State of California X The Resources Agency	Primary #	
DEPARTMENT OF PARKS AND RECREATION	HRI #	
PRIMARY RECORD	Trinomial	
	NRHP Status Code 7	
Other Review Code	Reviewer	Date Listings

Page 1 **of** 13 ***Resource Name or #:** (Assigned by recorder) **CARNEGIE**
P1. Other Identifier:

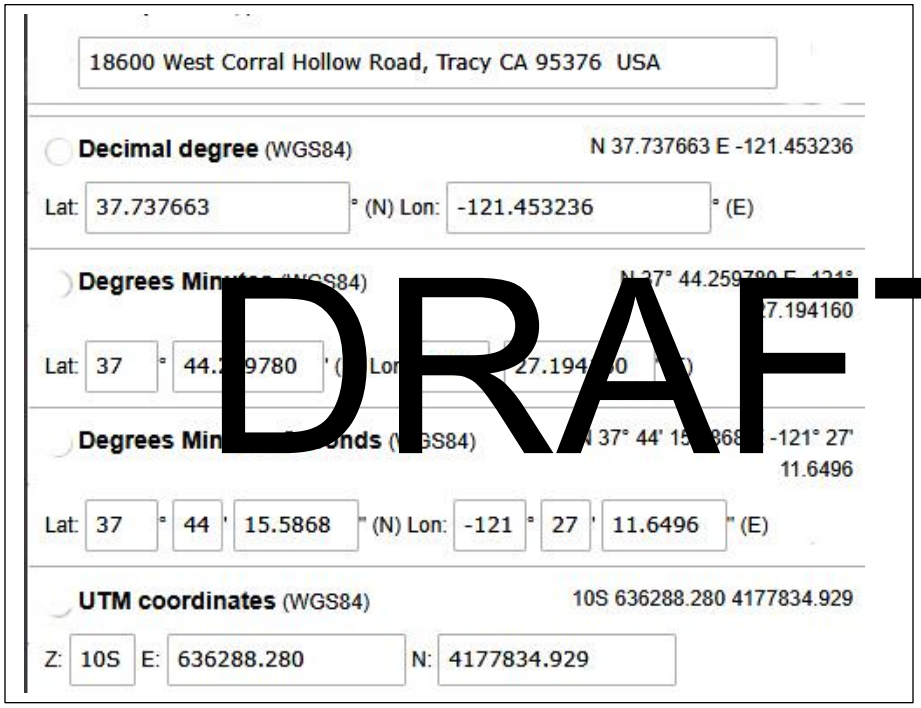
***P2. Location:** ☐ **Not for Publication** [X] **Unrestricted**

***a. County** San Joaquin (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5'– Quad**: Midway **Date:** **T3S** ; **R4E** ; ☐ **of** ☐ **of Sec**: 34;

c. Address: 18600 West Corral Hollow Road, Tracy CA 95376

d. UTM: (Give more than one for large and/or linear resources) Zone , E/ e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)



***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

[Note: Carnegie was registered as California Historical Landmark (CHL) #740 on July 5, 1960. However, since this designation, significant additional historical research and documentation has shown that the original application (and plaque) had historical inaccuracies. These inaccuracies were mainly from mixing historical information from the nearby town of Tesla with Carnegie's history. This application is being submitted to correct the historical information on Carnegie and to allow for an updated plaque to be approved.]

Carnegie by Dan L. Mosier

Beds of Clay

Carnegie was a brick and terra cotta center, situated four miles from the Tesla coal mine in Corral Hollow, San Joaquin County, California. In 1901, John and James Treadwell decided to mine the clay beds at Tesla to supplement the coal revenues. Various grades of clay were taken out and shipped to the Stockton Brick and Pottery Works in Stockton for making brick and glazed ware before the brick plant at Carnegie was built. There were 43 grades of clay found on the property ranging from low-grade sewer-pipe clay to high-grade China clay. Six to seven carloads of clay per day were shipped over the company railroad line to Stockton.

In 1902, the San Francisco and San Joaquin Coal Mining Company erected some brick kilns near the lime quarry at Carnegie. Two drying sheds were built in April 1902, and behind them was the grinding and pugmill plant. In June, a large three-story brick building to house the brick-cutting machinery was added.

The Town

A small town was built around the kilns and brick plant, consisting of a large two-story hotel, called the Graner Hotel, two bunkhouses, a bakery, a saloon, a slaughterhouse, two one-room school buildings, and 17 houses. The workers were mostly Italians employed for their skill and craft with clay products. By July 1902, Carnegie had a population of 350. Carnegie was named by the Treadwells for the industrialist and philanthropist, Andrew Carnegie.

The Graner Hotel was named for the wives of John and James Treadwell, the Graner sisters, Fredrika and Louisa. Visitors and lodgers could stay at the hotel at a daily rate of $1.20.

The hotel had a family-style dining room and a private dining room called the “Blue Room,” where hot meals were served for 40 cents. The waitresses were all Irish women working for $30 a month with room and board. The waiters, chambermaids, and pantry men were Japanese. Josie Leary, former manager of the hotel, remembers serving soup, vegetables, meat, French bread, wine, tea, and coffee. The hotel had a crew of Asian cooks, dishwashers, maids, and pantry men. The Chinese were the cooks and dishwashers. The Japanese peeled and chopped vegetables for salads. They worked in the cookhouse behind the hotel. Tom Sunkel was the janitor. West of the hotel was the bakery, where they made French bread and other baked goods served in the dining room. Josie Leary recalled, “The Italians prized the French bread very highly and if they saw a chance, while eating at the hotel, would hide a loaf or two under their shirts and spirit it out of the hotel. When they were successful in purloining a loaf of the Japanese’s French bread they would not show up for the next meal, being satisfied with the loaf of bread and a bottle of wine in their room, or at noon under some tree along the bank of the creek.” Mrs. Leary solved the problem by fining the men 25 cents when she caught them taking the bread. They didn’t care to lose an hour’s worth of work for bread.

In the ravine behind the hotel were two long bunkhouses, where the Italian men lived. These were similar to the ones in Tesla. Across the road from the hotel was the saloon managed by Frank Collins. The road continued up the ravine to the lime works on the hill, three-quarters of a mile to the south of Carnegie. To the west of the Graner Hotel were the quarters for the Asian workers.

East of the hotel were the slaughterhouse and stockyard. The slaughterhouse was a two-story structure of rough redwood sidings built next to the hill. A narrow path, still discernible, left the hotel yard and followed along the hill to a platform level with the upper floor of the abattoir. The luckless animal was driven

along the path into the building where it was slaughtered and the hide removed. It was then hung up on a wooden crosstree and a trapdoor sprung under it, letting it down into the lower level where the meat was cured and quartered for the hotel or the Tesla butchershop. Near the stockyard also was the chicken ranch of Jim Kiernan who furnished the local poultry and eggs.

The residential section of Carnegie was located on a terrace on the north side of the creek. The Carnegie school buildings were located higher up on the terrace. In July 1905, the San Joaquin County Superintendent of Schools apportioned $85 for the new Carnegie School District. In September 1905, Carnegie School opened with Margaret Farrell as its first teacher. Miss Farrell taught through 1907, followed by Etta Colt from 1907 to 1909, and Delores Frances Cruise from 1909 to 1912. These teachers were paid $90 a month and boarded at the hotel. About 20 to 30 children attended school grades one through nine. Special night classes were held by Delores Cruise in October to November 1910 to help Italian workers with their English.

On February 15, 1903, a Sunday school was started at the home of Mrs. Langley at 3 p.m. Rev. Arthur Hicks conducted Presbyterian services at 7:30 p.m. on Sundays in the dining room of the Graner Hotel.

On the eastern end of town on the railroad was where the Carnegie freight depot was located. The trains stopped three times a week to take products and passengers to Stockton or return with supplies. Carnegie did not have a post office. The mail had to be picked up at Tesla.

"Every day after lunch, at about 1:30 p.m.," said Josie Leary, "I drove to Tesla to get the mail and send out letters. Between Carnegie and Tesla, and up on the hills to right of the railroad tracks coming in from Stockton, were twenty-five or more houses scattered along. Many of the houses were of brick, with beautiful yards enclosed with fences and shaded with buckeye and pepper trees. Big Bill Reed, colored man, was the plasterer at Carnegie. A Mr. Rivas was a model maker in the glazing department and my brother-in-law was the glazier. His name was Rufus Keeler."

William M. Reed, better known as Big Bill Reed, was the only African American at Carnegie, and he stood 6 feet 7 inches tall and was built in proportion. He was locally famous for building the tall chimneys in town. He thought nothing of hauling a 200-pound hod of brick and mortar up the ladder to raise the chimneys to heights of 317 feet. These beautiful chimneys were square, tapered spires, with dark glazed brick arranged ornamentally near the top to make encircling rings and diamond-shaped medallions on each side.

Next to the path going up the ravine behind the Graner Hotel was a little white-glazed monument with the inscription, "To Prince, The Best Friend A Man Ever Had." No name of a donor was on the stone, just the inscription. It was evident that Prince, the departed dog, had a very good friend in man. The monument had been hand tooled and made by the expert Italian craftsmen in the terra cotta and pottery department of the nearby Carnegie plant. Josie Leary said that the monument was erected by Big Bill Reed.

Brick Plant

By May 1903, the brick plant and kilns were put into operation. The plant consisted of the latest patent pressed brick machines, with a capacity of 20,000 brick per day and 12 kilns, each with a capacity of 110,000 bricks per day, connected to a system of drying tunnels that seasoned 100,000 bricks in 10 hours. These kilns were Nonzone kilns, also known as California kilns, 32 feet in diameter. Hot air was drawn from the burning kilns through the drying tunnels by a large Sturdyvant exhaust fan. Raymond and Berg brick cutting machines were used. All types of bricks, except common bricks, were made, including faced, paving, fire, and glazed bricks. High class brick sold for four cents, and paving brick, two cents each. Four to ten carloads of brick, or as much as 80,000 brick per day, were shipped to different points in California. These bricks were stamped with the brand name "Carnegie."

Four of the kilns on the west side were served by a 175-foot chimney and six kilns on the east side were served by a 317-foot chimney. Nearby there were seven long drying sheds where the cut clay brick was cured just before firing in the kilns.

These plants were powered by a 400-horsepower Corliss engine, made by Hinckley, Spiers and Hayes of San Francisco, a 150-horsepower gasoline engine, a 90-horsepower engine, and two 40-horsepower engines. The boiler room contained Elephant boilers, made by the Union Iron Works of San Francisco. There was also a compressed air plant.

Managers and Workers

The Carnegie Brick and Pottery Company was incorporated on August 18, 1903, with a capital of $1,000,000 divided into 10,000 shares at $100 a share. The main office was in San Francisco. The first directors were James H. Swift, C. A. Gray, O. K. McMurray, M. B. Maynard, C. Bosse, M. A. Murphy, and W. C. Gregg.

Michael A. Murphy was the general manager. Rudolph Schwarzlose was the superintendent. The brick plant foremen were Ja[illegible]omer, A[illegible]r, and Gu[illegible]Kratze[illegible]e Fred Broquist and Robert Schwarzlose. The plant engineer was James M. Corkill. The machinists were Norman McQuoid and William Leary, Jr. The foreman was Paul Ba[illegible] and the kiln burner was Herman Bruns. The brickyard watchman was John C[illegible]anaresio.

There was a slow, but steady, increase in the number of employees with occasional layoffs at the plant due to the shortage of bricklayers or work orders. In January 1903, there were 65 men on the payroll, and this number increased by year-end to 110.

At first, there were a large number of Asian workers employed at the Carnegie plant. This hurt the brick company because organized bricklayers refused to work with any bricks that were handled by Chinese or Japanese laborers. Therefore in October 1904, J. B. Bowen of the Alameda County Building Trades Council, organized the workers at Carnegie under the title of the Brick, Tile and Terra Cotta Workers' Union, with a membership of 115. All Asian laborers were laid off and there was a strong recruitment of skilled Italian laborers.

The Italians were from a temperate region of Italy, and in midsummer they suffered terribly from the Corral Hollow heat. At noon time, they would each bring out from the Carnegie plant two wooden buckets such as they used in their trade. They would fill these buckets with water from the creek and then they would sit there in a long row on the creek bank, munching French bread and drinking wine, each with his two bare feet and lower legs in its own individual bucket of cooling water.

Terra Cotta Plant

In 1905, a terra cotta plant was added with four muffle kilns for the manufacture of architectural terra cotta. The artisans also molded porcelain animal figurines, such as colorful ducks and boots, which were sold in the store at Tesla. The terra cotta plant foremen were Mark Ogan and Henry Frederick. The plant engineer was Cornelius Cronin. The plant draftsman was J. R. Schwartzlose. The pattern maker was Marko Wemanic. The modelers were Arthur Sharples, A. Vosnic, and Nemanie Marko. The mold makers were John Kokal, Mike Pagliero, and John Pagliero.

