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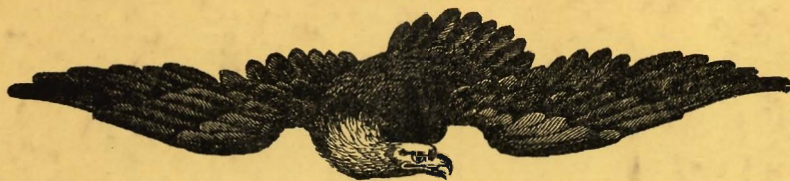
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STOCKTON
 CALIFORNIA

CITY DIRECTORY

1949-50

Including

LODI

Containing an Alphabetical Directory of Business Concerns and Private Citizens, a Street and Avenue Guide and Directory of Householders of Stockton and Lodi, Rural Routes, and Much Information of a Miscellaneous Character; also a

BUYERS' GUIDE

AND A COMPLETE

CLASSIFIED BUSINESS DIRECTORY

For Detailed Contents See General Index



R. L. POLK & CO., Publishers

604 Mission Street, San Francisco, California

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INTRODUCTION



RL. POLK & CO., publishers of the Stockton City Directory, as well as more than 750 other city, county, state and national directories, present to subscribers and the general public, this, the 1949-50 edition of the Stockton Directory, which also includes Lodi together with a directory of the rural free delivery box holders on routes which are pivotal from the Stockton and Lodi Post Offices.

Confidence in the continued growth of Stockton's wealth, industry and population, and in the advancement of its municipal and social activities, will be created as sections of this directory are consulted, for the directory is a mirror truly reflecting Stockton to the world.

The enviable place occupied by R. L. Polk & Co.'s Directories in offices, stores, libraries and homes throughout the country, has been established by rendering the best in directory service. With an unrivaled organization, and having the courteous and hearty co-operation of the business and professional men and residents, the publishers feel that the result of their labors will meet with the approval of every user and that the Stockton Directory will fulfill its mission as a source of authentic information pertaining to the community.

Population

The estimated population of Stockton is 90,000 based on the number of individuals' names in the alphabetical section of the directory, with due allowance for children and for women whose names are not listed separately from those of their husbands. Territory immediately adjacent, which is part of the city, as far as business and social life are concerned, is included in the directory. The population of Lodi is estimated at 15,700.

Five Major Departments

The several essential departments are arranged in the following order:

THE ALPHABETICAL LIST OF NAMES of residents, business firms and corporations, on white paper, is included in pages 17 to 664 for Stockton and 917 to 1012 for Lodi.

THE DIRECTORY OF HOUSEHOLDERS, TENANTS OF OFFICE BUILDINGS AND OTHER BUSINESS PLACES, AND STREET AND AVENUE GUIDE on pink paper, covers pages 665 to 828 for Stockton and 1013 to 1040 for Lodi. In this section the names of the streets and avenues are arranged in alphabetical order; the residences and business houses are arranged numerically under the name of each street and avenue, and the names of householders and business concerns are placed opposite the numbers. Home property ownership is indicated by the character ©, placed immediately after the name of the householder. The symbol Δ preceding name denotes householders and places of business having telephones.

THE BUYERS' GUIDE beginning opposite page 828, and separately paged from 1 to 48, on goldenrod paper, contains the advertisements of leading manufacturing, business and professional interests of Stockton and

vicinity. These pages will be found particularly interesting and instructive to substantial purchasing factors. The advertisements have been carefully grouped by departments and are indexed under headings descriptive of the business represented. This is reference advertising at its best, and, as such, merits a survey by all buyers anxious to familiarize themselves with sources of supply. The community's activities, in many interesting phases, are authentically pictured. In an ambitious and progressive community like the Stockton district, the necessity of having this kind of information immediately available, is very great, and frequently, pressing. General appreciation of this fact is evidenced by the liberal support the city directory enjoys in the many fields which it serves.

