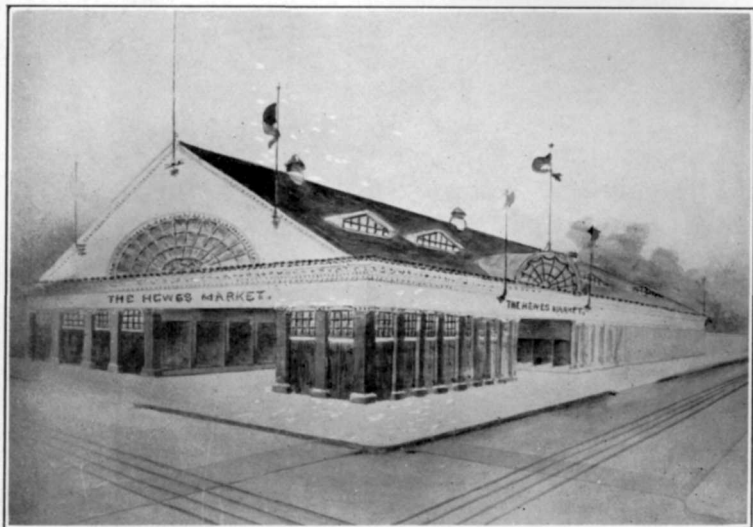
not anticipated by Mr. Eells. This charter was granted in March, 1868, and the College of California transferred to the University its entire plant and property, on condition that a classical course should always be maintained.

I have mentioned that Mr. Durant had established his school upon broad unsectarian grounds. This was displeasing to certain members of the Presbyterian body, principal among whom was the Rev. W. A. Scott, pastor over a church in San Francisco, and a man with strong Southern sympathies, he himself having come from Tennessee. Mr. Scott left San Francisco soon after the outbreak of the war; but before leaving was subjected to the humiliation of being obliged to bow to the flag while leaving his church. He had preached or prayed in his pulpit after a manner which did not please his more patriotic congregation, whereupon some of them left the church and procuring a flag draped it in such way that Mr. Scott was forced to pass and bow under it as he left the church. To Mr. Billings, one of Durant's warmest supporters, was due in a great measure the repression of the secession sentiment which at one time threatened trouble in California. Mr. Scott established, in San Francisco, a rival school to Mr. Durant's, but his course did not meet with the approbation of the leading and progressive element in the church.

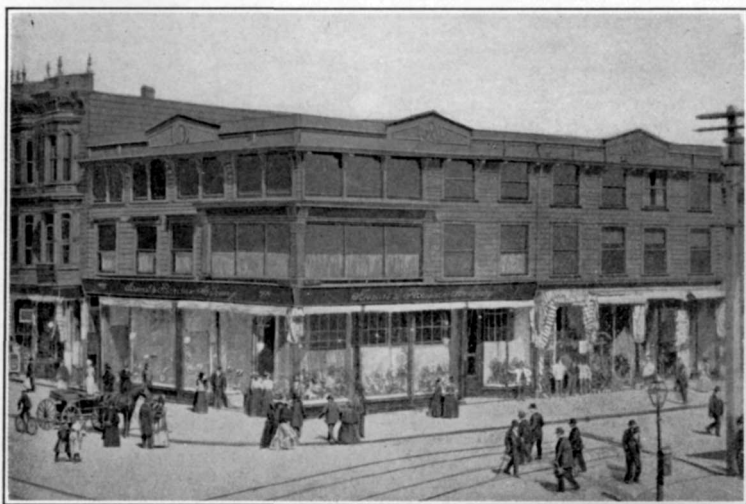
After the War Mr. Scott returned to San Francisco and died there in 1885.

I have mentioned that Mr. Eells felt the necessity of a Presbyterian paper on the Pacific Coast. To finance such a publication was not an easy undertaking, so to insure its publication, six men, of whom I was one, became responsible for the estimated cost of publication, about \$3,600.

While engaged in contracting, I met many people, with and without money, and exchanged my labor improving lots and property, by taking part of my pay in land, as did also my predecessor, who was my old friend and adviser. He secured in payment for his services while improving Market Street from First to Third, several large pieces of property. Among these pieces he secured a 100 vara lot on the southeast corner of Second and Market, also a large triangular piece now known as the Crocker and Woolworth Bank lot, also a 50 vara lot where the present Palace Hotel now stands. And also a nearly 100



HEWES MARKET, LOS ANGELES, CALIF.



HEWES BUILDING, SIXTH AND MARKET STREETS, SAN
FRANCISCO
Destroyed 1906

vara lot at the southeast corner of Third and Market, now occupied by the San Francisco *Examiner* and the Monadnock Building.