Good Times and Bad Times

In 1906, the rebuilding of San Francisco after the earthquake and fire increased demand for permanent and fire-proof materials. Activities at Carnegie picked up as a result and the company decided to expand the facilities to meet the growing demands. A new brick machine, capable of cutting 30,000 brick a day, and

a new boiler were installed. A spur line was laid to the new terra cotta plant to better facilitate shipping. Also, the capacity of the Graner Hotel was doubled and a larger dining room was built to accommodate 300 persons. In the residential section, six new homes were added.

Things were progressing well at Carnegie until December 8, 1907, when news of the California Safe Deposit and Trust Company in San Francisco was declared to be insolvent and embezzlement charges were filed. Some of the officers of the coal and brick companies were deeply involved. A loan of nearly two million dollars was taken out by the Carnegie Brick Company, which was worth about five million dollars. The brick company was the bank's best asset, earning over $360,000 a month. Just before the bank closed its doors, Carnegie deposited $28,000 with the bank. Stockholders and depositors of the failed bank managed to keep Carnegie open in hopes that they would be able to eventually recoup their losses.

In light of the uncertain future of the Carnegie operations however, some of the workers left. When the workers were finally paid their December wages in February 1908, this cheered up the camp. Orders were coming in once again, and by October, the plant was running at full capacity.

But the ill-fated plant had its problems. In late January 1909, over 12 inches of rain caused Corral Hollow Creek to swell [illegible] small t[illegible] Carnegie. The plant was closed temporarily to f[illegible] the rai[illegible] Then, o[illegible] Sund[illegible], Novem[illegible]er 7, 1909, a[illegible] explosion occurred in the boiler room in the wes[illegible]ern part [illegible] th[illegible] building, kno[illegible]ing [illegible]ut th[illegible] four boilers a[illegible]d injuring Mrs. McDermott and John McCorkill, w[illegible]o was h[illegible]in [illegible]e hea[illegible] by fly[illegible]is. [illegible]ne of the boile[illegible]s was thrown up 200 feet on the hillside about 500 [illegible]eet fro[illegible] the [illegible]uilding. [illegible]ebr[illegible]s was t[illegible]ow[illegible] a quarter of a[illegible] mile in every direction. The boiler room was rebuilt and eight new boilers were installed, with James Treadwell supervising the work.Josie Leary described the damage at the hotel, "That explosion sure blew brick all over. One brick came through my front room in the hotel; almost hit my father-in-law, he was sitting in the front room. The brick came in through the ceiling and landed on the bureau, never hit a dish. No one was hurt in the hotel. We were lucky."

A second boiler explosion wrecked the terra cotta plant just four days later. Accumulation of gas under the three boilers was the cause. Edward Connolly, an engineer at the terra cotta works, was walking past the boilers when it exploded. Connolly was thrown down and badly burned. The damage and loss was heavy, and the company tried to suppress the news.

In the spring of 1910, the brick and terra cotta plants were busier than ever filling large orders from as far away as Los Angeles. Brick and terra cotta were sent to Los Angeles for a large bank building and an art gallery, which is now the Museum of Natural History. The Bankers Hotel, or the Oakland Hotel, in Oakland was also built of Carnegie brick and terra cotta. The Palace Hotel in San Francisco used the buff Carnegie face brick and terra cotta. Livermore had an order for its new Carnegie Library. All of these buildings are still standing and remain as monuments of the fine products from Carnegie. About 200 men were employed in the plants at this time. In 1910, Carnegie had a population of 228. The total production of brick and terra cotta from Carnegie is not known, but we estimate about 70 million bricks were produced in the nine years of operation.

Demise of Carnegie and Tesla

The year 1902 was the beginning of a long series of unfortunate events that led to the demise of Tesla and eventually Carnegie. At Tesla, a fire destroyed the briquette factory and coal bunkers in Stockton. Two months later, the pottery works in Stockton was burned to the ground. Coal was fast becoming replaced by oil and the Treadwells were doing everything in their power to try to hold on to its remaining market. More

loans were secured from the California Safe Deposit and Trust Company to rebuild both factories. The briquette plant and coal bunkers were rebuilt with improvements. The pottery works were rebuilt in Corral Hollow to become the Carnegie brick works and the Pottery sewer pipe works. The briquette factory in Stockton once more caught fire in 1905 and, along with the adjacent coal bunkers, was burned to the ground. This time there was no insurance and no money available to rebuild the plant. Coal mining ceased at Tesla. Tesla in 1905 was the scene of a dying mining town. Families and single men packed their belongings into wagons and rigs and headed out to find employment elsewhere. The only people who stayed behind were the ones who were needed to mine clay and sand and run the brick and sewer pipe works. Many of the people moved down the canyon to Carnegie.

The center of activity shifted from Tesla to Carnegie, but Carnegie never attained the population and level of activities that were once at Tesla. When the California Safe Deposit and Trust Company in San Francisco closed its doors in 1907, the clay workings temporarily came to a halt. Even the Pacific Window Glass factory in Stockton was ordered to cease operation. It wasn't until the receiver of the ruined bank allowed Walter Bartnett to use these factories in an attempt to rehabilitate the bank that there was renewed activity at both Tesla and Carnegie. But this only postponed the closing for another two years.

Although the brick, terra cotta, sewer pipe and window glass found a steady market, the bank recovery was to be a slow one. In late January 1909 over 12 inches of rain fell and caused Corral Hollow Creek to undermine several small trestles on the spur track. The Western Pacific refused to run cars over them until they were repaired. All of the men at the brick and terra cotta plants were discharged until the storm passed in late March 1909, when rainfall totaled over 19 inches. In November 1909, there were two boiler explosions at Carnegie that caused further delays in production. Four boilers were damaged in the explosions and flying debris injured the engineer on duty. The company replaced the four boilers with eight new ones.

Brick and terra cotta demands were picking up at this time. Contracts to supply bricks and trimmings were made for the new Carnegie Library building in Livermore, the Bankers Hotel in Oakland, Santa Rosa courthouse, and an art gallery and large bank building in Los Angeles.

In April 1910, the sewer pipe plant reopened with several months of production ahead. Over 200 workers were employed at these plants. In May, the Western Pacific erected stock corrals at Carbona to provide a more convenient shipping point for the local ranchers. But the final blow came in March 1911, when Corral Hollow Creek swelled to an unprecedented level after over 20 inches of rain fell. The flood carried away buildings, knocked out bridges and trestles along the railroad line, and washed out the wagon road. The brick and terra cotta plants were shut down for a month. According to Jack Wilson, the flood destroyed the Tesla schoolhouse and buried the school bell in the creek bed. An improvised aerial tramway across the swollen creek was the only way to reach the store from the Tesla plaza. The camp was on short rations for several days. A four-horse load of food and supplies were taken from Livermore to Harrisville, from which the load had to be sledded into Tesla. The stage driver had to carry the mail in a light cart. Although the Western Pacific had the road repaired by April 1, 1911, the cost of recovery was too much for the receiver of the California Safe Deposit and Trust Company, Frank Symmes, and some of the depositors. All plants were ordered closed. By September 1911, all work at the plants had ceased and preparations were being made to close the operations permanently. Clay mining at Tesla was shut down and the miners were laid off. The *Livermore Herald*, September 23, 1911, wrote:

Work has practically ceased in all factories at Tesla and Carnegie. Scarcely a dozen men remain at work on the plant and it is reported by the old employees who left recently that the indications are for a complete shutdown soon.

Among the first properties to be sold at a public auction by the bank receiver was the Pacific Window

Glass Company in Stockton, for $31,000. This plant was operating successfully up to the bitter end.

In 1911, both Carnegie and Tesla witnessed abandonment of their towns. Over the next four years, people moved away. Some found employment in Livermore and other cities in the San Francisco Bay Area. Some went to Monterey County where a new coal mine was starting up. Some went to work in clay mines in other parts of the state. Some went to work in the mines in Oregon and Washington, while others returned to their homes in the East. Tesla's death knell was heard in the afternoon of August 26, 1911, when the steam pipes connecting the engine boilers were cut and the huge whistles, which once called hundreds of men to work, were allowed to blow themselves out. For two hours, the whistles shrieked until the steam died down, signaling the end of an era.

The final death of a Tesla would have to be the permanent closing of its post office. May 31, 1915 was the date set by the Postal Department for the closing of the Tesla Post Office and the termination of the Star Route delivery service to some 25 families residing along Tesla Road, including in Carnegie. After that date it was up to the remaining residents to arrange for a new rural delivery route or travel into Livermore or Tracy to receive their mail.

On October 22, 191[illegible] Superior Court at San Francisco confirmed the sale of the Tesla property by the Bank Receiver Frank J. Sy[illegible]me to W.H. Ryan, [illegible]n Flynn and Owen Flynn, 4880 acres for $36,000.

At Carnegie, all of the horses and mules of the brick company were auctioned by McDonald and Murphy at the Fashion Stables in Livermore on September 30, 1911. In May 1912, the property was turned over to the receiver of the failed bank. On October 6, 1913, two unoccupied five-room houses at Carnegie were destroyed by fire.

Then at a public auction on February 7, 1916, George R. Chambers, bidding for the Gladding, McBean and Company, purchased the Carnegie and Pottery properties, consisting of 75 acres with 25 buildings for $25,000. The Gladding, McBean and Company was a competitor of clay products and was determined to see Carnegie removed from the market forever. They immediately hired the United Wrecking Company of San Francisco to dismantle and raze all of the plants and buildings at Carnegie and Pottery. On May 27, 1917 at 3 p.m., the tall brick smokestacks at Carnegie were blown down by dynamite amid a small crowd of spectators from Tracy and Livermore.

On August 6, 1917, the Graner Hotel and the two large bunkhouses were destroyed by fire, which started in the ceiling of the hotel kitchen. The hotel was occupied at the time by the executive staff and families of the United Wrecking Company. The fire spread to the dry grassy range and burned 700 acres before it was contained. Damage to the wrecking company was estimated at about $6,000.

But, not all buildings at Carnegie were destroyed. The Carnegie schoolhouse now stands on the Connolly Ranch behind Castle Rock. According to Robert Connolly, the schoolhouse was first moved to the Ladd mine during World War I to be used as a foreman's house. In 1918, he moved the building to its present location near his ranch house. If this was one of the Carnegie school buildings, it was greatly modified. However, former Carnegie Teacher Delores Cruise McDermott, thought that the schoolhouse was wrecked. Other buildings were also moved to nearby ranches.

Eventually, the buildings at Tesla disappeared. Some were lost to fire. Some were dismantled for lumber and materials. Some were carted away to be used on nearby ranches.

In March 1916, the Western Pacific Railroad Company removed the railroad track between Tesla and Carnegie. The remaining railroad continued to serve the Ladd manganese mine, the River Rock gravel works in the mouth of Corral Hollow, and hay shipments from local ranchers. Then, in 1920, it applied with the Railroad Commission for authority to abandon the line between Carnegie and Moy in Corral Hollow. Two years later, the six miles of railroad track were removed from Carnegie to Moy. Livestock, hay, and gravel continued to be shipped on the rails from Moy. In 1947, when the gravel works were abandoned, the

track was taken up from there to Carbona, where the present line of the former Western Pacific ended. Today, the line between Carbona and Stockton is still intact. But the original track inside the city from McKinley Park at Hunter Street to the Stockton Channel was removed.

The two locomotives that the Western Pacific acquired from the Alameda and San Joaquin Railroad Company are gone forever. The Greyhound became Engine No. 121, and it was used on the Quincy Western in 1916 and also on the Tidewater Southern. No. 121 was scrapped in December 1934 in Sacramento. The Flyer became Engine No. 122, and it was used on the Deep Creek Railroad in 1919, the Western Pacific Terminus Branch, hauling vegetables to Stockton, and then on the Tidewater Southern. No. 122 was last used in December 1947, and in April 1950, it was sold for scrap to Luria Brothers, San Francisco, who in turn sent it to the California Metals Company, Pittsburg, California, for scrapping. No. 122 had a total of 54 years of service, of which 44 years were on the Western Pacific. This was a longer service than all other engines with the exception of Western Pacific Engine No. 94. Guy Dunscomb, author of *Western Pacific Steam Locomotives, Passenger Trains and Cars*, wrote: "It is of course fortunate that Engines 26, 94, 164, 165, and 334 have been saved from the scrapper's torch, but how appropriate it would have been to have kept the 121 or 122 (or both) as a permanent historical monument in the affairs of the Western Pacific."

In November 1918, part of the Tesla mining property was sold to the Beckman and Linden Engineering Corporation. Their plan was to refine, pulverize, and press the coal into briquettes for use as steam coal. But earlier in the year, the mine caught fire and all of the underground timbers were destroyed. The prohibitive cost of retimbering the mine down to the 800-foot level to extract the best coal discouraged further mining. There were other investigations by companies and individuals in reopening the coal and clay mines at Tesla, but nothing ever developed from them. During the 1950s, some Tesla sand was mined and shipped to Livermore and the high silica sand was given the name "Livermore ganister." The wooden sand bunker from this operation still remains near the sand mine.