THE CLASSIFIED BUSINESS DIRECTORY, on white paper, is included in pages 829 to 916. This department lists the various manufacturing, mercantile and professional interests of Stockton and Lodi in alphabetical order under appropriate headings. This feature constitutes an invaluable and indispensable epitome of the business interests of the community. "The Directory is the common intermediary between Buyer and Seller." As such it plays no small part in the daily doings of the business world. "More goods are bought and sold through the Classified Business Directory than through any other medium."

THE RURAL ROUTES DELIVERY, pages 1041 to 1092 on white paper, includes the box holders on the rural routes served by the Stockton and Lodi Post Offices.

Community Publicity

The directory reflects the achievements and ambitions of the community, depicting in truthful terms what it has to offer as a place of residence, as a business location, as an industrial site and as an educational center. To broadcast this information, the publishers have placed copies of this issue of the directory in Directory Libraries, where they are readily available for free public reference and serve as perpetual and reliable advertisements of Stockton and vicinity, for business men, everywhere, realize that the city directory represents a community as it really is.

The Stockton Directory Library

Through the courtesy of the publishers of the Stockton City Directory, a Directory Library is maintained at the Stockton Public Library for free reference by the general public. This is one of more than 600 Directory Libraries installed in the chief cities of the U. S. and Canada by members of the Association of North American Directory Publishers, under whose supervision the system is operated.

The publishers appreciatively acknowledge the recognition by those progressive business and professional men who have demonstrated their confidence in the city directory as an advertising medium, with assurance that it will bring a commensurate return.

R. L. POLK & CO., Publishers

STOCKTON STATISTICAL REVIEW



Name of City—Stockton.

Founded—1844.

Incorporated—1850.

Slogan or Sub-phrase—California's Only Inland Deep Water Port, "The Port of Opportunity."

Form of Government—City Manager.

Population—47,963, 1930; 54,714, 1940 U. S. Census; 74,159 Special Census 1948.

Nationalities in the city besides American are Italian, Mexican, Filipino, German, Chinese.

Area—(city limits) 12.12 square miles; (metropolitan) 30 square miles.

Altitude—23 feet.

Climate—Mean annual temperature 59.6 degrees F. Average annual rainfall 14.10 inches.

Parks number 24 with 276 acres.

Assessed valuation—(1949) \$77,900,740.

Financial—8 banks, deposits (1948) \$143,959,478 and clearings (1948) \$447,105,819.

Building and Loan Associations—4.

Telephones in Service—(Dec. 31, 1948) 34,019.

Church Buildings—88.

Number of Homes—13,010; Multiple Dwellings 6,271.

Manufacturers—San Joaquin County—428; employing 12,601; Payroll \$38,300,000.

Trade Territory (2500 retail establishments) serves 350,000 people within the trading area covering a radius of 25 miles north, 40 miles west, 70 miles south, 100 miles east; jobbing territory (246 wholesale establishments) serves 650,000 people. Retail sales (1947) \$261,357,000. Wholesale sales (1948) \$236,800,000.

Newspapers—Daily, 1; weekly, 5.

Hotels—There are 83 hotels with a total of 6,500 rooms, newest hotel was built in 1927.

City served by 5 steam and 1 electric railroads, 3 river transportation lines.

Amusements—Largest theatre or auditorium seats 5,000 people; there are 14 theatres, with a total seating capacity of 11,000 people.

Hospitals number 6.

Education—Number of colleges 1, junior colleges 1. Number of schools 32, including 3 high schools, 4 parochial and diocesan schools. Number of pupils in public schools 22,263, in private schools 1,102. Total of all teachers is 842. Value of all public school property, approximately \$114,557,455 (1948-49).

Public Libraries—1 with 340,983 volumes.