I, like Mr. Cunningham, took land in part payment for work done, and also purchased city lots from time to time. The first investment of this nature was on the north side of Market Street, between Third and Fourth Streets, where the Claus Spreckels Market now stands. My purchase consisted of three ungraded lots, each with a frontage of twenty-five feet, which cost me \$1,400 each. Also in the rear of these lots I bought two twenty-foot lots on Stevens Street, at \$700 each. These purchases were made in about 1853-4, at an auction sale of all the lots, held by Selover & Sinton. The lowest price obtained for any lot in the block was \$400. These lots I graded and held until just before I purchased the lot on the corner of Sixth and Market Streets, when I obtained \$125,000 for them. At that time I felt that I was making a mistake perhaps, but the Sixth Street lot advanced much more rapidly in value than the lots I had. A lot at Market and Sixth Streets cost me in 1869, the year that the Central Pacific Railroad was finished, \$42,500. On this, after it was graded, I put up a three-story wooden building at a cost of \$10,000 which was designed and used for a military hall. The rents from this property have always been more at any period up to the present, than its selling price if put at interest would ever have amounted to.

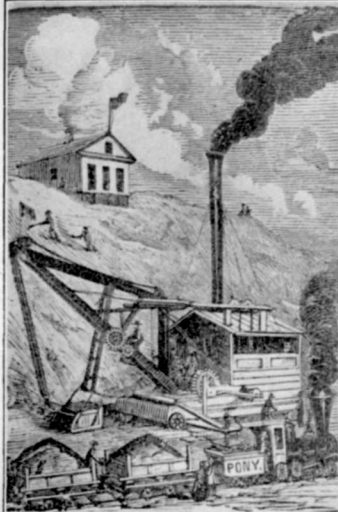
Since the earthquake I have erected another building on the same ground, in height fourteen stories, containing one hundred and eighty offices above the basement and first and second floors. The city, pending the erection of a City Hall, has taken the upper seven floors for their offices. There have been varied opinions among architects and builders as to which was the best building erected since the earthquake. The Trades Union voted that this building, called the "David Hewes building," was the best. After the earthquake a government commission was appointed to examine the building construction in San Francisco, and found that the *Call* Building of twenty-five stories, which stood on a base of 75x70 feet, and which swung back and forth at the time of the earthquake but came back so nearly plumb that the elevator could run the next day, came nearest to meeting the proper requirements in construction. This building was

erected by the Reid Brothers twelve years prior to the earthquake. Because of their former experience and additional knowledge in building acquired after the earthquake which increased their ability and skill, I considered myself fortunate in securing these personal friends as architects for my new building. It might be said here that this building is exceedingly artistic and graceful, both externally and internally, and is so pronounced by all observers.

THE BUILDING OF THE CENTRAL PACIFIC RAILROAD

After completing my contract work in 1872 and 1873, I sold my outfit to Harry Villard & Company when they were building the Northern Pacific Railway Company. Having lived in Sacramento from 1850 to 1853, I was well acquainted with Stanford, Hopkins, Huntington, and the two Crockers (Charles and E. B.), who, like myself were engaged in mercantile life, and who also passed through the floods and fires of '52 and '53. These merchants, knowing that I possessed not only the experience but an equipment needed in railroad building, immediately after the bill for building this railroad was passed by Congress, very strongly solicited me to join with them in the construction of the Central Pacific Railroad. Having lost my fortune in Sacramento, and having a well-established business in San Francisco, and with no competition, I felt as though I had a mortgage on the sand hills and bays of San Francisco. I did not care to risk my prospects for the future, and all of my property, and become engaged in the proposed railroad enterprise. However, in this enterprise, from its inception to the commencement of building of that road, no one had more faith or confidence in its speedy completion than myself.

As evidence of my faith in the building of the Pacific Railroad, five years before the commencement of the building of the road, I had on my billhead a picture which presented not only my works with steam shovels, cars, engines, etc., but also a view of the Sierra Nevada Mountains, the Truckee River, and a train of cars climbing the Sierras, on which appeared the name "Atlantic and Pacific Railroad." Also a moonlight scene, showing an Indian camp, and a train of passenger cars passing up the mountains. On the end of the last car was the note "A. & P. R. R." which meant ATLANTIC AND PACIFIC RAILROAD. In a cor-



San Francisco,

18

M

To D. HEWES, Jr.

STEAM PADDY AND RAILROAD CONTRACTOR.



The Pacific & Atlantic Railroad,

—THE—

Immediate Want of the Age!

—AND OF THE—

People of the United States.

BILL-HEAD IN USE PRIOR TO INCEPTION OF THE CENTRAL PACIFIC RAILROAD

ner of my billhead, I had the sentiment: "*The Atlantic and Pacific Railroad, the Immediate Want of the Age and the People of the United States.*"

