

PART ONE

ARCHAEOLOGY OF THE GOLDEN EAGLE SITE

HISTORY OF THE GOLDEN EAGLE HOTEL

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History of the Golden Eagle Hotel, 1851-1874

Social Context of the Golden Eagle Hotel

Golden Eagle Oyster Saloon

Barbers, Bootmakers, and Manufacturers

INTRODUCTION

A history of the Golden Eagle project area was researched and written by historian Edith Pitti under a separate contract with the Sacramento Museum and History Department. Her work will be distributed by the Department under separate cover from the archaeological report. While the reader is strongly encouraged to read the history and archaeology volumes together, it is realized that this may not be possible in all cases. Therefore, the following edited excerpts from Pitti's work have been included in this report to provide information which is essential to an understanding of the archaeological analysis. Her bibliographies, in history format, are also included here as a further aid to future research.

This section focuses primarily on the Golden Eagle Hotel due to the time limitations and contractual stipulations imposed on the historical research. Included also, however, is a tabular chart with information on other individuals, mainly barbers, blacksmiths and manufacturers, located at 175-179 K Street in the late 19th century and a description of the Golden Eagle Oyster Saloon and West Coast oyster industry during the years that William Cronin's establishment adjoined the Golden Eagle Hotel.

HISTORY OF THE GOLDEN EAGLE HOTEL 1851 - 1874

In 1851 Daniel E. Callahan established what was to become the Golden Eagle Hotel, one of Sacramento's first hostelryes.¹ On 19 September 1850, Callahan had purchased James Robinson's lot, a 26'8" by 70' parcel on Oak Avenue;² six months later, he bought the adjoining lot to the east, which fronted on K Street, from Jonathan B. Logan. On these two parcels, Callahan erected what was probably a canvas structure.³ Callahan's Place, as the establishment was apparently known, was probably both a bar and a hotel, which profited by its proximity to the Horse Market.

In 1851 Callahan contracted with the firm of Grant and Voorhies for the construction of a frame building, valued at \$2,000, at 183 K Street.⁴ This building, like the other structures on the block bounded by J, K, Sixth and Seventh streets, did not survive the fire of 1852.⁵ Callahan quickly secured some canvas for a tent, where guests could obtain a bunk "similar to those found on river steamers."⁶

In June of 1853, Callahan mortgaged a portion of his property for \$1,000; with this money, he purchased a parcel that joined his original lot.⁷ On this lot, Callahan constructed the new Golden Eagle, this time out of brick.⁸ The new building, with its granite front and marble lime plaster, reportedly measured 26-1/2' by 100' and contained 38 (perhaps 40) sleeping compartments, a private entrance to the upstairs rooms, and parlors on the second and third floors.⁹ The Golden Eagle dining room, which measured 22' by 70', was reputedly "one of the largest and most spacious in the city."¹⁰ Here, Callahan promised, the table would "be

supplied with the delicacies of the season."¹¹ The kitchen may have been under the direct supervision of the Callahan family, since there is no record that they employed a cook until 1859.¹²

This new brick Eagle was credited with stopping the second of the great Sacramento fires short of Seventh Street in 1854.¹³ The hotel continued to grow. The dimensions given for the hotel in 1854 were 25' by 140'.¹⁴ In 1855 Callahan purchased another adjoining parcel that extended from K Street to Oak Avenue and constructed "an ell on the rear of the hotel, extending eastward."¹⁵ By 1856 the hotel measured 66' by 140'; it is clear from the 1866 Houseworth stereo (plate 1) of the Golden Eagle, however, that only the original brick structure with its 1854 addition extended the full 140 feet.¹⁶

By 1856 the Golden Eagle had increased its capacity to 200 guests and was cited by the Daily Alta California as one of the four hotels in Sacramento which was "unequaled in the State."¹⁷ By this time, the first phase of the hotel's construction was essentially complete. Callahan had further expansion planned; despite his purchase of the adjoining lots needed to enlarge and transform his establishment into what would become a four-story Italianate building, he did not undertake this renovation for almost a decade.¹⁸ The delay stemmed from the need to re-establish property boundaries which apparently had been blurred by the vagaries of two major floods in 1850 and 1852, as well as by the confusion which had resulted from the almost total destruction of the central city in the 1852 fire. The complicated purchase and mortgage sequence for the Golden Eagle property is detailed in appendix 1.

In addition to the renovations on his own property, Callahan, like many local residents, became involved in the city-wide movement to improve living conditions. The campaign for a comprehensive sewerage system was spearheaded by local physicians after the floods of December 1861 and January 1862, which had left pools of stagnant water, rotting offal, and other unsanitary matter scattered throughout the city. This disaster was followed in 1862-63 by a smallpox epidemic.¹⁹ These two events highlighted the major problems, those of flood and disease, which had plagued Sacramento during the preceding decade. Both reasons were advanced to justify the expense involved in raising Sacramento's central district to a higher grade.²⁰ Sacramento's sewerage and drainage system, as it was laid down during the 1860s and 1870s, represented a coherent, integrated approach to urban sanitation in contrast to the frequently haphazard, individually inspired constructions which had been tolerated earlier.

