




SAN FRANCISCO IN 1868

The original name of Yerba Buena was changed Jan. 30, 1847, to San Francisco, in honor of the city's patron Saint Francis de Assisi by Washington A. Bartlett, first alcalde of the new city.

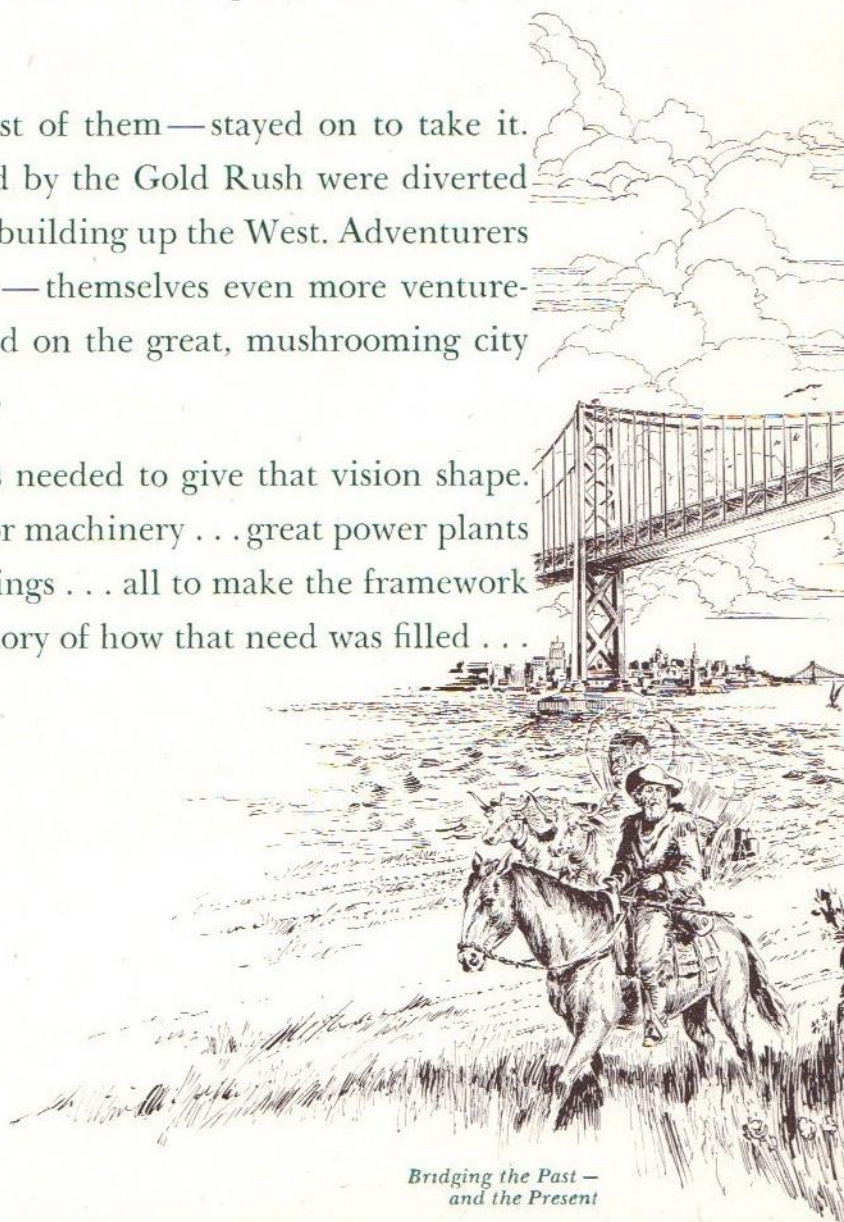
BACK IN 1868

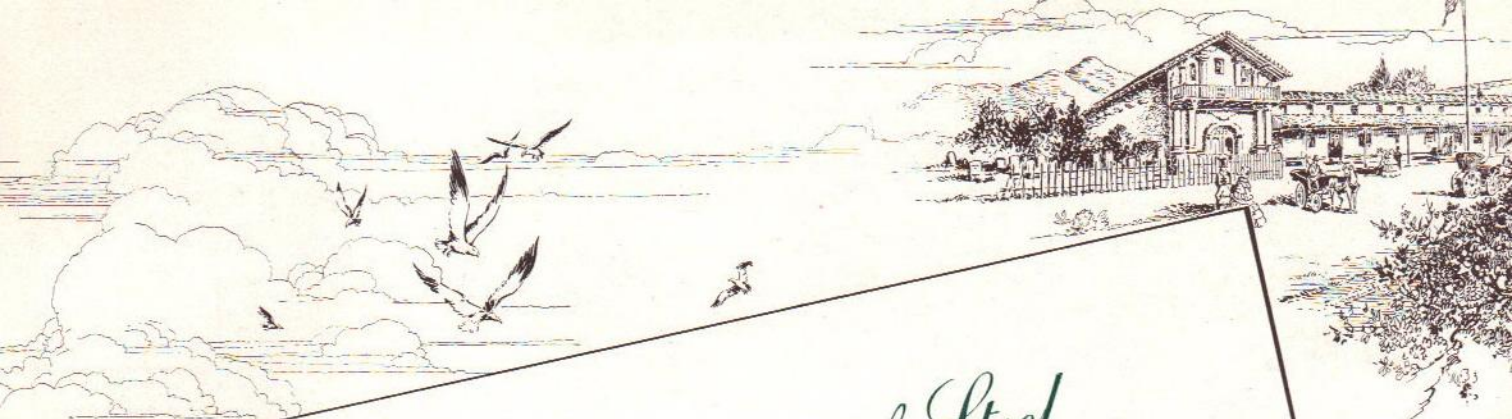


GOLD! Like filings to a magnet it drew them . . . farmers, laborers, fine gentlemen and down-and-outs . . . across the Isthmus of Panama . . . around South America . . . overland across the great prairies and Rocky Mountains! For three years they rushed into California, by tens of thousands. Such was 1849! Then, bit by bit, the fever died. But California remained . . . a vast new Empire, rich and ready for the taking.

THE GOLD SEEKERS—most of them—stayed on to take it. The vast energies unleashed by the Gold Rush were diverted and harnessed to the task of building up the West. Adventurers gave place to business men—themselves even more venturesome—whose vision focused on the great, mushrooming city by the Bay of San Francisco.

ONE THING above all was needed to give that vision shape. STEEL . . . Steel for rails, for machinery . . . great power plants . . . factories . . . office buildings . . . all to make the framework of a great city. Here is the story of how that need was filled . . .





Mission Dolores
San Francisco,
founded by
Junipero Serra,
1776

A Romance of Steel in California

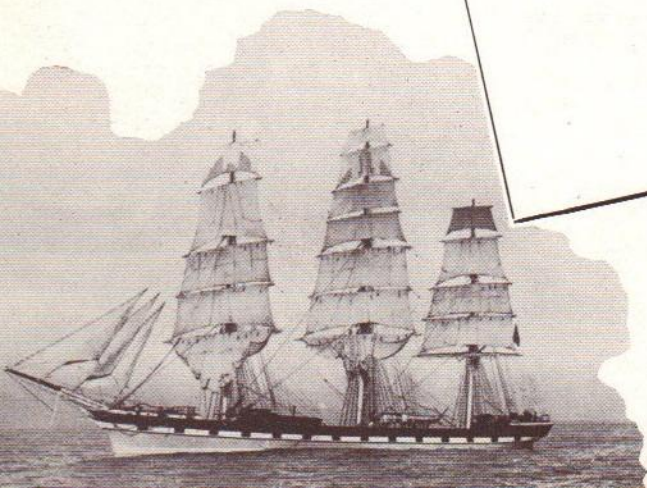
THE ROMANCE of steel in California is the history, through three-quarters of a century, of the Pacific Rolling Mills, the Judson Manufacturing Company, the Judson-Pacific Company, and the Judson Pacific-Murphy Corporation.

The present great industrial development of the West, the skyline of San Francisco and Oakland, the many bridges spanning the water-ways of California, all testify to the vital part steel has played in the development of the West.

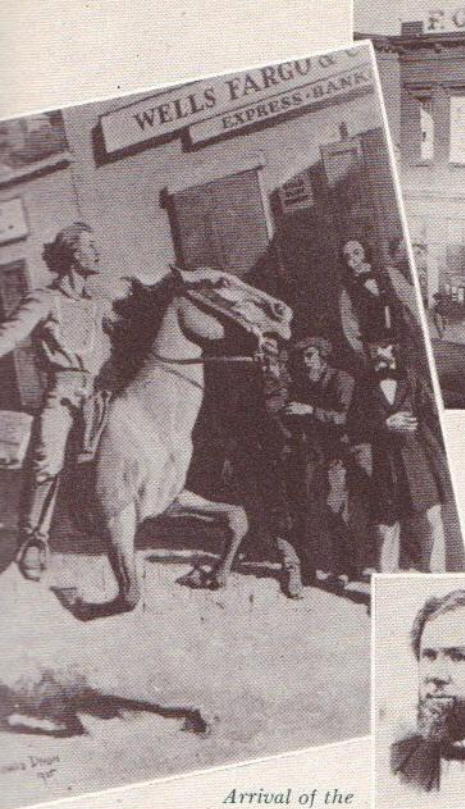
LIFE was on the move in San Francisco in the Sixties. The city that had never been a village was trying its great strength, and its sons were dreaming great deeds. The old crude days of the gold rush were gone, the first big silver rush to the Comstock — and the depression that followed it — were behind the builders of the city and nothing was too "outlandish" for them to plan and attempt. . . . Down on Montgomery Street a lady might buy anything her heart



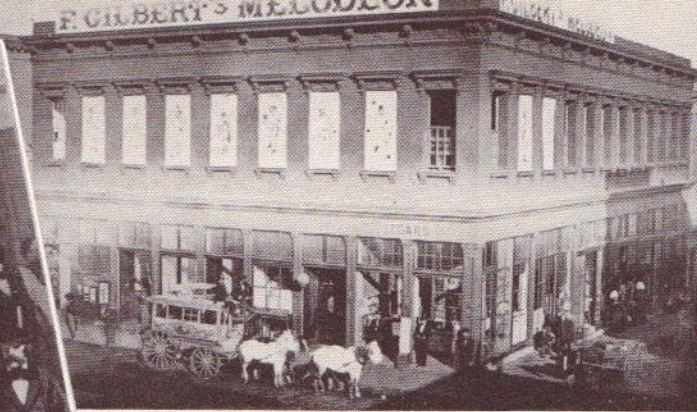
Clipper Ship
passing through
the Golden Gate



Clipper Ship "Argonaut,"
built at Medford, Mass., in 1849,
Owner, John Ellerton Lodge
of Boston



Arrival of the
Wells Fargo Pony Express, 1860



Gilbert's "Melodeon" at Clay and Kearny Streets.
This famous variety and minstrel hall was
opened December 5, 1859



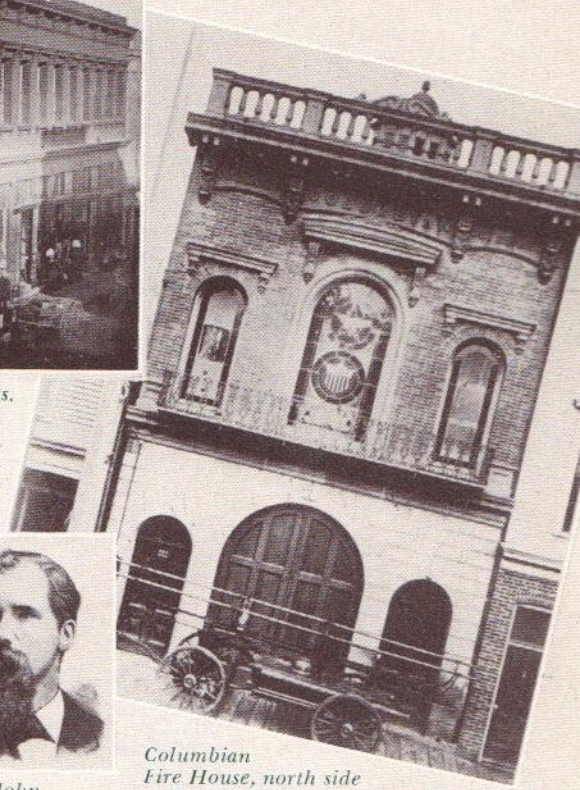
Lloyd
Tevis,
attorney
of the
50's and 60's



Wells Fargo Express Office, 114 Montgomery, built 1852



John
Valentine,
gen. supt.
Wells Fargo &
Co., 1880's



Columbian
Fire House, north side
of Bush, between Kearny and Dupont, 1852



Ferryboat, "Amelia," in the 1860's



Bank of California, Clay and Sansome, 1868



First Cliff House, overlooking Seal Rocks, 1860



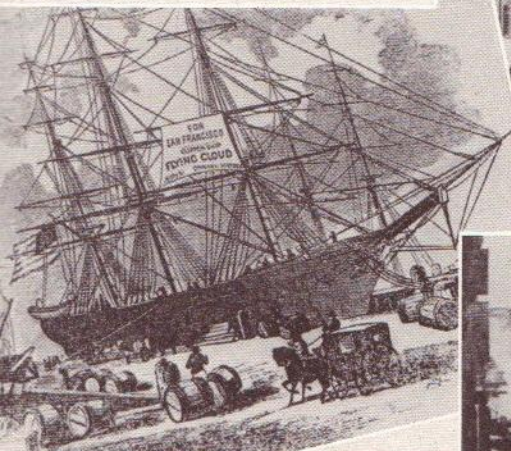
Miller Griffith home, early 1860's



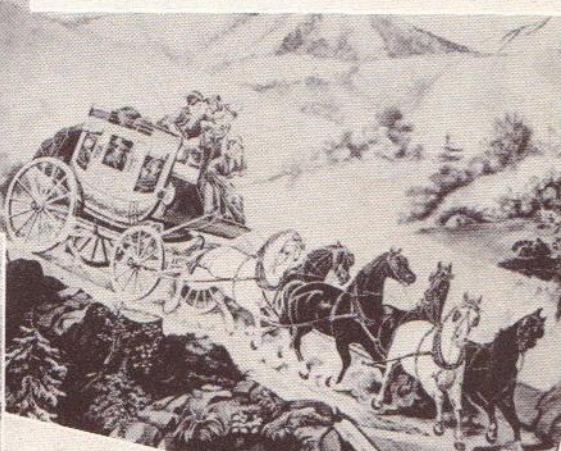
Russ House, opened 1862
"Dramatic Chronicle" Bldg., 1865



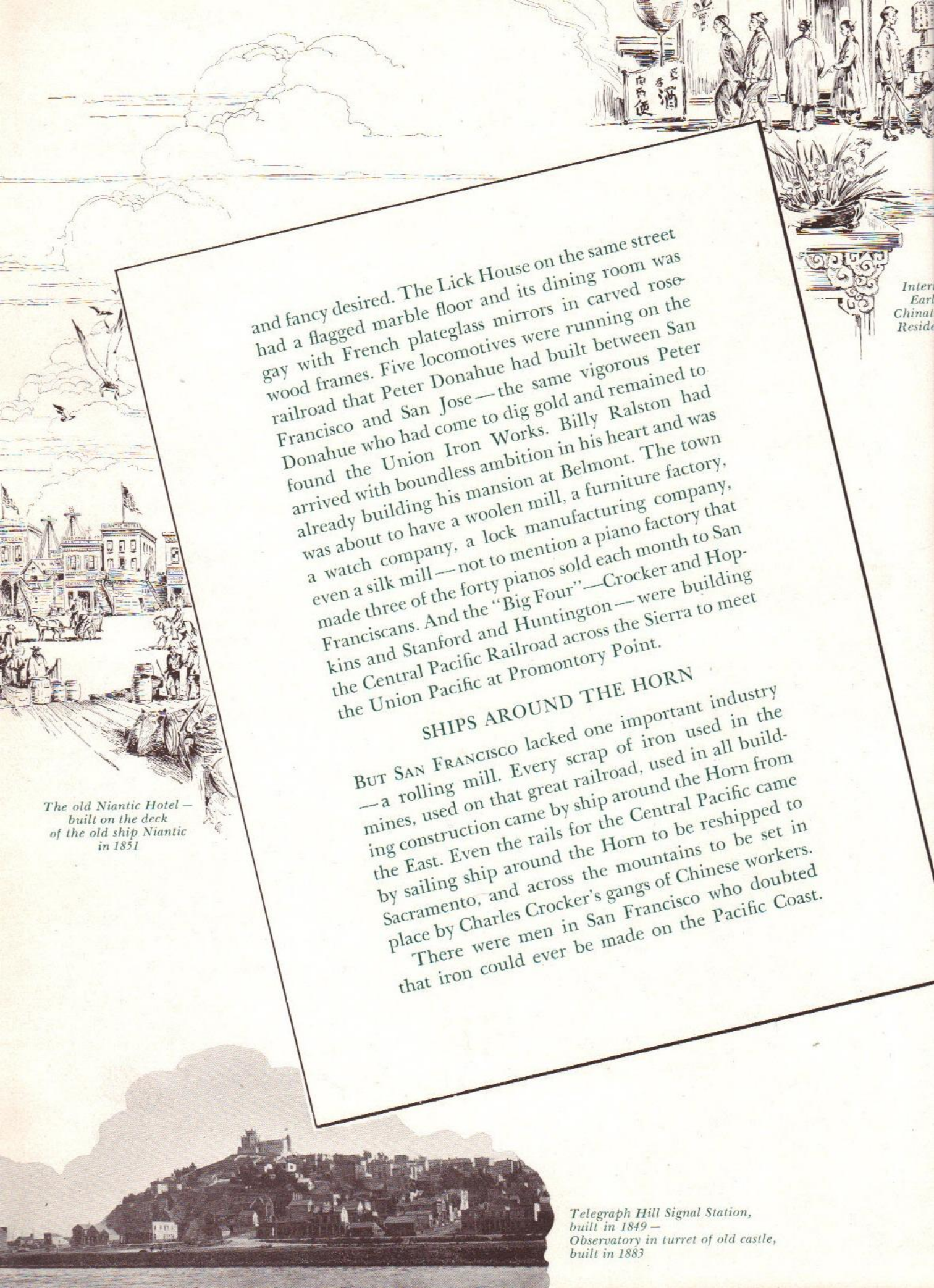
South Park, fashionable residential district, 1850's



Clipper Ship
"Flying Cloud" — at
Long Wharf, August 1851



The Stage
for Monterey, 1855



and fancy desired. The Lick House on the same street had a flagged marble floor and its dining room was gay with French plateglass mirrors in carved rose-wood frames. Five locomotives were running on the railroad that Peter Donahue had built between San Francisco and San Jose—the same vigorous Peter Donahue who had come to dig gold and remained to found the Union Iron Works. Billy Ralston had arrived with boundless ambition in his heart and was already building his mansion at Belmont. The town was about to have a woolen mill, a furniture factory, a watch company, a lock manufacturing company, even a silk mill—not to mention a piano factory that made three of the forty pianos sold each month to San Franciscans. And the “Big Four”—Crocker and Hopkins and Stanford and Huntington—were building the Central Pacific Railroad across the Sierra to meet the Union Pacific at Promontory Point.

SHIPS AROUND THE HORN

BUT SAN FRANCISCO lacked one important industry—a rolling mill. Every scrap of iron used in the mines, used on that great railroad, used in all building construction came by ship around the Horn from the East. Even the rails for the Central Pacific came by sailing ship around the Horn to be reshipped to Sacramento, and across the mountains to be set in place by Charles Crocker’s gangs of Chinese workers. There were men in San Francisco who doubted that iron could ever be made on the Pacific Coast.