On the completion of the railroad, seeing that there was no proper sentiment being expressed by the people of the Pacific Coast, and especially by the great mining industries of the territories through which this railroad passed, it came to be my thought that the Central Pacific and Union Pacific should not be united except by a connecting link of silver rails. The two great roads, the Central Pacific and Union Pacific, connected the two great oceans which then and for all future time must carry the commerce of the world. As the road passed over the noted gold and silver belts, and was a matter of such national and local importance to our country and state, I thought that it would naturally create some sentiment among the rich men of the Comstock, who were shipping ton upon ton of silver cast in the shape of bricks. I felt hurt and mortified that there was no recognition being made of such a great event. At the last moment, I said, "There was one last thing to be done, a last tie and a last spike to be furnished before the great work can be finished." As an individual, I presented a gold spike and polished laurel tie,¹² with a silver shield, on which was inscribed as follows: "The last tie which unites in part, and helps complete the great road across the Continent." The spike bore the inscription on four sides as follows; on one side: "The Central Pacific. Ground broken Jan. 8th, 1863 — Completed May 10, 1869." Another side: "Names of Directors: Hon. Leland Stanford, Charles Crocker, Mark Hopkins, E. H. Miller, Jr., C. P. Huntington, E. B. Crocker, A. P. Stanford, Charles Marsh," Another side: "Officers: Hon. Leland Stanford, President; C. P. Huntington, Vice-President; E. B. Crocker, Attorney; Charles Crocker, Superintendent; Mark Hopkins, Treasurer; E. H. Miller, Jr., Sec.; S. S. Montague, Chief Engineer; S. C. Gray, Consulting Engineer. Presented by David Hewes of San Francisco." Another side, the sentiment: "May God continue the unity of Our

¹² The tie, like the spike, was later replaced with more serviceable material, and was long kept in the office of the Southern Pacific Railroad at the corner of Fourth and Townsend Streets, where it was finally destroyed during the great fire. The railroad company was once offered \$3,000 for the tie, the intention being to work the wood into souvenirs for sale.

Country as this Railroad unites the two great oceans of the world."

Perhaps it is due to mention what lead to my giving a golden spike to complete the Central & Union Pacific Railroads. When a boy at school, I remember reading of Wyeth's journey across the plains to Oregon. During my early residence in Sacramento I numbered among my acquaintance the leading men and early settlers, who were often called upon to extend relief to the early emigrants who came across the plains. The emigrants were frequently attacked by Indians, and suffered from cholera and other sickness. These early acquaintances had often been called upon to communicate with the emigrants and to forward provisions and other means to bring them across the mountains to the end of their long journey. We early felt the importance of an overland railroad, and this need was never forgotten. The stage line early established was soon followed by the Overland Pony Express to bring the mail by horses across the country, and this eventually led to the beginning of the Overland Railroad. The act of Congress granted subsidies of land to the Central Pacific and also to the Union Pacific. General Fremont during his campaign aroused great enthusiasm among the people of the Pacific Coast, regardless of their political views, and it became of such national importance to the Government that both parties urged the early completion of the roads. The question of the railroad became of paramount importance to all of the questions of the day. Ground was broken for the Central Pacific road at Sacramento in 1862. The railroads, once begun, were pushed night and day with great energy. The shovel that turned the first spade of dirt is preserved in a glass jar in the Stanford museum as a memento of that event, as is also the first shovelful of dirt, the silver hammer used in driving the golden spike, the golden spike and several souvenir rings made from a portion of the spike left for that purpose.

My feeling in regard to the road was so strong, that when solicited by *The Pacific*, a Congregational paper established in Sacramento in 1850, for an advertisement, I inserted as conveying my sentiments regarding this railroad, the design above described as being upon my billheads. It occupied a space of two columns in width and about six inches deep, and appeared five years before the Central Pacific was talked of. I often joked



THE GOLDEN SPIKE WHICH UNITED THE CENTRAL PACIFIC AND UNION PACIFIC RAILROADS

my friends, saying they stole my thunder, and went on and built the railroad. As the road neared completion the people of San Francisco began making preparations for a suitable celebration of the event. I had hoped that the silver mining interests would contribute a pair of silver rails, sixteen feet long, to fill the last gap in the line and over which both engines should be run. Senator Stanford's brother, E. P. Stanford, was appointed to act as Marshal of the occasion. He requested me to ask Leland, his brother, the President of the road, what signal he would send him when the road was completed. I conveyed to Senator Stanford his brother's request, and at the same time suggested to him the plan of attaching a wire to throw over the company's telegraph line and thus connecting with the Golden Spike, and have it operate in some way like a telegraph instrument, so that signals for the firing of heavy guns by electricity could be produced. The blows of the hammer striking the spike would have acted as a telegraph operator's fingers do on the sending instruments. I consulted with officers of the Western Union Telegraph Co. as to the probability of being able to fire cannon by electricity, and of firing a national salute from Fort Point at the entrance of the Golden Gate, by this means. I also consulted with General Ord (commanding on the Pacific Coast) with regard to the matter. Gen. Ord obtained permission from Washington to connect the telegraph wires with the parapet guns in the fort at Fort Point. The Telegraph Company ran their wires about two miles to make a connection with the Fort, and a telegraphic operator was sent to take charge of the wires connected with the parapet guns. It was also in my mind to arrange with the Government officers so that a National salute should be fired from cannons placed on Alcatraz Island, a fort in the harbor, as the officers there would quickly observe the flash of the gun on Fort Point. This National salute would give notice to the whole city and prove to be a national and worthy recognition of the great event of building these two roads.