Alteration of the city's topography was necessary to create a graduated southeastern slope which would channel liquid wastes and drainage water into a main ditch at Sixth and R streets. The establishment of the 6-inch, north to south declivity between alphabetical streets was undertaken. In addition, city specifications for this massive project required that even-numbered streets be raised 1 foot higher than odd-numbered streets, so sewage from the block bounded by J, K, Sixth, and Seventh streets, for example, would flow towards Seventh Street. A fully functioning sewerage system was not possible until the entire block was uniformly elevated and sloped according to plan.²¹



Plate 1

1866 Houseman Stereo Showing Corner of 7th and K Streets

There was considerable lag between the time of the raising of the perimeter of the block and the elevation of Oak Avenue. Work on Seventh Street began in the early 1860s and between 1863 and 1868 this thoroughfare underwent major alterations.²² By 1866 at the latest, and possibly as early as 1863, Callahan had laid the fill necessary to elevate that portion of Seventh Street--from K Street to Oak Avenue--which adjoined the hotel.²³ The elevation of the Golden Eagle Hotel lots, which included the parcel containing Callahan's original brick structure with its pre-1856 additions and the property formerly owned by Randall, probably occurred at this time.²⁴

North of Oak Avenue, however, the west side of Seventh Street dropped down to the old grade, posing serious problems for pedestrians.²⁵ Commenting on the dangers of some of the newly elevated sidewalks, the Sacramento Bee cited this sudden descent on Seventh Street as one example where the abrupt "termination to the sidewalk...would jar a man's cerebral column tremendously if he should walk off it unconsciously."²⁶

The elevation of the block was also delayed on the back lots that bordered Oak Avenue between Sixth and Seventh streets. Callahan, for example, did not raise the back lot to the west of the original wing of the hotel when he brought the main part of the Golden Eagle and his own house across the alley up to grade.²⁷ By 1870 the back portion of this lot had been raised, as the lithograph of Sacramento that year clearly indicates.

During this period, Callahan again enlarged the Golden Eagle. In 1867 he extended the hotel to the northwest corner of Seventh and K streets. Two years later, the Italianate facade was completed and, with the paving of K Street that same year, the Golden Eagle assumed a stately, elegant air (see plate 2).²⁸ The main floor of the Golden Eagle contained a reading room, into which the K Street entrance opened, a billiard room, and a bar in the northwest corner of the building. The dining room to the south featured Franco-American cuisine, although guests continued to sit at extended tables such as might be found in a boarding house.²⁹

The cost of these durable improvements, as well as the less overt costs generated by the supplies and services which guests expected to find in the newly renovated hotel, severely strained Callahan's financial resources. His financial position, although augmented by the hotel's success during the preceding decade, had nevertheless been taxed by the expenses associated with the elevation of the Golden Eagle and its ambitions and by assessments for such municipal improvements as levees and increased fire and police protection (see table 1).³⁰ Other factors may also have contributed to the erosion of Callahan's financial position, although it is not clear whether these emanated from business investments, speculation in the Comstock, or from his avocation as a sportsman. There was little indication, however, that he was suffering from financial difficulties until he began to expand the Golden Eagle Hotel in 1867.

Despite the erosion of Callahan's finances, he managed to survive financially awhile longer. Although he was sued for non-payment by Oullahan & Co. during the summer of 1873, it was not until 28 March 1874,



Plate 2

Golden Eagle Hotel ca. 1910–1915 (Camera Facing NNW).

TABLE 1

Tax Assessments on the Golden Eagle Hotel, 1866 - 1874

Tax	1866-67	1867-68	1868-69	1869-70	1870-71	1871-72	1872-73	1873-74
General	\$169.50	\$ 78.40	\$ 35.20	\$ 34.80 242.20*	\$ 65.70 295.65*	\$305.25	\$213.75	\$281.00
Fire Dept.	33.90	49.00	14.60	10.87 75.68*	10.95 49.27*	81.40	106.87	112.40
School	42.37	68.60	30.80	30.45 211.92*	25.55 114.97*	142.45	149.62	112.40
Levee	127.12	196.00	---	10.87 75.68*	5.00 22.99*	35.56	21.37	16.86
Redemption	16.95	---	---	---	4.38 19.71*	40.70	149.62	224.80
Street	---	---	---	17.40 121.10*	13.14 59.13*	81.40	128.25	123.64
Police	---	---	---	---	---	69.19	64.12	84.30
Special Water Works	---	---	---	---	---	---	---	22.48
Total	\$389.85	\$392.00	\$ 83.60	\$104.40 \$726.60*	\$124.83 \$561.73*	\$752.95	\$833.62	\$977.88

*Taxes paid by Clark and Cox

when John Breuner filed a complaint to recover money he had advanced Callahan, that other creditors began to clamor for payment also.³¹ On 18 April 1874, Callahan filed for bankruptcy.³²

On 14 August 1874, the Golden Eagle was put on the auction block and purchased by Creed Haymond and Jo Hamilton, on behalf of the Odd Fellows Bank, for \$50,800, a mere \$225 more than Callahan owed the bank.³³ During the next decade, several individuals were involved with the Golden Eagle until the legal question of ownership was finally resolved.

SOCIAL CONTEXT OF THE GOLDEN EAGLE HOTEL

From its beginnings, it was evident that changes in the surrounding neighborhood and the improvements undertaken at the hotel itself affected the type of clientele which was attracted. In the early 1850s, Callahan believed that his location "above the Horse Market" would attract immigrants and travelers.³⁴ The paucity of permanent residents at the Golden Eagle during this period suggests that he catered almost exclusively to transient visitors.³⁵ By 1854, however, perhaps due to the expansion of the Golden Eagle, nine people boarded at the hotel. Although no occupation was listed in the Sacramento City Directory for four of these individuals, four others were skilled craftsmen and one was a physician.³⁶

Throughout the 19th century, single men and women who had left their families and who had not accumulated sufficient capital either to purchase a house or a business with living quarters, sought accommodations in boarding houses and hotels. Families also found such quarters convenient homes, particularly in areas like California, where the scarcity of labor made it difficult to obtain qualified servants at reasonable rates.³⁷ The perceived need for servants, even in middle-class homes, emanated from the labor requirements involved in such everyday matters as the preparation of food or the maintenance of a clean wardrobe. When help could not be obtained in private homes, some families moved into hotels or boarding houses to resolve the problem.

Aside from the greater leisure which hotel life permitted, such establishments also offered a constant variety of companions. Although some people claimed this environment undermined the family unit and threatened the emotional development of children, these cries of alarm were countered by the advantages which hotels could offer to those who enjoyed diverse social contacts.³⁸ Callahan had advertised as early as 1856 that his hotel offered "superior inducements...to FAMILIES,"³⁹ and several families were permanent residents at the Golden Eagle during the 1860s and 1870s. It appears from the Sacramento city directories, however, that the majority of the hotel's permanent residents were single men.