*The old Niantic Hotel —
built on the deck
of the old ship Niantic
in 1851*

*Telegraph Hill Signal Station,
built in 1849 —
Observatory in turret of old castle,
built in 1883*

Anthony and Cleopatra
and 3 other long pictures

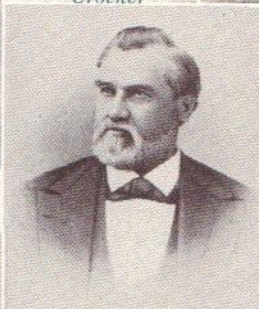
Don't forget Sunday
November 8th
THE BIG HIT
namos O'Brien
and 5 other long pictures

Our Pictures are Steadier, More Brilliant and Flickerless
than those of our competitors
Our Machine is the latest and best that money now produces
and be convinced **All for 5 Cents**

→ *Nickelodeon Hand Bill, early 1900's*



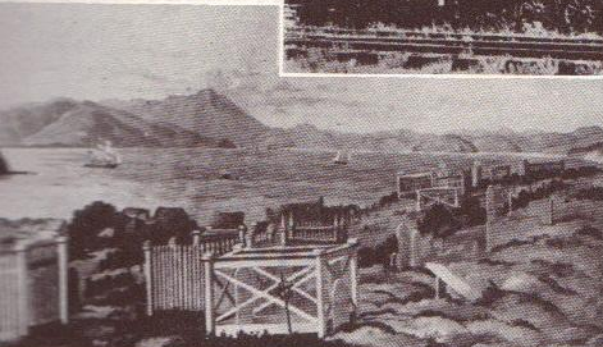
Charles Crocker



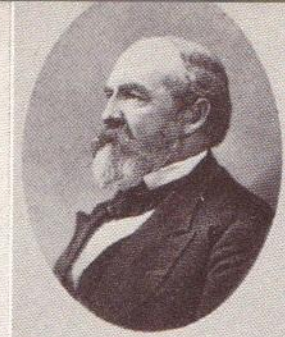
*Painam Judson,
Judson Mfg. Co.*



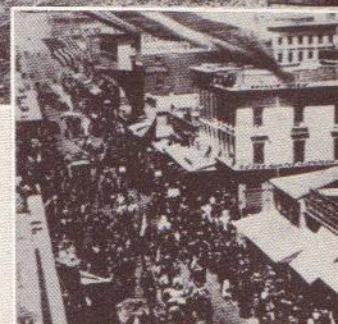
Grand Hotel, built by
Sam C. Ralston in 1874



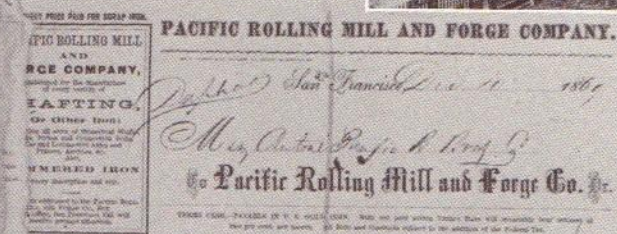
Cemetery, north side Russian Hill, overlooking bay, 1850



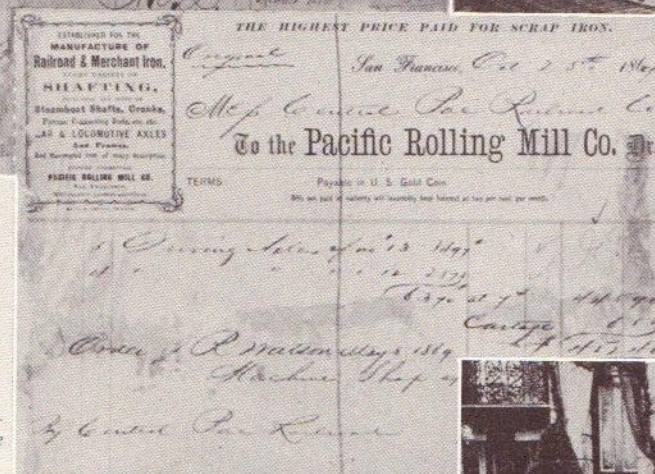
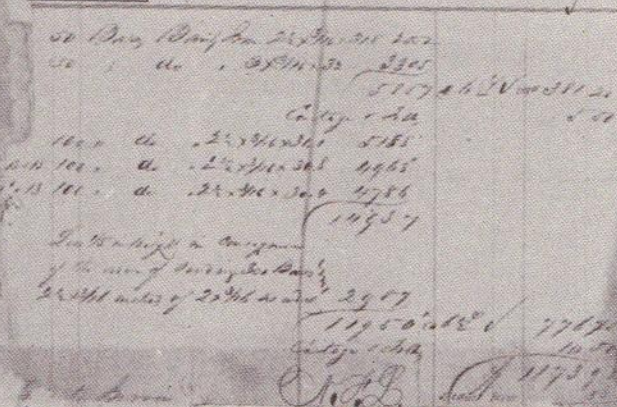
Collis P. Huntington, 1821-1900



*Celebration, 1869 — Completion
of Transcontinental R. R.*



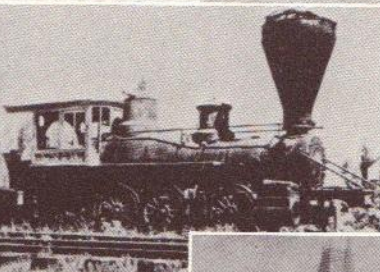
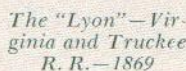
Ports-
mouth
Square,
from Clay
and
Kearny
Streets,
1858



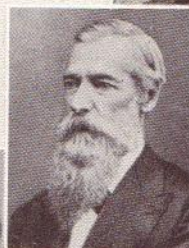
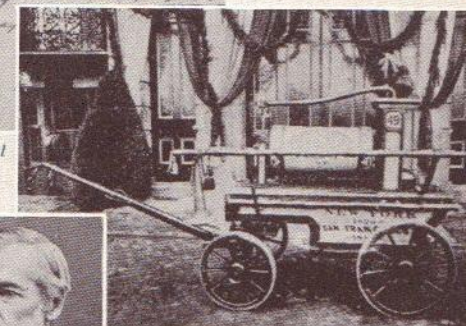
Lick House, 1862



Lick Dining Room



*San Francisco's first
fire engine, 1849*

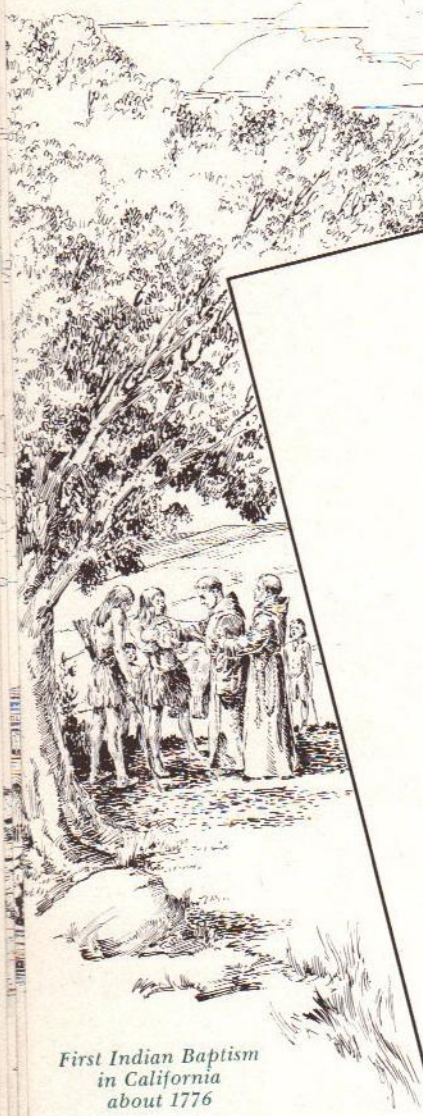


Mark
Hopkins,
Financier,
1813-1878



Mark Hopkins Residence, Nob Hill, 1875, Masonic
site of present Mark Hopkins Hotel Temple, 1860





First Indian Baptism
in California
about 1776

It would always be cheaper, they said, to bring the iron from the Atlantic Coast than to bring the coal and iron ore from the East or from Wales or Australia and to import skilled workmen half around the world to San Francisco to make iron products out here.

But the builders of San Francisco were never in the mood to allow minor obstacles to block their purposes. All along the Pacific Coast from South America to the new State of Oregon discarded masses of scrap could be collected and turned into bars and structural shapes.

NOTED MEN ORGANIZE PACIFIC ROLLING MILLS

So on May 10, 1866, six San Franciscans organized the West's first iron producing plant, the Pacific Rolling Mills—to roll iron from local scrap. They were Senator James G. Fair, who had made his fortune in the Comstock, William Alvord and D. O. Mills of the Bank of California, and three other businessmen, Charles S. Neil, Charles M. Keeney and Leonidas B. Benchley.

For the site of their plant they selected Potrero Point, now at the foot of 20th Street, reached at that time by a narrow footpath at the foot of Irish Hill, which was soon to be replaced by a wagon road. In April of that same year the State Legislature passed an act granting to the fledgling company title to 53 acres of submerged lands adjacent to the site, an area



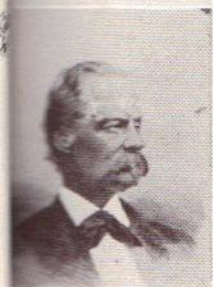
"Steamer L
in San Fran
gold rush a



The notorious
Bella Union Theatre,
Portsmouth Square, 1849



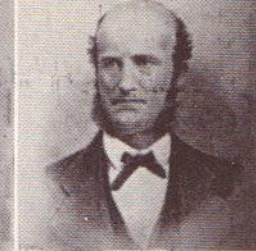
Senator James Fair,
Bonanza King



James Sharon, 1821-1885, Ralston's agent for
Bank of California in Virginia City.



The Pacific Rolling Mill's Staff in the 80's



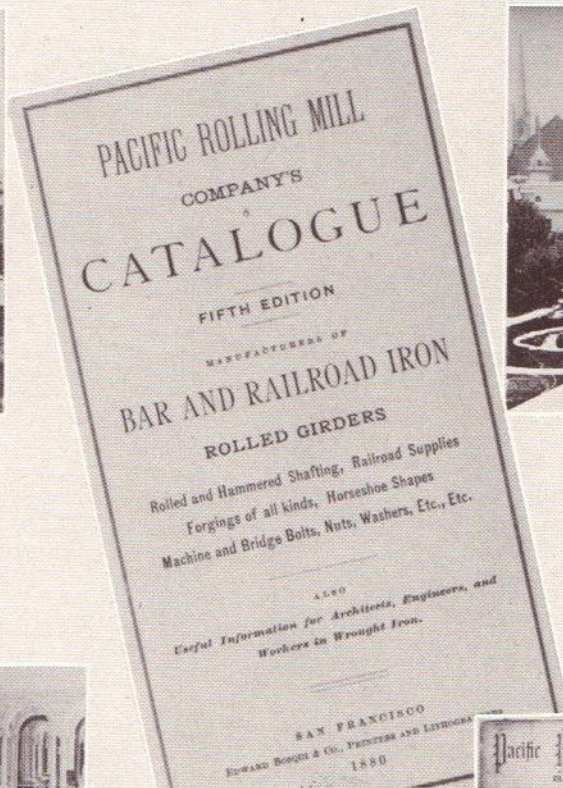
D. O. Mills, first Pres.
Bank of Calif., 1864-73



James Clair Flood, one of the
Bonanza Kings of the Comstock Lode



First City Hall, San Francisco, in 1851



Folsom Street Home of Milton Latham,
Governor of California, 1870's



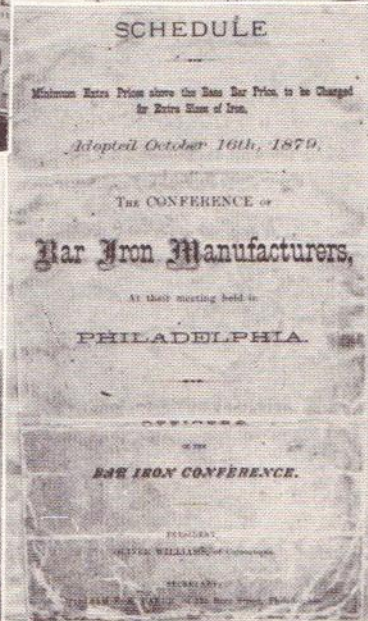
"Joaquin" — first boat between
San Francisco, Sacramento, and
Marysville, 1860



Two interiors of "Belmont,"
home of
William C. Ralston
in early 1860's



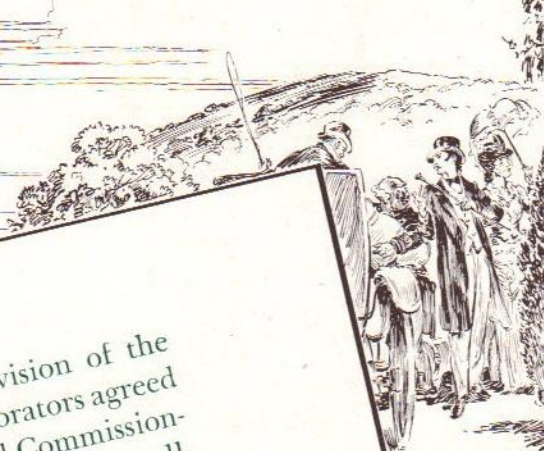
"Comanche" — first iron-clad
built on Pacific Coast, 1862



Ferryboat "Yosemite"
1867

Building "Comanche" — foot of Townsend St., 1860



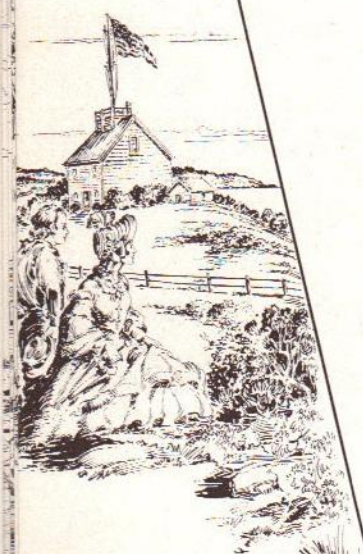


now occupied by the shipbuilding division of the Bethlehem Steel Company. The incorporators agreed to pay the price fixed by the Tide Land Commissioners of not more than \$300 an acre and to erect a rolling mill. They had confidence in themselves, in San Francisco, and in the future of their state.

FATHER FONT'S PROPHECY COMES TRUE


PROBABLY not one man in San Francisco of that day had ever read the report Father Font had written to his superiors when he first saw San Francisco and its bay in 1776, in which he prophesied that if there were ever enough people in California here could be "a great city like those in Europe" and this would be a great bay for building ships and for other industries.

This was the small but not humble beginning of a corporation that in the next three-quarters of a century was to be one of the great builders of the West, constructing both the tools of peace and the engines of war, the wheels of transportation and the great members of bridges and office buildings and factories. The Pacific Rolling Mills functioned as an independent unit for sixty years until it merged in 1928 with the structural fabricating department of the Judson Manufacturing Company, which had been created in 1882, and became the Judson-Pacific Company. The modern chapter in the history of these two corporations, whose growth is inseparable from the growth of the West, began on February 1, 1945, when



The Telegraph Hill
Signal Station
which gave notice
of incoming ships,
1849

Week-end
in Marin
beautiful,
residential
"Across th



Abandoned Ships
in Gold Rush Days

The Vitator

REMOVES ALL OCCASION FOR Jealousy or Discord

The VITATOR will cause the father, mother, child, or in fact any one who is irritable, fault-finding, indolent, stupid, stubborn, extravagant or immoral, to become pleasant, bright, honest, ambitious, agreeable, economical and moral.

The VITATOR is so sensitive that, if placed to the telephone when one is talking, it registers his vibrations, enabling us to know back that person's disposition a few minutes later, though hundreds of miles away.



Effects in vibratory motion. The different rates of vibrations cause various dispositions, for instance, a six degree vibratory motion causes the following to be very:

Neatness, Talkative, Methodical, Economical, Generous Moral, Honest, Affectionate, etc.

A four degree vibratory motion, which is strong and irregular, causes a person to be:

Irritable, Selfish, Extravagant, Immoral, Slovenly Jealous, Dishonest, etc.

A three degree vibratory motion, which is moderately fast and regular, causes a person to be:

Artistic, Musical, Gentle, Graceful, Ambitious, Economical, Moral, Pleasant, etc.

The Vitator, like the phonograph, X-ray, wireless telegraphy and automatic telephony, is simple in construction and can be used by any one.

Read down to learn music, singing, acting, oratory, to become an artist, architect, chemist, draughtsman, druggist, electrician, engraver, farmer, milliner, journalist, stenographer, etc. procure a vitator, sit down at your desk from three to five minutes before each meal and on retiring at night, and you will become successful in almost any profession or undertaking.

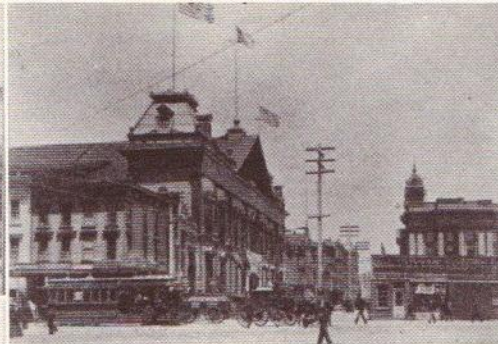
An early '90 cure-all

C. M. Keeney, one of original organizers of Pacific Rolling Mills, Capt. F. P. Gilmore, U. S. N., and Patrick Noble, '80's



Steam Dummy to Land's End, 80's

6th U. S. Post Office, San Francisco, 1854



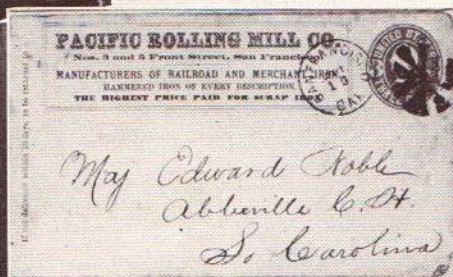
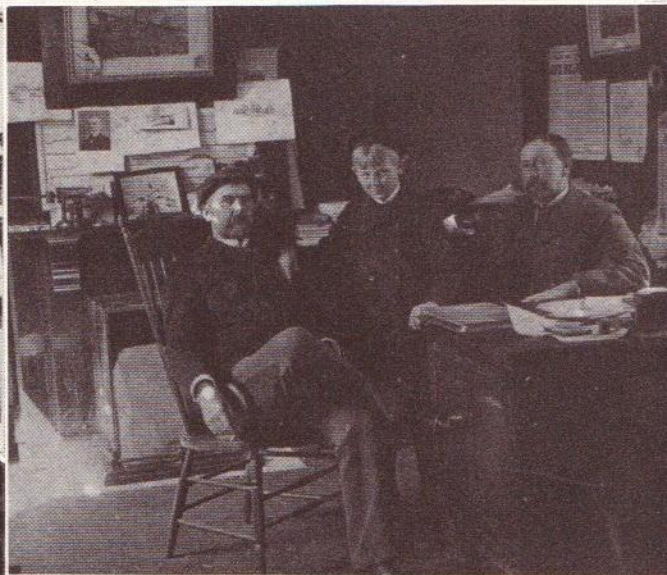
The 6th Mechanics Pavilion, Larkin Street, 1882



