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(SAN JOAQUIN COUNTY, CALIF.)

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### 1957

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

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# INTRODUCTION AND GENERAL INDEX

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R. L. POLK & CO., publishers of more than 750 city, county, state and national Directories, present to subscribers and the general public, this, the 1957 edition of the Stockton City Directory, which also includes the rural routes emanating from the Stockton Post Office.

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

The enviable position occupied by R. L. POLK & CO.'S Directories in the estimation of the public throughout the country, has been established by rendering the best in Directory service. With an unrivaled organization, and having had the courteous and hearty cooperation 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 city and vicinity.

## Five Major Departments

The five major departments are arranged in the following order:—

I. THE YELLOW PAGES constitute the first major department of the Directory. This embraces a complete list of the names and addresses of the business and professional concerns of the city, arranged in alphabetical order under appropriate headings—a catalog of all the activities of the city. Preceding this catalog, likewise grouped under appropriate headings, are the advertisements and business cards of firms and individuals desiring to present a more complete list of their products or services than is possible in the catalog itself. The Yellow Pages represent reference advertising at its best, and merits the attention of all buyers and sellers seeking sources of supply or markets for goods. In a busy and diversified community like Stockton the necessity of having this kind of information up-to-date and always immediately available, is obvious. The Directory is the common intermediary between buyer and seller, and plays an important role in the daily activities of the commercial, industrial and professional world.

II. THE ALPHABETICAL LIST OF NAMES of residents and business and professional concerns of Stockton is the second major department, printed on white paper. This is the only record in existence that aims to show the name, marital status, occupation and address of each adult resident of Stockton, and the name, official personnel, nature and address of each firm and corporation in the city.

III. THE DIRECTORY OF HOUSEHOLDERS, INCLUDING STREET AND AVENUE GUIDE, for Stockton, is the third major department, printed on green paper. In this section the numbered streets are arranged in numerical order, followed by the named streets in alphabetical order; the numbers of the residences and business concerns are arranged in numerical order under the name of each street, and the names of the householders and concerns are placed opposite the numbers. The names of the intersecting streets appear at their respective crossing points on each street. Special features of this section are the designation of tenant-owned homes and the telephone numbers as supplied to us on canvass are shown opposite the name.

IV. THE NUMERICAL TELEPHONE DIRECTORY, is the fourth major department, printed on blue paper.

1 A V. THE RURAL ROUTES DIRECTORY, covering the routes served by the Stockton Post Office, is the fifth major department, printed on white paper.

## Community Publicity

The Directory reflects the achievements and ambitions of the community, depicting in unbiased terms what it has to offer as a place of residence, as a business location, as a port, as a manufacturing 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.

### The Stockton Directory Library

Through the courtesy of the publishers of the Stockton City Directory, a Directory Library is maintained in the offices of the Stockton Free Public Library, for free reference by the general public. This is one of more than 700 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.**



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# STOCKTON AND SAN JOAQUIN COUNTY

(Courtesy of Chamber of Commerce)

## STATISTICAL REVIEW OF STOCKTON

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

Form of Government—City manager. City founded in 1844, incorporated in 1850.

Population—1950 U. S. Census for city proper, 70,853; Dec. 1955 Special Census, 75,157. 1957 estimate, 85,000.

Area—City proper, 20.53 square miles; metropolitan area, 30 square miles. Altitude—23 feet above sea level.

Climate—Mean annual temperature, 59.6 degrees F.

Parks—20, with total of 395.6 acres.

Assessed Valuation—\$122,523,125 (1956).

Financial Data—10 banks, with total deposits of \$194,700,789 (year 1956), and total clearings of \$658,848,346 in 1956. 3 building and loan associations. Telephones in Service—52,901 (Dec. 31, 1955).

Churches—132.

Real Estate—Number of homes, 37,928; multiple dwellings, 6,812.

Industry—San Joaquin County has 279 manufacturing establishments, employing 18,510 persons, with a total annual payroll of \$64,000,000.

Trade—3,014 retail establishments serve 395,000 people within the trading area covering a radius of 25 miles to the north, 40 miles to the west, 70 miles to the south, and 100 miles to the east. Jobbing territory (364 wholesale establishments) include 750,000 people. Retail sales in 1955, \$350,000,000; wholesale sales, \$224,000,000.

Newspapers—1 daily, with circulation of 55,702.

Hotels—82, with total of 6,000 rooms.

Transportation—5 steam and 1 electric railroads; 3 river transportation lines. 2 major air lines; 8 bus lines.

Airports—1.

Amusements—Largest auditorium in city seats 3,700 persons. 14 theatres, with total seating capacity of 11,052 people. 2 drive-in theatres.

Hospitals—5.

Education—1 college and 1 junior college. 29 elementary schools, 4 junior high schools, 3 high schools and 5 parochial schools. Number of pupils in public schools, 27,918; in private, 1,474. Total number of teachers, 1,073. Value of public school property, \$130,000,000.

Public Libraries—1, with 323,000 volumes; also phonograph records and films.