A variety of professions were represented by Golden Eagle residents, many of whom worked in the immediate neighborhood. After the fire of 1854, in which the Courthouse burned, several of the county offices moved to the brick building erected by W.R. and P.J. Toll on K Street, not far from the Golden Eagle.⁴⁰ Judge Conger and two of the deputy sheriffs subsequently moved into the hotel.⁴¹

A number of local merchants also moved into the Golden Eagle. Between 1851 and 1871, 21 out of the 28 merchants and proprietors who boarded at the hotel owned businesses either on the J-K, Sixth-Seventh Street block itself, or within a six-block radius. Bookkeepers and clerks formed the second largest group of the Golden Eagle's permanent residents during this same 20-year period, but only 7 out of the 16 individuals worked near the hotel. Eleven manufacturers and makers boarded at the Golden Eagle, 9 of whom maintained establishments within the six-block area, as did half of the doctors, druggists, and lawyers who lived at the hotel (6 out of 12) between 1851 and 1871. Only a little more than a third of the 20 skilled craftsmen living at the hotel were locally employed.

It was not until 1858-59 that the Golden Eagle attracted a significant number of permanent residents. While the number of individuals who indicated in the Sacramento city directories that they boarded at the Golden Eagle was never very great--not more than two dozen in one year, or just slightly more than 10 percent of the hotel's capacity after it was enlarged in 1867--an interesting numerical pattern emerges which appears to correspond roughly to the hotel's two major construction phases. The Golden Eagle's permanent population was greatest in 1858-59, when 17 people resided at the hotel, and in 1869, when 26 individuals lived there.

The Golden Eagle's permanent residents and any guests who regularly returned to the hotel must have been impressed with the signs of urban maturity which increasingly characterized the immediate neighborhood. By the 1860s, there was a general demand that the poundmaster confiscate horses and cattle whose owners permitted them to graze unattended within the city limits. There was also a strong move to banish the Horse Market from its K Street location,⁴² partly due to K Street businessmen's objections to the practice of "test-driving" animals down the city's thoroughfares at breakneck speeds. Although the Horse Market remained until at least into the 1860s, many of its functions had already been absorbed by livery stables in the area. At least some, and perhaps most, of the stock was eventually moved from the city's business district to pastures adjacent to the city, but outside the corporate limits.⁴³

Other improvements were implemented in the central district that benefited businesses in the area. The elevation of the streets, as well as the concomitant work on the levees and creation of a new channel for the American River, had reduced the danger of floods.⁴⁴ Stone paving and the decline of freighting by the mid-1860s diminished the amount of dust generated in the summer and the number of potholes, which had resulted from the combination of heavy wagon traffic and muddy streets, in the rainy season.⁴⁵ In addition to these improvements and the installation of a sewerage system, street lights, first erected in 1854, gradually increased both in number and in the number of hours that they were lit.⁴⁶ While it is difficult to measure the effect these general civic improvements had on the Golden Eagle and other businesses, there can be little doubt that they helped erase the rawness that characterized Sacramento's early years.

The Golden Eagle had benefited during the 1850s by its proximity to the Horse Market and to J Street, the main route to the central mining district; its location near the principal transportation lines in later years was also an asset.⁴⁷ The Golden Eagle was the staging point for the relatively small Sacramento and Napa Stage Line and Cacheville Tri-Weekly Line in the mid-1860s, but most of the stages departed from the Orleans Hotel, a half a mile away.⁴⁸ The length of this journey was shortened for the Golden Eagle's guests after 1860, when Callahan instituted an omnibus service to convey travelers to both stage and passenger depots.⁴⁹

The juncture of the California Steamship Company, Sacramento Valley Railroad, and Central Pacific Railroad at the foot of K Street during the 1860s made K Street the most important commercial artery in the city, a fact which must have benefited the businesses which fronted it.⁵⁰ When a new railroad station was constructed in 1879 at Second and G Street, the Golden Eagle was still easily accessible to travelers, since the city's street railway, built in 1870, conveyed passengers along K Street past all the major hotels enroute to the depot.⁵¹ The increased ease of travel engendered by the expanded transportation network undoubtedly increased the number of temporary guests at the Golden Eagle.

GOLDEN EAGLE OYSTER SALOON

The Golden Eagle Oyster Saloon was situated next door to the Golden Eagle Hotel and apparently catered to the same clientele. From the Gold Rush on, oysters were an extremely popular item on 19th-century California menus. They appear to have been served in a variety of social contexts, from "ladies restaurants" and ice cream parlors to chop houses. Banquets or fine meals usually began with a course of oysters. Appendices 3.1 and 4.1 give some indication of the styles and settings in which oysters were served. Research into the social, demographic, and political characteristics of the clientele of these various eating establishments should prove a useful endeavor. A brief history of the oyster industry, which supplied this market, is given below.

Eastern immigrants, attracted by the discovery of gold in California, carried the memory of large and delicately flavored oysters to their new homes. The demand for this familiar and favored food engendered the development of the California oyster industry. Since oysters can hermetically seal their valves and adapt to the limited amount of oxygen present by reducing their body functions, it was possible "to hold oysters out of water for shipping and marketing without serious injury."⁵² Consequently, efforts were made to ship oysters around the Horn or across the Isthmus of Panama, but the journey proved too long; most of the oysters arrived in very poor condition.⁵³ While tinned or spiced oysters were shipped regularly to California from Baltimore, Boston, and New York during the 1850s, this trade satisfied neither the growing demand for oysters nor the desire for fresh oysters.⁵⁴

There were fresh oysters in San Francisco Bay, but these were small and the flesh was dark and, some said, coppery tasting. While native oysters found some market in San Francisco and possibly in some of the interior communities, they were far from popular.⁵⁵