City Statistics—Total street mileage 210 miles paved. Miles of gas mains laid 327, of sewers: storm water 84, sanitary 176. 9 Street Bus Lines with 146 buses. Capacity of water works (private) 20,000,000 gallons, daily average pump of 5,000,000. Fire Department employs 124 men with following equipment: 4 automobiles, 10 engines, 2 reserve hose wagons and pumpers, 1 rescue squad, 1 aerial truck, 1 service truck, 2 grass fire trucks with booster pumps in 7 station houses. Police Department has 100 men with 1 station and 19 pieces of motor equipment.

San Joaquin County and the Port of Stockton

STOCKTON CHAMBER OF COMMERCE

EXTENDING westward for many miles from the foothills of the Sierra Mountain Range, across the northern end of the San Joaquin Valley, reaching deep into the Delta area, lies San Joaquin County.

This great Inland Empire includes some of the most fertile farm land in the world among California's richest agricultural counties, nationally renowned for its Tokay, wine and table grapes, celery, asparagus, potatoes, sugar beets, lima beans, fruit, nuts and grain. This is also one of the most important dairy centers in the United States.

Lying east of this rich agricultural region in the foothills of the Sierra Nevada Mountains along the Mother Lode Highway, are many towns and cities famous from Gold Rush days. This territory abounds both in deep mines and placer, the latter now being handled by dredges. Not only gold, water and power come from this Sierra Region, but sugarpine and cedar, lime, cement, cattle and wool were exported through the inland deepwater Port of Stockton, augmenting the rich agricultural products of the Valley region to form the cargoes of many ocean going ships which journey up the deep water channel, to take these commodities to all corners of the world.

This fast growing inland deepwater port was first opened early in 1933, and includes, in addition to the 32-foot ship channel dredged for 30 miles through the peat islands of the San Joaquin Delta, a most modern terminal with warehouse and railroad facilities, forming one of the largest general cargo terminals on the Pacific Coast, with a berthing space for eight steamers. In addition it is equipped for bulk grain loading, as well as for bulk cement, molasses and gasoline unloading, and has assembling and handling facilities, including over 22 acres roofed from the weather, that allow the steamers calling at the port to constantly set new records for loading and unloading freight. The port and ship channel represent an investment in Federal, state and local funds of over 10 million dollars, that has made possible savings in freight for the many products shipped through the port from all parts of Northern California and even Nevada and Southern Oregon.

From the wide San Joaquin River just before it enters San Pablo Bay, the ship channel was cut in long sweeping curves through the tangled waterways of the Delta; past fertile islands recently again reclaimed from a watery grave to set the new world production records for yields of potatoes, celery and asparagus; past the many other fertile tracts of Delta land below river level, which have been successfully protected by levees against the spring flood waters for many years, to become the richest agricultural land in the world, even more prolific than the fabulous Nile Delta; to the City of Stockton, once the port of sailing clippers and river packets, from which the roads radiate toward Jackson, San Andreas, Sonora, Angels Camp and other cities and towns famous in gold rush days as "The Southern Mines." These roads now bring the products of mine and forest back to Stockton and its Inland Deepwater Port over the same routes followed by the stage coaches, freight wagons and burros of the early day miners.

Stockton is a modern thriving city, well lighted stores and air conditioned theatres. Founded by Captain Weber in 1844 as Tuleburg, it was later named after his friend, Commodore Stockton. Most of the river channels going through the city have been filled, but street names still remind us of Channel Street and Steamboat Levee, while the broad paved Miner Avenue is a far cry from the muddy wheel tracks that led east to where the stage coach roads branched to Sonora, Copperopolis and Angels Camp, San Andreas, Jackson and other diggings.

Many other major industries use the port and are located in the adjoining territory close to the source of their raw materials. From Sierra timberland, comes the Western Incense Cedar used in Stockton's two pencil slab factories where, after drying and curing, it is cut, shaped, kiln dried, dyed and bundled, ready for shipment to the pencil factories which insert graphite, glue the slab together and finish into fine lead pencils. With the almost complete using up of Southern Cedar, Western Incense Cedar has become almost the total world's supply of wood for pencils used by commerce and industry throughout the world. Of five factories on the Pacific Coast furnishing this supply, two are located in Stockton.

