

LIVERMORE ENTERPRISE

VOL. 3

LIVERMORE, ALAMEDA CO., CAL., SATURDAY, JULY 15, 1876

No. 10.

Local History, as read by C. Leys in Palace Hall on the Fourth Inst.

In conformity with our promise in last week's issue and with the view to afford to those who were not present at the Hall, an opportunity of reading what was there read, we publish the following portion of the day's exercises--the history of the town of Livermore.

After some introductory allusions to the pleasure of the occasion and wishing those present a happy Fourth, the reader of the history, said:

History is the light of ages, the depository of events, the faithful evidence of truth. The history of the Town of Livermore should be written now. Its origin and progress to its present condition, should be made a task for one abler and more competent than I. It would be a valuable work if well performed, say by the old residents still moving and mingling amongst us. I would advise that they meet together and by comparing memory with memory, many seemingly conflicting data could be modified and possibly reconciled.

In preparing the following, I have to acknowledge great willingness to aid me, and assistance on the part of Senator Beazell, Supervisor Alviso, Messrs. R. Livermore, Patterson, Bailey, Bardellini, Esdon, Mendenhall, Martin, Thos. Glaskin, and others to whom I publicly tender my grateful thanks.

FOREMOST ON UNFOLDING THE HISTORICAL SCROLL

is the name of my renowned countryman, Robert Livermore, the pioneer settler in this valley. Bethral Green, London, England, has the honor of being the birthplace of this courageous man. Born in 1799, of well-to-do parents, he grew in stature and wisdom while his spirit for travel and adventure kept pace with his years; his parents unable to restrain his unsatisfied thirst for discovery, permitted him or possibly were compelled to allow him, to proceed on a sea voyage on board a Man of War bound for Buenos Ayres in South America. In 1823, he bade farewell to his native isle. At 24 years of age, tired of

home scenes and the busy throng of men in his native place, he might appropriately sing as he drifted from its shores--

"With thee my bark I'll swiftly go
Athwart the foaming brine;
Nor care what land thou bear'st me to
So not again to mine.

Welcome, welcome, ye dark blue waves
And when you fail my sight,
Welcome ye wild woods and ye caves
My native land night."

After serving some time in the naval engagements in the River Platte, he came to Chile, where he was transferred to the frigate "Esmeralda", under Lord Cochran, afterwards Earl of Dundonald. From thence he went to Callao, where the "Esmeralda" was under continuous heavy fire from the ports for 18 hours, and where our noble chief had the satisfaction of joining in the shout of victory as his ship sailed into port. On the return of the ship to Chile, he left the navy and joined the merchant service. Making a trip to the ancient capital of Monterey, he

LANDED THERE IN 1829

and parted company with a "shell-backs" life never again to return to it.

He could not have lingered long at Monterey, for a year later (1830) finds him in San Jose, where he became acquainted with one Noriega, who afterwards appears as partner with Livermore when he settled in this valley. The impugnance to town life or perhaps more truly the strong passion for adventure and conquest in the breast of our daring chief, seems never to have waned. He soon left the then small but busy town of San Jose for the more thrilling ranch life in Sunol Valley, where he raised wheat and laid low the savage on the same land now farmed by Charles Hadsell. After this his friend Noriega, from San Jose, drops in and the two determine upon going into the settling business together. Thereupon Livermore and Noriega joined as partners in trade, and in 1835

we find their application and grant from the government, of eleven leagues of pasture land in this valley. Here Livermore erected his adobe castle and continued to reside within its fortified walls until his death in February 1858. He had purchased out Noriega's interest, and when he died left to his wife (who is now living) and his eight children, six of whom were daughters, his whole unencumbered estate.

The unanimous voice of those who came into contact with him, is, that he was a man of strong attachments, noble actions and liberal mind. At so early a period as '35, all alone save the society of wild cattle and wilder men by which this valley was then overrun, his exploits must necessarily have oft times been dangerously severe. It is stated that on one occasion he had to seek safety in the hills from the blood thirsty and treacherous red-skin who invaded his place and destroyed his little vineyard and who robbed him of his scanty all. At another time he took refuge at Amador's (where his children chiefly stayed), which his place was "gone through" as before. But as he had put his hand to the plough he was resolved on not turning back, and he had the satisfaction ere his voice was stilled in death of saying to some of you here today *Veni vidi vici*—I came, saw and conquered. Robert Livermore turned the first sod in this valley. He raised for his own use: wheat, barley, vines and vegetables; he was of course practically a stock raiser. As late as 1850 there were not less than 30,000 head of cattle here; now there are but 5,000 in the whole county. (The bipeds score a marked victory over the quadrupeds in this instance though we blame the drought of 1864 with a large share of the deficiency).