Very early, therefore, oystermen began to explore the Pacific Coast in the hope of discovering a suitable oyster. The first acceptable Pacific Coast oyster was discovered in Shoalwater Bay (now Willapa Bay) in 1850.⁵⁶ The first shipload of oysters from Washington died enroute. The experiment was successfully repeated the following year, however, and subsequent expeditions led to the development of the Shoalwater Bay trade.⁵⁷ These Washington oysters, "shipped in the shell in 100-pound sacks or in baskets holding about 32 pounds," took approximately six days to reach San Francisco. Those that were not sold immediately either to wholesale or retail dealers were "laid out on beds in San Francisco Bay where the oysters remained fresh until needed in the market."⁵⁸

Flood waters from the Sacramento and San Joaquin rivers inundated the oysters bedded in San Francisco Bay in 1862 and 1863 with mud and other debris, causing heavy losses. A severe winter along the Northwest Coast the preceding year had similarly decimated the oyster supply at Shoalwater Bay. These disasters prompted a search for other sources of supply, which led to the discovery of Nastard's Bay, 50 miles south of the Columbia River, and Yaquina Bay in the Yaquina Indian Reservation.⁵⁹

After considerable dispute over the latter area, Winant & Co. finally obtained a lease to work the Yaquina beds in 1862, when they agreed to pay the Indian agent 15 cents per bushel for the oysters. Despite protests from other oystermen, Winant & Co. virtually captured the San Francisco market for a year or two. As with Shoalwater oysters, those from Yaquina Bay were held in San Francisco Bay until needed. Shoalwater oysters recovered during the interval, however, and, with the depletion of the Yaquina supply, again became the predominant West Coast oyster on the market.⁶⁰

Despite attempts as early as 1857 to introduce oysters from the Gulf of California, these ventures never succeeded, primarily due to the lack of ice at Mazatlan.⁶¹ By 1868, therefore, wholesale oyster trade in San Francisco depended primarily on the Northwest for fresh oysters. Winant & Co. appears to have supplied Sacramento retailers through the Arcade Oyster Saloon on Second Street and perhaps through the Bank Exchange, also on Second Street.⁶²

Despite the success of the Washington oyster trade, Eastern oysters were still in demand. Not only was the flesh considered milder than that of the native oysters, but the Eastern oysters were considerably larger, primarily due to reproductive differences between the two species. Only 150 to 250 Eastern oysters could fill a one-gallon container, while 1,600 native oysters were required to fill a container of similar size.⁶³

Changes in San Francisco Bay, attributed to an unknown cause, resulted in losses estimated at \$40,000 in 1867; this set-back gave additional impetus to the desire to import Eastern oysters.⁶⁴ The first overland shipment of live Baltimore oysters had to await completion of the trans-continental railroad. On 20 October 1869, Sacramentans turned out to welcome "the Central Pacific passenger train, a 'Blue Line' refrigerating car of the Michigan Central Railroad, loaded with Baltimore oysters in the shell, in cans and kegs packed with ice..."⁶⁵

The Sacramento Daily Union commented,

If this venture succeeds, a car load will be forwarded hereafter weekly, although the cost of bringing them (\$1,200 per car load) and their liability to spoil, makes the business one of considerable hazard.⁶⁶

The following year, the paper reported that "the importation of Eastern oysters by rail has been abandoned as unprofitable, their quality was generally impaired and the freight made their cost too high."⁶⁷ The newspaper might have added that Eastern oysters of marketable size took up too much space to justify the cost.

While the importation of marketable Eastern oysters was discontinued, experiments in rebedding Eastern seed oysters or spats were initiated in 1870.⁶⁸ It was discovered that the central portion of San Francisco Bay was unsuitable for the relocation of these seed oysters, which led to the development of the southern bay, particularly along the western shore. The transplanted oysters grew more rapidly in California than they did in their native habitat, primarily due to the warmer water in San Francisco Bay.

For a number of years, it was believed that these seed oysters would not reproduce. It was found later that the reproduction of Eastern oysters was also related to water temperature; under ideal conditions, the imported spats matured and multiplied.⁶⁹ If the young managed to successfully drift with the tides until they reached a suitable bedding area, an untended oyster bed developed.⁷⁰ Since these beds were usually small, they were not important commercially.

For the most part, wholesale dealers relied on the yearly importation of seed oysters to supply the market. Large-scale shipments, which took about three weeks to reach San Francisco, were not undertaken until 1875, although a number of spats had been shipped and raised to maturity between 1869 and 1874.⁷¹

It was at the end of this experimental period, when it had been demonstrated that imported spats could supply the market, that William P. Cronin opened the Golden Eagle Oyster Saloon.⁷² A native of Ireland, Cronin had worked as a butcher in London and as a salesman for the Singer Sewing Machine Company in New York; in 1858 he came to Sacramento, where he worked as a waiter at the Golden Eagle Hotel for 11 years.⁷³ According to Thompson and West, Cronin opened his oyster saloon in 1869, but the Golden Eagle Oyster Saloon was not listed as a separate business in the Sacramento city directories until 1874.⁷⁴ It is possible, since Cronin was listed simply as a barkeeper in 1873, that the oyster saloon originated in the Golden Eagle Hotel; Cronin may have rented the bar from Callahan before he moved into the adjoining structure owned by Samuel Cross.⁷⁵ Cronin was located at 179 K Street between 1874 and 1878, when he moved his establishment across the street.⁷⁶

BARBERS, BOOTMAKERS, AND MANUFACTURERS

Information on the occupants of the remaining parcels investigated archaeologically is summarized in table 2. This table was compiled from Edith Pitti's research in Sacramento city directories.