In 1948, there were 365 manufacturing plants in the Stockton Metropolitan area, producing 101 different types of commercial goods, and employing 9,000 to 10,000 workers. Wartime conditions made shipbuilding the largest local industry. Now, although pleasure crafts are still built, farm implement manufacturing and food processing employ the most personnel.

San Joaquin County industries have seen the origin of various types of nationally and internationally known implements such as the Caterpillar tractor, heavy dirt moving machinery and grain and green crop harvesters. These were developed locally to surmount problems peculiar to the soils and conditions of this area and have since been distributed throughout the world. Industry has kept pace with agriculture in its development, is constantly designing new implements for farm use and improved methods of processing farm produce. Many products of this area have achieved global distribution. All of the processed foods have world-wide markets as have the grains and livestock feed mixtures and other products. San Joaquin County in addition to being a production center is also a natural distributing point to all markets.

Returning once more to the fertile lowlands, we see how the early agricultural pioneers reclaimed the first delta land with levees, built by Chinese coolie labor with wheelbarrows. Later clam-shell dredges built more permanent levees, and much of the rich delta islands many feet below river level were reclaimed. Irrigation and seepage water coming in by gravity is picked up with modern propeller pumps and pushed through siphons over the levees to the river.

This network of waterways, besides being a fisherman's paradise, furnishes sanctuary to wild life, teeming with coots or mudhens, which live off the gleanings of the bountiful harvest, while white cranes and gray herons abound, and the flooded islands furnish resting places to countless ducks and geese.

Field corn is bountiful on many of the islands, although this crop is gradually being displaced with the more intensive crops. Thousands of acres are devoted to asparagus beds, where, during season, Filipino field hands can be seen cutting and harvesting both the white asparagus for the canneries and the more mature green tipped asparagus for the market packs. It is gathered in automatically powered sleds, taken to packing houses nearby, and there carefully graded, cut to length, and packed on wet moss in crates for shipment to distant wholesale markets.

Potatoes have long been an important crop on certain islands, the rich peat soil producing world record yields, which have stood through many years and are only broken when another delta tract establishes a new record. The narrow ditches irrigating the growing fields in blossom are an interesting sight, as are the machines which dig the potatoes from the soil. These are then gathered in sacks by the following field workers, to be trucked to the washing plants on the levees, where they are scrubbed, sorted and sacked for market.

In the irrigation districts and other irrigated farms throughout the division, dairying is a major industry. Many pure bred herds of fine cattle abound and production records are frequently broken. Many of these produce fine market milk under carefully regulated conditions for local and San Francisco bay markets, while many of the others sell their milk to one of the nine condenseries in the territory, or to one of the creameries producing butter for local and bay markets. With such outlets for milk it's small wonder that dairying and the raising of alfalfa is one of the most important industries in this territory.

Many portions of California have heavy production of grapes, but in the Lodi Territory in San Joaquin County, this is a major crop, and the Flame Tokay of this vicinity has national renown. The vineyards, many with fifteen to thirty-year old vines heavily loaded with fruit, are busy scenes in the early fall, when they are carefully picked so as not to rub the bloom off the fruit and placed in boxes and shipped to eastern auctions.

Much of the Tokay grape product later in the season finds its way into the many large wineries in the surrounding territory to supplement the juice of purple wine grapes, also grown prolifically on many vineyards.

Thus we find in San Joaquin County, of which Stockton is the center, a tremendous diversity of natural resources supplying varied agricultural and industrial products, many of which find their way back over the same routes taken by the 49'ers in Gold Rush Days on their return from the Southern Mines when they had "made their poke," back to the Port of Stockton.