I remember that Secretary Seward, who came over the road to San Francisco in July, following the completion of the road, speaking from the balcony of the Occidental Hotel, predicted that there would be five great trans-continental railroads, and his prophecy has long since come true. It was to Secretary Seward that I presented a symbolic gold ring, made from the gold nugget

which I had moulded on the end of the spike, for the purpose of making souvenirs of the great event marking the completion of the road. The ring was made with two oval shaped emblems, one made of California gold quartz, and the other of quartz containing moss-agate, which was found in the Rocky Mountains; the gold quartz representing the Central Pacific, and the moss-agate the Union Pacific. On presenting the Senator with this ring, he modestly pointed to his shirt bosom, saying, "Mr. Hewes, you see that I wear nothing but pearl buttons; I have never indulged in any jewelry, but if you tell me this is made from a part of the gold spike which completed the roads which I have long hoped for and advocated, I pledge you, I shall always wear it." As at that time I was planning to visit Europe for medical advice, he offered me letters to the various American ministers at the European Courts, which afterward proved of service to me. Secretary Seward expressed much concern for my health, and pressed me to write him as to my condition later. A year or two later my pleasure at meeting him in Paris, where he was accompanied by his daughter, was much marred by his condition. Sad to say, his hands and arms were resting in a sling, having been paralyzed.

The last railroad tie and the spike were taken up and replaced with an iron spike and common redwood tie. This tie required replacing very often, as visitors would cut chips from it with their knives, or kick up splinters with their shoes or hob-nail boots, and save them as souvenirs.

I presented the gold spike to Gov. Stanford, as a compliment to the Central Pacific Railroad, and after he had taken as much of the nugget as he required to make certain souvenirs, it was returned to me and by me eventually presented to the Stanford Museum at the time my art collection found location there.

In August following the completion of the road, after an absence of twenty years, I visited my old home in Lynnfield, Mass., and sought medical advice in Boston. When I returned to California in November, 1869, I was accompanied by relatives and friends, eighteen in number, some of whom became permanent residents of California.

My business cares were greatly increased on my return, as I had undertaken the contract to grade the City Hall lot of seventeen acres. Before I gave up my contracting business, I was

obliged to visit Europe. In August, 1870, I went to Vienna by the advice of my friend, that distinguished physician and surgeon, Dr. Levi C. Lane, who gave me letters of introduction to Prof. Billroth and Prof. Hebra for special treatment for a serious cutaneous trouble on my face. Although this seemed to be a type of epithelioma the treatment proved successful.

It was a great disappointment to me to so soon leave my relatives, who had come by my advice to California with the hope in view of better prospects in a new country. Before my departure, considering the uncertainty of human life, I arranged with prudence and forethought my affairs.

On my trip abroad I took my much esteemed nephew, Rev. G. S. Abbott, his mother my favorite sister, and his father. I also took my brother Charles, who had been suffering for a year or two from nervous breakdown, brought on by the cares of the school he had so ably managed for nine years. Dr. Abbott was only able to spend his three months' vacation with us, as his church work required his return. My sister and brother-in-law remained with me the best part of the year, when they were also obliged to return home. After recovering my health I spent part of the year in traveling, visiting twenty or more important provinces and countries of the continent as well as England, Wales, and Scotland. I returned to California in February of 1872, and turned my attention to improving my property. I also assisted many friends in various callings and business pursuits which they had embarked in.

In 1874 I became interested in the Seattle Coal Company, and having a majority of the stock outstanding, deemed it best to give the mining operations as much of my attention as though I was sole owner. I spent the last half of that year at the mine¹³ and constructed and reconstructed a line of rail from the

¹³ The following description of this property may prove of interest to the reader. The clipping is from a newspaper of 1874 under the head of Seattle Correspondence:

"The mines of the Seattle Coal Company at the present time demand more than a passing notice. They embrace some thousand acres of coal land, with veins of varying thickness running through it, two of which are open and a third in part. The improved transportation facilities are now completed, or nearly so, under the direction of David Hewes, who has during the last Summer performed a herculean task, and has done it well. Ample bunker room at the mines, with all necessary and desirable screens and facilities, have been provided; three and a half miles of track from the mines to the Lake have been laid, with T rail, with good grades, curves, turn-

mine to Lake Washington. This construction work included building of tramways, a barge to carry the coal, a railway across the isthmus between Lakes Union and Washington, and facilities for loading steamships. I found my associates unwilling and unable to carry on their share of the undertaking. I did not relish association with men who were unwilling to leave matters in my hands, although looking to me to develop the property. Also I discovered that during my absence certain unfair contracts had been made, concerning mining and freighting the coal, which would have left no profit. Therefore I offered to sell out at what my investment stood me, and did so. Before the transaction was completed the control of the property passed to the Villard interests in the Northern Pacific Railroad. These interests attempted to "freeze out" the minority shareholders who, however, from a beneficent provision of the California statutes, were protected, and received compensation equal to what the majority interest had cost. This was one of the most trying experiences of my life, as my investment was large and the management of affairs was not wholly satisfactory to me. The mines have since been operated by the Northern Pacific Company.