TABLE 2

Summary of Occupants of 175, 177, and 179 K Street

<u>Address</u>	<u>Year</u>	<u>Occupant</u>	<u>Place of Birth</u>	<u>No. of Employees</u>	<u>Other</u>
175 K Street	1859	Herring/picks, iron doors Wells/horseshoer	New York Ohio	2	
	1861	Herring/blacksmith Nixon/blacksmith Wells/horseshoer	Ireland		
	1863	Nixon/blacksmith		1	
	1866	Nixon/horseshoer		1	
	1868	Wright & Co./blacksmith	Tennessee	1	Lives at Golden Eagle
		Nixon/horseshoer			
	1869	Wright/blacksmith			
		Nixon/horseshoer		1	
	1871	Wright & Co./blacksmith			
	1871	Nixon/horseshoer	Ireland	1	
	1872	"			
1890	"				
177 K Street	1854	Cole/sashmaker	Maine	1	
	1858	Hartwell & Cole/sashmaker	Mass./Maine	2	
	1863	Cole/sashmaker			
	1865	Hillebrand/bootmaker	Germany		
	1866	"		2	
	1868	"		6	
	1869	Aitkin & Luce/marble works	Scotland/N.Y.	6	Luce is Supt. of City Cemetery
	1871	"		4	
	1872	"			"Pioneer Marble Works"
	1890	Marble Works			

Table 2, continued

<u>Address</u>	<u>Year</u>	<u>Occupant</u>	<u>Place of Birth</u>	<u>No. of Employees</u>	<u>Other</u>
179 K Street	1856*	Cross/attorney	Ireland	4	Deacon of Congregational Church "Colored Barber"
	1857*	"			
	1858*	George/barber	Ireland		
		Cross/attorney			
	1859*	George/barber	Ireland		
		Cross/attorney			
	1860*	"			
	1866	Besser & Reno/barbers	Mass.		
	1869*	Hillebrand/bootmaker	Germany		
	1870	"			
	1871	Dunlap/barber	Germany		
		Hillebrand/bootmaker			
	1872	"			
	1873*	Hillebrand/bootmaker	Germany		
1874	Cronin/Golden Eagle Oyster	Ireland			
1875	Salpon				
1876	"				
1877	"				
1878	"				
1880	Roth/harnessmaker				

*Represents information interpreted from historical source by Mary Praetzellis

FOOTNOTES

¹Daughters of the American Revolution. Typewritten copy of the California (State) Census of 1852. Vol. 5. San Diego and Sacramento Counties, p. 183; Thompson and West, History of Sacramento County, California with Illustrations (Oakland: Thompson and West, 1880. Reproduction with Introduction by Allan R. Ottley. Berkeley, 1960), p. 281.

²W. J. Davis, An Illustrated History of Sacramento County, California (Chicago: The Lewis Publishing Co., 1890), p. 452; Sacramento Bee, Sacramento Guide Book (Sacramento, n.d.; ca. 1939), p. 129; Sacramento County, Deeds, Vol. E, p. 65.

³_____, Deeds. Vol. F, p. 453; City of Sacramento, Map Book (1851), J-K, 6-7 Block and Tax Book (1851), "Callahan"; Sacramento Daily Record-Union (December 19, 1885), 8/4; Sacramento Bee (November 15, 1956), 6/2-3.

⁴City of Sacramento, Mechanic Liens. Book A, p. 110.

⁵Thompson and West, p. 76; Davis, p. 453; Sacramento Daily Record-Union (December 19, 1885), 8/4; Sacramento Bee (November 15, 1956), 1/8.

⁶Davis, p. 453.

⁷Sacramento County, Mortgages. Book D, p. 615; _____, Deeds. Book K, p. 531.

⁸Sacramento County, Mortgages. Book D, p. 605; Daily Democratic State Journal (July 26, 1853), 2/3; City of Sacramento, Tax Book (1853), "Callahan" and Assessment Book (1854), "Callahan"; Samuel Colville's City Directory of Sacramento for 1854-55. Collated, Compiled and Published by Samuel Colville (San Francisco: Monson & Valentine, Book & Job Printers, 1854), p. 15.

⁹Daily Democratic State Journal (July 26, 1853), 2/3; Sacramento Daily Union (August 6, 1853), 2/3 and 3/5.

¹⁰Daily Democratic State Journal (July 26, 1853), 2/3.

¹¹Colville's Sacramento Directory. Vol. VI. For the Year Commencing May 1856. By Samuel Colville, Collator and Publisher (San Francisco: Printed by Monson, Valentine & Co., 1856), n.p.

¹²Sacramento City Directory, for 1860. Compiled and Published by D.S. Cutter & Co. (Sacramento: H.S. Crocker & Co., Book & Job Printers, 1859), pp. 3, 63.

¹³Thompson and West, p. 77; Sacramento Daily Union (July 14, 1854), 2/6.

¹⁴Daily Democratic State Journal (July 26, 1853), 2/3; Colville's City Directory of Sacramento, for 1854-55, p. 15.

¹⁵Sacramento County, Deeds. Book P, p. 244; Sacramento Daily Record-Union (December 19, 1885), 8/4.

¹⁶Colville's Sacramento Directory for 1856, p. 57.

¹⁷Daily Alta California (San Francisco) (November 12, 1856), 2/3.

¹⁸City of Sacramento, Museum and History Division, Copy of George C. Baker's 1857 Lithograph of Sacramento.

¹⁹Sacramento Board of Health. Report of the Board of Health, for the Year Ending March 31, 1863. Presented to the Supervisors of the City and County of Sacramento on the Eighth Day of April 1863 (Sacramento: James Anthony & Co., 1863), p. 8; Joseph Roy Jones, M.D., Memories, Men and Medicine (Published by the Sacramento Society for Medical Improvement, 1950), pp. 248, 250-251, 253; T.M. Logan, M.D., "Medical History of the Year 1868 in California" (San Francisco: Printed by F. Clark, 1869), p.6. But as early as 1850, the Sacramento Transcript (October 25, 1850), 2/4, had warned that only the extreme cold of winter and sanitary measures would check the cholera epidemic.

²⁰Barbara Lagomarsino, "Early Attempts to Save the Site of Sacramento By Raising Its Business District" (Unpublished M.A. Thesis, Sacramento State College, 1969), pp. 32, 91.

Raising the streets to improve the city's sanitary conditions was specifically recommended as early as 1851, again by the Sacramento Transcript (January 15, 1851), 2/1. Also see Henry Gibbons, M.D., "Annual Address Before the San Francisco County Medical Society," given January 27, 1857 (San Francisco: Whitton, Towne & Co.'s Excelsior Steam Press, 1857), p. 21 and City of Sacramento, Sacramento City Council Records. Vol. F (1853-54), p. 4.