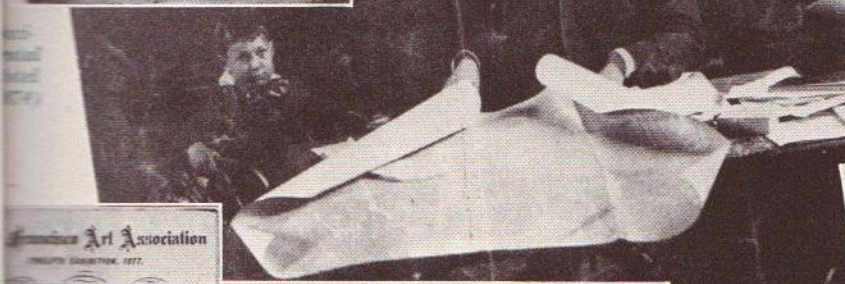
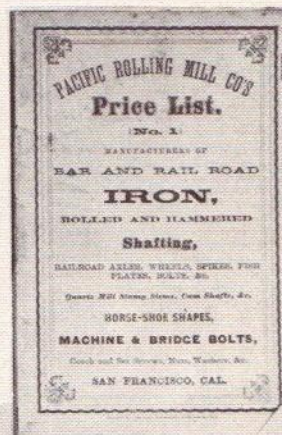
First U. S. owned Post Office Building in San Francisco, 1856 to 1906



Lieut. J. N. Jordan, U. S. N., J. N. Jordan, Jr., and Patrick Noble, in the latter's offices, 1880's

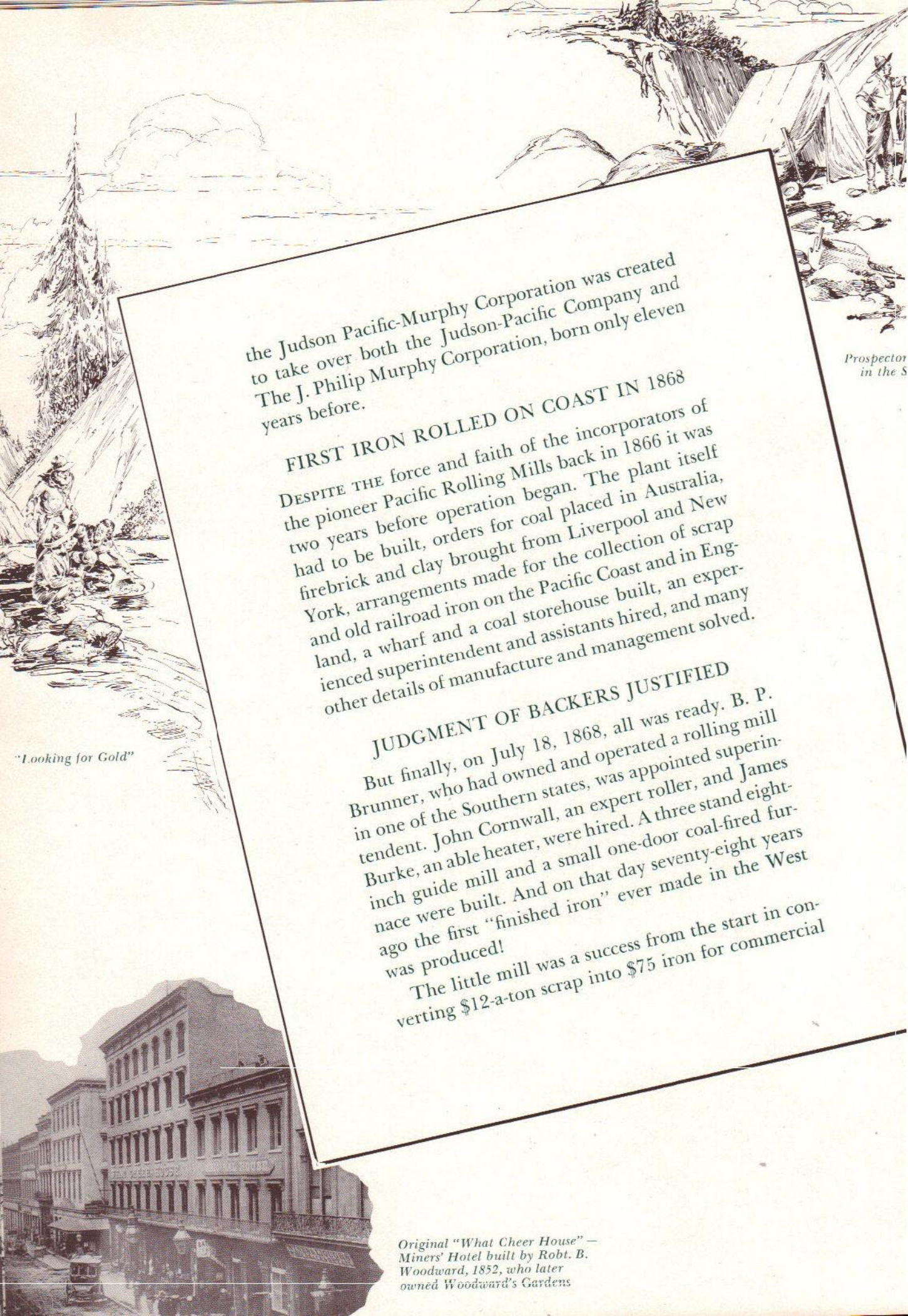


Patrick Noble and son, Edward, 1887



Woodward's Gardens (1887) popular Amusement Park





"Looking for Gold"

Prospector
in the S

the Judson Pacific-Murphy Corporation was created to take over both the Judson-Pacific Company and The J. Philip Murphy Corporation, born only eleven years before.

FIRST IRON ROLLED ON COAST IN 1868

DESPITE THE force and faith of the incorporators of the pioneer Pacific Rolling Mills back in 1866 it was two years before operation began. The plant itself had to be built, orders for coal placed in Australia, firebrick and clay brought from Liverpool and New York, arrangements made for the collection of scrap and old railroad iron on the Pacific Coast and in England, a wharf and a coal storehouse built, an experienced superintendent and assistants hired, and many other details of manufacture and management solved.

JUDGMENT OF BACKERS JUSTIFIED

But finally, on July 18, 1868, all was ready. B. P. Brunner, who had owned and operated a rolling mill in one of the Southern states, was appointed superintendent. John Cornwall, an expert roller, and James Burke, an able heater, were hired. A three stand eight-inch guide mill and a small one-door coal-fired furnace were built. And on that day seventy-eight years ago the first "finished iron" ever made in the West was produced!

The little mill was a success from the start in converting \$12-a-ton scrap into \$75 iron for commercial

Original "What Cheer House" —
Miners' Hotel built by Robt. B.
Woodward, 1852, who later
owned Woodward's Gardens



Wm. E. Donohoe,
President, Donohoe
1872-1895



Wm. S. O'Brien,
Treasurer King,
1872-1878



Interior of the pre-earthquake
Palace Hotel, 1880



Wm. Alvord, Pres. Bank
of California, 1877-1904

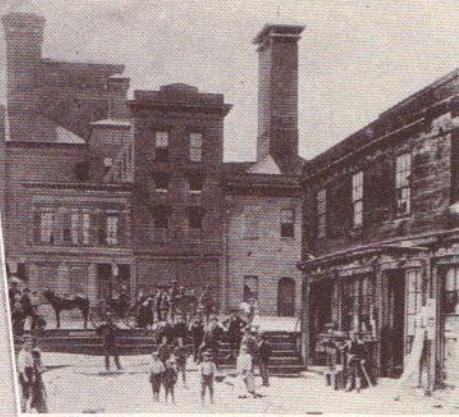


Employees Pacific Rolling Mills, 1870

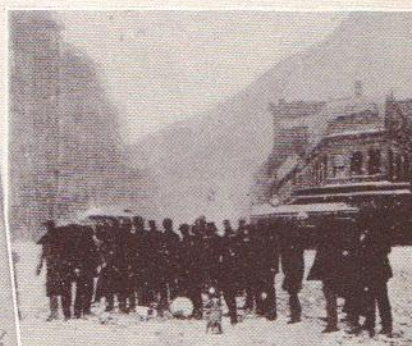
Pacific Rolling Mill Company.

Dividend No. 1
Payable April 15, 1872.
We, the Undersigned, hereby acknowledge the receipt of the amount of money set opposite our respective names,
being payment in full for Dividend No. 1 of One Dollar per share, declared by the Board of
Trustees of the Pacific Rolling Mill Company, at the meeting held April 10, 1872.

NAME OF STOCKHOLDER	No. of Shares	AMOUNT	Date of Payment	SIGNATURE
Alvord, Wm	1000	1000 00	Apr 15	William Alvord
Bensley, L. B.	550	550 00	"	L. B. Bensley
Bensley, John	76	76 00	"	John Bensley
Benson, John	250	250 00	Apr 25	John Benson
Bingham, C. J.	200	200 00	Apr 25	C. J. Bingham
Bryant, G. L.	50	50 00	Apr 16	G. L. Bryant
Brunn, B. L.	175	175 00	Apr 19	B. L. Brunn
Burr, E. W. Paul	1200	1200 00	Apr 15	E. W. Burr
Edwards, O.	100	100 00	May 2	O. Edwards
Hayward, A.	1000	1000 00	Apr 15	A. Hayward
Johnson, Geo. C.	400	400 00	Apr 15	Geo. C. Johnson
Lee, James	200	200 00	Apr 16	James Lee
Lincoln, Jerome	734	734 00	Apr 15	Jerome Lincoln
Luning, A.	450	450 00	Apr 15	A. Luning
McLane, Chas. E. (agt.)	500	500 00	Apr 16	Chas. E. McLane
Mills, D. O.	1500	1500 00	Apr 16	D. O. Mills
Mills, Edgar	100	100 00	Apr 16	Edgar Mills
Parrott, John	500	500 00	Apr 15	John Parrott
Piechu, J. L. A.	275	275 00	"	J. L. A. Piechu
Robinson, Leola L.	40	40 00	"	Leola L. Robinson
Sachs, L. M.	300	300 00	Apr 15	L. M. Sachs
Stanford, Leland	500	500 00	Apr 15	Leland Stanford
Surgey, James D. C.	100	100 00	Apr 15	James D. C. Surgery
	10000	10000 00		



Exterior of Warner's Saloon (right)
known as "Cobweb Hall" - 1880



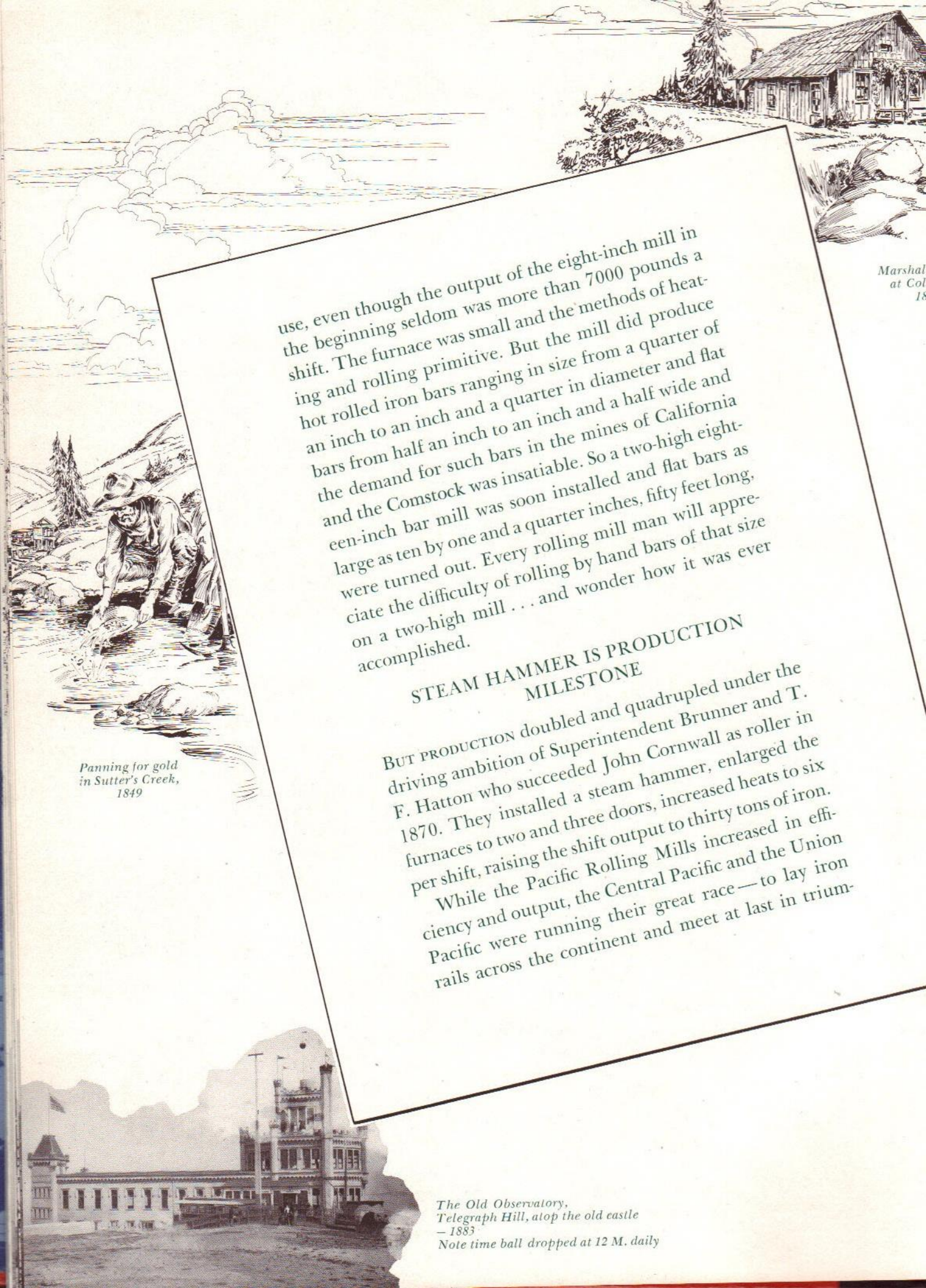
View of freak snow storm,
San Francisco, 1882

Pacific Rolling Mill Company.

Dividend No. 2
Payable July 15, 1872.
We, the Undersigned, hereby acknowledge the receipt of the amount of money set opposite our respective names,
being payment in full for Dividend No. 2 of One Dollar fifty cent per share, declared by the Board of
Trustees of the Pacific Rolling Mill Company, at the meeting held July 9th 1872.

NAME OF STOCKHOLDER	No. of Shares	AMOUNT	Date of Payment	SIGNATURE
Alvord, Wm	600	900 00	July 9	William Alvord
Bensley, L. B.	350	525 00	July 16	L. B. Bensley
Bensley, John	76	114 00	July 15	John Bensley
Benson, John	250	375 00	July 15	John Benson
Bingham, C. J.	200	300 00	July 15	C. J. Bingham
Bryant, G. L.	50	75 00	July 16	G. L. Bryant
Brunn, B. L.	175	262 50	July 15	B. L. Brunn
Burr, E. W. Paul	1200	1800 00	July 16	E. W. Burr
Edwards, O.	200	300 00	July 15	O. Edwards
Hayward, A.	1000	1500 00	July 15	A. Hayward
Johnson, Geo. C.	400	600 00	July 15	Geo. C. Johnson
Lee, James	200	300 00	July 15	James Lee
Lincoln, Jerome	734	1101 00	July 15	Jerome Lincoln
Luning, A.	450	675 00	July 15	A. Luning
McLane, Chas. E. (agt.)	500	750 00	July 15	Chas. E. McLane
Mills, D. O.	1500	2250 00	July 15	D. O. Mills
Mills, Edgar	100	150 00	July 15	Edgar Mills
Parrott, John	500	750 00	July 15	John Parrott
Piechu, J. L. A.	40	60 00	July 15	J. L. A. Piechu
Robinson, Leola L.	300	450 00	July 15	Leola L. Robinson
Sachs, L. M.	500	750 00	July 15	L. M. Sachs
Stanford, Leland	100	150 00	July 15	Leland Stanford
Surgey, James D. C.	100	150 00	July 15	James D. C. Surgery
	10000	15000 00		

San Francisco Art Association,
400 FINE STREET.
The Trotting Horse & Views in Central America
By MUYBRIDGE.
MICROSCOPIC GALLERY, BY FRANK JAMES AND EDWIN.
MEMBERS' TICKET.
MONDAY, TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY,
from 10 A.M. to 5 P.M. with each set of 50c to 2 P.M.
Adults admission 25c and 50c.



Marshal
at Col
18

use, even though the output of the eight-inch mill in the beginning seldom was more than 7000 pounds a shift. The furnace was small and the methods of heating and rolling primitive. But the mill did produce hot rolled iron bars ranging in size from a quarter of an inch to an inch and a quarter in diameter and flat bars from half an inch to an inch and a half wide and the demand for such bars in the mines of California and the Comstock was insatiable. So a two-high eighteen-inch bar mill was soon installed and flat bars as large as ten by one and a quarter inches, fifty feet long, were turned out. Every rolling mill man will appreciate the difficulty of rolling by hand bars of that size on a two-high mill . . . and wonder how it was ever accomplished.

STEAM HAMMER IS PRODUCTION MILESTONE

BUT PRODUCTION doubled and quadrupled under the driving ambition of Superintendent Brunner and T. F. Hatton who succeeded John Cornwall as roller in 1870. They installed a steam hammer, enlarged the furnaces to two and three doors, increased heats to six per shift, raising the shift output to thirty tons of iron. While the Pacific Rolling Mills increased in efficiency and output, the Central Pacific and the Union Pacific were running their great race—to lay iron rails across the continent and meet at last in triumph.