What experiences of hope or of disappointment our Ancient Briton Livermore endured for fifteen years between 1835 and '50, is left greatly to hearsay and conjecture. In 1850, Mr. N. G. Patterson found him here alone with his family, his vineyard and garden.

N. G. Patterson the same year rented the old adobe house and started

THE FIRST HOTEL IN LIVERMORE VALLEY.

This was in the March of '50 and his unreasonably low Hotel rates must have drawn to him all the transient trade. A dollar a night to rest on two redwood boards; a dollar for each meal, and only twenty-five cents for a drink of the fiery fluid. Beer a dollar a bottle. Onions and all similar luxuries were doled out

sparingly to a few special favored ones at from 25 to 50 cents per pound. These are a few prices from his scale of charges. From 1850 to 1854, a number of familiar names appear on the scroll of early adventurers: Du Frees built a hotel on the Dublin road in 1854 which he sold out to Tom Hart. The names of the early farmers thicken about this era. S. B. Martin, in 1853, Michael Murray, M. Fallon, Roland Saunders, Hiram Bailey, all appear as grain producers during these years. N. G. Patterson located on his ranch in 1854. Then follow the names of A. Esdon, John Huff, R. Threfall, and W. M. Mendenhall. There is no record to this date of any town (any buildings within our present town limits). The first nail driven in the erection of actual town property was in the hotel building of Alphonso S. Ladd in 1865, the year of terrible drought which killed off most of the remaining herds of cattle. The succeeding three or four years: Bardellini's saloon, Caughell's machine shop, and Adam Faths private house and a school house appear on the scene; Allen & Grahams' large store was built in 1868. Pete Franzen's Beer Depot, a drug store and some few less important places constituted Laddsville at that period. 1868 saw Beazell's blacksmith shop and A. J. McLeod's private house erected, these were the pioneer edifices on this the south side of the railway track. About midsummer of '69, the railroad track was laid; the first train passed through the valley in August of same year. The excursionists to the first State Fair at the Capitol were conveyed thither by rail in September 1869; the first depot being a freight car standing opposite Horton's lumber office.

THIS LOCOMOTIVE EVENT

appears to have greatly stimulated the growth of the town, for in the same year we find Stevens' Flour Mill, Hupers saloon at Laddsville, Francis' hotel and McLeods store under way; followed by Peter Catanich's hotel, the Golden Eagle hotel, and Jesse Bowles skating rink near the spot where Anspachers store now stands. W. M. Mendenhall was first to erect grain warehouse property in 1870, which subsequently passed to Edmondson for \$9,000. The Collegiate Institute was built in this year. Building on building followed. In 1872 the Roman Catholic Church was built. 1874 the Presbyterian and Methodist joint church was commenced. In 1873, the Odd Fellows' Hall was completed, the Palace Hall brick building in 1876. May, 1874.

THE PIONEER NEWSPAPER

known as the LIVERMORE ENTERPRISE, published its first issue as a weekly paper. In 1875, water was brought into Town by the Livermore Spring Water Company followed by the Arroyo Valley Water Company.

On April 30, 1876, the town of Livermore was incorporated by act of the State Legislature. On the 7th of May, 1876, the election of Town Trustees took place, and on the 14th of May 1876, the first formal meeting of the Board of Town Trustees was held in Exchange Hall.

In this the Centennial year, the following may be taken as a synopsis of the Town of Livermore as it now is: Area of the town 950 acres nearly with a resident population of 830 souls, occupying 234 buildings, 143 of which are private houses, 91 being classed as follows: one post office, seven general stores, one dry goods, two tailors, four milliners, two laundries, three shoemakers, two bakeries, one flour mill, four butchers, three fruiterers, two cabinet makers and undertakers, four blacksmiths, one tin and stove store, one architect and builder, one lumber yard, one water co.'s workshop, two harness makers, three jewelers, one stationer, two photographers, four barbers, four livery stables, thirteen saloons, six hotels, one brewery, one soda factory, four doctors, two druggists, one dentist, three grain warehouses, one fire engine house, one printing office, three public halls, one Justice Court, four lawyers, one jail, one public school, one fine College Institute, two churches, one passenger and freight depot, one railroad office: of corporations and companies we have four coal and two water. The aggregate value of town property is estimated to be \$600,000.