²¹Sacramento Daily Record-Union (November 4, 1879), 3/3-3/5 and (January 27, 1881), 3/3; Sacramento Board of Health, Annual Report of Walter B. Ferral, Health Officer of the City of Sacramento, California. For the Fiscal Year Ending April 1, 1885 (Sacramento: H.S. Crocker & Co., 1885), p. 11; Sacramento Daily Record-Union (September 6, 1887), 2/3.

²²City of Sacramento, Street Assessment Roll. (1863-1878), "Improving Seventh From I to M Streets by Grading Same," p. 13 and "Improving Seventh Street from J to K Streets by Grading Same," p. 120.

²³The 1863 date is based on the newspaper account of sidewalks built to the new grade as reported in the Sacramento Bee (January 22, 1863), 3/1, while the 1866 date derives from the pictorial evidence offered by the 1866 Houseworth stereo of the Golden Eagle, St. Rose of Lima Church, and Toll's Stable.

²⁴Callahan's mortgage in 1867 stipulated that Clark and Cox could collect payment, if forced to foreclose, for the "advances of money they make to raise the buildings," which indicates that there was more than one structure on the property. See Sacramento County, Mortgages. Book S, pp. 601-602.

This mortgage, however, appears to have been a refinancing of an earlier mortgage, dating back to 1864. See Mortgages. Book R, pp. 127-128.

Callahan's elevation of the Golden Eagle and his section of the adjoining street explains why the newspaper, when reporting the buildings that were being raised, stated that "the Golden Eagle Hotel is in place." See The Daily Bee (Sacramento) (June 30, 1863), 3/2. Having raised his building, Callahan was a strong proponent of the high grade. See the Sacramento Daily Union (June 30, 1868), 4/1.

²⁵City of Sacramento, Street Assessment Roll (1863-1878), "Improving Seventh Street from J to K Streets by Grading Same," p. 120.

²⁶Sacramento Bee (January 22, 1863), 3/1.

²⁷Street Assessment Roll, "Improving Oak Avenue from Sixth to Seventh Streets by Grading," p. 196.

²⁸Sacramento Bee (November 15, 1856), 6/2-3; Sacramento Daily Record-Union (December 19, 1885), 8/4; City of Sacramento, Street Assessment Roll, "Improving K Street from Fourth to Seventh Street by Paving Same with Stone Pavement," p. 151; Thompson and Co., Historical and Descriptive Review of the Industries of San Francisco, 1887 (San Francisco: Thompson and Co., 1887), p. 91.

²⁹Sacramento Daily Record-Union (May 19, 1881), 3/4.

³⁰Sacramento County, Assessment Rolls for 1866-67, 1867-68, 1869-70, 1871-72, 1872-73, 1873-74.

³¹No. 14232. District Court of the Sixth Judicial District, State of California. Judgment Roll. Second Series, No. 7677. David Porter et. al. vs. D.E. Callahan. Filed August 13, 1873. Copy of letter from Maginnis to Oullahan and Porter enclosed; No. 14651. District Court. Sixth Judicial District. John Breuner vs. D.E. Callahan. Complaint Filed March 28, 1874.

³²The District Court of the Sixth Judicial District advised Callahan's creditors that bankruptcy proceedings had been initiated on April 18, 1874, and, consequently, the sheriff had turned over all of Callahan's personal property that had been attached to Samuel J. Clark, U.S. Commissioner in Bankruptcy. Included in No. 14651. District Court. Sixth Judicial District, County of Sacramento. John Breuner vs. D.E. Callahan. Affidavit for Attachment. Filed March 28, 1874.

³³Sacramento County, Deeds. Book 73, p. 483; Sacramento Daily Record-Union (August 12, 1874), 4/4 and (August 15, 1874), 5/1. No. 16492, Superior Court. Placer County. H.G. Smith vs. Odd Fellows Savings and Commercial Bank et. al. Deposition of George W. Jackson, E.L. Hawk and William F. Huntoon. Filed May 22, 1880.

³⁴Daily Transcript (Sacramento) (August 31, 1850), 1/4.

³⁵The 1852 California State Census did not record any permanent residents at the Golden Eagle (see California Census of 1852, Vol. V, p. 183), nor were any listed in The Sacramento Directory for 1853-54.

³⁶Samuel Colville's City Directory of Sacramento, for 1854-55, pp. 22, 28, 51, 55, 68, 71, 77, 83.

³⁷Daniel J. Boorstin, The Americans: The National Experience. (New York. Random House, 1966), pp. 145-146. In 1880, five families resided at the Golden Eagle, according to the 1880 Census, Vol. 8, San Benito, San Bernadino, Sacramento, and San Diego Counties. 1-636. Bureau of Census.

³⁸Boorstin, pp. 145-146.

³⁹Colville's Sacramento Directory for the Year 1856.

⁴⁰Sacramento Bee (December 7, 1857), 3/1 and (December 10, 1857), 3/1-2 and (January 20, 1860), 3/3.

⁴¹Sacramento Directory and Gazetteer, for 1857 and 1858, p. 22; Taylor's Sacramento Directory for 1858-59, pp. 3, 57.

⁴²Sacramento Bee (February 11, 1863), 3/1; (June 19, 1861), 3/1; (December 17, 1862), 3/1; (December 19, 1862).

⁴³Ibid. (July 7, 1857), 3/1; (April 4, 1875), "100 Years Ago--1875," B6/5; (May 29, 1861), 2/2; (May 24, 1861), 3/4; (July 20, 1861), 3/1; (August 2, 1861), 4/4.

⁴⁴Ibid. (November 8, 1862), 3/1.

⁴⁵Ibid. (June 30, 1875), "100 Years Ago--1875," B6/5; Sacramento Transcript (December 5, 1850), 2/2; Joseph A. McGowan, History of The Sacramento Valley. Vol. I (New York: Lewis Historical Publishing Co., 1961), p. 89.