Panning for gold
in Sutter's Creek,
1849

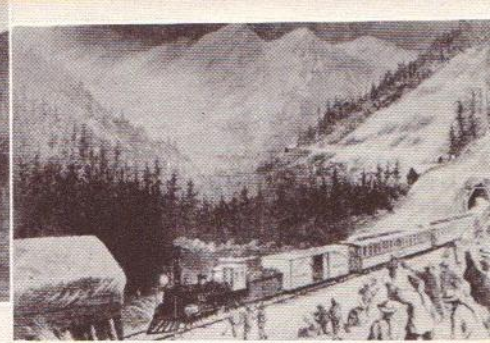
The Old Observatory,
Telegraph Hill, atop the old castle
— 1883
Note time ball dropped at 12 M. daily



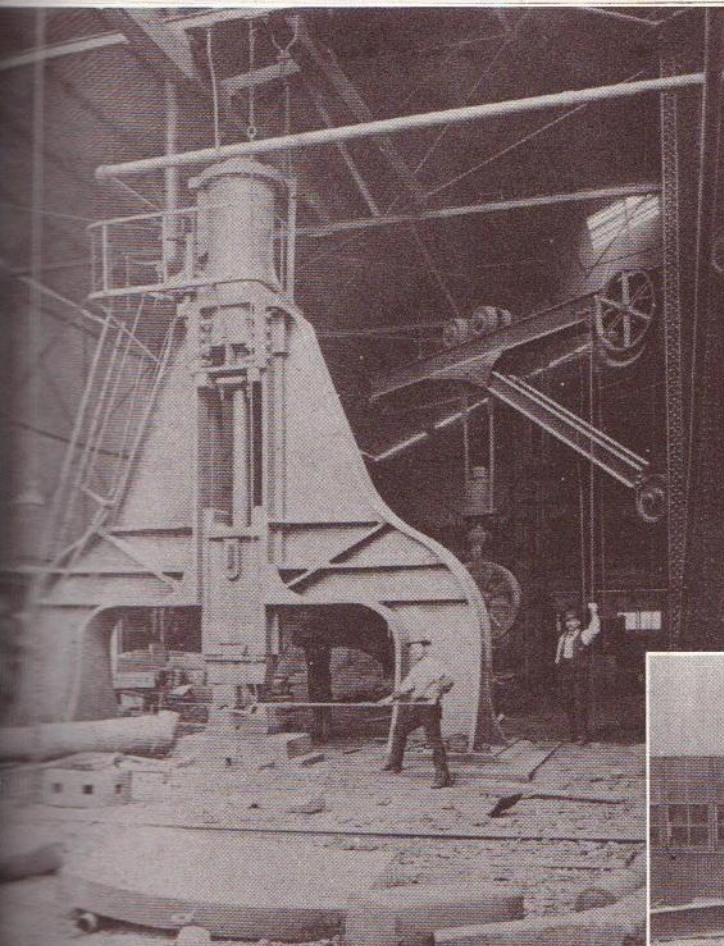
San Francisco Ferry Building, 1877



Second Fisherman's Wharf, under Telegraph Hill (to this day a "must" for tourists in San Francisco) at foot of Vallejo Street



Snow sheds on Central Pacific R.R. - 1868



Pacific Rolling Mills, showing largest steam hammer in the West at that time (about 1880)



A Rainy Day at 4th and Market Streets, 1883



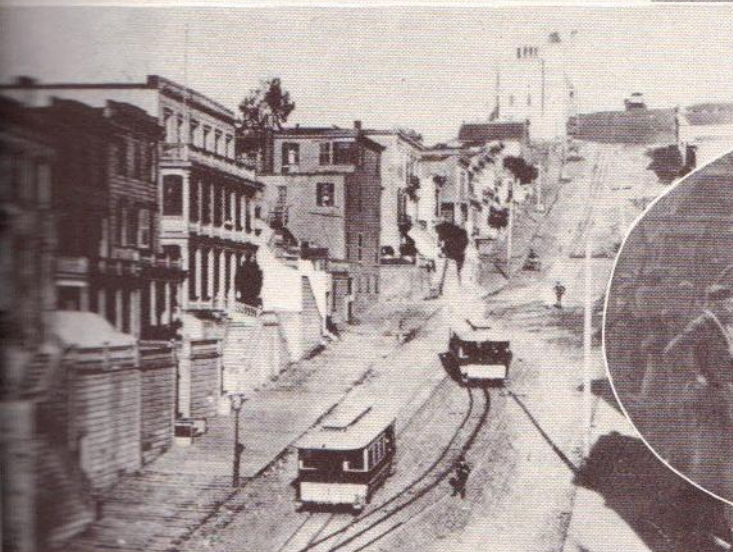
"Emperor" Norton, famous character from '49 to 1880, proclaimed himself Emperor of the U. S. and protector of Mexico



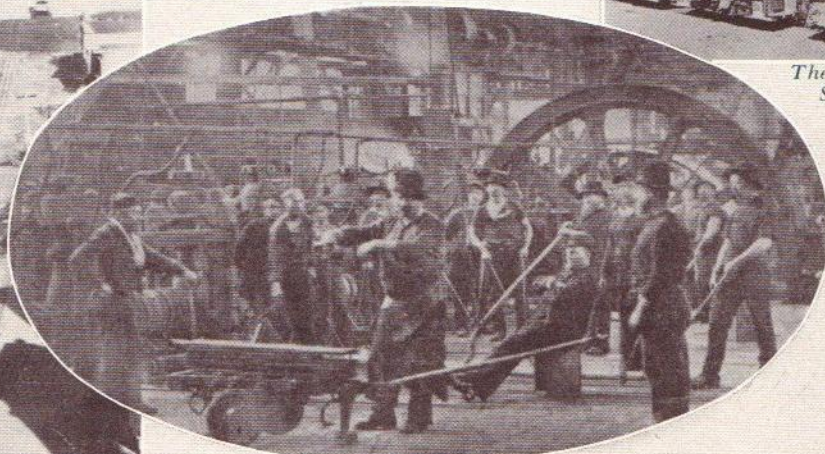
Mission Street Electric Rwy. Pole, fabricated by the Pacific Rolling Mills, 1890's



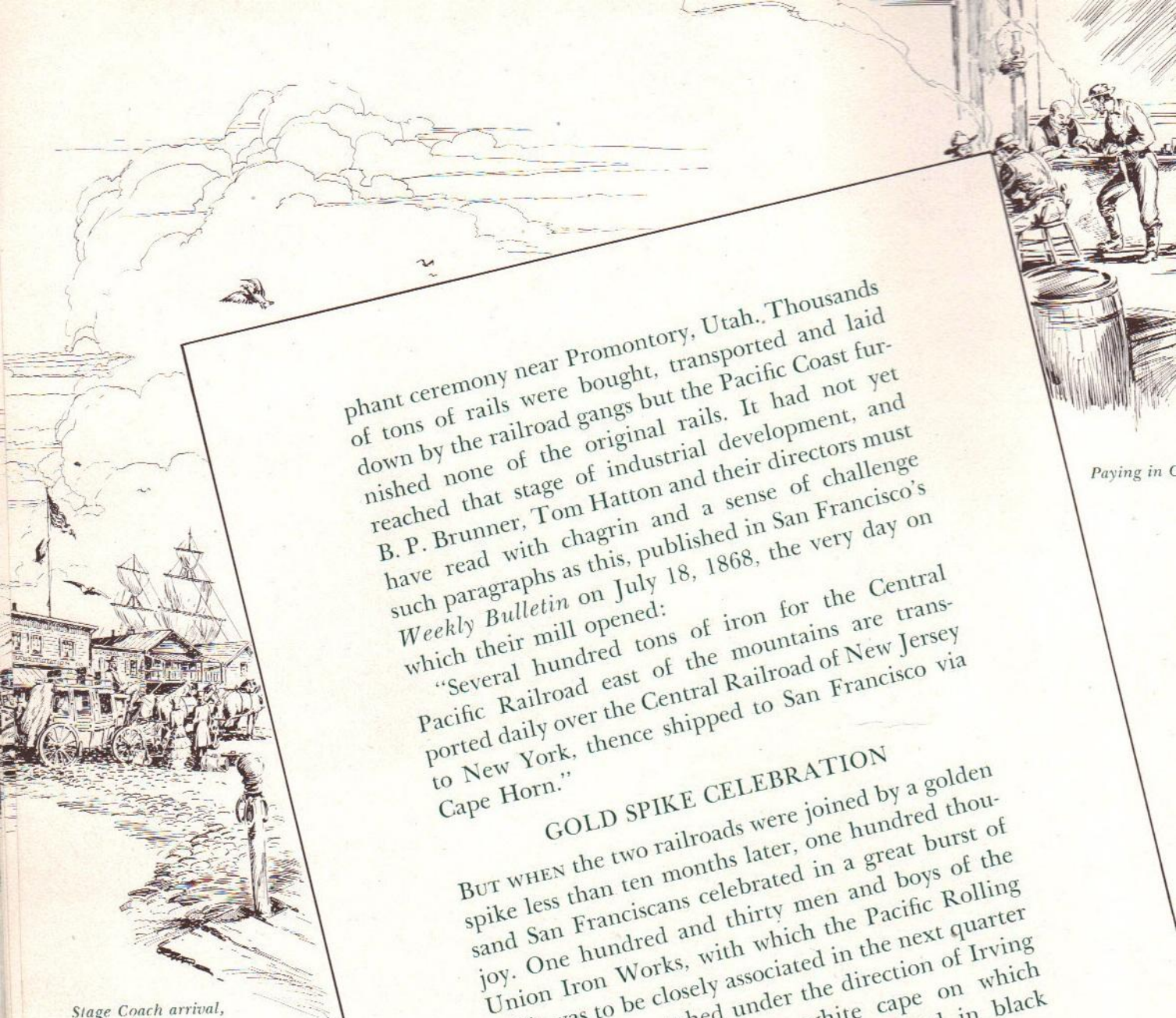
The first Sutter Street Cable Car, 1876



Counter-balanced Cable Cars on Telegraph Hill - 1884



The 18-inch Bar Mill - Pacific Rolling Mills - 1878



Stage Coach arrival,
about 1850

phant ceremony near Promontory, Utah. Thousands of tons of rails were bought, transported and laid down by the railroad gangs but the Pacific Coast furnished none of the original rails. It had not yet reached that stage of industrial development, and B. P. Brunner, Tom Hatton and their directors must have read with chagrin and a sense of challenge such paragraphs as this, published in San Francisco's *Weekly Bulletin* on July 18, 1868, the very day on which their mill opened:

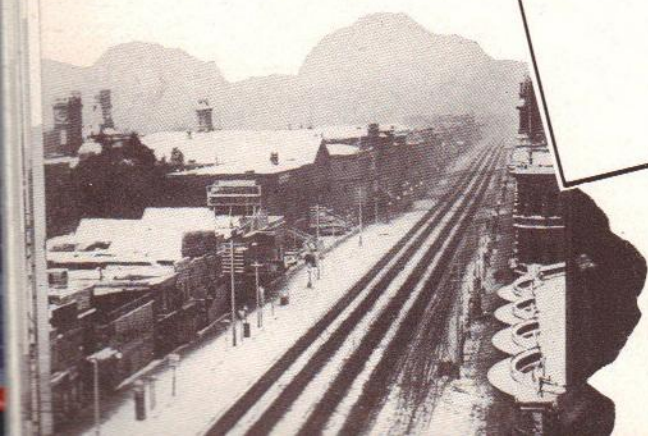
"Several hundred tons of iron for the Central Pacific Railroad east of the mountains are transported daily over the Central Railroad of New Jersey to New York, thence shipped to San Francisco via Cape Horn."

GOLD SPIKE CELEBRATION

BUT WHEN the two railroads were joined by a golden spike less than ten months later, one hundred thousand San Franciscans celebrated in a great burst of joy. One hundred and thirty men and boys of the Union Iron Works, with which the Pacific Rolling Mills was to be closely associated in the next quarter of a century, marched under the direction of Irving M. Scott, each wearing a white cape on which "Union Iron Works" had been painted in black letters. A truck pulled by four large bay horses carried a locomotive boiler made for the Virginia & Truckee Railroad and workmen hammered the rivets on it and made as much noise as possible.



Paying in C



Another freak snow storm,
San Francisco, 1887



John W. Geshwiler, Comstock Baron of 70's



Lloyd Tevis, Manager of Wells Fargo & Co., 1868



John Parrot, early San Francisco financier, 1810-1883

THE DAILY CHRONICLE

Volume 1. SAN FRANCISCO SATURDAY APRIL 15 1865. Number 738

A. C. DIETZ & CO.
REPAIRERS OF
COAL OIL LAMPS,
COAL OILS, ETC.
Nos. 319 and 321 Front Street.
TEND: BOSS TOWN JACKSON.

EDWARD HILL & CO.
WHOLESALE
DRUGGISTS
508 Washington Street,
Lower End Block.

DRUGS, CHEMICALS, PATENT
Medicine, Perfumery, Hair and Nail
Preparations, etc., etc., at the lowest prices.
Largest assortment of goods in the city.

THEO. VAN TASSEL,
Fashionable Hatter
Has removed to
No. 336 Montgomery Street,
near the corner of California.

SHIRTS, STYLES, PLATS
of every description, made to order, and
greatly reduced prices.
At 104-104 1/2 and 104-104 1/2 in the city.

Fashion Livery and Sale Stables
No. 10 BUTTER STREET.

BELOW MONTGOMERY, THE FINEST
and most complete stock of goods in the city.
The goods are all of the latest styles, and are
sold at the lowest prices.

NEWSPAPERS, MAGAZINES.
W. E. LOOMIS,
Periodical and Stationery Depot
RECEIPTS AND DELIVERIES.

STATIONERY, NEW PENS, ETC.
S. D. PAUL & CO.
NEW YORK BAKERY
Cakes and Pastry made to order.

DR. D. C. SCOTT,
Surgical and Mechanical
DENTIST.
Office No. 415 CLAY STREET.

FIVE TICKETS FOR 15 CENTS!
CIRCULATING LIBRARIES.
WM. NICOL.

WORRELL'S OLYMPIC

Formerly Gilbert's, N. E. Corner Clay and Kearny Streets.
WM. WORRELL & CO. Proprietors: JOHN WOODARD, Stage Manager

GLORIOUS SUCCESS DAY AND NIGHT!

SAN FRANCISCO; THE POLICE COURT!

Saturday Evening, April 15th, 1865.
PART FIRST.

INTRODUCTORY OPERA.
FANNY HANKS
MISS EMMA MILES
OTTO BURBANK
CHARLIE RHODES
BANJO SOLO

THE CHINESE DOCTOR

GRAND MEDLEY DANCE
CORPORAL SAM (Original)
MEET ME BY MOONLIGHT
CHARLIE RHODES, Johnny De Angelis and John Woodard.

CHARACTER DANCE
MISS EMMA MILES
BANJO SOLO
CHARLIE RHODES

A DAY AND NIGHT IN SAN FRANCISCO!

Orchestra Chairs... 50 Cents | Parquette... 25 Cents | Boxes... \$2 and \$3
Doors open 8 o'clock. Performance will commence at 8 o'clock.

Birds and Animals
STUFFED TO ORDER, AT
GILBERT'S MUSEUM

**BUY YOUR
CUTLERY**
WILL & FINCK.
613 JACKSON STREET, 613

LOW PRICES!
SILVERWARE & BILL FANNING
They have ALL, 1865, and all at very
low prices.

D. JOHN REARD
DENTIST.
Has removed his office to all Dental
Operations in the city.

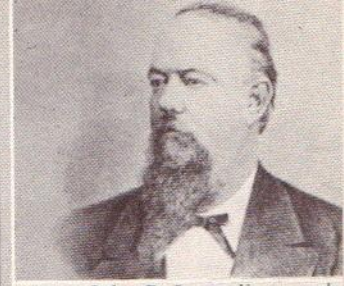
**BOARDING STABLE,
FIRE-PROOF**
Well Lighted
AND VENTILATED. 1000 FEET OF STABLE
AND 1000 FEET OF STABLE.

DRS. BENNETT & BUTLER,
DENTAL SURGEON.
OFFICE 658 CLAY STREET.

**LIVERY STABLE,
CALIFORNIA**
STREET.

Mrs. E. MORRIS,
Premium Cutters
SHIRTS AND COLLARS,
MADE TO ORDER.

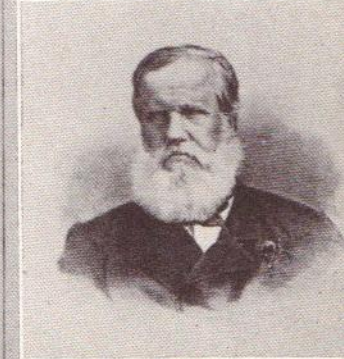
S. W. H. WARD & SON,
313 MONTGOMERY STREET
SAN FRANCISCO;
307 BROADWAY, NEW YORK



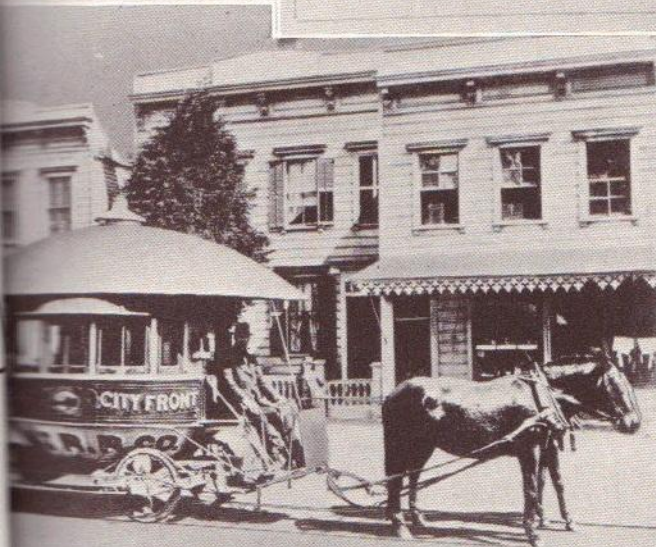
Sen. John P. Jones discovered rich Crown Point Bonanza, '71



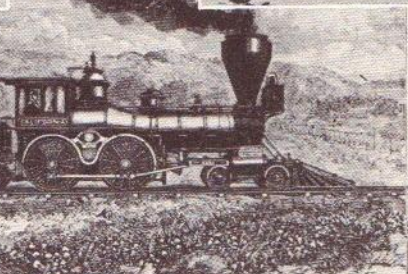
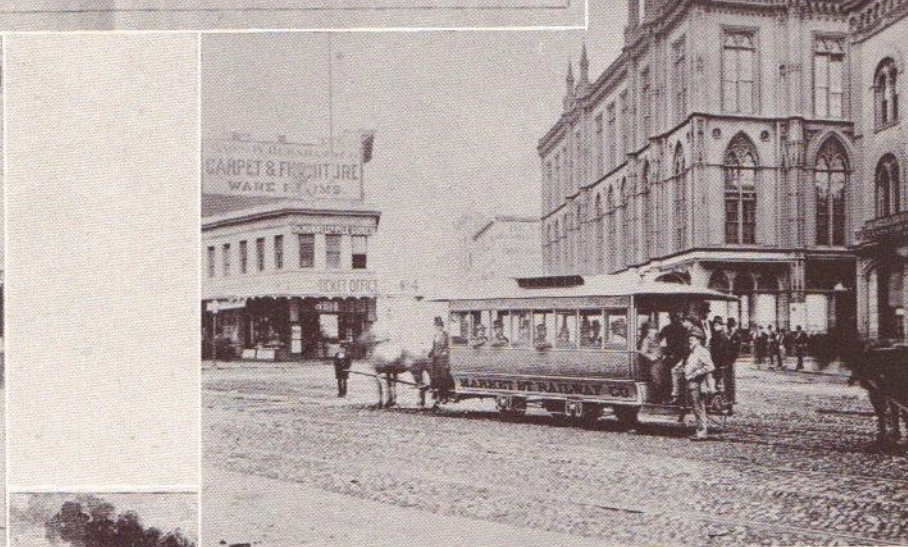
I. Friedlander, commission merchant of the 1870's



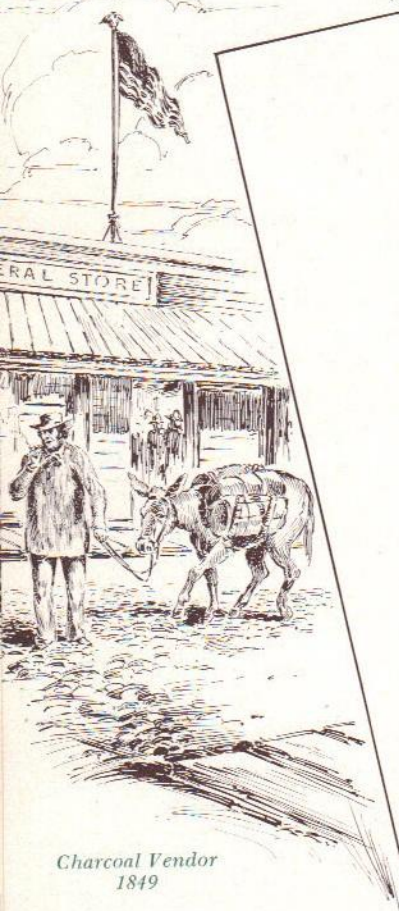
C. Pedro D'Alcantara, patron of the arts, 1871



The "Balloon Car" built in 1871. A departure in shape from the usual horse car. The body was oval and the body turned on the stationary truck



The "California" - first locomotive wholly built on the Pacific Coast (1869) - From "Bonanza Railroads" by Gilbert H. Kneiss



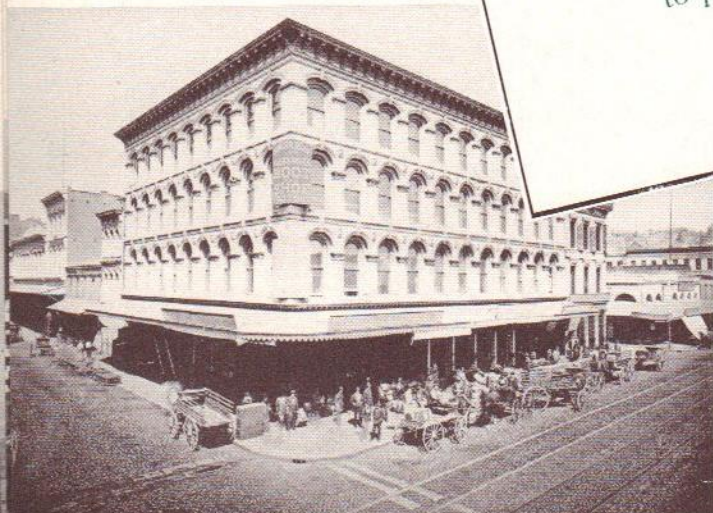
Charcoal Vendor
1849

Pacific Rolling Mills workers, ninety strong, marched behind a wagon containing shafts and other iron products rolled and fabricated for the Central Pacific Railroad. The wagon bore such signs as "Without Rolling Mills We Should Have Had No Railroads" and "Iron Work for the Cars of the Central Pacific Railroad." Another wagon bore specimens of railroad iron made from pig iron produced in Oregon and a sign, "The First Railroad Iron Ever Made in California."