Over the years curious visitors to Tesla and Carnegie carted away the remaining bricks, pipes, and other artifacts. Nostalgic former residents would revisit the sites and always came away saddened at what little remained of the once prosperous mining camps. One visitor in 1933 noted that the barbershop on Tesla Plaza was the last remaining house.

The property has since been owned by different cattle ranchers. Today, one can see the cattle grazing on the foundations and streets and amidst the mine tailings of Tesla. The Pottery site, two miles down the canyon is now occupied by hog and horse ranches. The area where Carnegie once stood became a private motorcycle park in 1970. In 1979, the state purchased the property and made it into the present Carnegie State Vehicular Recreation Area. The site of the Pacific Window Glass Plant is now part of McKinley Park in Stockton.

The site of the Tesla coal bunkers and briquette factory on the Stockton Channel, beneath where Interstate 5 crosses over the channel, is occupied by Morelli Park. There is little evidence of the proud industries that once stood on these sites.

Historical Significance

It is difficult to comprehend the history of Tesla and Carnegie when we see these sites today. Nearly everything is gone and the marks that remain are slowly disappearing. Cattle, sheep, and horses graze quietly on the ground where hundreds of miners once lived, worked, and played. But this chapter in California history has been missed by historians. The significance of Tesla to the industrial growth of California and the United States cannot be ignored. Tesla was the site of the first documented commercial coal mine in California. This was the California Coast Range Coal Mining Company which in 1856, shipped

and sold Corral Hollow coal to fuel-hungry businesses in Stockton. It was Corral Hollow coal that gave the Central Pacific Railway Company (later Southern Pacific) a reason to convert their wood-burning locomotives to coal-burning engines in 1868, and the company subsequently laid their rails to the mouth of Corral Hollow to tap this fuel. Tesla was the largest coal producer in California from 1898 to 1905 and up to that time it had the second largest production of coal in the history of the state.

The briquette plant that the coal company built in Stockton was the first successful briquette plant in the United States. This plant brought national and international attention to Tesla. The Stockton briquette plant set the stage for the opening of other briquette plants throughout the country. It was in Stockton also, where the first use of briquettes in locomotives in the United States was documented.

The little railroad that the Alameda and San Joaquin Railroad Company built from Tesla to Stockton was to become the first leg in the new transcontinental railroad of the Western Pacific Railroad Company in 1903. The same people who built the Alameda and San Joaquin Railroad also built the Western Pacific, lead by Walter J. Bartnett, the first president of the new company. It was Bartnett after all who was able to get George J. Gould of the Denver and Rio Grande Railroad Company to finance the transcontinental railroad project. The Western Pacific for the first time in California history was able to provide serious competition to the rival Southern Pacific Railroad Company. The Western Pacific was able to break the stranglehold that the Southern Pacific had on the Oakland waterfront and thereby the city itself, which was an important shipping port.

The rich quartz sand in the Tesla mine led to the building of the first glass factory in the West in 1902, and the only glass plant in California. This Stockton plant was operated by the Pacific Window Glass Company, which produced award-winning window glass. The Tesla mine had some of the richest clay beds in California. This clay was molded into brick and terra cotta at the Carnegie brick plant and sewer pipe and glazed figurines at the Pottery plant. Successful monuments of these industries remain today in the form of the Los Angeles County Museum of Natural History in Los Angeles, the Oakland Hotel in Oakland, the Bank of Stockton in Stockton, the Sheraton Palace Hotel and the Methodist Book Concerns.

But, the costs and slow returns of running the Treadwell's industrial enterprises plunged the California Safe Deposit and Trust Company at San Francisco into debt. Desperate acts by banking officials to recoup losses led to questionable banking practices by which loans were approved, secured by inflated stock values. The bank depleted the life savings of its depositors and left everything in financial ruin. This blemish on the history of Tesla had done more to undermine the achievements of its individuals and its industries.

In 1961, the co-author helped to get Carnegie designated as a State Historic Landmark, and a bronze plaque was erected on Corral Hollow Road near where the town once stood. This plaque has since been vandalized and stolen, leaving a barren stone monument. A new plaque and monument was placed at the head of Corral Hollow Road in Tracy, but miles away from Carnegie. It is ironic that Tesla, which was the main center of activity in this historic chapter, has been overlooked and is still without a similar landmark designation. We hope that the information in this book will help to give Tesla the recognition that it deserves in California history.

APPENDIX

San Francisco Office

1904–1906 Carnegie Brick and Pottery Co., general office 515 Safe Deposit Bldg., sales department

10th and Channel, M.A. Murphy, mgr.

1907 Carnegie Brick and Pottery Co., office 628 Montgomery, yards 119 10th, M.A. Murphy, mgr.

1908–1910 Carnegie Brick and Pottery Co., 212–218 Thomas Clunie Bldg., 519 California, yards 119 10th, M.A. Murphy, mgr.

1911–1916 Carnegie Brick and Pottery Co., 322 Montgomery.

Brick Production

Year	Tons	Brick	Value
1903		4,000,000	$24,000
1904	30,000	7,500,000	45,000
1905		11,400,000	68,000
1906		7,500,000	49,500
1907	119,799	12,000,000	69,14
1908	101,479	10,150,000	51,1
1909	67,272	6,700,000	35,4
1910	7,685	770,000	3,631
Total		68,490,000	$335,841

Carnegie Deaths

January 16, 1904, Leon Godani, 28
October 9, 1905, Mary A. Connolly, 38
May 1, 1910, A.D. Stoop, 38
August 18, 1910, Albert McDermott, 6
November 14, 1910, Pietro Eurietta, 1 month

Carnegie Fires

November 7, 1909, an explosion occurred in the boiler room in the western part of the Carnegie brick building, knocking out the four boilers and injuring Mrs. McDermott and John McCorkill.

November 11, 1909, a boiler explosion at the Carnegie terra cotta plant destroyed the plant and injured Ed Connolly. Gas accumulation beneath the boiler was believed to be the cause of the explosion and fire.

October 6, 1915, two unoccupied fiveroom houses at Carnegie were destroyed by fire.

August 6, 1917, the Graner Hotel and two large bunkhouses were destroyed by fire, along with 700 acres of land at Carnegie. The fire started in the kitchen ceiling. Damage was estimated at $6,000.

Carnegie School Teachers

1905 Margaret Farrell
1906 Margaret Farrell
1907 Etta Colt
1908 Etta Colt
1909 Etta Colt
1910 Delores Frances Cruise
1911 Delores Frances Cruise
1912 Delores Frances Cruise

Buildings of Carnegie Brick and Terra Cotta Products

Hotel Oakland (formerly Banker's Hotel), Oakland
Oakland High School, Oakland
Hotel Clark, Stockton
Bank of Stockton, Stockton
Stockton High School, Stockton
St. Mary's Rectory, Stockton
Cohn Bldg., Stockton
Livermore History Center and Art Gallery (Carnegie Library), Livermore
560 Main St., Pleasanton
Courthouse, Santa Rosa
Museum of Natural History, Los Angeles
Presbyterian Church, Tracy
Carnegie Library, Lodi
Sheraton Palace Hotel, San Francisco
Mission School, San Francisco
Methodist Book Concerns Building, San Francisco
Pacific Telephone Bldg. (1905), San Francisco

Other Products
Duct sheet conduits for Pacific Telegraph and Telephone Co., Oakland
Sewer pipe for Livermore
Sewer pipe for Visalia
Sewer pipe for San Francisco
Sewer pipe for Stockton
Paving brick for Stockton
Paving brick for Mission and New Montgomery, San Francisco
Statues for bank in Visalia

Architecture of Carnegie Buildings

Graner Hotel—The original hotel was a large two-story building, with roof ridge perpendicular to the

front and rustic channel siding. The front had a shed-type porch and a door between two windows on the first floor and three windows on the second floor. There were 13 windows and a door near the end on one side, and 14 windows on the other side, seven windows per floor. The back had four windows. A larger wing was added to the front of the original building, making it an L-shaped structure. The roof ridge of the wing was parallel to the front. The front side had a shed-type porch and balcony extending three-quarters of the length of the building. There were five windows and a door on the first floor and six windows on the second floor. The other sides each had six windows. This hotel had a lobby, two dining rooms, and at least 20 rooms. 1902.

Carnegie School—The school consisted of two small buildings built exactly the same. The ridge roof was parallel to the front and it had channel-rustic siding. Like the Tesla School, the bell was attached to the gable on one side of the building. The front had a door and a window right of center. One other side had a window right of center. 1905.

Carnegie Bakery—A small, single-story building with the roof ridge parallel to the front and channel-rustic siding. The front had a door and [illegible] windows. The back had [illegible]. The sides had a single window. Protruding from the middle of the roof on one side was a 12-foot smokestack. 1902

First Bunkhouse—This long, two-story building had a roof ridge parallel to the front and vertical board and batten siding. The front had a door near the end and eight windows on the first floor and nine windows on the second floor. The back had 18 windows, nine per floor. There was a single window on each floor on the sides. This bunkhouse contained at least 36 rooms. 1902.

Second Bunkhouse—This long, two-story building had a roof ridge parallel to the front and vertical board and batten siding. The front had a door near the end and 11 windows on the first floor and 12 windows on the second floor. The back had 24 windows, 12 per floor. There was a single window on each floor on the sides. This bunkhouse contained at least 48 rooms. 1902.

Superintendent's House—This large, single-story house was perhaps the most interesting in the canyon. It had two roof ridges that met at right angles. The front had a Queen Anne style veranda with a door centered between two windows. On one side, a gabled extension from the main body had a bay window, and the main body contained three additional windows. On the other side were five windows. A small room was attached to the back. 1902.

Carnegie Depot—This long single-story building had a roof ridge parallel to the front and vertical board and batten siding. The front had two large sliding receiving doors and a couple of small windows. The sides had a door and a window. 1902.

***P3b. Resource Attributes:** (List attributes and codes) HP37

***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object **[X] Site** ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

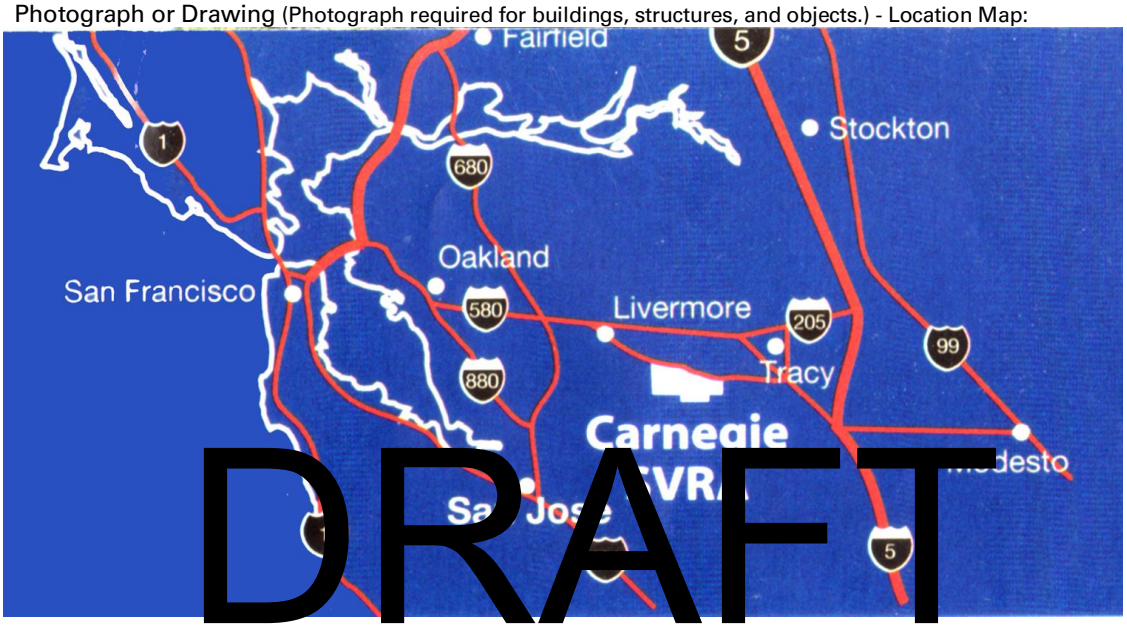
State of California X The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 7

Other Review Code | Reviewer | Date | Listings

Page 13 **of** 13 ***Resource Name or #:** (Assigned by recorder) **CARNEGIE**
P1. Other Identifier:

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.) - Location Map:



P5b. Description of Photo: (view, date, accession #)
***P6. Date Constructed/Age and Source:** **[X] Historic** ☐ Prehistoric ☐ Both
Established 1902

***P7. Owner and Address:**
California State Parks
California Department of Parks & Recreation
1725 23rd Street. Suite 200
Sacramento, CA 95816
530-613-4732

***P8. Recorded by:** (Name, affiliation, and address)
Michael Lynch
California Off-Highway Motor Vehicle Recreations Division
1725 23rd Street, Suite 200,
Sacramento, California 95816
Phone 530-613-4732