Early in the spring of 1865, Mrs. Matilda C. Gray and her daughter visited the Pacific Coast for a part of the year. The acquaintance I then made ripened into a very great friendship and culminated in our engagement and marriage. We were mar-

tables, sidetracks, and switches whenever needed, and an engine placed there, and now in readiness for work. The cars are run down an incline to the Lake, and conveyed across on the steamer *Chehalis*, to the putage so called, at which place they are taken from the steamer, by another engine and drawn across the portage, and upon the steamer *Lina C. Gray*, and by it cars and engine taken across Lake Union and, by the engine mentioned, the cars are taken to the chute at Seattle. When vessels are ready, the coal is deposited in them from the same cars that left the mines. The entire track is iron rail, and the appointments are such that one hundred and fifty tons per day can be readily taken to tide water, and double that amount when the contemplated steamer is done. Mr. Hewes deserves credit for his untiring perseverance in carrying through the transportation improvement work committed to him by the company. When he shall render his account, they will be compelled to pronounce the verdict well done. The Seattle mines are now a success. An experienced Superintendent, Mr. Jones of Pennsylvania, has arrived, and is commencing the work of setting the concern in operation from one end to the other. Life, activity and promise prevail.

"The Renton Coal mines may also be pronounced a success. The new steamer for towing all necessary barges is already afloat, and will soon do all necessary service in the line of water transportation. Mr. Shattuck, with his usual tact and quiet perseverance, is carrying everything forward to successful completion."

ried at Saratoga Springs, in 1875, by Rev. G. S. Abbott.

We began our wedding trip by sailing down the Hudson. We visited the Catskills and West Point and other places of interest on our way to New York, where we were entertained by friends, both in New York and Brooklyn, which had been my wife's residence for many years. Thence, in company with my wife's daughter and sister Rosa, we toured England, inspecting many places of interest. We passed from England to the Continent, visiting the most prominent cities and places of twenty-two different countries, seeking rest and health for Mrs. Hewes. On this, my second, tour to Europe we took notes of such objects of artistic value which we thought we might like to purchase before our return. At that time we visited Egypt, Palestine, Greece and Italy, and on our return from those places had planned to spend the winter in the south of France. Mrs. Hewes' suggestion that I could improve my time better than spending it quietly at some resort, had led me, while in Jerusalem, to invite Dr. Abbott to join me. Dr. Abbott for seven years had prepared the Baptist National Sunday School Question Book. I wrote to Dr. Abbott that if he would resign his pastorate and come for rest and study for a year I would pay his expenses. I extended this invitation to him in the early spring, and he came over in December. We made the trip up the Nile, visited Jerusalem and its environment, the Dead Sea, Jordan, and all the celebrated and sacred places, including a journey to Galilee and Damascus. Important members of our party were the distinguished Biblical scholar, Dr. Philip Schaff and Mrs. Schaff, the latter remaining under my charge while her husband journeyed into the desert. Dr. Schaff was president of the American Committee for the revision of the Authorized Version of the Bible. I have always felt that this visit to the East, during which we traversed so large a portion of the countries so closely associated with the Bible narratives, was one of the most important and interesting periods of my life. Such accomplished Biblical students as Dr. Schaff and Dr. Abbott made the journey so instructive that my appreciation and understanding of the sacred writings could not but be greatly stimulated and broadened. This journey afforded Dr. Abbott constant inspiration, and during his after life it was frequently referred to by him.

At the conclusion of our travels in the Holy Land, we took

the steamer at Sidon for Alexandria, thence proceeded to Brindisi, and by way of Genoa, Naples, and other Italian cities to Mentone where my wife was staying. On this trip I collected many works of art, as I did also while visiting the Carrara Mountains, where we selected some choice statuary. At the time of my second marriage I presented this collection to my wife as a wedding gift, with the request that she would bequeath it to the Stanford Museum as a memorial to her and myself.

On our return from Europe in the fall of 1877 we settled in Oakland, where we continued until June, 1881. Both Mrs. Hewes and her daughter were highly gifted ladies, and our home, because of their interest in such matters and our collections, became the meeting place of the two French sections of the Ebell Society, devoted to the study of art and literature. When, in 1879, the City Council of Oakland entertained President Hayes, the President and Mrs. Hayes were the guests of the Ebell Society which selected our home to entertain them. President Hayes was the first President of the United States to visit the Pacific Coast, and Mrs. Hayes was pleased to tell us that she had never been more graciously entertained. Not long after, General Grant, returning from his tour of the world, visited San Francisco and Oakland. His ship was met at dusk by a fleet of brilliantly illuminated vessels which escorted him through the Golden Gate. Both cities vied in doing him honor, and San Francisco was gorgeously illuminated. At Oakland the schools were closed and thousands of school children, dressed in white, strewed the way with flowers for him to ride and walk over. The scene was most impressive and beautiful. The city council, chamber of commerce, and other associations entertained him after a great public reception and dinner at the Tubbs Hotel.

During our residence in Oakland I was invited to stand for election to the Oakland Council, and at first declined. The better judgment of my wife, who thought it my duty as a citizen to do my part toward helping make good laws and preserving good order for the people among whom I lived, influenced me to accept the nomination.