NEW MARKETS EXPAND PACIFIC ROLLING MILLS SALES

AND AFTER that great day, management and workers of the Pacific Rolling Mills went back to their task of expanding the productivity and usefulness of the plant. The railroad opened a new market and since the bar mill had been such a success, it was decided to add a three-high, eighteen inch train to roll iron rails. Steel rails were still a novelty in the East, and iron rails were still in brisk demand. The steel rails brought \$100 a ton, the iron rails \$80 a ton, but steel production was still more than a decade away on the coast.

San Francisco had been a community of 812 persons in 1848, by 1870 its population had leaped to more than 175,000 and it had become the industrial heart of the West. Andrew S. Hallidie, a manufacturer of wire rope for drawing heavy loads, was working on plans to pull streetcars over San Francisco's steep hills by



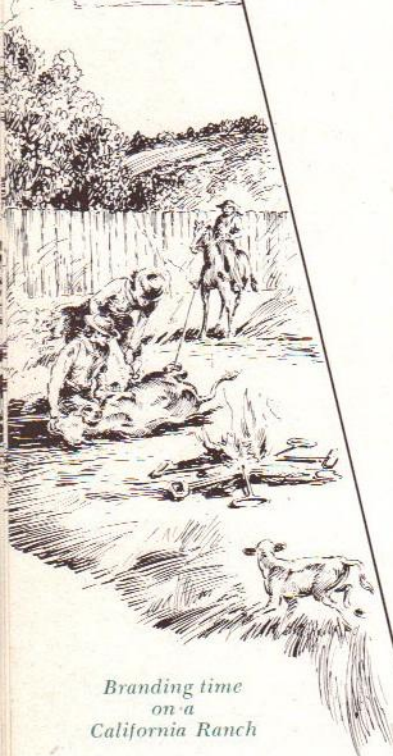
The Niantic Block, site of the ship hotel Niantic — the waterline in 1860. The entire area bounded by Montgomery and Sansome Streets and Jackson to Market Street was later filled in with piles on which buildings were erected — at a cost of \$50.00 for each pile



A Turkish Sweet Vendor



A Spanish Vaquero



*Branding time
on a
California Ranch*

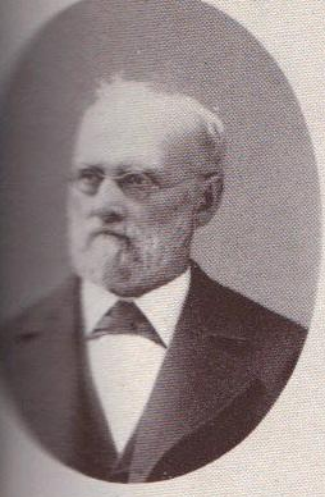
underground cables. In Washington and Oregon and Nevada and all through California men were planning railroads. The demand for iron products was increasing daily, the number of workers in the plant had more than doubled—to a payroll of 200—and a young man named Patrick Noble who had been with the company as bookkeeper and assistant to the superintendent since it was organized was dreaming of greater improvements in the years to come.

SPECIAL EQUIPMENT BRINGS DIVERSIFIED PRODUCTION

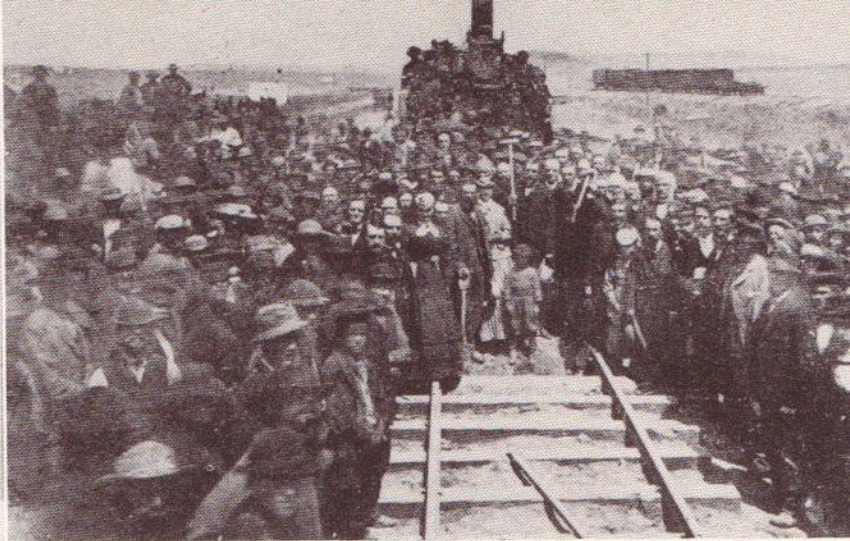
By 1873 the Pacific Rolling Mills was manufacturing piston rods, steamboat shafts, railroad and merchant iron, axles for locomotives, connecting rods, and hammered iron of every description. Thirteen furnaces were running night and day, four of them on fishplates and railroad spikes. Three trains of rolls were then in use, two of them being 18-inch and the other 8-inch, all driven by a 200-horsepower engine. Much new machinery, labor saving and more efficient, had been installed to increase the output of rails for the numerous narrow-gauge railroads projected on the Coast. An axle turning lathe and an axle-centering lathe for finishing cold shafting had been added. A nut tapper, so ingenious in design that one small boy could run twelve taps simultaneously; a new bolt header and five machines for threading bolts; fifteen new boilers heated by the furnace fires; a muck bar



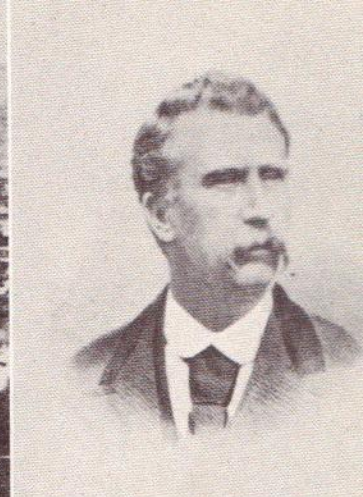
*Bandits holding up
a Stage Coach
in the early 70's*



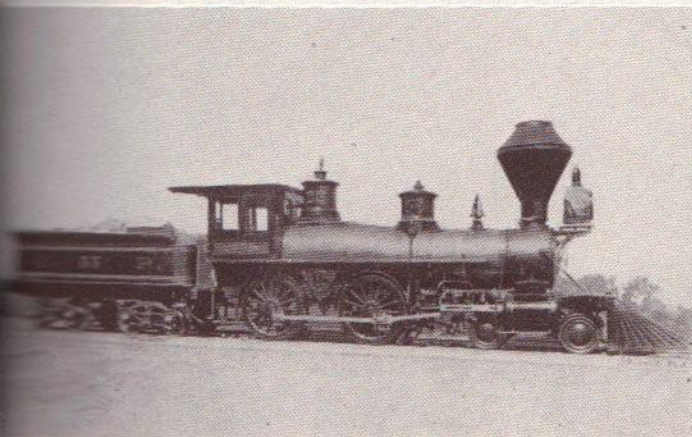
Anthony Chabot (1814-1888)
financier, builder of
Chabot Observatory



Driving "Golden Spike" at juncture of Eastern, Western halves of Union Pacific, 1869

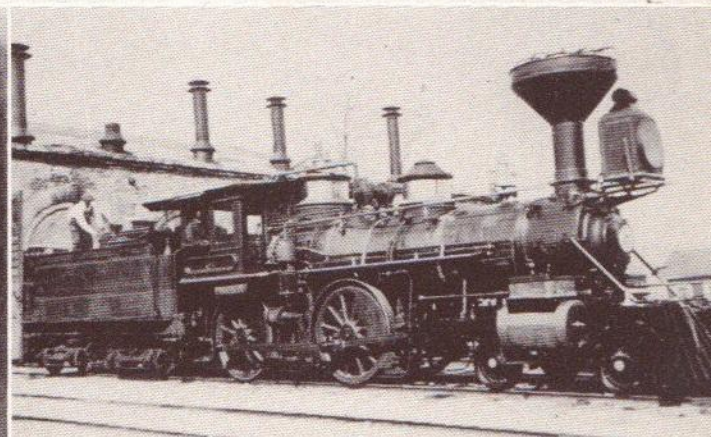
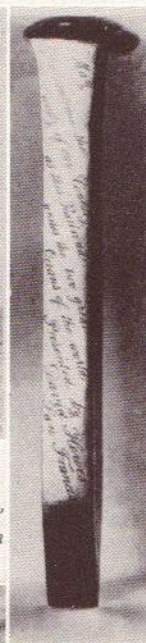


J. W. Mackay, one of
"Bonanza Kings" — owned 2/5
of Comstock Lode



Locomotive 55, built at
Sacramento — 1855

The famous "Golden Spike,"
now in the Wells Fargo collection



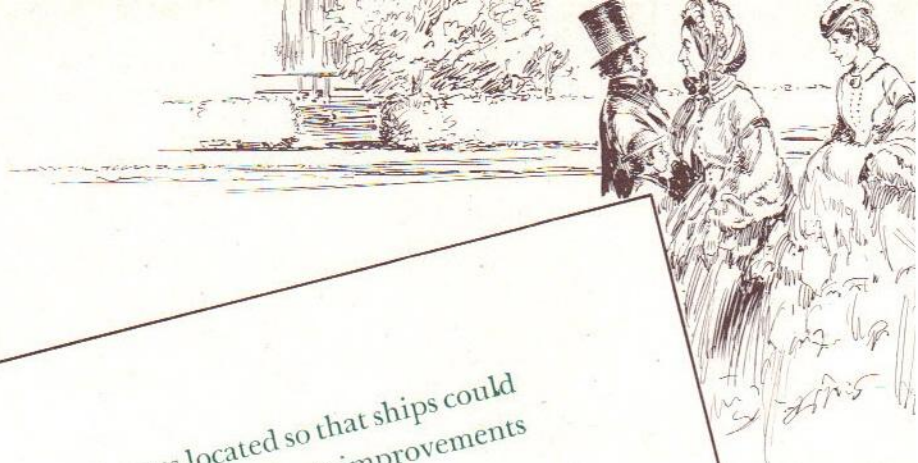
Locomotive "Inyo," built in 1875 for the Virginia and Truckee
R. R. (Now the property of Paramount Pictures, Hollywood)



Early California Street cable car, 1882. Gave adequate and safe transportation
up some of San Francisco's steepest grades. Line still in operation



Fancy Dress Ball at
Inaugural Celebration
State Capitol, 1875



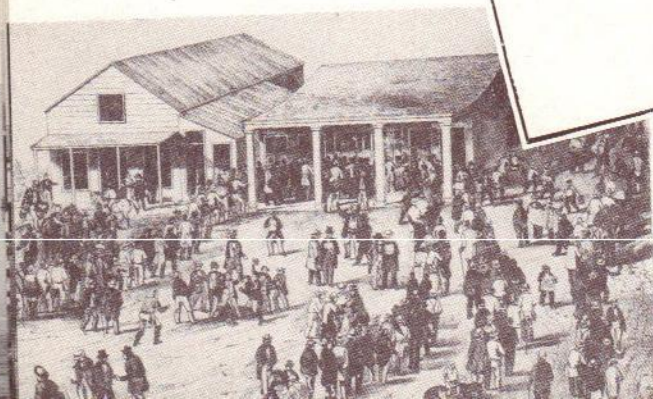
Easter Parade
in the 80's

mill; three new warehouses located so that ships could load at the very door—all these were improvements of which the entire city was proud.

The Pacific Rolling Mills was turning out thirty tons of bar iron a day, besides about sixty 100 pound boxes of railroad spikes, forty 100 pound boxes of fish-bar bolts, and thirty 100 pound boxes of rivets. About 6,000 bolts and nuts a day were manufactured. Scrap iron and old railroad iron was still brought chiefly from England, and coal brought from Australia at \$13.50 a ton was costing the Mills \$472.50 a day. The payroll was even more. Of 200 hands employed in the works about 25 were boys in the machine bolt shop who received from \$1.25 to \$1.75 a day; a good portion of the men were laborers paid \$2 a day, but the mechanics' wage was from \$4 to \$7 a day.

A few of the orders filled in that year were a drive shaft for the steamer Arizona, 11 inches in diameter, an 11-ton shaft for the steamship Orizaba; iron bumpers for cars of the Virginia & Truckee Railroad; sixteen miles of railroad iron, weighing 16 pounds a yard, for the Seattle Coal Mining Company; 150 tons of fishplates and bolts for the Central Pacific; 20 miles of railroad iron for the Nevada Central narrow gauge; and many more miles of rail for the California Pacific, Copperopolis and Stockton railroads.

A VISITING newspaperman from the East who was taken through the plant wrote admiringly: "We have



The San Francisco Post Office
in 1849

20, 1889

REMEMBERING THEIR MOTHER.

DEED OF TWO NOBLE SONS OF CAROLINA IN CALIFORNIA.

These Memento of the Construction of the Cruiser Charleston Presented to the State by Mr Patrick Noble and Geo N. Stoney.

SAN FRANCISCO, September 19.—Special: Secretary of State Marshall received to-day a handsome souvenir of the States cruiser Charleston, in the shape of a battle axe. The miniature axe is of steel and is handsomely finished. The handle is twelve inches long and the blade five inches wide. On one side the blade is engraved: "Presented to the State of South Carolina, by P. Noble, Superintendent Pacific Rolling Mills, Manufacturers of steel, and George N. Stoney, Lieutenant United States navy and Inspector." On the reverse side the carving of the Charleston, over which is inscribed, "Steel rivet from the States Cruiser Charleston." With the axe which was enclosed in a hand-made box, came a number of pictures of the Charleston. Accompanying was the following letter:

OFFICE OF INSPECTOR OF STEEL,)
PACIFIC ROLLING MILLS,
SAN FRANCISCO, CAL., Sept 9, 1889,)
We have the honor to express to your
"battle axe" made from a steel rivet
from the States cruiser Charleston. The
axe on it speaks for itself. As South
Carolina we feel honored by such a privilege
to be accepted. We are sir, very re-
spectfully,
your obedient servants,
Patrick Noble,
Geo N. Stoney, U. S. N.
E. Q. Marshall, Secretary of State,
S. C.

THE NOBLE SONS OF CAROLINA.

Patrick Noble is kindly remembered by many friends. He is a native of the County, and in 1863 went to California to seek his fortune. Mr Noble has, since then, made a name for himself and worth, been recognized as one of the leading men of San Francisco, and has always been a representative of the South and Southerner. He now holds the position of Superintendent of the Pacific Rolling Mills, and is an honorable member of the San Francisco Chamber of Commerce. George N. Stoney is one of the States navy's most distinguished officers. Since his graduation at Annapolis he has volunteered as one of the party of the Greely party, and has been in charge of an expedition to the Arctic regions. South Carolina must be proud of these two sons who are kindly remembered her. The axe will be placed in the secretary of the office for exhibition.

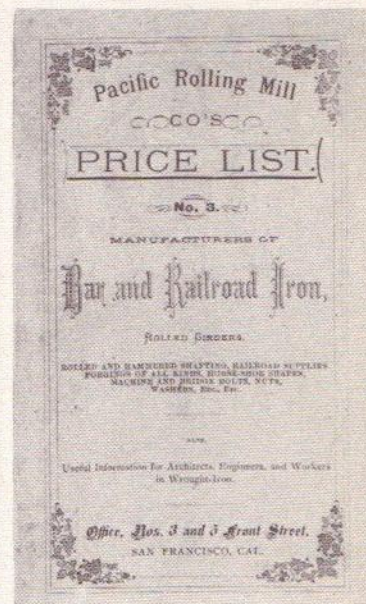
Massive Steel Work.

The complicated frame of steel employed in the building was erected by the Pacific Rolling Mill Company of this city. This concern is the largest of its kind on the coast, and the best work ever performed by it has been expended on the Claus Spreckels building. Over 400 tons of steel beams, bedded in concrete and extending under the adjoining buildings, as well as under the street, formed the foundation upon which the building rests. Then came the great iron bases upon which the columns rest, and rearing their height some 300 feet. These columns sustain the entire building, the stone and brick work, the floors and dome. At each floor level girders built of steel channels girt the entire building, and upon these girders the stone rests, each story being carried separately and entirely independent of each other.

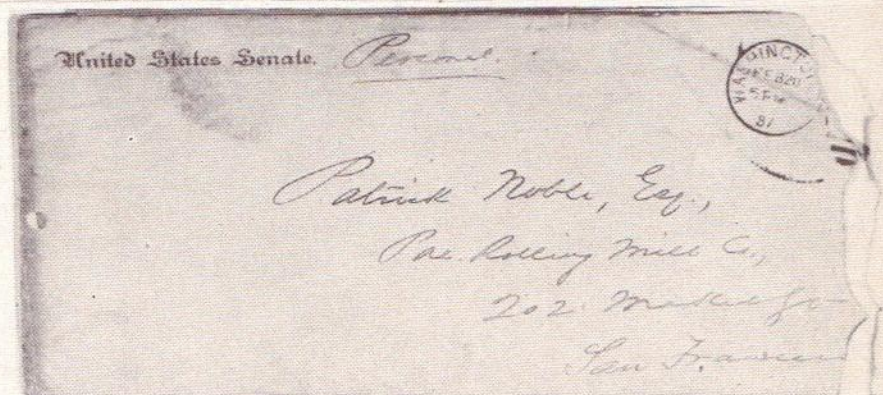
In order to prevent the building from swaying a system of portal arches was designed by which absolute rigidity was secured in defiance of the god of storms. The material used was of the same quality of steel required by the Government in the building of battle-ships. Manager Patrick Noble of the Pacific Rolling Mill illustrated the expedition with which that concern executes all contracts by actually erecting the steel work on one floor in three days, although his contract called for its completion in eight days. In the construction of steel buildings this concern has no superior in the United States. The officers of the company are Charles S. Neal, president; L. F. Montague, vice president; Patrick Noble, general manager, and Leon D. Smith, secretary.



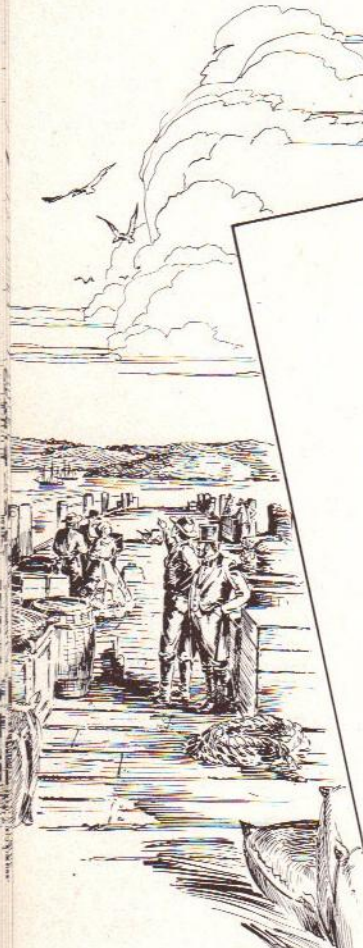
Presentation Punch Bowl of the U. S. Cruiser "Charleston" 1889



Price list of Pacific Rolling Mills




Bent cold steel from the Pacific Rolling Mills — an exhibit prepared for visiting mechanical engineers, 1875



seen larger rolling mills than this but none so perfect in every modern appliance." The same observer marveled at how "a bloom about four inches square and two feet long was 'chucked' in at the head of the great rollers and in less than two minutes came out a long slender ribbon which the workmen straightened with a wooden mallet." These mills that had been but the dream of farsighted builders only five years before were now sharing vigorously in the building of western industry.