⁴⁶Sacramento Bee (December 15, 1857), 2/2; (December 21, 1857), 3/1.

⁴⁷Sacramento Transcript (December 5, 1850), 2/2.

⁴⁸Sacramento Directory for 1866, Compiled and Published by Robert E. Draper (Sacramento: H.S. Crocker & Co., Book and Job Printers, 1866), pp. 34-35.

⁴⁹Sacramento Bee (August 3, 1860), 2/4.

⁵⁰Photograph in Aubrey V. Neasham and James E. Henley, The City of the Plains: Sacramento in the Nineteenth Century (Published by The Sacramento Pioneer Foundation in cooperation with The Sacramento Historic Landmarks Commission, Sacramento, Ca., May 10, 1969), p. 135.

⁵¹The Sacramento Directory, of Sacramento for 1853-54, pp. 3, 11; Mears' Sacramento Directory for the Years 1863-64, Compiled and Published by Leonard Mears (Sacramento: Printed by A. Badlam, 1863), p. 25. This was the fifth franchise given for a street railway and the third to run on K Street. See Thompson and West, p. 208.

⁵²Elinore M. Barrett, The California Oyster Industry, Fish Bulletin 123 (The Resources Agency of California, Department of Fish and Game, 1963), p. 9.

⁵³Ibid., p. 21.

⁵⁴The Mercantile Gazette and Shipping Register (San Francisco), January 4, 1858 (3/3); January 19, 1858 (3/3); February 4, 1858 (2/6); February 19, 1858 (2/5); March 4, 1858 (2/5); March 27, 1858 (3/1); April 3, 1858 (3/3); April 19, 1858 (3/3); May 4, 1858 (3/2); May 19, 1858 (2/6); May 26, 1858 (3/2); June 4, 1858 (2/6); June 19, 1858 (2/6); June 26, 1858 (3/2); October 4, 1856 (3/1); January 20, 1863 (3/2); January 30, 1863 (3/2); February 28, 1863 (3/4); March 10, 1863 (3/4); March 21, 1863 (3/2); January 20, 1862 (3/5); January 31, 1862 (3/5); February 10, 1862 (3/5); February 20, 1862 (3/2-3/3); February 28, 1862 (3/4); March 10, 1862 (3/3); March 20, 1862 (3/2-3/3); March 31, 1862 (3/2); April 10, 1862 (3/1); April 19, 1862 (3/2); April 30, 1862 (3/2); May 7, 1862 (3/3); May 23, 1862 (3/2); May 30, 1862 (3/2); June 6, 1862 (3/3); June 13, 1862 (3/3); June 30, 1862 (3/3); November 21, 1863 (3/4); December 11, 1863 (3/4); Sacramento Union (July 23, 1939), reprint of a letter dated March 23, 1851 from Albert Leonard to his brother (magazine section, n.p., col. 1); The Daily Union (Sacramento) (April 16, 1851), 3/2 and (June 16, 1851), 3/3.

⁵⁵John E. Skinner, "The Molluscan Fisheries," An Historical Review of the Fish and Wildlife Resources of the San Francisco Bay Area (The Resources Agency of California, Department of Fish and Game, Water Projects Branch, Water Projects Branch Report No. 1, June 1962), p. 97; The Daily Union (Sacramento) (December 13, 1851), 2/1; Barrett, p. 22; San Francisco Bulletin (March 13, 1868), 3/6.

⁵⁶San Francisco Daily Bulletin (February 9, 1857), 3/3; Sacramento Daily Union (February 11, 1857), 3/2; San Francisco Bulletin (March 13, 1868), 3/6; San Francisco Chronicle (February 6, 1898), 1/1

⁵⁷San Francisco Bulletin (March 13, 1868), 3/6; Barrett, p. 22; C.S. Sayce, "The Oyster Industry of Willapa Bay," Proceedings of the Symposium on Terrestrial and Aquatic Ecological Studies (Eastern Washington State, 1977), p. 349.

⁵⁸Barrett, p. 23.

⁵⁹Ibid., p. 22; San Francisco Bulletin (March 13, 1868), 3/6.

⁶⁰Ibid.

⁶¹James G. Cooper, "Pacific Coast Oysters," Overland Monthly, V. 23 (June 1894), p. 653; Sayce, p. 97; San Francisco Bulletin (March 13, 1868), 3/6; San Francisco Daily Bulletin (February 9, 1857), 3/3; Barrett, p. 22.

⁶²San Francisco Bulletin (March 13, 1868), 3/6; Sacramento Daily Union (December 5, 1868), 7/3; Sacramento City Directory for the Years 1861-62. Compiled by H.J. Bidleman (Sacramento: H.S. Crocker & Co., 1861), n.p.

⁶³Barrett, p. 13.

⁶⁴San Francisco Bulletin (March 13, 1868), 3/6.

⁶⁵Sacramento Daily Union (October 21, 1869), 3/1.

⁶⁶Ibid.

⁶⁷Ibid. (December 9, 1870), 1/6.

⁶⁸Barrett, p. 27; Sacramento Daily Union (May 7, 1870), 1/3 and (April 17, 1871), 3/1. The San Francisco Chronicle (February 6, 1898), 1/1, credited the Morgan Company with the importation of the first spats in 1869.

⁶⁹Cooper, p. 654; Barrett, p. 15.

⁷⁰Cooper, p. 654; The San Francisco Call (August 7, 1898), 25/1.

⁷¹Barrett, p. 27; Sacramento Daily Union (May 7, 1870), 1/3; (December 9, 1870), 1/6; (April 17, 1871), 3/1; Cooper, p. 653.

⁷²The Sacramento Directory for the Year 1874. Compiled by John F. Uhlhorn (Sacramento: H.S. Crocker & Co., 1874), p. 99.

⁷³Thompson and West, History of Sacramento County, California with Biographical Sketches (Oakland: Thompson and West, 1880. Reproduction with Introduction by Allan R. Ottley, Berkeley, 1960), p. 282.

⁷⁴Ibid.; Sacramento Directory for 1874, p. 99.