I was elected, and appointed chairman of the Judiciary Committee. At that time the validity of the title to the water front was in dispute. The Southern Pacific in its earliest days had located there, having acquired a title by legislative act and the



AWARD TO DAVID HEWES



LEWIS AND CLARK CENTENNIAL EXPOSITION

acts of the Oakland municipality. A provision of their location was the passing of a perfect title, and expenditure by the railroad of \$500,000 on improvements. When the town was yet in embryo, Mr. Carpentier attempted to acquire title to the entire water front, for he perceived its great future possibilities, and had obtained certain privileges in exchange for erecting a school-house for the town, upon which he based a claim to the water front. An agitation had also been begun, encouraged by certain papers, which had lead squatters to locate along the shore. As chairman of a committee especially charged with investigation of this matter, I carefully examined into the existing conditions. Upon reaching a conclusion, supported by the best citizens and heaviest taxpayers of the city, whose property would have been liable to meet the expense of a long and useless litigation in attempting to undo what had already been done, I refused to yield to the solicitations of the politicians and lawyers, who desired to commence proceedings to recover the water front, and to recommend, as chairman of the Judiciary Committee, any action whatever to be taken by the Council. Such action would have unsettled and lessened the value of the undeveloped lots along the water front, then in great demand for building large docks, etc. Most of this was already lost to the city beyond any question. Great sums were spent on this question of the title, which caused Oakland to lose that which would have contributed largely toward the support of the city. In order to carry their point, the faction seeking further legal proceedings persuaded a certain member to resign from the Council, whose place was filled by a man favorable to their project, and upon whose election a reorganization of committees was brought about. In the end this party failed to carry out their object, which was to secure a huge compensation for the dismissal of the suit. The very parties who were to urge these suits, finding they could not accomplish their purpose of depriving the railroad and others of their rights, drew up an ordinance for the purpose of settling them and asked me to introduce it, being ashamed to introduce it themselves, but I refused to be connected with any such transaction. The matter was finally settled by the railroad company paying \$1200, the costs incurred in getting a judicial settlement. This was my first and I hope my last experience in political life.

In 1878, Rev. Granville Sharp Abbott accepted the pastorate

of the First Baptist Church in San Francisco, and brought out his family. He came to be a power in the church, as will be seen by referring to the sketch of his life by his friend, Mr. William H. Barnes.

In June, 1881, Mrs. Hewes and myself, accompanied by her physician, visited Southern California, hoping there to find a climate favorable to Mrs. Hewes' health. After some search we found a pleasant home in Tustin, which we rented. Mr. and Mrs. Bartlett and ourselves purchased lands and built adjoining houses. The dryness of the atmosphere and salubrious climate proved efficacious in prolonging Mrs. Hewes' life for six years, during which time I bought the ranch upon which I now live. In the beautiful village of Tustin there was no Presbyterian Church. Mrs. Hewes felt that in all probabilities this place would be her last home, and desired to do something toward building a small church. Complying with her sentiments, which accorded with my own, I undertook this work. Mrs. Hewes purchased a lot from a friend who had been unable to build upon it, and with the assistance of friends in San Francisco and Oakland, who contributed money and materials of various kinds, and of residents of Tustin who contributed \$700, we accomplished the work. We erected a small but sufficiently commodious church at a cost of \$4,000. This church has always been free from debt. It was dedicated in October, 1884, there being twenty-nine members. I am still a member of this church, of which I was one of the original trustees.

Mrs. Hewes felt that the erection of this church would be of especial benefit to the young people of Tustin, and that it would contribute greatly toward the future good of the place. The congregation of children and young people attending there the past twenty years shows how well Mrs. Hewes' expectations have been realized. The Sunday school now has a membership roll of 125. A picture of this church and of our Tustin home, which I have preserved in sweet remembrance of my wife, appears in the Hewes Genealogy. When the Sunday school was organized I presented it with a small library, and every book added to that library was first read by Mrs. Hewes, in order that its suitability for young readers should be determined.

Prior to the dedication of the Presbyterian church in Santa Ana the church there had worshiped in a hall. Santa Ana was



PRESBYTERIAN CHURCH AT TUSTIN

much older than Tustin, and some of the enterprising citizens of that place, who were members of the church, desired to have a church building of their own. They solicited our aid to help erect one on a lot already purchased through the efforts of the ladies of the church. Again our friends in San Francisco contributed toward that end, and soon Santa Ana had a very nice little church. The congregation now possesses a fine building costing from \$30,000 to \$40,000, which I think is fully paid for. While on the subject of churches, I might mention that during the years 1886-88 there was an attempt to make El Modena the chief Quaker settlement in Southern California. The community built a comfortable and commodious church on land adjoining my ranch, and I presented the church with a bell. The settlement at Whittier, a place named after the poet Whittier, and only twelve miles from Los Angeles, proved to be better located for the purposes of the people interested in forming the settlement, and the Whittier advocates succeeded in attracting numbers of that denomination. There a college has been established in which candidates for their pastorates are educated, and it has a most encouraging outlook to become the greatest institution of its kind in Southern California.