FIRST CABLE CAR BUILT

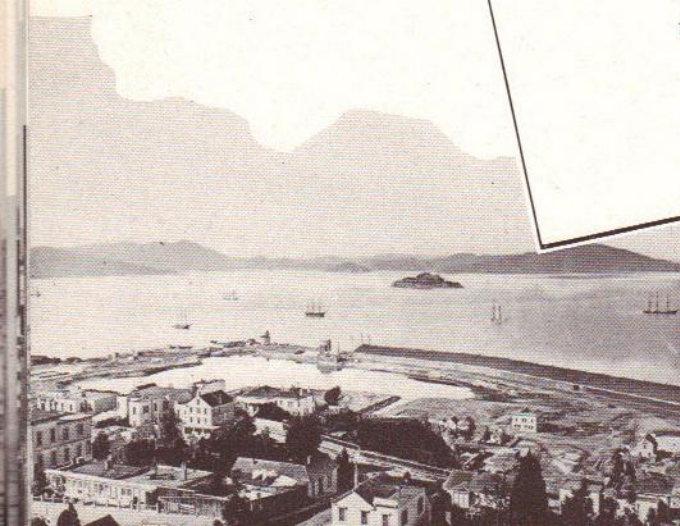
In this year, 1873, Andrew S. Hallidie financed and built the first cable car in San Francisco up the Clay Street Hill, and during the next ten years the Pacific Rolling Mills furnished much of the rails, yokes and other ironwork for the Telegraph Hill Cable Road and five other cable railroads built in that decade. Its management devised the unique 70-pound street rail with a side bearing section commonly used by these cable roads. Switches, frogs and crossings installed by many railroads of the West were the output of the mills. The large steel-framed turntables, like the one that was once at the foot of Geary in front of the old Chronicle Building were made in this plant; it was operated by gearing with the cogs of the turntable rack formed by bolts through two concentric rings and was considered a marvel of ingenuity in its day.



Long Wharf —
principal dock in
clipper ship days —
built in 1849



The world's
Golden Gate
named
John C.

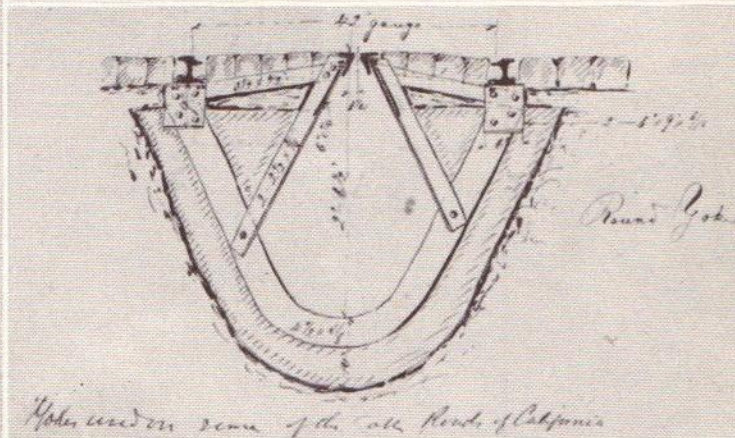
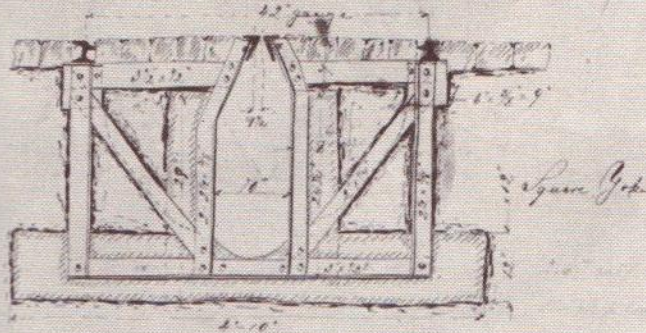


Meiggs Wharf and old Seawall
at foot of
Powell Street, 1855

OFFICE OF The Pacific Rolling Mill Co.

No. 202 MARKET STREET

San Francisco, 26 Feb'y 1887



Original free hand drawings of yokes used on some of the cable railroads of California

MEETING OF ANNUAL MEETING.—
The annual meeting of the stockholders
of the Pacific Axle Company will be held
in the office of the company, No. 418
Mission street, on the 2d day of Febru-
ary, 1889, at 1 o'clock P. M., for the pur-
pose of electing a Board of Directors to
manage the business for the ensuing year, and such
other business as may come before the meet-
ing.

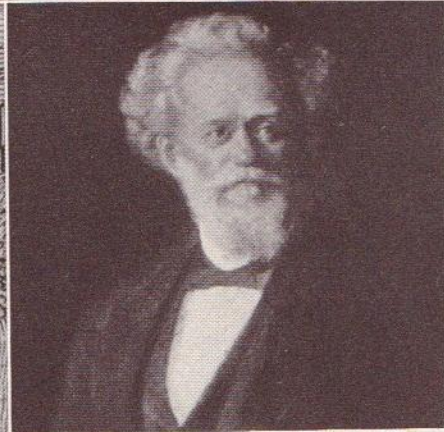
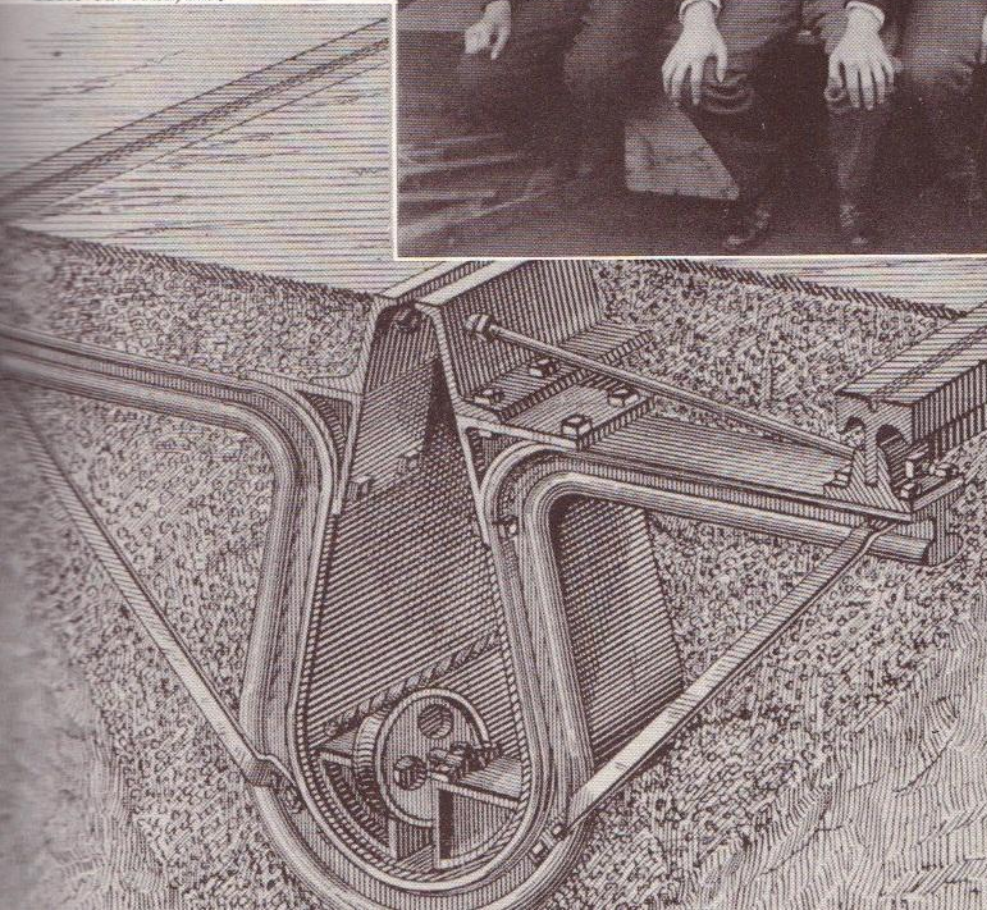
P. NOBLE, Secretary.
San Francisco, January 18, 1889.

MEETING OF ANNUAL MEETING.—
The annual meeting of the stockholders
of the Pacific Rolling Mill Company
will be held at the office of the company,
No. 418 Mission street, San Francisco, on
WEDNESDAY, February 1, 1889, at 1:30
o'clock P. M., for the election of a
Board of Directors for the ensuing year
and for the transaction of such other
business as may come before the meet-
ing.
H. STEELE, Secretary.
San Francisco, January 18, 1889.

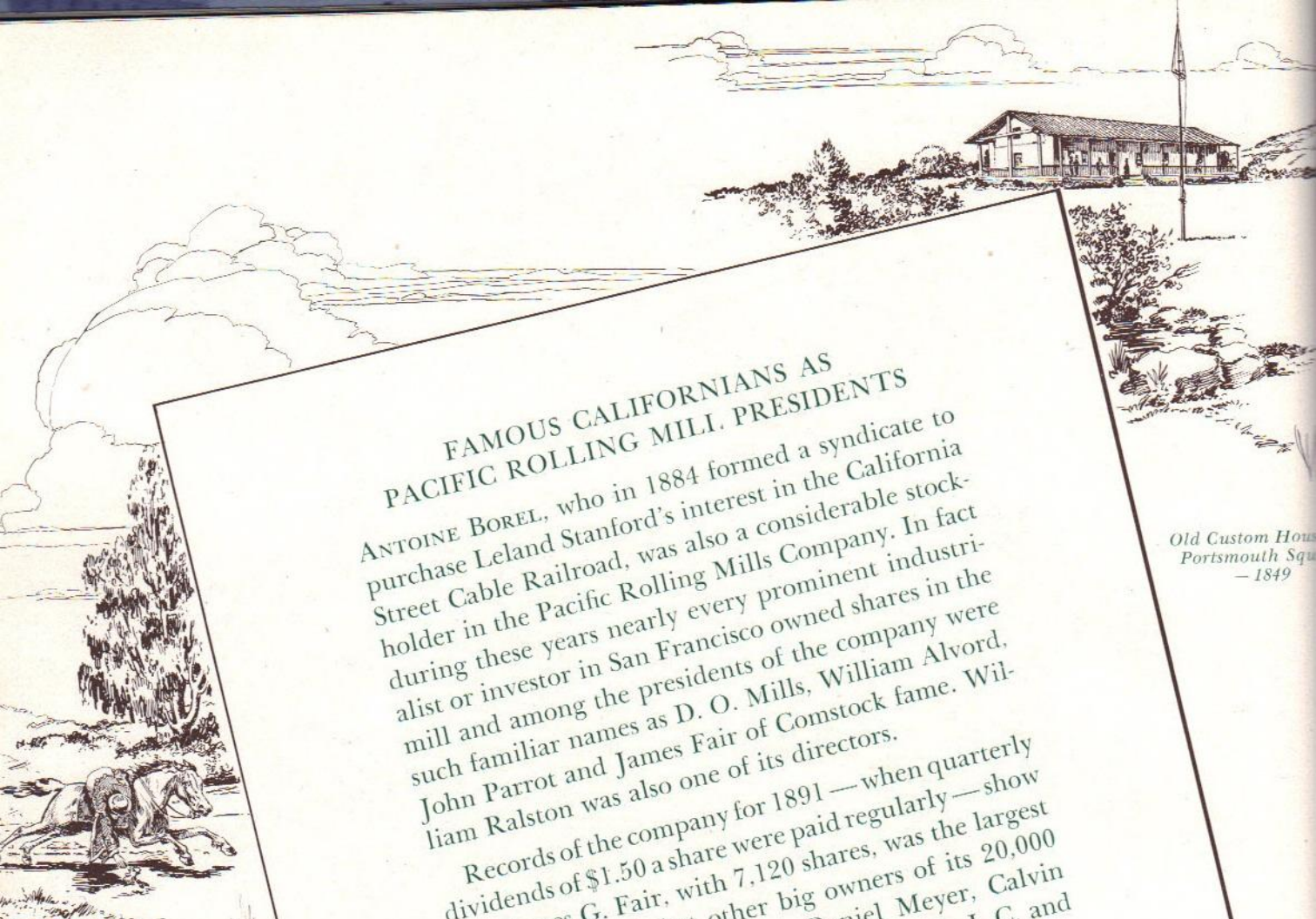
Office force of Judson
Manufacturing Company
—about 1905



Conduit — Grooved Rails for
Cable Car road, 1857



Andrew Smith Hallidie
(1836-1900) built first
cable car in
San Francisco — 1871



FAMOUS CALIFORNIANS AS PACIFIC ROLLING MILL PRESIDENTS

ANTOINE BOREL, who in 1884 formed a syndicate to purchase Leland Stanford's interest in the California Street Cable Railroad, was also a considerable stockholder in the Pacific Rolling Mills Company. In fact during these years nearly every prominent industrialist or investor in San Francisco owned shares in the mill and among the presidents of the company were such familiar names as D. O. Mills, William Alvord, John Parrot and James Fair of Comstock fame. William Ralston was also one of its directors.

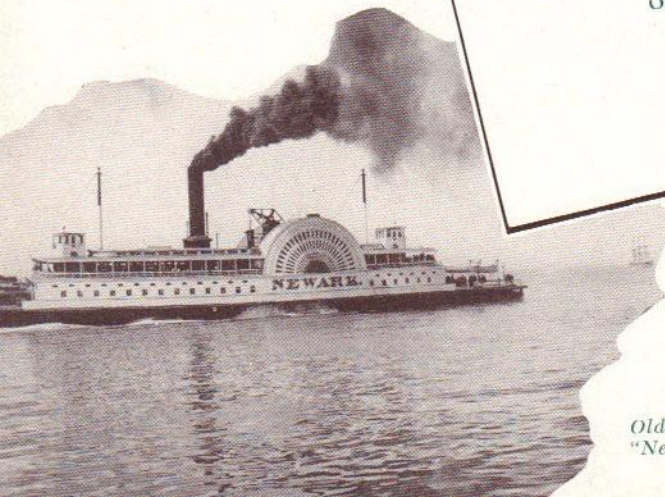
Records of the company for 1891 — when quarterly dividends of \$1.50 a share were paid regularly — show that James G. Fair, with 7,120 shares, was the largest stockholder and that other big owners of its 20,000 shares were Louis McLane, Daniel Meyer, Calvin Paige, Abby M. Parrott, George Whittell, J. C. and E. Coleman, N. Luning, and James Rolph whose son was to become a famous Mayor of San Francisco and Governor of California.

MAMMOTH MACHINE SHOP HANDLES LARGEST FORGINGS

ELEMENTS of the mill in the early 70's were the largest machine shop in San Francisco, under Master Mechanic Gullixon, which was equipped to handle any of the largest forgings or engineering work required on the coast; a huge blacksmith shop equipped with

Old Custom House
Portsmouth Square
— 1849

"Snatching the Rooster"
— a feat of horsemanship
in early California



Old Double End Ferryboat
"Newark" — 1890



PACIFIC ROLLING MILL CO.,
 SAN FRANCISCO, CAL.

MANUFACTURERS OF
ROAD and MERCHANT IRON.

Lag Screws,
 Nuts, Washers, etc.
 Steamboat Shafts,
 Cranks, Pistons,
 Connecting Rods,
 Rolled Beams, 4, 6, 8, and 10½ inch.

Car and Locomotive Axles & Frames.
 Mining Machinery, Forgings,
 Steel Harrow Teeth, etc., and
 Hammered Iron of every description.

HIGHEST PRICE PAID FOR SCRAP IRON

Office, 202 Market Street, Union Block, Room 1.

Railroad Iron, 12, 16, 20, 30, 35, 40, 50,
 and 60 pounds to the yard.

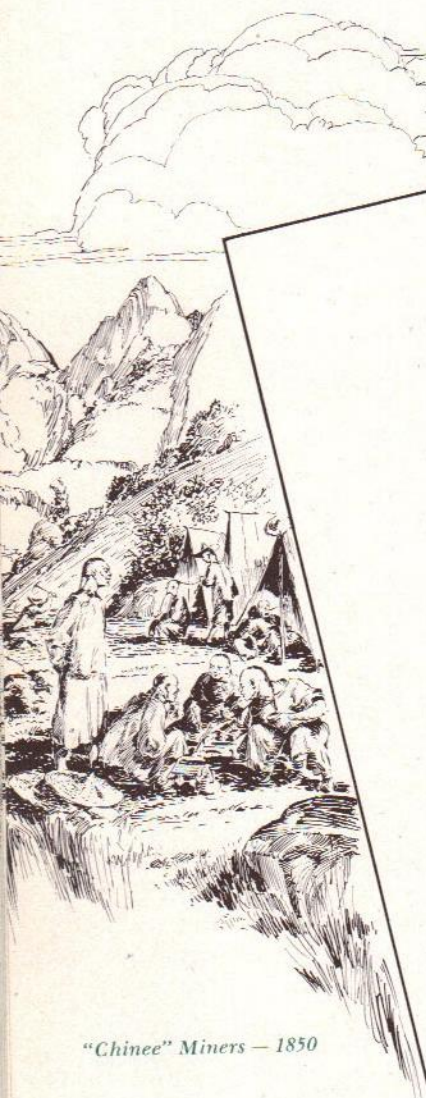
MEMORANDUM

The Bank of California.
 May 25 1891

To Hon Patrick Noble Superintendent
 Pacific Rolling Mill Co. Petrona Nuevo

Dear Sir
 The bearer of this is Harry Stalk (age 25)
 is said to be a good strong fellow with a good mind
 & if you can give him a job on trial, he
 may prove worthy of a permanent position.
 His sister has applied to me in his behalf & I want
 like to help him get a place of his own.

Yours truly
 Wm. H. Bond



"Chinee" Miners — 1850

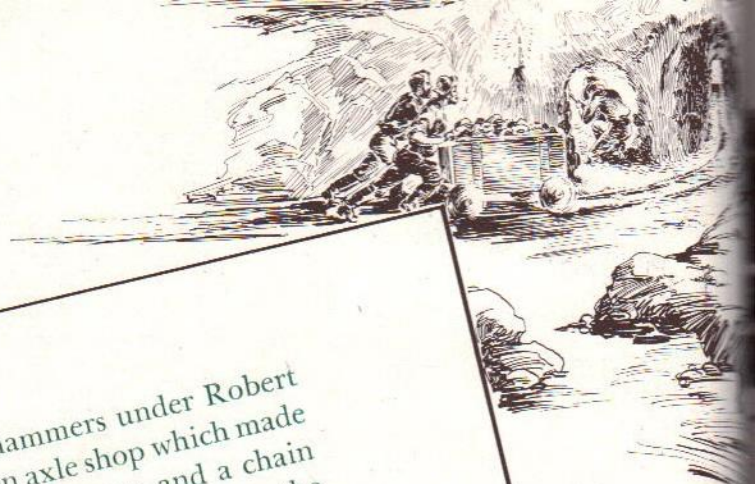
twelve fires and three steam hammers under Robert Orphant; a carriage and wagon axle shop which made all sizes up to four inches in diameter; and a chain shop which made the huge chains used in binding the first log raft ever floated from Portland, Oregon, to San Francisco. That raft broke up and the chain was lost but new chains were shipped north and the next raft came down from the north successfully.

PATRICK NOBLE FOLLOWS SUPERINTENDENT BRUNNER

In 1878 B. P. Brunner, who had been the first superintendent of the firm became ill and resigned. His place was taken by Patrick Noble who had been bookkeeper and, eventually, assistant superintendent since 1868. At that time William Alvord was president, L. B. Benchley was general manager, and C. M. Keeny was secretary.