⁷⁵The Sacramento Directory for the Year Commencing January 1873. Compiled by John F. Uhlhorn (Sacramento: H.S. Crocker & Co., 1873), p.208.

⁷⁶Sacramento Directory for 1874, p. 99; Dorothea J. Theodoratus and Kathleen C. McBride, "History of the Sacramento City Block: 6th and 7th, K and L Streets, 1848-1920" (City of Sacramento, Redevelopment Agency, January 1978), p. 33.

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APPENDIX 1

1850 - 1860

SUMMARY OF D.E. CALLAHAN'S ACQUISITIONS AND MORTGAGES
vis-a-vis THE GOLDEN EAGLE HOTEL

Date	Lot	Purchase	Mortgage	Amount	Satisfied	Dimensions	Grantor	Mortgager
9/19/50	6	x		\$ 900		N 1/2 of E 1/3 26'8" on Oak Ave., extending 70' S	James Robinson (E/65)	
3/12/51	5	x		1000		1/4 Lot 5, commencing 60' from the northwest corner 7 th & K, running towards J 140'; W along the alley 20'; S 140' to K; E along K 20'	Jonathan B. Logan (F/453)	
6/28/53	5		x	1000 4 /mo.	9/5/54	W 1/4 Lot 5; same dimensions as above		Sam'l. Brown, Sr. (D/615)
7/23/53	6	x		1000		E 1/3 Lot 6; 26'8" fronting on K to depth of 70'	George Fay by his attorney (HG & AH Smith) (K/531)	
8/3/53	5/6		x	3000 4 /mo.	7/23/55	E 1/3 Lot 6; 26'8" on K, running back 160' north to alley & W 1/4 Lot 5		Wm. J. Pardee (G/154-155)
12/10/53	5/6		x	2000 3 /mo (Day)	11/55	1/4 Lot 5, 60' from N.W. corner 7 th & K, running 140' along I.S. Crock's line to alley; 20' along alley; 140' S to K & 20' E and E 1/3 Lot 6 fronting 26'8" on K, running back 140' & "being the same on which now stands the Golden Eagle Hotel"		F.W. Page in trust for Franklin O. Day and Chas. I.I. Leopold (E/438) Leopold assigned his mortgage to John Waters (12/10/53) for \$2902; satisfied 8/3/55

APPENDIX 1, continued

Date	Lot	Purchase	Mortgage	Amount	Satisfied	Dimensions	Grantor	Mortgager
5/28/55	5	x		\$ 900		E 1/2 of W 1/2 Lot 5, "commencing 40' from the corner of 7 th & K & extending W along K St. 20' thence... N 140', thence E 20', & thence S 140'	Mark Foster & Chas. H. Mosley (P/244)	
7/27/55	5/6		x	3000 2 /mo.	8/20/56	W 1/2 or 40' Lot 5 & E 1/3 or 26 & 2/3' Lot 6		Wm. R. Smith (G/181-132)
2/5/56	5	Convey- ance		200		one "undivided half of the brick wall erected on the N 1/4 of the E 1/2 of Lot 5...to wit the wall on the W side thereof, the same being 40' in length..."	John Randall & Joseph Stoopes (Q/555)	
6/17/56	5	Agreement to Buy: \$1000 down & \$3000 w/n a year at 2/ mo. interest		4000		that part of Lot 5 running "W along the N side of K St. 40', thence N 100', thence E 40', thence S along the W side of 7 th St. 100' "	John C. Drummond (R/349)	
9/10/56	5	Convey- ance				"whereas the S wall of a brick house now erected on the N part of Lot 5 ...belonging to [Randall] has been by mistake built partly on ground belonging	John Randall & Joseph Stoopes (S/29)	

APPENDIX 1, continued

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Date	Lot	Purchase	Mortgage	Amount	Satisfied	Dimensions	Grantor	Mortgager
						... [Callahan] it is agreed that... [Randall]" conveys the said wall "commencing at a point on the W side of 7th St. 100' N of K St. & running thence W on said lot 40' for the thickness of 1' & of the height of two stories... [Randall & Stoopes] to enjoy the free...use of said wall as the South wall of the building...."		
4/15/57	5	x		\$4000		Lot 5, commencing at the N.W. corner 7th & K, running W along the N side of K 40', thence N 100', thence E 40' thence S along the W side of 7th 100'	John C. Drummond (T/461)	
6/30/58	5/6		x	3000 2 /mo.	10/13/58	from the N.W. Corner of 7th & K, N along the W line of 7th 100'; then at right angles 40', then N 40' to Oak Ave. then along said ave. 93 1/3' to the intersection of the W line of the middle 1/3 of Lot 6; then N 70', then E 26 & 2/3', then S 70' to the N line of K; along K 106 & 3/2'		Addison C. Hinkson (L/599-601)

APPENDIX 1, continued

Date	Lot	Purchase	Mortgage	Amount Satisfied	Dimensions	Grantor	Mortgager
9/9/58	6	x		\$ 800	N 20' of W 1/2 of E 2/3 of Lot 6, commencing on the S side 60' N of K St. & 106.8' W of 7 th St., running N 80' to Oak Ave. then W on the S side of Oak Ave. 26'8", then S & parallel with K 26'8"	Sam'l & Mary A. Cross (W/484)	
10/7/58	5	x		3500	N.E. 45' of Lot 5, commencing on the W side of 7 th 100' from K, running N on the W side 40' to Oak Ave., then W on the S side of Oak Ave. 40'; then S 40', then E 40'	John Randall (W/552)	
10/12/58	5/6		x	6000 3/25/62 two promissory notes combined: (1) 6/30/58 for \$3000 & (2) 10/12/58 for \$3000 at 1 1/2 interest per month.	from the N.W. corner 7 th & K, N along the W line of 7 th 140' to Oak Ave., then W along S line of Oak Ave. 133 1/3' to intersection with the line of the middle 1/3 of Lot 6; then S 70', then E 26 2/3', then S 70' to the N line of K; then E along N line 106 2/3'		Addison C. Hinkson

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