"High is the rank we now possess,
But higher we shall rise;
But what we shall at that day be,
Is hid from mortal eyes."

WATCH THIEVES--Wm. Stevens and James Bradley, were arrested in Pleasanton on Tuesday afternoon, by Constable McConky, for stealing a watch from Juan B. Rameras--(honest Jack)--recently. McConky worked the case up in good shape and the result is that they--the thieves--get by order of Judge A. M. Church, thirty days each in the County Jail. If people can't keep time one way they must another, and the law compels the latter.

LADIES WEAR--The Ladies of Livermore before getting their work done elsewhere, should call upon me at my residence corner of K and Second streets. I have made the business of dressmaking a life study and keep constantly on hand patterns of the most modern styles. My charges are lower than those of any other doing business here, while punctuality in filling orders can be relied on. Mrs. R. B. Campbell, dressmaker, Livermore.

PICNIC--Charles Rudell has arranged to have a Grand Picnic, on the old Livermore Picnic grounds--on the Chappo's Ranch, Arroyo Valle--and persons attending will find everything necessary for a good days' enjoyment on hand. We shall expect to find a large delegation upon the ground, and trust that friend Rudell will be well rewarded, for his persevering energy in promoting local enjoyments. Schnor's band will be on hand.

LOCAL TRAVEL--Monday, the third of July, eclipsed all previous days in the history of our Railroad Ticket Office. There were 151 tickets sold on that day, by J. L. Mitchel, local agent. Notwithstanding the stampede from town, Tuesday was as brisk and the streets were thronged as if no unusual drain had been made on the population.

We counted twenty-four flat cars of grain pass here on Tuesday morning. It came from the San Joaquin Valley. Upwards of 50 cars have left this station during the past ten days.

FIRE PRECAUTIONS--John Aylward has got in the first hydrant on the post office corner; we shall soon have the question of hydrants or cisterns set at rest.

HOSE--One hundred feet of fire hose is to hand from the Patent Canvass Rubber Hose Company. It is much lighter than the carbolized and is said to be as durable, while being only two thirds the price of the latter. It will be tested on the new engine, and if found deficient will be returned. If it will last but half the time of good carbolized hose, we are in favor of taking it at the price, considering the condition of the Town's financial resources. Judging from its appearance we fancy that fires in order to wear it out under

ten years would have to be more frequent than the buildings in this town are numerous, and by the time the hose was worn out not much of Livermore would be left.

A SHINING boot stands on Mally's porch; it is as much too large for the average human foot as Mally's "philosopher" hat is for an ordinary head. Those who are of a novel turn of head-dress, should see the new importation of black felt hat low crown and six or seven inches of brim.

NOTICE--If your hair is falling out try some of my Centennial Hair Lustre, and I will guarantee you a perfect cure inside of thirty days. Also, hair and whiskers dyed in the best style of the art, at Gus Englander's Hair Dressing Saloon, next the Postoffice, Livermore.

ICE--For the month past ending July 12, Agent Mitchel has delivered to customers at this place 10,000 pounds of ice. At three cents per pound we have a cool \$300. It is evident that our people are rather cool customers--for a young incorporation.

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The Wheel is Solid, after the kind known as the Rosette. This wheel is the strongest, possesses the most power and has the greatest wind surface of any wheel now made.

The Mill turns easily when the wind is light; and will be found at work when all other mills will be standing still, in any direction where a high wind has left them.

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There is a remarkable beauty about the self-governing principle which is characteristic of this Mill alone. There is a proper amount of speed for the wheel, which it receives in ordinary wind, but in storms when the wheel would run too fast if it stood directly in the wind, it turns itself partly out of the wind and keeps up its proper motion. If the wind becomes very severe, the wheel and rudder will gently fold together and remain still until the wind dies away.

It may be so arranged that the Mill will stop pumping when the tank is filled with water. All its movements are steady and noiseless, and yet, with all these advantages, the price is less than any other first-class Mill.

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