***P9. Date Recorded:**

***P10. Survey Type:** (Describe) N/A

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

***Attachments:** ☐NONE [] Location Map [X]Continuation Sheets ☐Building, Structure, and Object Record
☐ Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record [X] Photograph Record [X] Other (List): Report References, [X] Sketch map (DPR523K)

State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI #
Trinomial

CONTINUATION SHEET MAPS

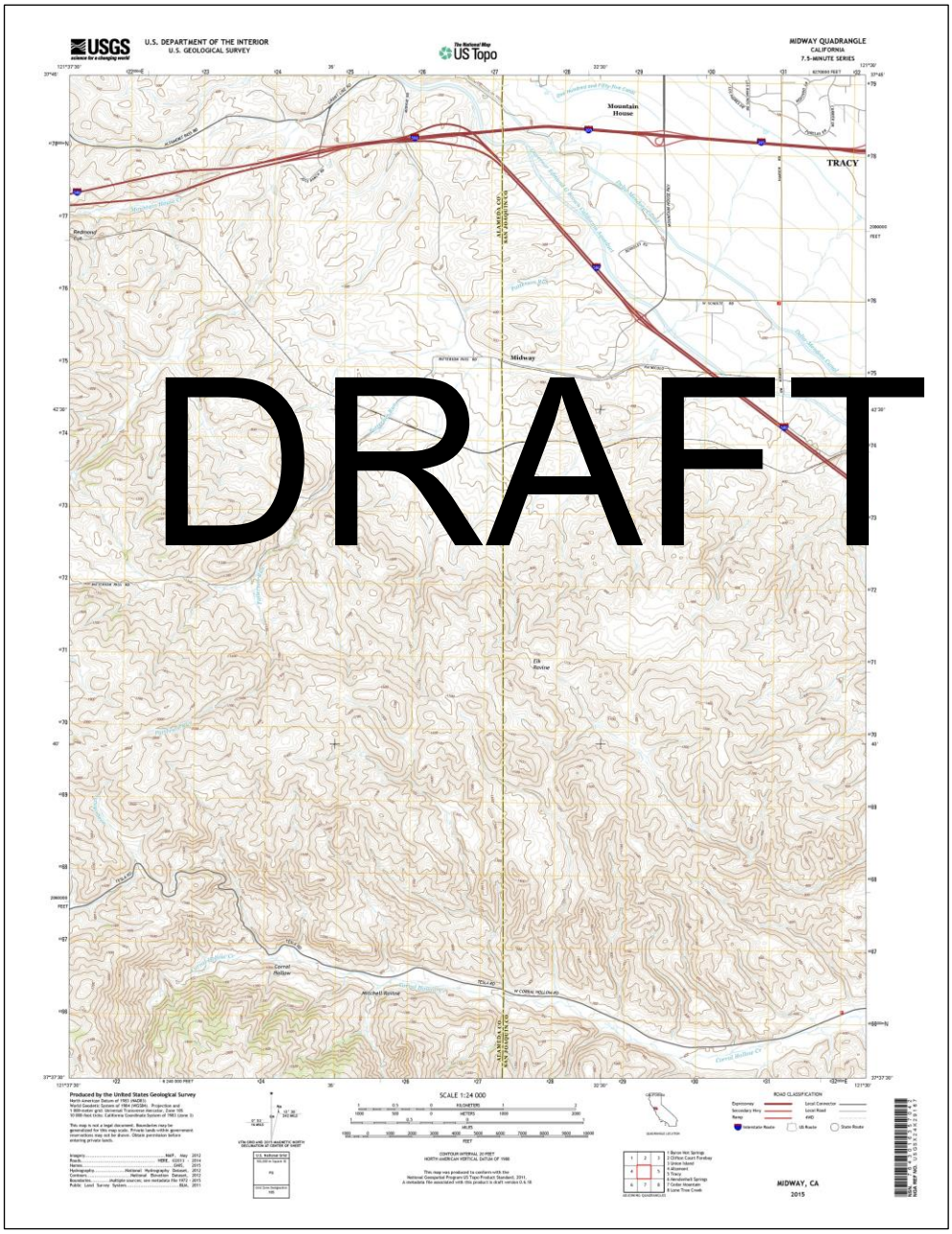
Property Name: **Carnegie**

age ____ **of** ____ ***Resource Name or #** (Assigned by recorder)

***Recorded by:** Michael Lynch ***Date** 12/22/20 9

Continuation 9 Update

USGS Topo Quad: Midway – Carnegie is in T3S, R4E, Section 34,



Topo Closeup:

State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI #
Trinomial

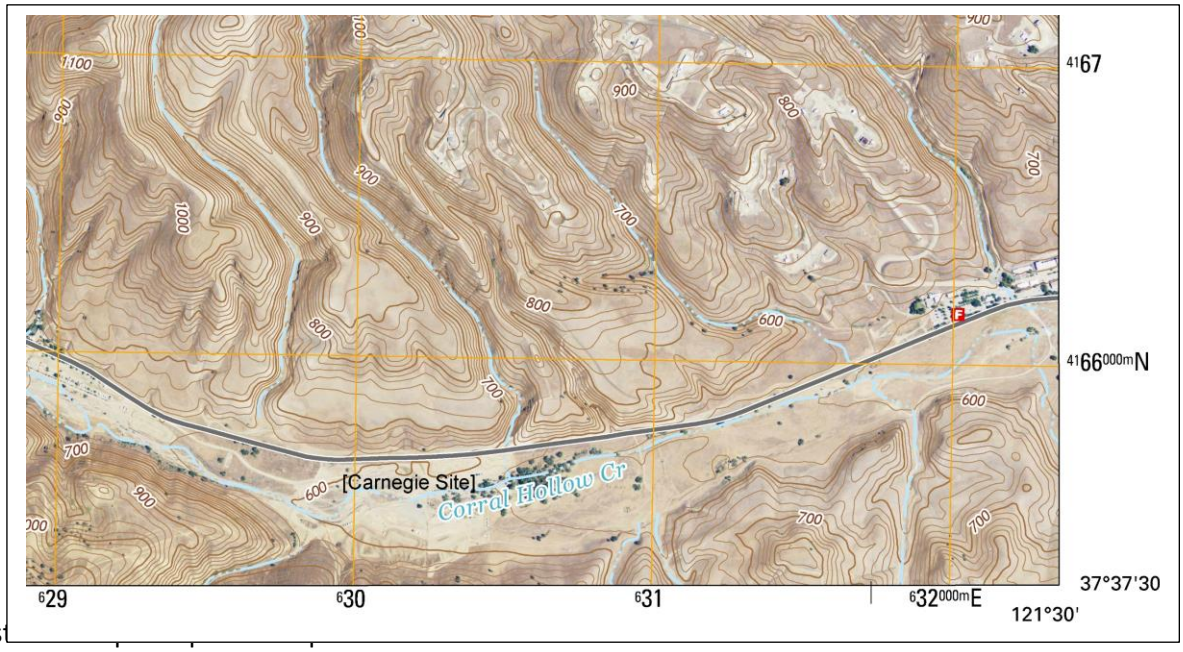
CONTINUATION SHEET MAPS

Property Name: **Carnegie**

age ____ **of** ____ ***Resource Name or #** (Assigned by recorder)

***Recorded by:** Michael Lynch ***Date** 12/22/20 9

Continuation 9 Update



Hist

State of California - The Resources Agency Primary#
DEPARTMENT OF PARKS AND RECREATION HRI #
Trinomial

CONTINUATION SHEET MAPS

Property Name: **Carnegie**

age ____ **of** ____ ***Resource Name or #** (Assigned by recorder)

***Recorded by:** Michael Lynch ***Date** 12/22/20 9

Continuation 9 Update

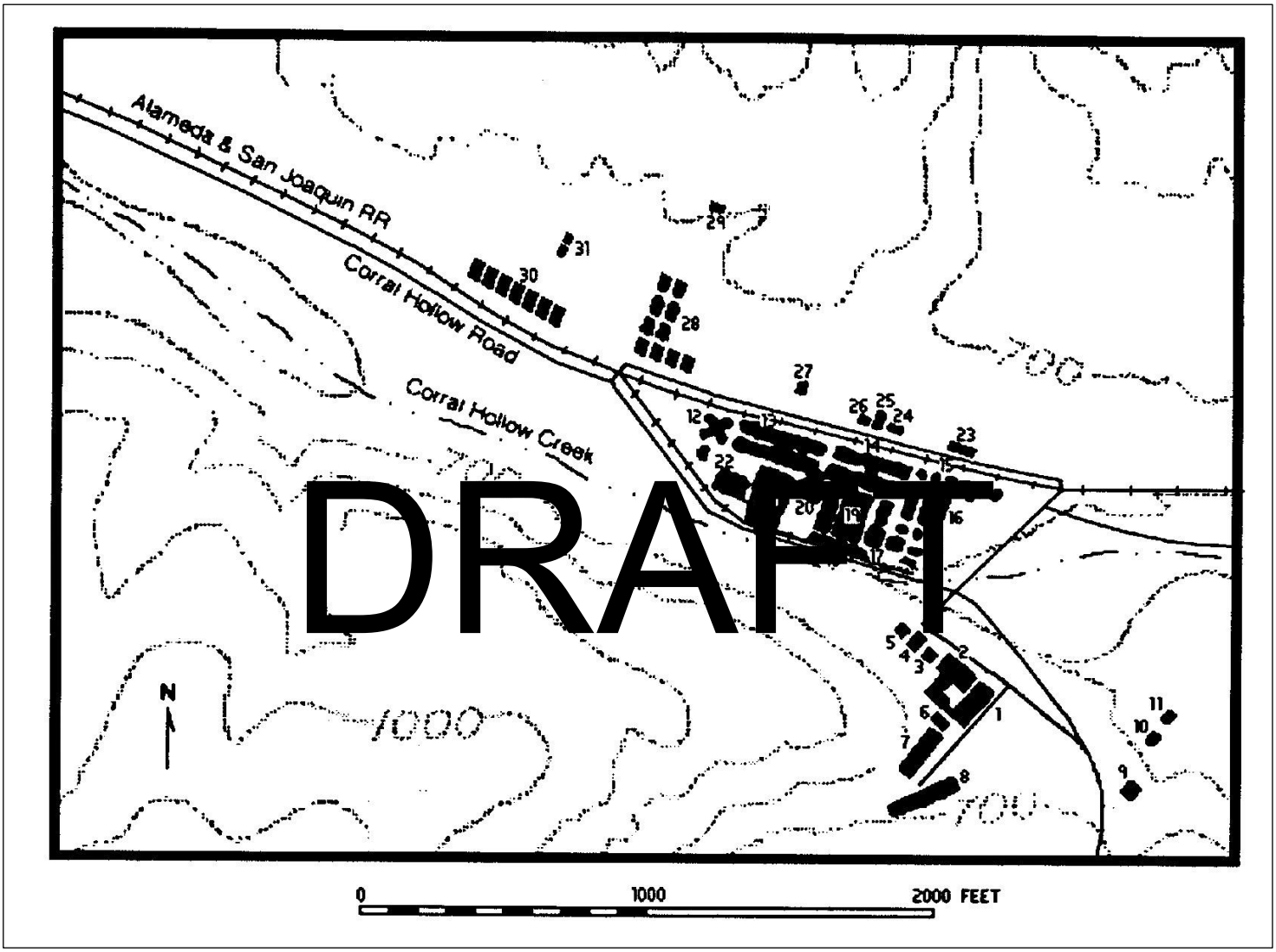
State of California X The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#
Trinomial