"CALIFORNIA'S INLAND SEAPORT" THE PORT OF STOCKTON

The purpose of establishing "California's Inland Seaport" at Stockton was, and is, to afford low cost water transportation of cargoes over the wharves at Stockton, the gateway to central California. Because of location in the heart of the Great Central Valley, the Port of Stockton can offer savings amounting to \$1.00-\$1.50 per ton on most commodities that are moved through the terminal. This saving is applicable in the territory bounded by the Oregon border on the North and the City of Bakersfield on the South.

The following facts and figures clearly point out the important place in world commerce that the Port of Stockton has attained in the few short years it has been opened to deep water navigation.

- (1) The Port of Stockton has experienced a rapid increase in the total annual tonnage handled over its wharves. In 1933 the total tonnage was 309,546 short tons, rising to 719,914 by 1940. The 1948 total tonnage handled was 1,003,476 short tons, with the first half of 1949 surpassing by nearly 100,000 the half a million ton mark.
- (2) Because of location, central valley shippers are saved an average of from \$1.00 to \$1.50 per ton on most commodities shipped via the Port of Stockton.
- (3) Modern in every detail, the berths of the Port can accommodate a total of eight ocean-going freighters of the largest American Merchant Marine type. (C-4, 527 ft. in length).
- (4) "California's Inland Seaport" is located seventy-seven nautical miles directly East of the Golden Gate, and was first opened to world commerce on February 2, 1933. The deep water channel's minimum bottom width is 250 ft., while the minimum depth (at lower low water) is 32 ft.
- (5) More than 2,200 direct call vessels have loaded or discharged cargo over the terminal's wharves since its opening in 1933.
- (6) Total tonnage handled by all of the port's facilities from 1933 through the end of 1948 is 9,755,881 short tons.
- (7) Federal, State, and local funds totaling nearly \$10,000,000 have been invested in terminal, warehouse and railroad facilities, dredging and rights of way, spoils disposal, and navigational aids along the channel.
- (8) Berthing capacity 8 Steamers
Lineal berthing at wharf 3392 feet
Open wharf area 131,872 sq. feet
Total area under cover 991,430 sq. feet or 22.75 acres
Paved open storage area 20 acres
Approximate cost of structures and facilities \$3,155,750
Depth of water 32 feet
Warehouses (12) 182,400 sq. feet
- (9) The Port of Stockton has 12 modern warehouses, each containing 15,200 sq. ft. of mill construction, brick walls, concrete floors with 6-inch laminated roofs, tar and gravel covered. Each warehouse is equipped with automatic sprinkler systems, making possible low insurance rates.
- (10) In addition to the ocean terminal, the Port of Stockton operates 4,664 lineal feet of public wharves for the accommodation of inland vessels.
- (11) The ocean terminal industrial area includes:
COTTON COMPRESS, compressing thousands of bales of California cotton annually for export.
GRAIN TERMINAL, prepares over 50,000 tons of California barley annually for export.
BEAN CLEANER, cleaning and grading California beans for world markets.
LUMBER TERMINAL, distributing shiploads of lumber for central valley construction.
MOLASSES TANKS, imports molasses to feed California livestock.
CEMENT SILOS, distributing shiploads of cement.
OIL TERMINAL, located adjacent to the Port of Stockton, having storage tanks for distributing petroleum and petroleum products to central California.

The port facilities are served by a belt line railroad, operated jointly by the West-ern Pacific, Santa Fe and Southern Pacific Companies.

Terminal rates are maintained at Stockton by Steamship lines operating in the Coastwise, Intercoastal and Foreign trade routes. Freight rates are the same as from other Pacific Coast ports of call.

Leading volume commodities, from the central valleys of California, of which Stockton is the ocean gateway, as well as commodities consumed in this vast inland empire are: Apricots, Asparagus, Barley, Beans, Cement, Gasoline, Lumber, Molasses, Milk Products, Olives, Peaches, Pears, Raisins, Spinach, Sugar, Tomatoes, Wine, Wool, and hundreds of processed and manufactured items.