On my first visit with Mr. Bartlett to Tustin and Santa Ana, we were shown the ranch, consisting of about 800 acres, which I afterwards purchased, and which gave me pleasant occupation after my previous active life. This ranch, which is situated about two and one-half miles northeast of Tustin, and but two miles east of Orange, I began in March, 1882, to develop by planting grapevines. I planted the Malaga raisin grape, which was just then being planted, as we found it was acclimated and the soil suitable. The first raisins ever made in California were made by Robert McPherson on land adjoining my ranch. At first it was very difficult to introduce these raisins in the eastern market. The California growers, however, because of the quality and quantity of their product, gradually gained a favorable market, until after ten years, the eastern markets bought our raisins almost exclusively. Since then California has largely supplied the home demand for raisins. I planted about 500 acres, mostly in Malaga grapes. I also planted at that time 50 acres of apricots, and 50 acres of prunes and ten acres of pears. Before long a disease attacked all the vineyards of Los Angeles, Orange,

and largely Riverside counties. Not knowing, and being unable to find out the nature of the disease, we were unable to check it. For several years our vineyards produced less and less, until they did not pay the expense of production, when most of us took out all our vines. We then planted lemons and oranges, and olives and walnuts, which are now the staple product of Southern California.

In 1890, while in Europe on a trip with my second wife, I had to take out every vine on some four hundred acres, and afterward every acre of prunes, apricots and pears. I bought adjacent land. My bearing vineyard, producing raisins at the rate of \$400 per acre, I had to dig up, in three or four years, leaving the land worth only \$20 or \$30 an acre, its value for producing hay and grain. To restore my ranch I purchased fifty thousand young orange trees, putting them in nursery, and budding them at the end of one or two years to oranges and lemons. At one or two years old the trees were large enough to be placed in orchard. I began restoration of my land, mostly with orange and lemon groves, and now have nearly three hundred acres in lemons, and two hundred and fifty in oranges, which are largely Valencias and Washington Navels, besides what I am now planting to oranges. I have also seventy-five acres in olives, most of which I shall replace with lemons, and thirty acres in walnuts, and the rest of my seven hundred and twenty acres I keep for hay and grain for my stock. My ranch is beautifully located adjacent to the foothills of Orange County, and almost entirely in the "Frostless Belt." It has an abundance of irrigable water, which costs not over \$1.50 to \$2 an acre a year for all irrigating purposes.

During the year following Mrs. Hewes' death, which occurred in January, 1887, I continued to make Tustin my home, looking after my Tustin and ranch property. My wife's daughter, Mrs. Bartlett, removed to Santa Ana and I returned to San Francisco, employing a manager for my ranch, which I was able to visit only a few times a year.

On my return from Europe in 1877 I brought to Miss Lathrop and her sister, Mrs. Stanford, many souvenirs which I had collected. After my return to Oakland in 1888, I built a new gallery for my own collections, not, however, intending to make a public exhibit, though it was always open to my friends. The



RESIDENCE OF DAVID HEWES AT TUSTIN, CALIF.

desire of Miss Lathrop to see the gallery proved the renewal of former pleasant days of our acquaintance and friendship in Sacramento, where she had been a member of the Stanford family.

Miss Lathrop became my wife June 11, 1889, being given away by Governor Stanford, at whose San Francisco residence we were married by Rev. Dr. Abbott and Rev. Dr. McKenzie.

Not satisfied with delightfully entertaining us, the Governor placed his private car at our disposal for our wedding trip across the continent. We visited Albany, the early home of Mrs. Hewes, and of Governor and Mrs. Stanford. At New York Mrs. Hewes experienced great pleasure in meeting her many friends there, but on June 27th we sailed for the Old World and landed at Southampton on the 4th of July. During the remainder of the year we visited the principal and most interesting places in nearly a score of European states, but January found us journeying up the Nile. It was on this occasion that I purchased the three ancient mummies, in exceptionally beautiful mummy cases, which I presented to Mrs. Stanford for her museum at Palo Alto. On reaching Cairo on our return journey we found a draft which Mrs. Stanford asked us to use in purchasing casts of the best subjects of Egyptian antiquities for the museum at Leland Stanford Junior University. Returning to Europe we spent the greater part of the year there, and were fortunate to be able to witness the Passion Play at Oberammergau. While on our way home we received a telegram from Senator Stanford inviting us to meet him and Mrs. Stanford at the Bristol Hotel in London where a pleasant week was spent as their guests. Among our London friends was Mr. Childers, a member of Mr. Gladstone's cabinet. Mr. Childers while on a journey around the world had been entertained by Senator Stanford at San Francisco, on which occasion, because of the illness of Mrs. Stanford, Mrs. Hewes had joined with the Senator in extending social courtesies. We in turn were now placed under obligations to Mr. Childers who took much pleasure in arranging our itinerary for further exploration of the interesting historic places of England. Through him too, we received invitations to a Parliamentary session at which Mr. Gladstone was to speak, and also to Mr. Gladstone's Golden Wedding. We were also afforded the opportunity of meeting many noted people and of visiting interesting

places, such as Windsor Castle and Hawarden ¹⁴ under very favorable auspices.