SKETCH MAP Carnegie

 ***Resource Name or #** (Assigned by recorder)

***Drawn by:** Courtesy of Dan Mosier ***Date of map:** Unknow

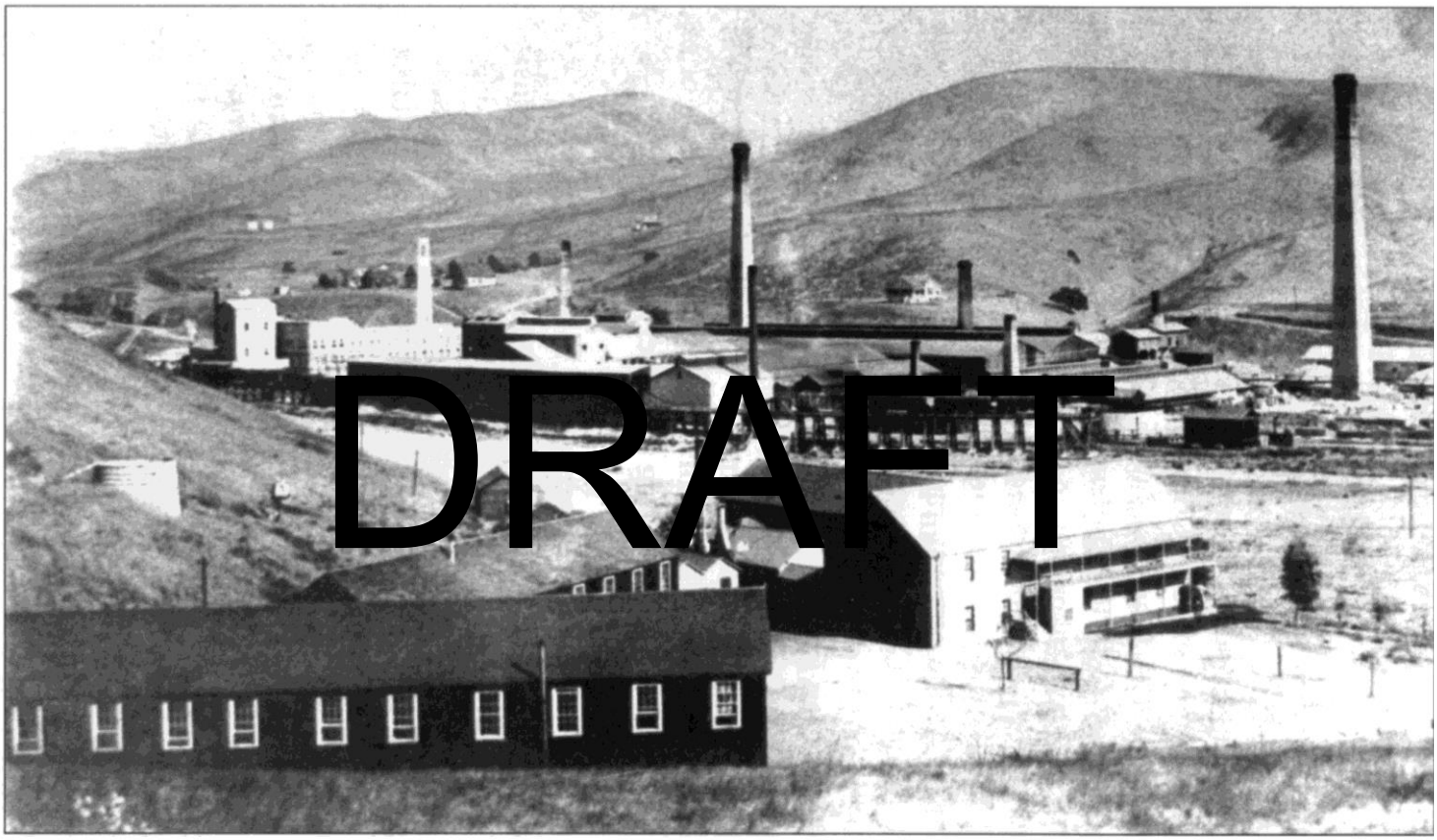


Carnegie

List of buildings shown on the map of Carnegie. Contour interval 100 feet.

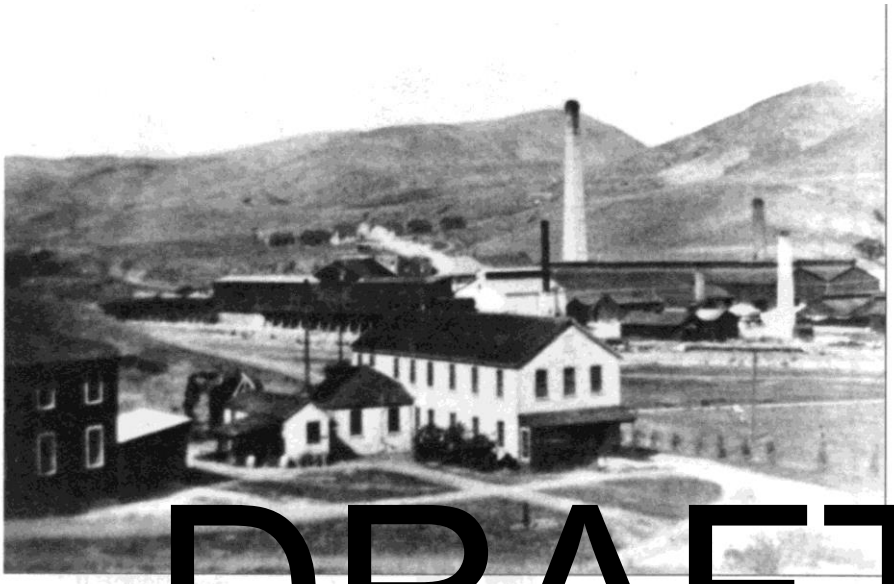
1. Graner Hotel, new addition
2. Graner Hotel, original building
3. Bakery
4. Japanese lodge
5. Chinese lodge
6. Cookhouse and maid quarters
7. Bunkhouse
8. Bunkhouse
9. Saloon
10. Slaughterhouse and stockyard
11. Chicken Ranch
12. 4 firing kilns and stack
13. Drying sheds
14. Drying sheds
15. 6 firing kilns and stack
16. 3 drying sheds, 2 kilns and stack
17. Boilerhouse
18. Clay Chutes
19. Grinding and pug mill
20. 2 kilns and stack
21. Brick-cutting and modeling plant
22. Powerhouse
23. Carnegie depot
24. Shed
25. Oil-burning lime kiln and bunkers
26. Lime plant office
27. Superintendent's house
28. Family homes
29. Water pump
30. Family homes
31. Carnegie School

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

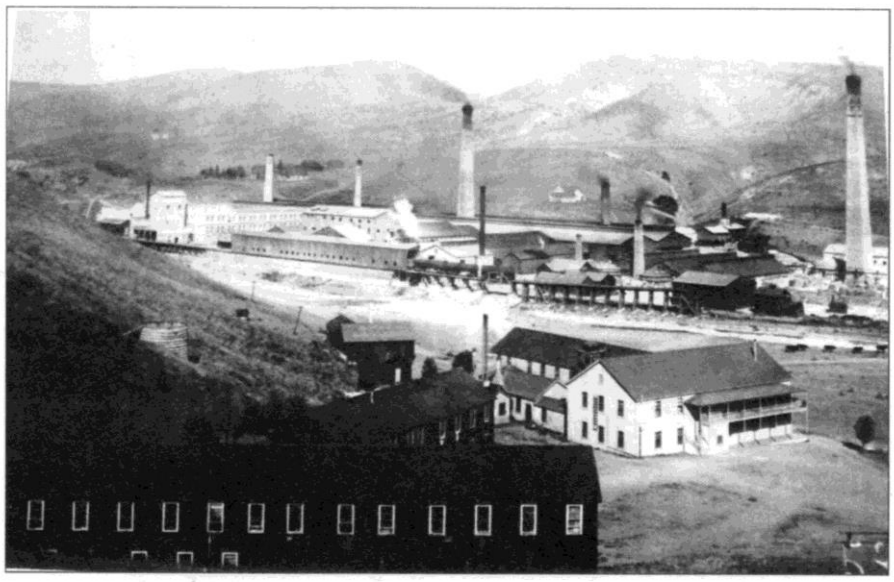


Carnegie looking west. Bunkhouses (left bottom), Graner Hotel (center bottom), terra cotta plant (left center), brick plant (center), and residential section (on hill behind the terra cotta plant). *Esther McFeely Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



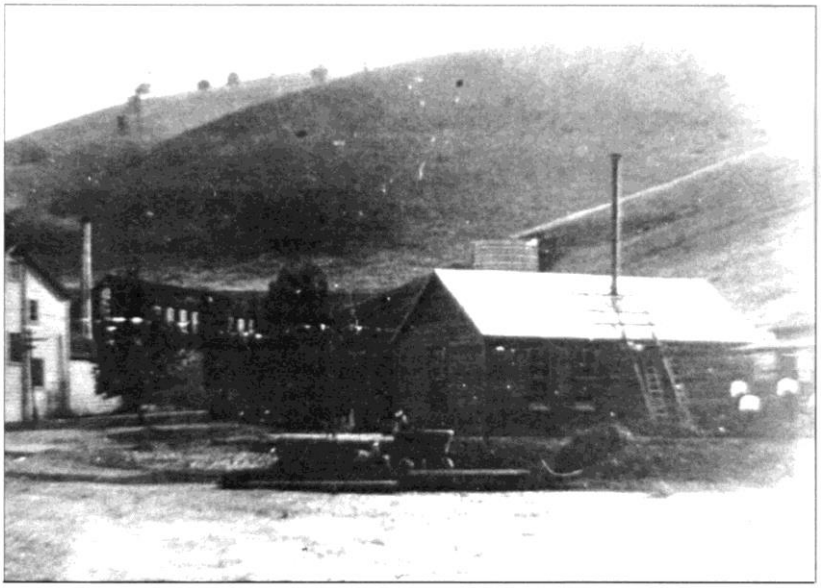
Carnegie looking west, showing the original Graner Hotel. *Earle E. Williams Collection.*



Carnegie looking west, showing the expanded Graner Hotel. *Carnegie State Vehicular Recreation Area Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Graner Ho[illegible], with [illegible]e Lowry, mana[illegible]r, o[illegible]the steps. *Earl[illegible] E. Williams Collection.*



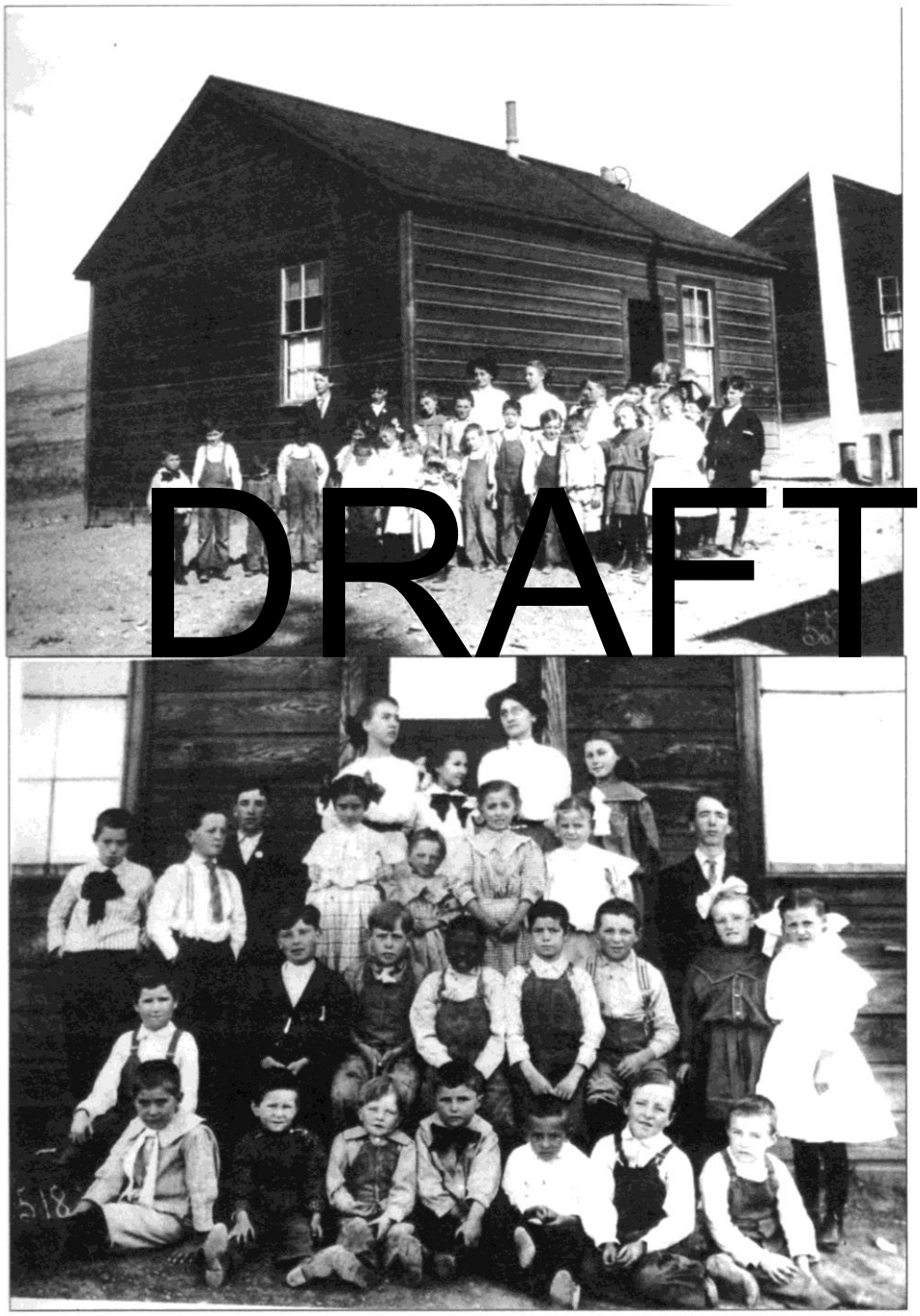
Carnegie Bakery served the dining room at the Graner Hotel. *Earle E. Williams Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Carnegie School, 1906, Margaret Farrell, teacher. *Marie DeWelt Collection.*