Patrick Noble was a man of exceptional character and ability, an able executive and shrewd innovator. He had already, in 1875, begun experiments with gas furnaces. Two such furnaces had been built — for the 10-inch mill and the 18-inch mill and these furnaces increased the output of the former mill from 12 tons of one inch bars to 22 tons a shift and the latter from 13 tons of finished iron bars to 30 tons a shift.

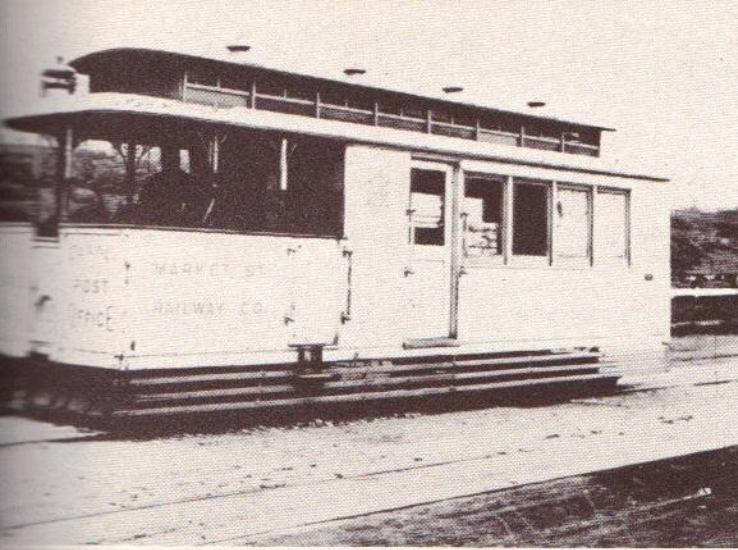
Mr. Noble, born in Abbeville County, South Carolina, was a son of a distinguished southern family. He was the namesake of Patrick Noble, governor of South



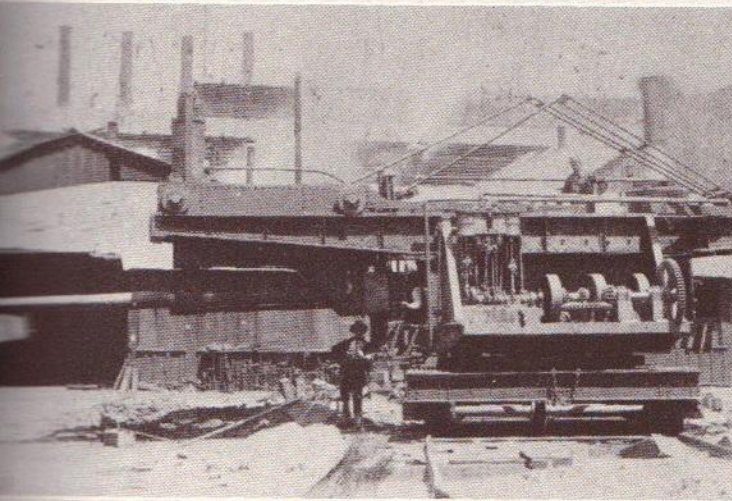
"Coyote" Digging
so-called from the
coyote-like
tunnels,
1850



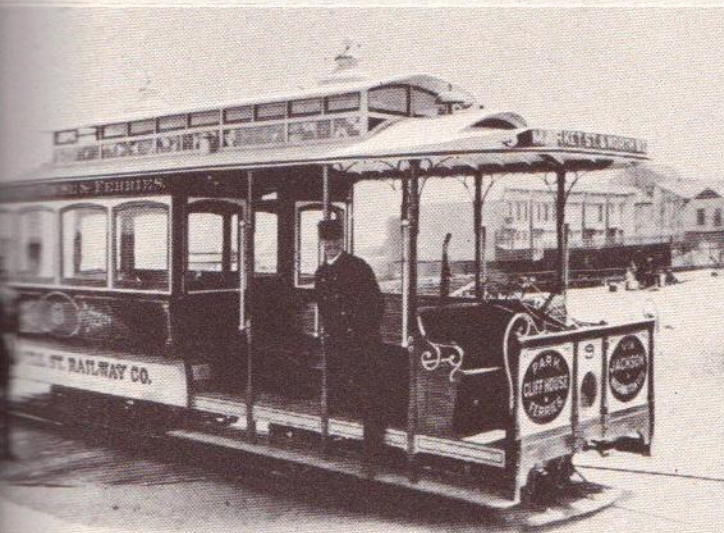
Pony Express Rider
attacked by Indians
in the 60's



Cable Car Post Office — Market Street Railway — 1888



Open Hearth Charging Machine — 1885



Early Powell Street Cable Car, built in 1887.
This line is also still in operation (1946)

United States Senate,

WASHINGTON, D.C. Feb 20th 1887

Dear Mr Noble.

I have your kind favor of 11th and note all the news regarding progress on Cable Road & the permanent nature of the work.

I also note what is said about Scott getting the Cruisers Contract on your forged slab also.

as to Commander Evans - who I will see the very first opportunity -

I send you a cut of a cable road I found in my table. I do not know where it came from -

Trusting you all are well I am sincerely yours -

James B. Fair

Office of

The Bethlehem Iron Co

Bethlehem Pa June 29th 90

Mr P. Noble

My Dear Sir

Your letter of the 26th inst is now before me. absence from home prevented an earlier reply. have only to say that I will be glad to see you in Bethlehem. let me know a day or so in advance of your coming so that I may be at home.

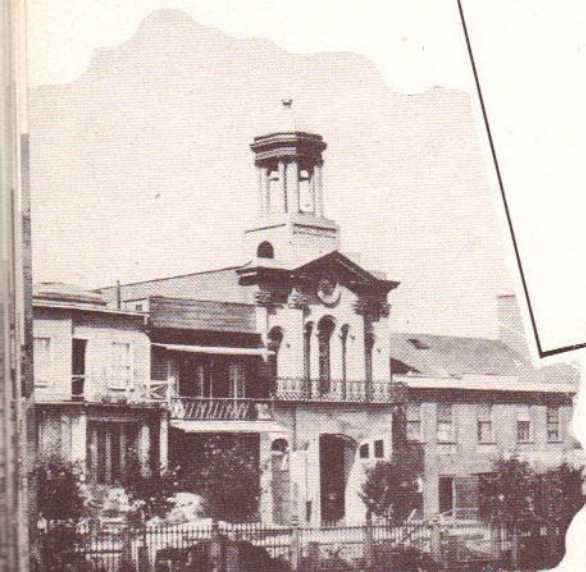
Yours Truly

J. Fair

NB I write this hoping you may have left instructions to have your mail forwarded 8.7.90



Volunteer
Fire Department
1857



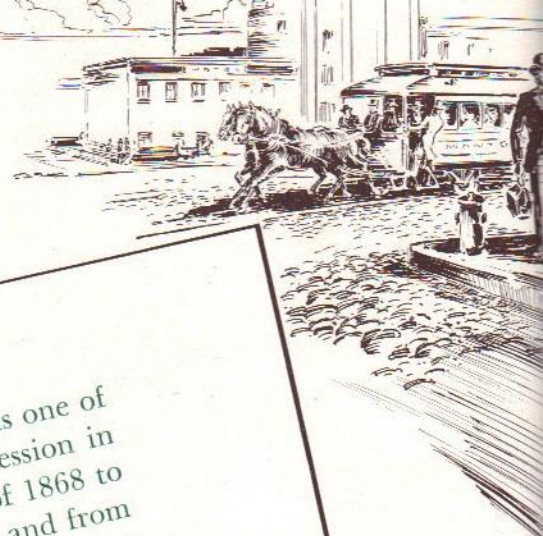
Monumental Engine Company, 1850,
Brenham Place facing Portsmouth Square.
Its famous "Big Bell" was also used
to give the signal for assembling
the Vigilance Committee

Carolina in 1838, and an Edward Noble was one of the signers of the state's Ordinance of Secession in 1860. He left the south in the early part of 1868 to seek fortune and a career in the West . . . and from that year until his death in 1920 he was a directing force in the production and fabrication of iron and steel on the Pacific Coast.

NOBLE GAS FURNACE PROVES GREAT SUCCESS

THE NOBLE Gas Furnace as perfected by Patrick Noble was far in advance of any in use at the time. When he made his shift from the old style direct firing reverberatory furnaces to make room for a modern furnace he found there was no room at the sides for air and gas valves. So he designed a furnace that combined the merits of the best regenerative furnaces and would still fit into the space occupied by the one it replaced. He placed the valves directly beneath the hearth and arranged the air and gas flues to lead directly into the regenerative chambers. Thus he achieved a fireman that by 1892 was heating 175,000 pounds of cold 16-inch ingots in ten hours and producing 147,000 pounds of 7-inch blooms. Addition of a charging machine increased this output to 184,000 pounds of blooms in the ten-hour shift.

Construction of the transcontinental railroad had not been in all respects a blessing for coast industry. Special long-haul freight rates from the East exposed



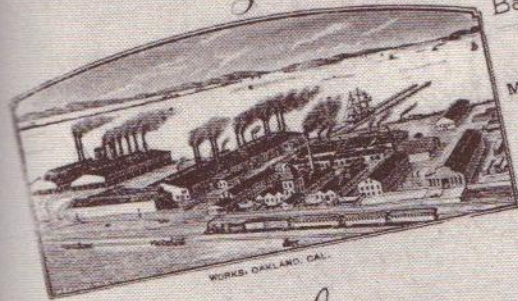
Horse Car Days
in the 60's

Judson Manufacturing Company,

Bar-Iron, Bolts, Spikes, Tacks & Nails
FOUNDRY CASTINGS,
Machine & Bridge Work. Railroad & Cable Work.
Patent Hogue Cultivator.

14 AND 16 FREMONT STREET

San Francisco, Aug 26th 1890



WORKS, OAKLAND, CAL.

Mr John Gillson
Secretary
Dear Sir

JUDSON MANUFACTURING CO.



San Francisco May 6th 1892

THE
"VICTOR"

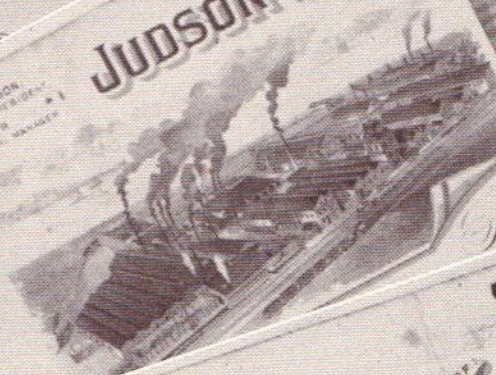
Cutting Out an Irrigating Ditch.
The only Machine Made that can
do it Successfully.



The only Mower made that will work in
the position shown in the above cuts.

Advertisement of an early
mowing machine manu-
factured by the Judson
Manufacturing
Company

JOHN JUDSON
PRESIDENT
J. A. WAGNER
VICE-MANAGER



OFFICE OF

Judson MANUFACTURING CO.

BAR IRON
TACKS & 3 D FINE LATH NAILS
The Wagner & Improved Hogue
CULTIVATORS
OUR CASTINGS ARE DOUBLE
ALUMINUM ALLOY ARE GIVING GREAT
STRENGTH AND ARE GIVING GREAT
SATISFACTION.
14 & 16 FREMONT ST.

San Francisco June 17th 1891

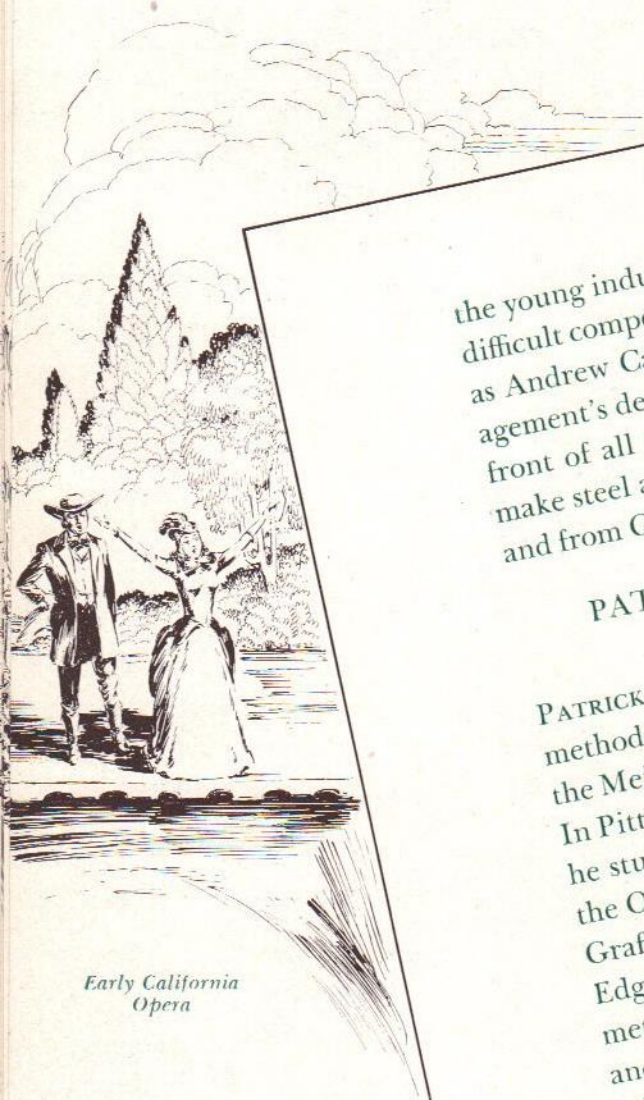
Mr John Gillson
Secretary Judson Manufg Co.



First electric car in San Francisco,
San Francisco and San Mateo R. R.
built by B. Joost, 1891

Dear Sir, You are hereby instructed to
call a Special Meeting of the Board
of Directors of the Judson Manufg Company
to be held at the office of the Company
California on Monday June 22nd
1891, at 1:30 P.M. for the purpose of
taking into consideration the matter
of calling in the outstanding Bonds
Issuing New ones

J. E. Bodin
President



Early California
Opera



First Night
in the 70's

the young industries of the West to ruinous or at best difficult competition with such vigorous industrialists as Andrew Carnegie. This factor as well as the management's determination to keep the mill in the forefront of all technical advance led to the decision to make steel and compete with steel rails from the East and from Germany, Belgium and England.

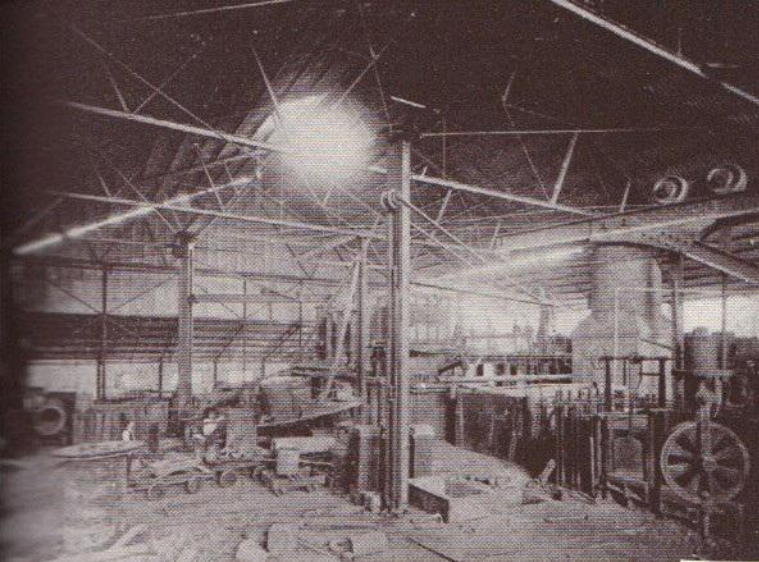
PATRICK NOBLE VISITS EAST FOR STEEL STUDY

PATRICK NOBLE made a trip East to study newest methods of the older steel mills. In St. Louis he visited the Meier Iron Works and the Vulcan Steel Company. In Pittsburgh, at the Miller Metcalf & Parking Works he studied the Swindel gas furnaces; at the works of the Oliver Brothers & Phillips, Jones & Laughlin, the Graff Bennett & Company on the Alleghany, and the Edgar Thompson Works, he made notes of modern methods. He visited Bethlehem Steel at Bethlehem and other large mills in New York, watched closely, said little, came home with a diary filled with data on production, efficiency of furnaces, drawings of machinery and hundreds of other facts relating to production of steel . . . and laid plans for the first production of steel on the Pacific Coast.

The first steel had been rolled in California in 1881 from steel blooms brought from Europe. Importation of these steel blooms was continued while Patrick



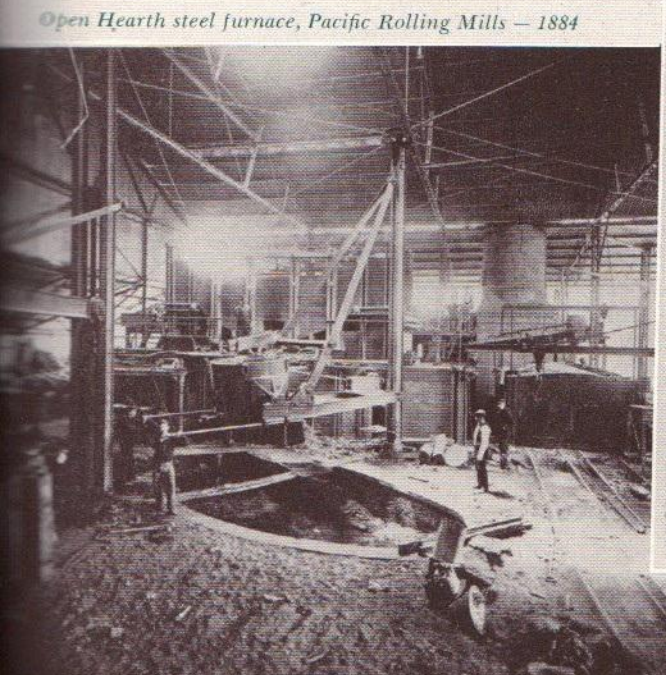
Original Clay Street Cable Car,
first run, August 1, 1873



Open Hearth Furnace — Pacific Rolling Mills — 1880



Yard shear, Judson Manufacturing Company — about 1900



Open Hearth steel furnace, Pacific Rolling Mills — 1884



Loading flat cars at Judson Manufacturing Company, Emeryville, about 1900

July 21 1892

THE IRON AGE.

101

The Noble Gas Furnace.

In a description of the plant of the Pacific Rolling Mill Company of Potrero, San Francisco, Cal., we referred to the new gas heating furnace then nearly completed. All the furnaces at the works being in a parallel row at right angles to

Patrick Noble, superintendent of the Pacific Rolling Mill, the accompanying drawings showing the principal features. It shows the position of the valves directly beneath the hearth and the arrangement of the air and gas flues leading from the valves to the regenerative chambers. Their course, it will be observed, is direct,

Shipping Bounties in Italy.

In a recent report of the State Department a paper is printed, written by United States Consul-General Bourn, of Rome, which sets forth in abstract the result which has been secured by the shipping bounty system of Italy. The year 1889 is

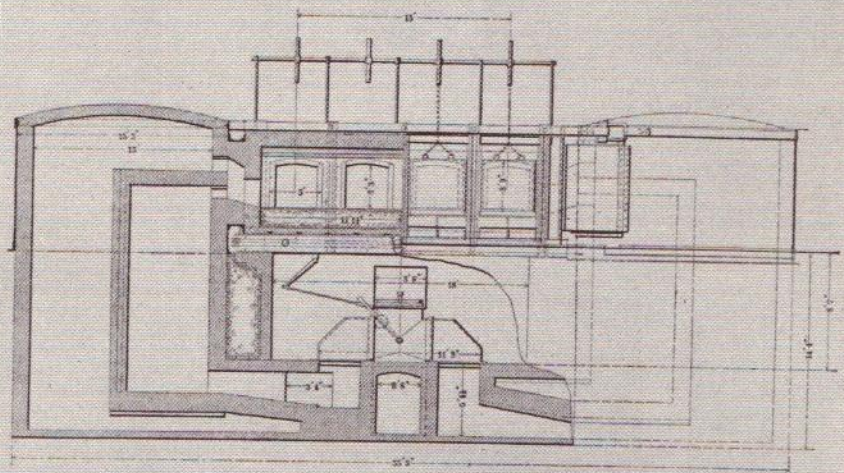


Fig. 1.—Longitudinal Section and Elevation.