Returning to America we visited my birthplace and the first American home of Mrs. Hewes' ancestor, Rev. John Lathrop, at Scituate, also Mrs. Searles, formerly Mrs. Mark Hopkins, at her palatial residence at Great Barrington. She was the widow of Mark Hopkins, who had been associated with Gov. Stanford and the Crockers in building the overland railroad.

We were especially interested in the visit to the home of Rev. John Lathrop. He was the progenitor of a long line of distinguished Americans. He came to New England in the same ship which bore my own ancestor, Lt. Joshua Hewes, to these shores.

Mrs. Hewes while fully appreciating the benefit derived from a line of noble ancestry, by no means placed undue stress upon such matters. Not long after her death an article appeared in the *Overland Monthly* for January, 1896, written by Mr. Frank Elliott Myers, entitled "Our Colonial Dames," from which I have caused to be made the following abstract: "The late Mrs. Anna Lathrop Hewes' Colonial inheritance was of the highest quality, added to which she possessed a lofty personal character and true womanhood that would have made her association with the Colonial Dames greatly to be desired. Coming from long lines of Colonial and Revolutionary patriots both on the paternal and maternal sides, Mrs. Hewes, soon after its organization became a life member of the National Society Daughters of the American Revolution, and by that body was tendered its appointment of first regent of Sequoia Chapter of San Francisco, but owing to illness she was obliged to decline. Her marriage with Mr. Hewes not only augmented those patriotic claims she had by inheritance, but connected her with a line of royal ancestry. The family of Hewes ¹⁵ shows itself to be of royal Welsh origin, and according to Burke's Peerage, to have sprung from Gwaith Vaed Hawr, king of Gwent and Prince of Cardigan, and from Bleythn ap Cynyn, prince of Powis. It is also of the line of Hwfa ap Cynddola, lord of Llys Llifon (living in the time of

¹⁴ In the Hewes collection presented to Stanford University Museum is an ax once used by Gladstone, together with chips which fell from it. Mr. Hewes has other interesting mementoes of the great statesman, of whom he was a sincere admirer.

¹⁵ See Introduction.



VIEW OF HEWES' MARKET, LOS ANGELES

Owsa Gwynedd, prince of North Wales, who died in 1170) who was founder of the noble tribe of Wales from whom the English lines take descent."

Our home in San Francisco was at the corner of Van Ness and Pacific Avenues, where Mrs. Hewes had lived since her mother's death, which took place in Albany, N. Y. With us lived my wife's brother, Mr. Charles G. Lathrop, whose motherless daughter, Jennie Stanford Lathrop, was the light and joy of our home. After the death of Mrs. Hewes her niece became a member of her aunt Stanford's family, and by her was educated at the convent in San Jose, and after her marriage to Mr. Walter C. R. Watson came to reside in Los Angeles. Mrs. Hewes' health began to fail about the time of the dedication of Leland Stanford, Jr., University, and she passed away at San Francisco 2 Aug., 1892, during the absence of her sister in Europe.

It was always Mrs. Hewes' desire that she might be laid beside her mother, father, and brother in the Albany Cemetery. After her mother's death in Albany, several years before our marriage, she visited her mother's grave daily, and seemed so grieved and heart-broken as to alarm her friends. It was while at her mother's grave on our way to Europe that she asked me if I would be willing for her to be laid there. When she passed away I took her remains to Albany and placed her to rest beside her loved ones on Aug. 16, 1892, on the anniversary of which day I have provided that her grave should be decorated with a mat of flowers. I have also made similar provision in loving memory of my first wife, who lies in the Greenwood Cemetery on Long Island.

I passed the summer and fall of 1892 in the East, mainly occupied in visiting historic sites and scenes of my youth. At this time I attended the funeral of the poet Whittier. The reunion of the Tapley family was held in November, 1892. As this was my mother's family, I took great interest in the compilation of the genealogy of the family, and had the Tapley tomb at Lynnfield restored. At this time I also began collecting materials for a genealogy of my branch of the Hewes family, a subject which has always appealed to me.

In 1897, I went to Los Angeles to live, and becoming interested in real estate there erected what was known as the Hewes Market. I now own all but a few feet of the entire block in which

it is situated, between Eight and Ninth and Santee and Los Angeles streets.

Soon after 1900 I came to the ranch to live, and added a large wing to my ranch house in 1907. In the meantime the earthquake had destroyed San Francisco. I heard of the loss of my buildings in San Francisco at the ranch and immediately wired to my relatives East, who I feared might think I was in San Francisco:

“Safe; destroyed to-day, build to-morrow,” and immediately began to plan how to place upon my lot a building which should be a credit to the city. This building I have already described. It was completed in July, 1909, although occupied in part prior to that date. The upper seven stories were leased by the city as quarters for the administration of those departments rendered homeless by the destruction of the City Hall in 1906.