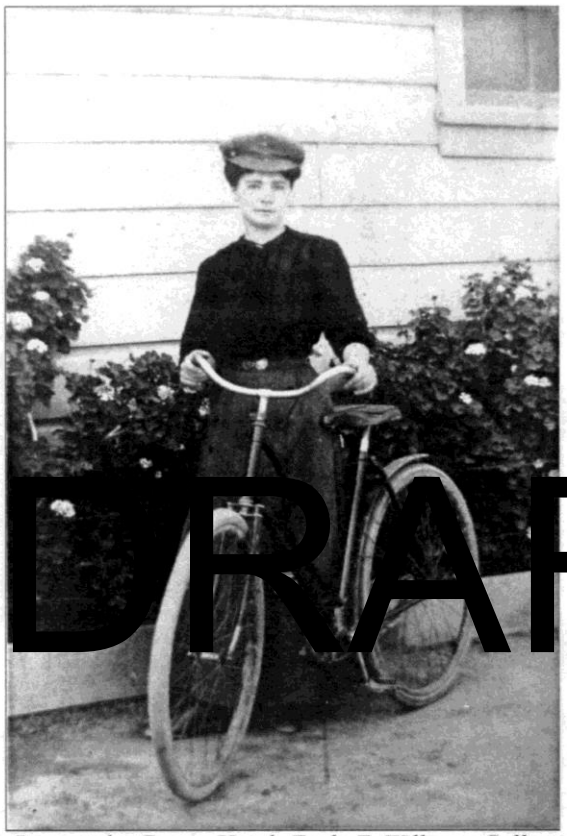
Carnegie School, 1908, Etta Colt, teacher. *Marie DeWelt Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



Carnegie School, 1909, Delores Cruise, teacher. *Carnegie State Vehicular Recreation Area Collection.*

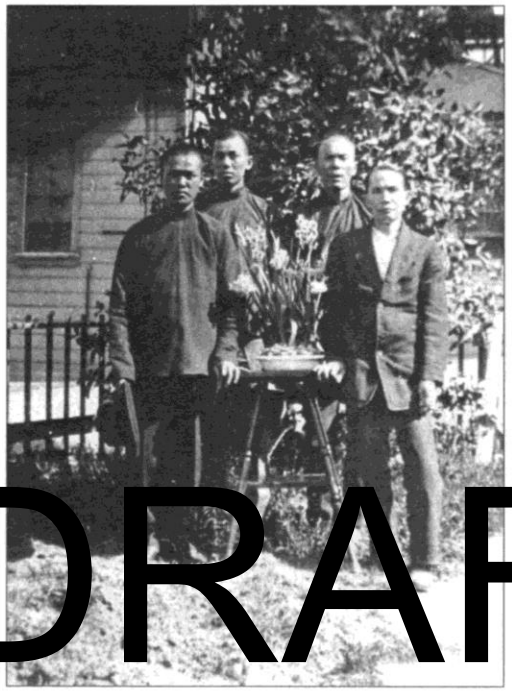
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



Emily Rose at the Graner Hotel. *Earle E. Williams Collection.*

Rufus B. Keeler, a laborer at Carnegie, learned the trade of tile making and later became manager of the Malibu Potteries. *From Bulletin of the American Ceramic Society, January 1926.*

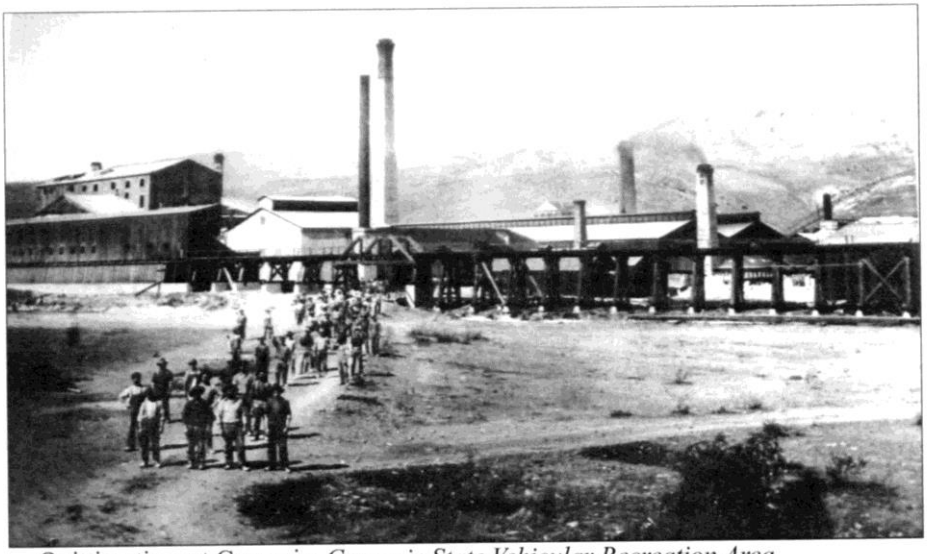
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



Chinese at Carnegie. *Earle E. Williams Collection.*

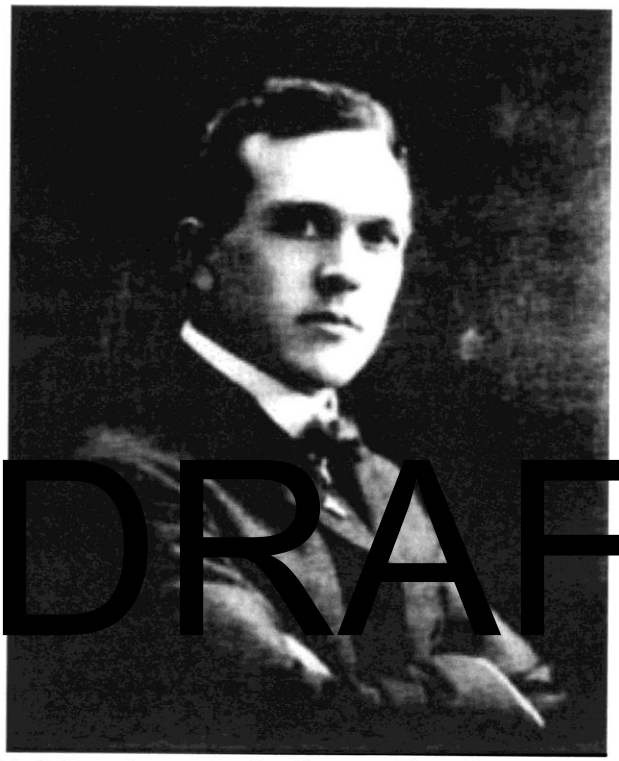
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Lil Stewart, cook in the Graner Hotel. *Earle E. Williams Collection.*



Quitting time at Carnegie. *Carnegie State Vehicular Recreation Area Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



Mark Ogan, terra cotta plant foreman. *From American Ceramic Society, 1912.*

BUILDERS' DEPARTMENT

1910 OAKLAND DIRECTORY 9

PHONES: OAKLAND 79; HOME A-1079.

CARNEGIE BRICK AND POTTERY CO.

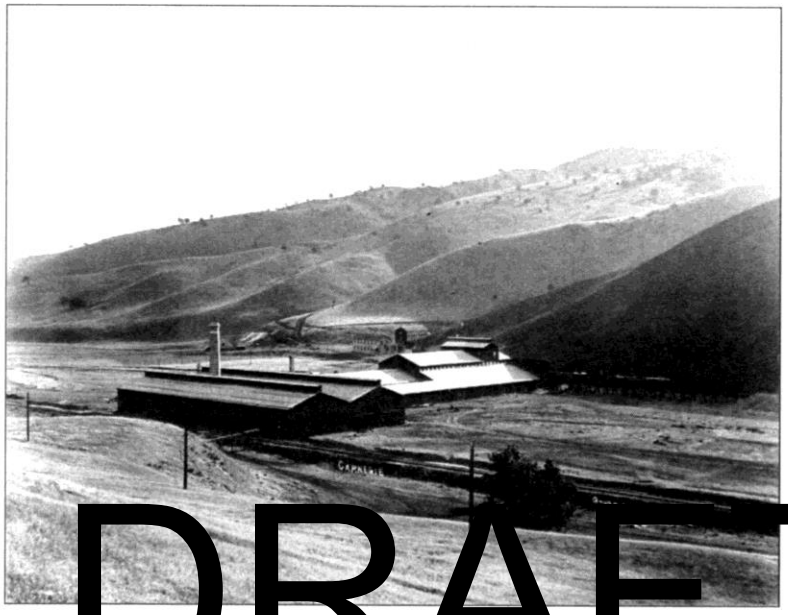
Manufacturers of Sewer Pipe

Pressed Brick, Fire Brick, Fire Clay Grog, Drain Tile, Terra Cotta, Chimney Pipe, Flue Lining.

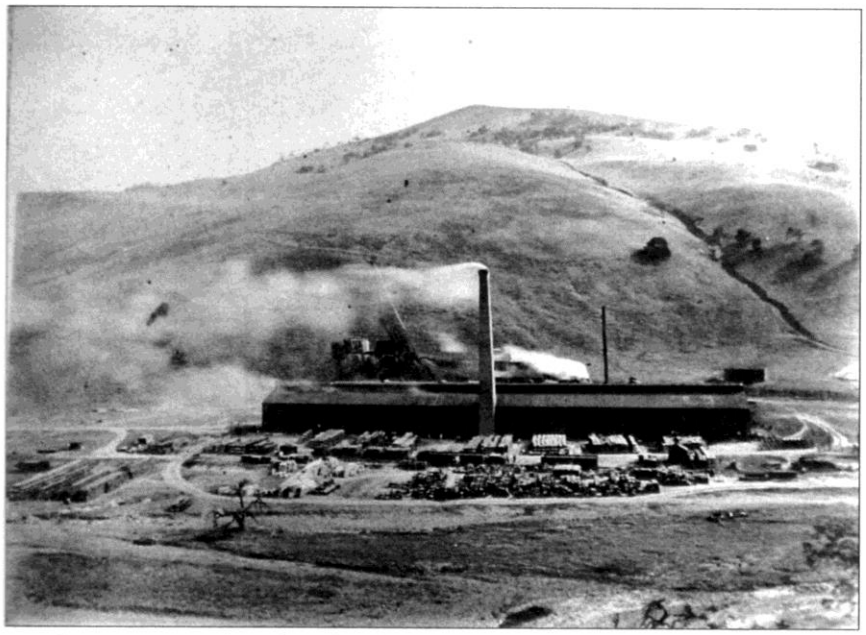
Yard and Sales Office: Tesla Coal Co. Yards, Adams Wharf.

From Polk's Oakland Directory, 1910.

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



Early [illegible]ture of [illegible]e Carnegie bri[illegible] pla[illegible] looking [illegible]uth[illegible]ast. *Carolyn Waltz Collection.*



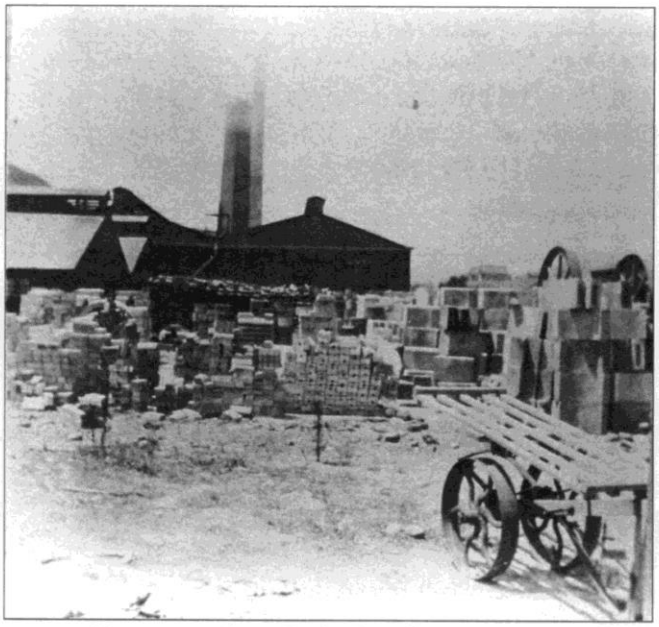
Pottery sewer pipe plant, looking south. *Carnegie State Vehicular Recreation Area Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Carnegie brick and terra cotta plants, looking east. Plant superintendent's house on hill (right). *Esther McFeely Collection.*