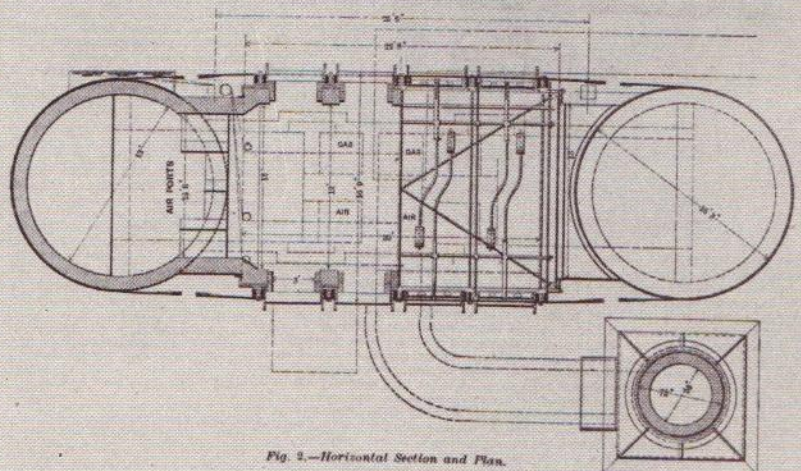


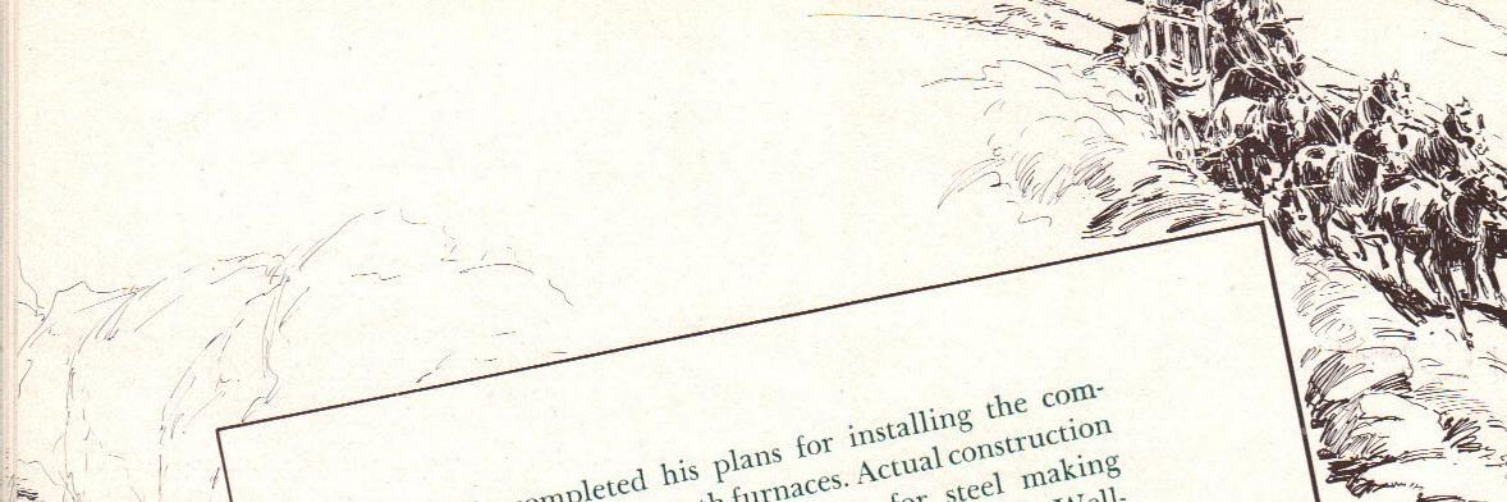
Fig. 2.—Horizontal Section and Plan.

THE NOBLE GAS FURNACE.—HEARTH, 12 x 20.

the mill, it was found when one of the old style direct firing, regenerative furnaces was dismantled to make room for a modern gas furnace that there was no room for gas and air valves. It became necessary to design a furnace which would combine all the merits of the best style of regenerative furnaces and still go into the limited space at command. These requirements are met by the furnace designed by

and gives the least resistance to their easy flow. The fireman now heats 175,000 pounds of cold 16 inch lagots in ten hours, and produces 147,000 pounds of 3-inch blooms, not including clippings. When the charging machine now built is in operation it is expected that the furnace will produce 184,000 pounds of blooms in ten hours. The furnace is served by six Wellman gas producers.

the last year of which a complete account can be given, but during that twelve months \$631,658 was paid out in bounties to steamers and sailing vessels, while during the same year \$60,462 was paid as a subsidy for the refitting of old vessels. This was a fairly liberal gratuity, but it does not seem to have been in the least productive of desired results. According to our Consul, there were in the year 1883,



The Stage to Nevada Co in the 50's



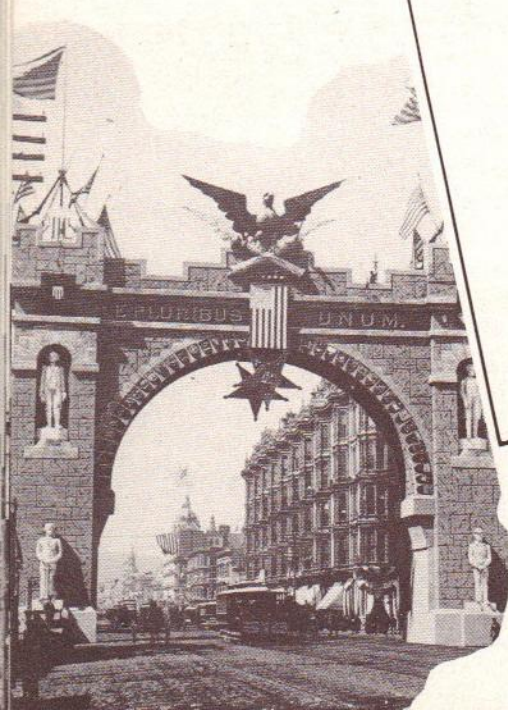
The Smithy

Noble completed his plans for installing the company's own open hearth furnaces. Actual construction of foundations and plant-layout for steel making began in 1884 under the direction of Sam T. Wellman of the Wellman, Seaver Morgan Company which had been the first to make basic open hearth steel in the East. The first furnace was a 14-ton acid, soon followed by a 4-ton acid, with the larger furnace furnishing ingots for the rail mill and forge department and the smaller for steel castings.

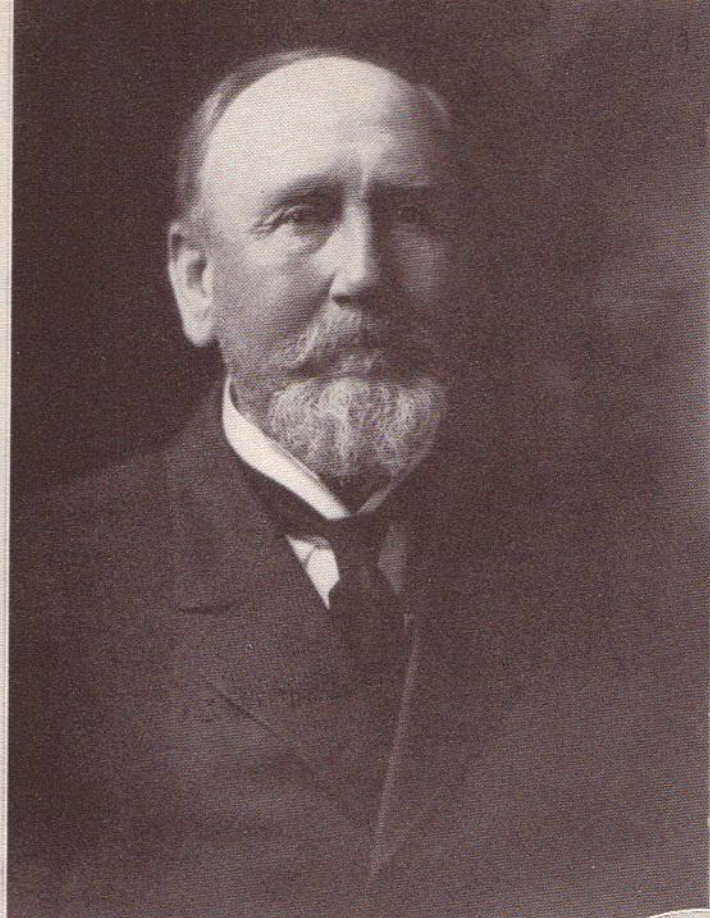
FIRST STEEL PRODUCED JULY 15, 1884

JOHN GALVIN, in charge of the open hearth furnaces, had many beginner troubles, but difficulties were merely challenges to this red-headed Irishman of high good humor and artistic profanity, and he and his capable successor Jim Early solved them as they arose. Chief harassments were poor molding sand, bottom troubles, and occasional cold heats. For lining the acid furnaces, for ladles and sometimes for molding sand, silica boulders from an old placer mine at Emigrant Gap were crushed to proper size mesh. . . . And finally on July 15, 1884, the first heat was drawn and the dream of producing steel on the West Coast became a reality.

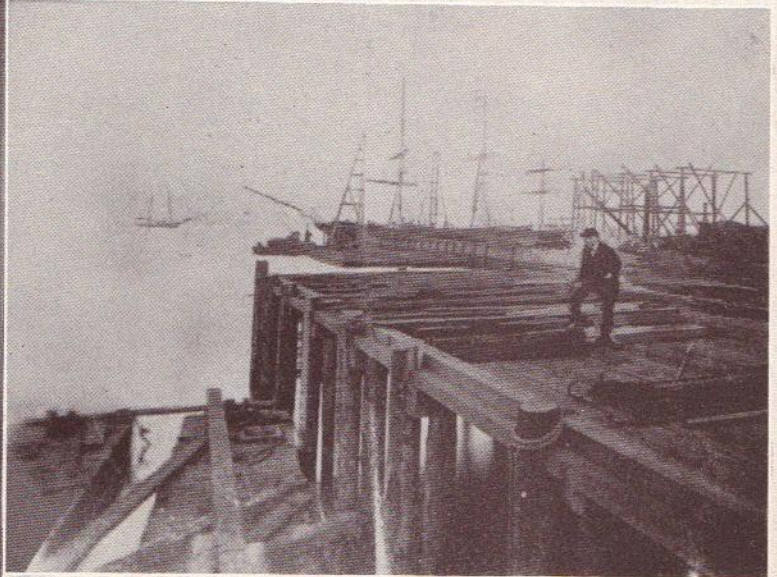
Charges at this time were made up of hematite pig iron from England, iron ore from Spain and scrap procured locally. The capacity of the furnaces was about 12 to 15 heats a week and steel castings were produced at the rate of about 100 tons a month. The



G. A. R. Welcome Arch — Kearny, Market and Third Streets, August 17-22, 1903



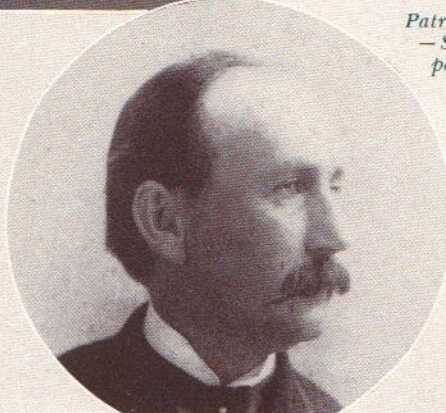
Patrick Noble on the wharf property
of Pacific Rolling Mills, 70's



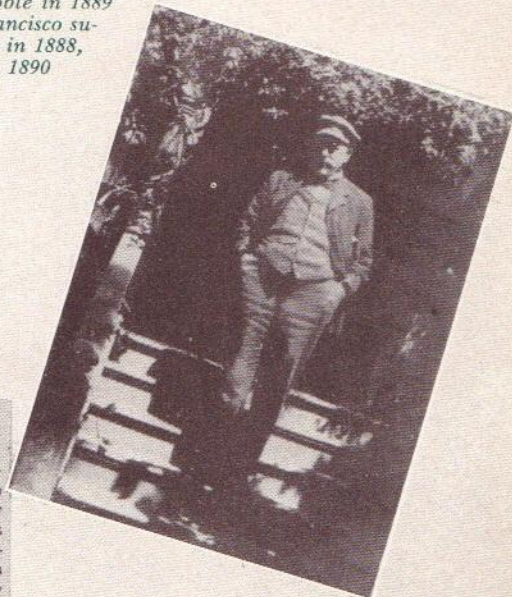
Patrick Noble from 1868 until his death in 1920... a directing force in the production of iron and steel on the Pacific Coast



Patrick Noble
in 1906



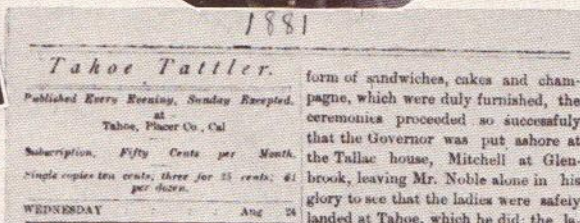
Patrick Noble in 1889
— San Francisco supervisor in 1888,
1889, 1890



(Upper) Patrick Noble, 1906; the disastrous fire of this year proved the value of steel in construction



H. F. Hedrick, plant superintendent and director for 50 years — retired 1938



TATTLE.

Some of the old married men have begun to cut up antics. Three of them organized what they called "The Rubicon Society." Names of first members: P. Noble, Superintendent Pacific Rolling Mills, S. F.; J. H. Kinkaid, Governor State of Nevada; R. B. Mitchell, attorney, Virginia City. The first and last named of this trio left their wives at the Grand Central, the central one left his in Nevada, and armed with the eclat of their society's high sounding title boarded the Stanford yesterday. When at Idlewild the young ladies of the place were told that three gallant young gentlemen sought their acquaintance and they were accordingly, willingly conducted to the headquarters of the society and introduced. Misses Maria and Annie McConnell, Mamie Hamilton, Mary Polhemus and Laura Graham were induced to join the institution. It having been represented to these young ladies that a proper initiation

form of sandwiches, cakes and champagne, which were duly furnished, the ceremonies proceeded so successfully that the Governor was put ashore at the Tallac house, Mitchell at Glenbrook, leaving Mr. Noble alone in his glory to see that the ladies were safely landed at Tahoe, which he did; the ladies then returning home in their private carriage; leaving Mr. Noble a wiser but gladder man. He was interviewed this morning, and plainly stated that he would not do so any more, — till opportunity offered.

Seventeen years ago to-day a little girl was born at this place. She is now grown to the stature of a young lady, and from this time she has received a magnificent cake, all iced and flowered in the most artistic manner with an inscription in raised letters: "Many Happy Days to Tahoe." All her friends here most emphatically concur in this wish, and we will add, — may Tahoe D. M. Pomine ever retain her strong resemblance to the lake after which she was christened.

Found, on the steamer Stanford, a jet-handled pocket knife, supposed to be the property of Doc Kinkaid. By applying at this office and paying the law-five cents — he can have the property.



Patrick Noble
1902

A gossip sheet of the 80's

Time Marches on—

San Francisco Chronicle.

SIX-PAGE EDITION—SAN FRANCISCO, CAL., SUNDAY, SEPTEMBER 1, 1870.

12 CENTS PER WEEK.

WAR IN EUROPE. EXIT NAPOLEON

DEFEAT OF NAPOLEON'S ENTIRE ARMY BURNED.

Regiments of the Republic.

NAPOLEON A PRISONER.

SANGUINARY BATTLE ON YESTERDAY.

FRIGHTFUL SLAUGHTER OF THE FRENCH.

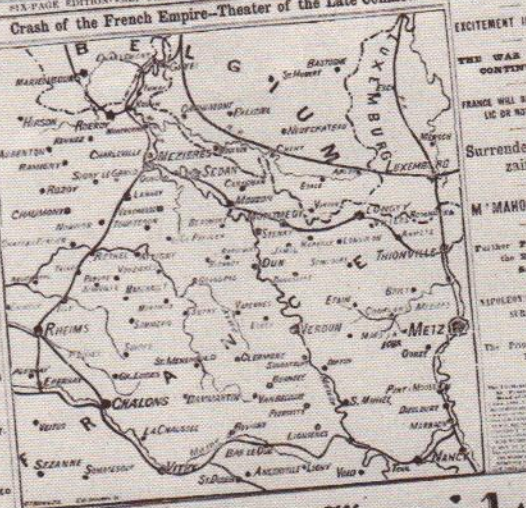
TERRIBLE BAYONET CHARGE BY THE PROGRESS.

THE WAR NOT YET OVER.

PALESTINE THREATENED WITH DEATH OF HIS BURNED BARRIERS.

FRENCH SOLDIERS SHOT IN INTERNAL OFFICERS.

GEN. FAULTY EXECUTED.



THE REPUBLIC.

THE WAR TO BE CONTINUED.

FRANCE WILL BE A REPUBLIC OF NATIONS.

Surrender of Bazaine.

M'MAHON'S VICTORY.

Further Particulars of the Battle of Sedan.

NAPOLEON'S LETTER OF SURRENDER.

The Power Impaired in Belgium.

THE CELEBRATION.

Completion of the Trans-Continental Railroad.

SAN FRANCISCO APPROPRIATELY CELEBRATES THE EVENT.

One Hundred Thousand People Participate.

Immense Procession of Military and Civic Societies.

The City Magnificently Decorated.

San Francisco Chronicle.

SAN FRANCISCO, CAL., WEDNESDAY, FEBRUARY 10, 1898.

BATTLE SHIP MAINE BLOWN UP IN THE HARBOR OF HAVANA.

A Terrific Explosion Rends the Magnificent Machine of War and Brings Death to Hundreds of the Brave Fellows Upon Her.



DETAILS OF DISASTER.

The explosion which destroyed the Maine was taken on board of the Alabama XII, the crew of which consisted of fifty officers, twelve of whom were killed. The explosion was taken on board of the Alabama XII, the crew of which consisted of fifty officers, twelve of whom were killed.

San Francisco Chronicle.

SAN FRANCISCO, CAL., MONDAY, MAY 2, 1898.

OUR FLEET STRIKES SPAIN A CRUSHING BLOW IN THE PHILIPPINES.

Dewey's Ships Engage the Dons' Squadron and in Two Hot Engagements Practically Destroy It and They Now Have Manila at Their Mercy

The American fleet, under the command of Admiral Dewey, has defeated the Spanish fleet in two engagements in the Philippines. The Spanish fleet, under the command of Admiral Montoia, was defeated in the Battle of Manila Bay on May 1, 1898. The American fleet, under the command of Admiral Dewey, has defeated the Spanish fleet in two engagements in the Philippines.

Daily Morning Chronicle
PUBLISHED BY
CHAS. DE YOUNG & CO.,
No. 205 Market Street, between
Montgomery and Commercial.
TERMS: 12 CENTS PER WEEK.
SINGLE COPIES, FIVE CENTS.

Morning

VOL. IX. SAN FRANCISCO

CELEBRATION.

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LITERARY EXERCISES—POEM—ORATION—BANQUET—SPRINGS, ETC.

BRILLIANT REGISTRATION.

TABERNACLE INCENDIUM.

THE CELEBRATION.

Grand celebration in honor of the completion of the Trans-Continental Railroad.

Shocks, Patches, Japs, Mass Island up to the celebration.

The procession for the day was the largest ever seen in the city.

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