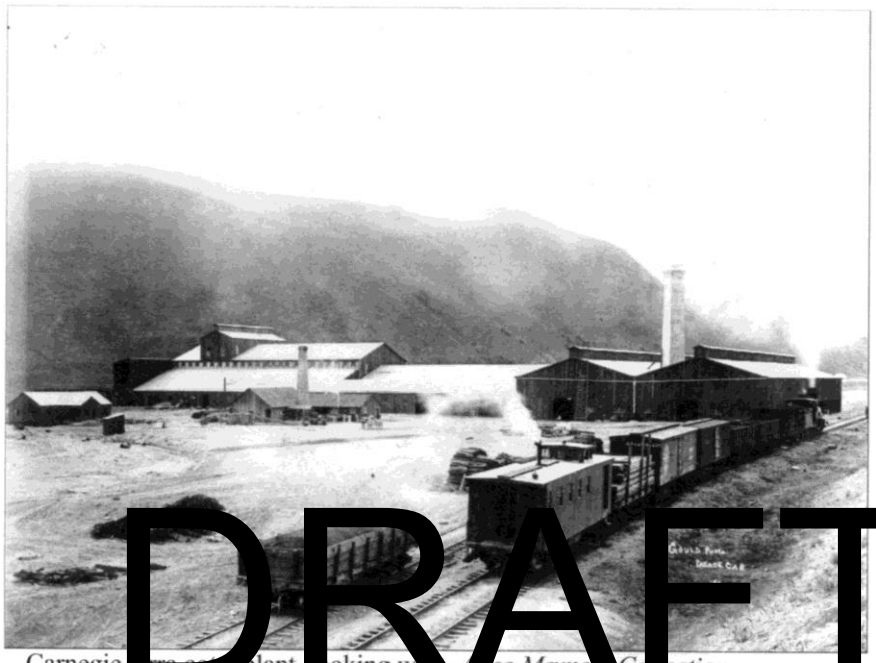
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Interior view of the terra cotta plant. *From Stockton Independent, November 8, 1903.*

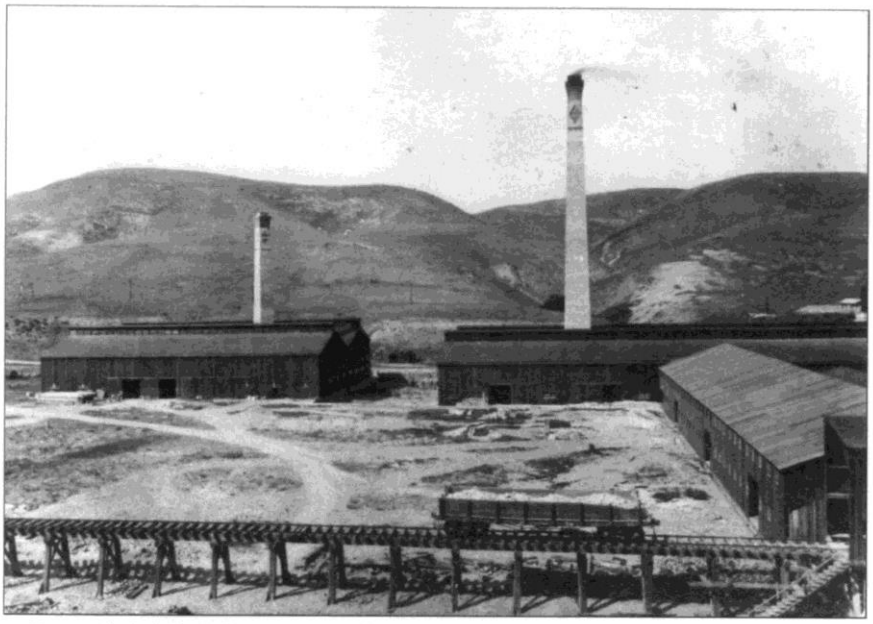


Terra cotta plant. *Earle E. Williams Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

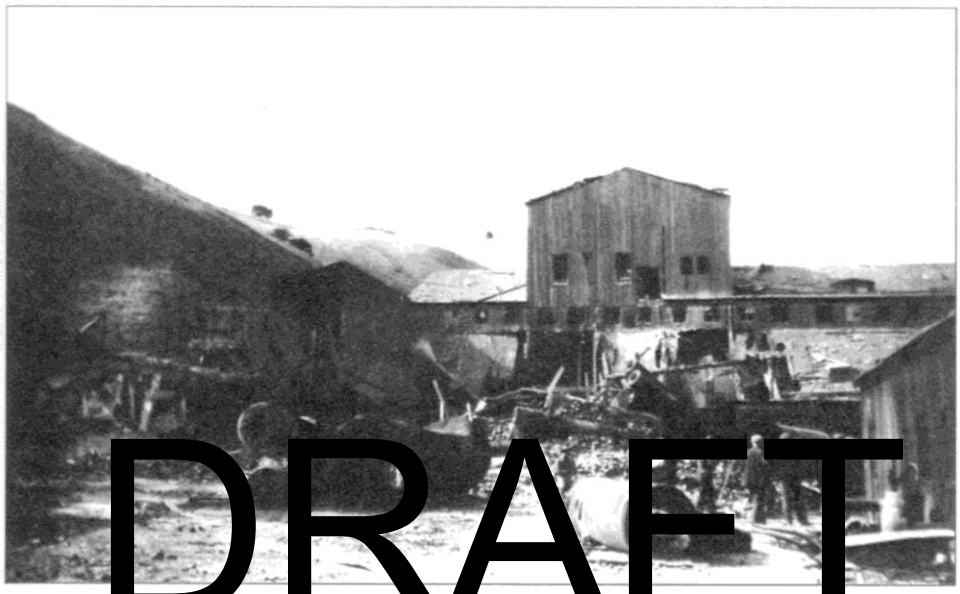


Carnegie plant, looking w... *...ce Meyne... Co...ection.*

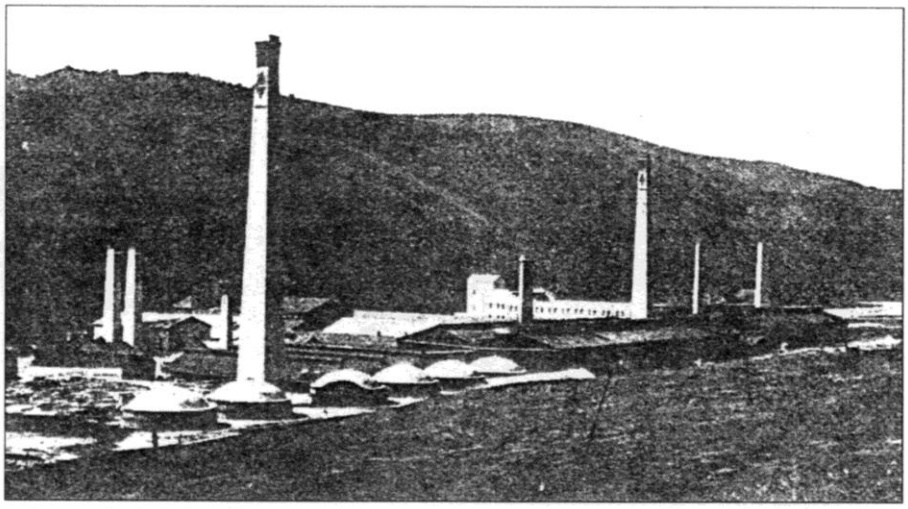


Carnegie brick and terra cotta plants, looking north. *Earle E. Williams Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

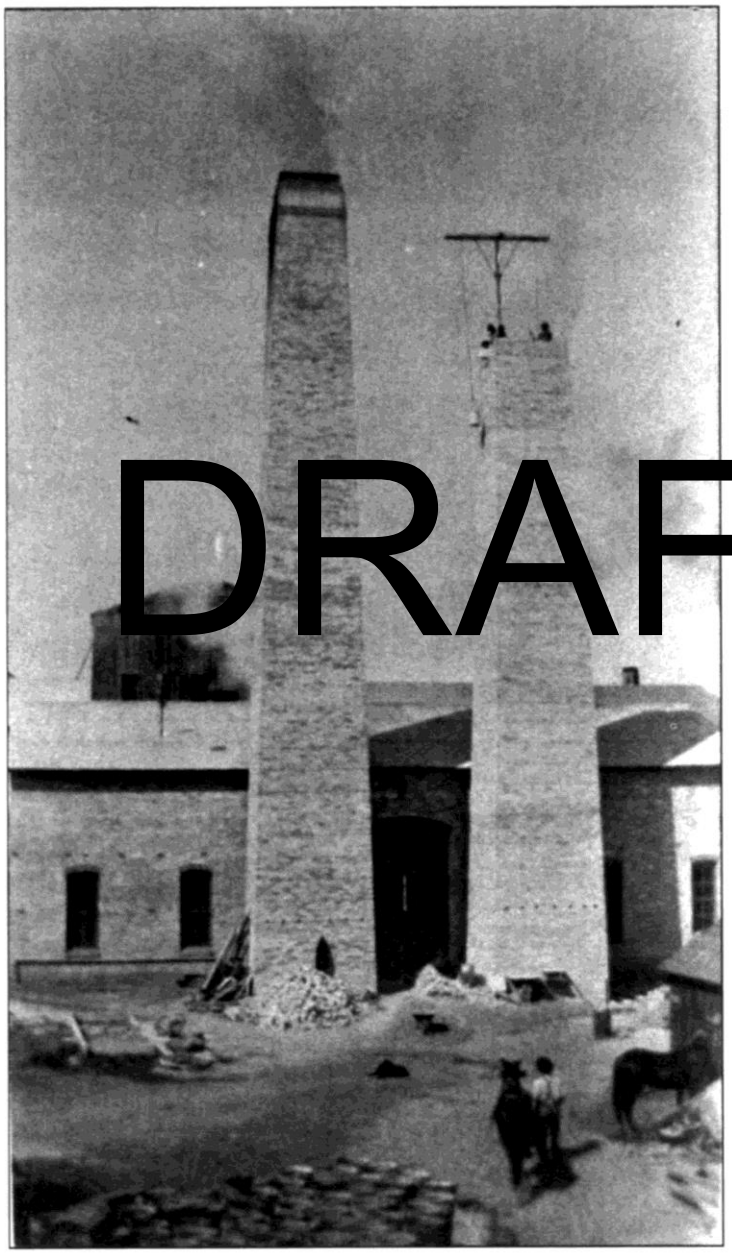


Damage from one of the boiler explosions, 1909. *Earle E. Williams Collection.*



Carnegie brick and terra cotta plants, looking southwest. New brick boilerhouse is on far left. *From California Division of Mines and Geology.*

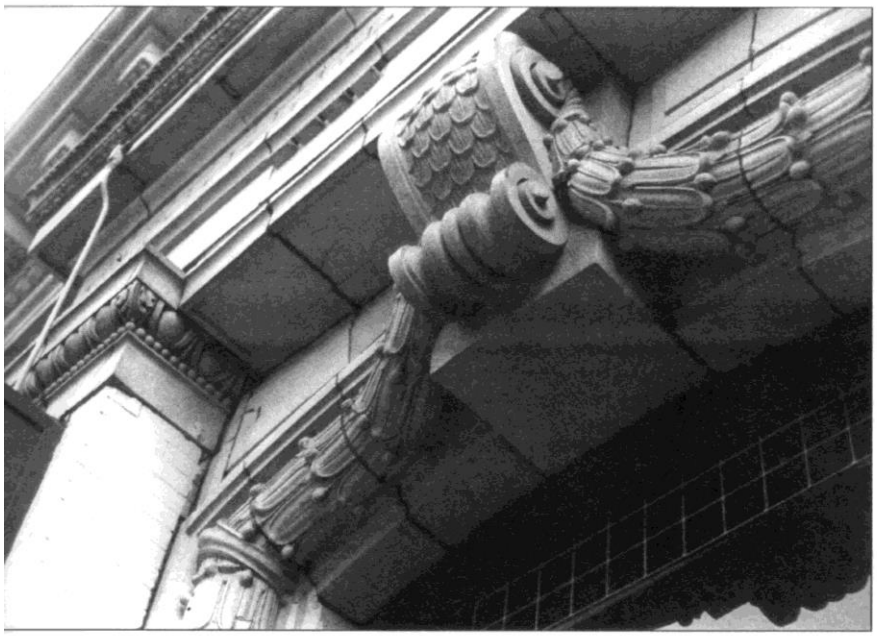
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier



New brick boilerhouse and double stacks, looking west
Earle E. Williams Collection.

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

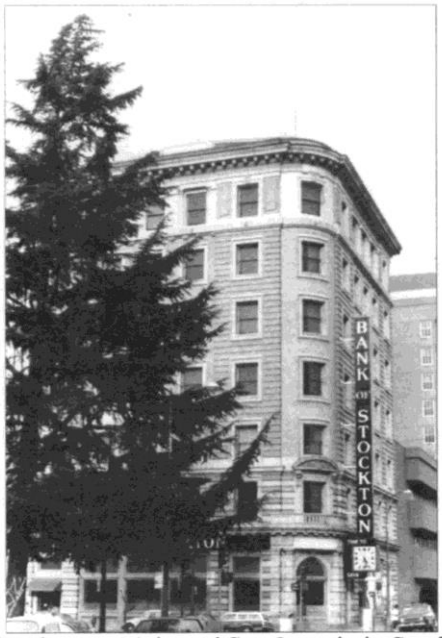
Examples of Carnegie products, brick and terra cotta. *Dan Mosier Collection.*



Carnegie terra cotta, Methodist Book Concern Building, San Francisco. *Dan Mosier Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

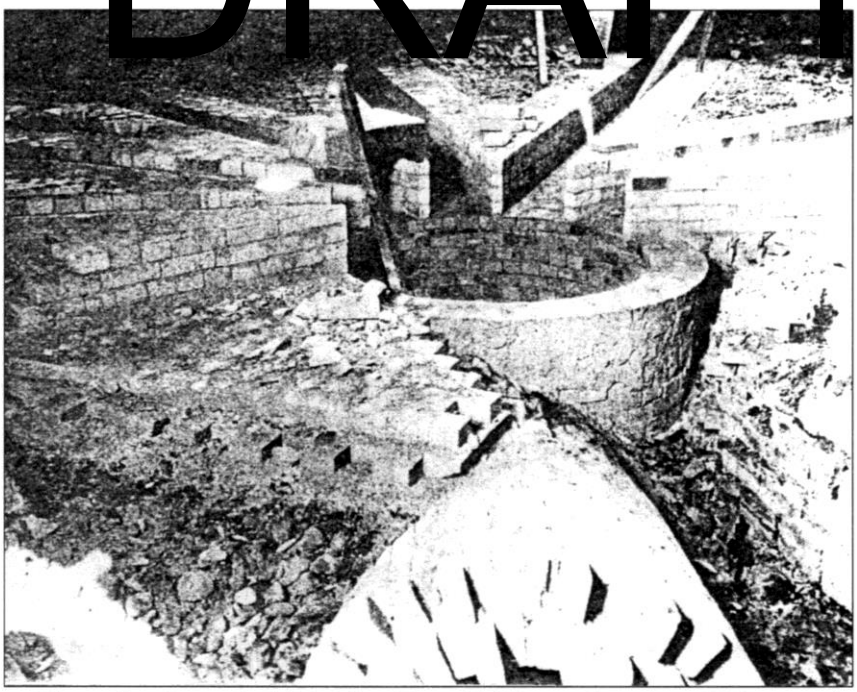
Carnegie advertisement showing Methodist Book Concern Building which still stands at McAllister and Leavenworth, San Francisco. *From Architect and Engineer, November 190*



Bank of Stockton at Main and San Joaquin in Stockton is faced with Carnegie brick. *Dan Mosier Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Langley's San Francisco Directory, 1905.



Floor of a Carnegie brick kiln. *From California Division of Mines and Geology.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Post card of the Oakland Hotel at 13th and Harrison in Oakland, is a fine example of a Carnegie brick and terra cotta building. *Dan Mosier Collection.*

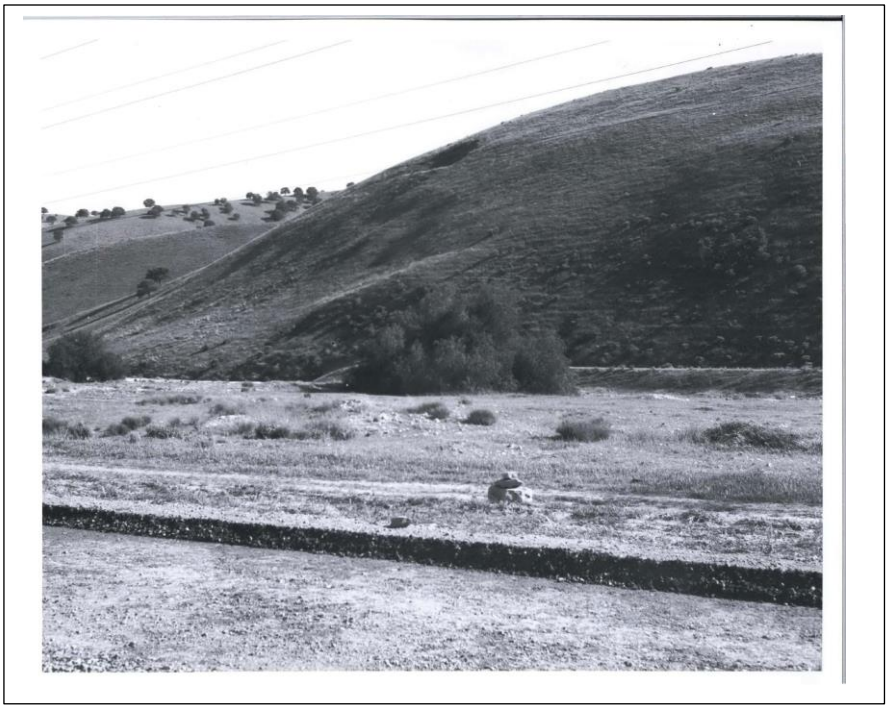
Sheraton Palace Hotel in San Francisco is faced with Carnegie brick and terra cotta. *Dan Mosier Collection.*

Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Carnegie Historical Landmark No. 740 dedication on July 1, 1961. Shown from left to right are Clyde Newlin of the State Division of Beaches and Parks, Barney Strong of the Tracy Chamber of Commerce, Earle Williams of the Pacific Coast Cement and Aggregates Company, Mrs. George Chipman, a former Tesla resident, and Jim Dowd of the Tracy Chamber of Commerce. This plaque was stolen leaving just the rock monument. *Earle E. Williams Collection.*

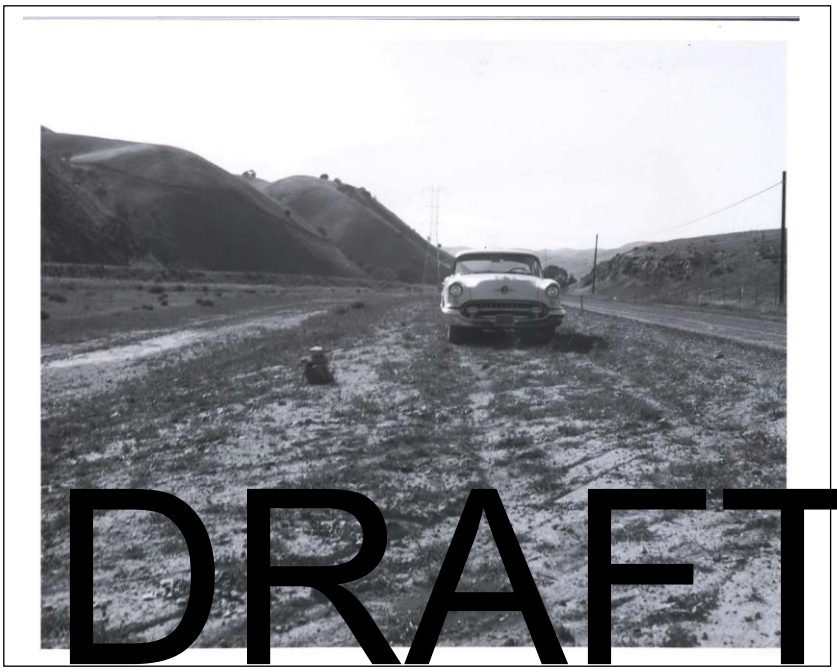
Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Carnegie site in 1960 from the original Carnegie California Historic Landmark Application.



Unless otherwise noted, all photos from *History of Tesla*, Courtesy of Dan L. Mosier

Carnegie site in 1960 from the original Carnegie California Historic Landmark Application



The original Carnegie CHL plaque was dedicated on July 1, 1960

age ____ **of** ____ ***Resource Name or #** (Assigned by recorder)
***Recorded by:** Dan Mosier ***Date** 12/15/20

References for Carnegie

Alameda and San Joaquin Railroad Company. *Annual Report June 30, 1905.* Sacramento, CA, filed November 28, 1905.

Alameda and San Joaquin Railway Inspection, January 28, 1904.

American Ceramic Society. *In Memoriam, Mark Ogan*. Transactions of the American Ceramic Society v. 14, 1912, p. 51–53.

American Ceramic Society. *Contributors During 1925 to the Work of the Society.* Bulletin, v. 5, no. 1, January 1926, p. 71.

Architect and Engineer. San Francisco, CA, v. 19–24, 1909–1911.

Articles of Incorporation. *Alameda and San Joaquin Railroad Company.* File No. 1144, May 7, 1895.

Articles of Incorporation. *Carnegie Brick and Pottery Company.* File No. 2185, June 25, 1904.

Articles of Incorporation. *San Francisco and San Joaquin Coal Mining Company.* File No. 1132, March 9, 1895.

Aubury, L.E. *The Structural and Industrial Materials of California.* California Mining Bureau Bulletin 38, Sacramento, 1906.

Boalich, E.S., Castell, W.O., Huguenin, Emile, Logan, C.A., and Tucker, W.B. *The Clay Industry In California.* California Mining Bureau Preliminary Report 7, Sacramento, 1920.

California Mining Journal. *Mining of coal, silica and clays from Tesla, Alameda Co. to Resume.* September 1966, p. 4.

Chapman, Elizabeth. *Corral Hollow, The Back Road.* Stockton, CA: Stockton Record, March 27, 1962.

Clark, William B. *Mines and Mineral Resources of San Joaquin County.* California Journal of Mines and Geology, Vol. 51, no. 1, Sacramento, 1955.

DeWelt, Marie. *After Fifty Years, My Happy Childhood Days.* Joplin, MO: College Press, 1963.

Dietrich, W.F. *The Clay Resources and the Ceramic Industry of California.* California Mining Bureau Bulletin 99, Sacramento, 1928.

Huey, Arthur S. *Geology of the Tesla Quadrangle, California.* Sacramento, CA: California Division of Mines Bulletin 140, 1948.

Huguenin, E., and Castello, W.O., 1921, *San Joaquin County.* California Mining Bureau Report 17, Sacramento, 1921.

Kingsbury. *Kingsbury's 1904 Directory of Stockton City and San Joaquin County, California.* Stockton, CA, 1904.

Kingsbury. *Kingsbury's 1905 Directory of Stockton City and San Joaquin County, California.* Stockton, CA, 1905.

Kingsbury. *Kingsbury's 1906 Directory of Stockton City and San Joaquin County, California.* Stockton, CA, 1906.

Laizure, C.M. *San Joaquin County.* California Mining Bureau Report 21, Sacramento, 1925.

Langley, Henry G. *Crocker-Langley San Francisco City Directory.* San Francisco, CA, 1896–1929.

Livermore Echo. Livermore, CA, 1889–1927.

Livermore Herald. Livermore, CA, 1897–1917.

Lowell, F.L. *San Joaquin County.* California Mining Bureau Report 14, Sacramento, 1914.

McKellips, Dan. *Early Days On the Alameda and San Joaquin Railway.* San Mateo, CA: The Western Railroader, issue no. 163, v. 16, no. 7, 1953.

Mosier, Dan l. and Williams, Earle E., *History of Tesla A California Coal Mining Town*, Fremont, CA. Mines Road Books, 1998.

Oakland Tribune. Oakland, CA, 1874–1910.

Oakland Tribune. *Old Tesla and Carnegie.* Oakland, CA, June 27, 1943.

Polk-Husted Directory Co. *Stockton and Lodi City and San Joaquin County, 1907.* 1907.

Polk-Husted Directory Co. *Stockton and Lodi City and San Joaquin County, 1908.* 1908.

age ____ **of** ____ ***Resource Name or #** (Assigned by recorder)
***Recorded by:** Dan Mosier ***Date** 12/15/20

Polk-Husted Directory Co. *Stockton and Lodi City and San Joaquin County, 1909–1910.* 1910.

Polk-Husted Directory Co. *Stockton and Lodi City and San Joaquin County, 1910.* 1910.

San Francisco Call. San Francisco, CA, 1907–1918.

San Francisco Chronicle. San Francisco, CA, 1890–1940.

San Francisco Chronicle. *Expected Bankruptcy.* San Francisco, CA, November 18, 1914.

Stockton Independent. *Industries of the Tesla Capitalists.* Illustrated Supplement, November 8, 1903, p. 35.

Stockton Independent. Stockton, CA, 1895–1908.

Stockton Mail. Stockton, CA, 1901-1905.

Tinkham, George H. *History of San Joaquin County, California.* Los Angeles, CA: The Historic Record Co., 1923.

Tracy Press. Tracy, CA, 1911, 1916–1921, 1961–1966.

Tracy Press. *Canyon Prospered 20 Years*. Tracy, CA, October 26, 1962.

Tracy Press. *Historic Marker Commemorates Carnegie, Old-Time Boom Town*. Tracy, CA, July 3, 1961.

U.S. Bureau of Census. *Federal Population Census 1910.*

U.S. Bureau of Census. *Federal Population Census 1920.*

U.S. Geological Survey. *Tesla 15-Minute Quadrangle.* Scale 1:62,500, 1907.

Ward, Bert and Williams, Earle. *Alameda and San Joaquin Railroad Company.* San Mateo, CA:

The Western Railroader, issue no. 380, v. 34, no. 10, October 1971.

Williams, Earle E. *Boom Days In Corral Hollow.* Tracy, CA: Earle E. Williams, 1961.

Williams, Earle E. *Marking and Re-marking the Corral Hollow Historical Landmarks Nos. 755 and 740.* Tracy, CA: unpublished manuscript for the Bicentennial Commission and Committees, 1975.