City Statistics—Total street mileage, 227, all paved. Miles of gas mains, 1,345; storm sewers, 101 miles; sanitary sewers, 217. 1 city bus line, with 146 buses. Capacity of water works (private), 52,200,000 gallons; daily average pumpage, 18,000,000 gallons. Fire department has 137 men, with 10 engines, 10 triple-combination pumper companies, a ladder company, an aerial ladder company and a rescue company; 4 triple-combination pumpers in reserve; two 500-gallon-per-minute combination pumpers for major fires, and two smaller units; two 500-gallon-per-minute civil defense trailer units; and 9 station houses. Police department has 140 men, 5 parking-violation deputies, 14 motorcycles, 3 wheel cycles and 32 police cars.

## SAN JOAQUIN COUNTY

Extending westward for many miles from the foothills of the Sierra Nevada 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 encompasses some of the most fertile farm land in the world, including California's richest agricultural counties. It is nationally-renowned for its tomatoes, Tokay, wine and table grapes, celery, asparagus, potatoes, sugar beets, lima beans, fruit, nuts and grain. It also is one of the most important dairy centers in the U. S.

Located east of this rich agricultural region in the foothills of the Sierras, 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 sugar pine and cedar, lime, cement, cattle and wool are exported through the inland deep-water Port of Stockton. These add to 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 carry commodities to all corners of the world.

This fast-growing inland deep-water port 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. 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 continually to set new records for loading and unloading freight.

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. The route of the channel goes past fertile islands recently reclaimed from a watery grave which set the new world production records for yields of potatoes, celery and asparagus. Other fertile tracts of Delta land along the channel are below river level, and 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. The channel reaches 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 deep-water port over the same routes followed by the stage coaches, freight wagons and burros of the early-day miners.

When Capt. Charles M. Weber, the founder of Stockton, first settled on the banks of the Delta's channels, he had called his village by the uninspired name of Tuleberg. But that he envisioned the ultimate development of these waters is seen in his re-naming the town for Commodore Robert Field Stockton, through whom he hoped to gain Federal aid in plans for an improved shipping route. Capt. Weber had seen the value of locating a settlement at the point where navigable streams would make possible shipment of goods between this and any port in the world, while en route from Sacramento to San Jose in the year 1831.

Today, Stockton is a modern city, small enough to be friendly and large enough to be commercially varied and prosperous. Stockton combines the things that men seek for themselves and for their families in an unusually well-balanced bill of fare.

Many major industries use the port, being located in the adjoining territory close to the source of their raw materials. From Sierra timber land comes the Western incense cedar, which, after drying and curing, is cut, shaped, kiln-dried, dyed and bundled, ready for shipment to Stockton's two pencil slab factories. They insert graphite, glue the slab together and finish into fine lead pencils. Since Southern cedar is almost a thing of the past, the trade has come to rely upon Western incense cedar for practically all the 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 1956, there were 279 manufacturing plants in the Stockton metropolitan area, producing 124 different types of commercial goods, and employing around 18,500 workers. At one time shipbuilding was the largest local industry. Now, although there are five active shipyards, farm implement manufacturing, paper processing, canning factories and food processing employ the most personnel. The new \$7,000,000 California Walnut Growers Assn Plant is now in Stockton. New \$4,000,000 Stockton Elevators completed in 1955. Construction now underway on a million dollar General Mills Plant; construction expected to start shortly on a \$5,000,000 Johns-Manville Plant; \$5,000,000 California Packing Corp plant and a new John Deere Co plant.

San Joaquin County industries have seen the origin of several 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 since have been distributed throughout the world. Industry has kept pace with agriculture in its development, and 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 the processed foods have world-wide markets, as have the grains and live stock feed mixtures and other products. San Joaquin County, in addition to being a production center, also is 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 into the river.

This network of waterways, besides being a fisherman's paradise, furnishes sanctuary to wild life. The territory teems with coots and mudhens, which live off the gleanings of the bountiful harvest. Also, white cranes and gray herons abound, and the flooded islands furnish resting places for numerous 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 agricultural workers 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 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.

San Joaquin County is No. 1 of all the counties in the U. S. in the production of tomatoes. This county's production per acre is twice the production per acre of Eastern and Midwestern tomato acres. The majority of tomatoes grown in the county are of the round type, with a small percentage of the pear-shaped variety. Tomatoes produced in San Joaquin County bring growers over \$15,000,000 annually. By the time these tomatoes are processed they are valued at nearly \$50,000,000.

In the irrigation districts and other irrigated farms throughout the county, dairying is a major industry. Herds of fine pure-bred cattle abound, and production records are broken frequently. Many of these produce fine market milk under carefully-regulated conditions for local and San Francisco Bay markets, while other dairy farmers sell their milk to the nine condenseries in the territory, or to the creameries producing butter for local and Bay markets. With such outlets for milk, it is a small wonder that dairying (with the allied alfalfa raising) is one of the most important industries in this territory.

Many sections 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 laden with fruit, are busy scenes in the early fall. It is the season when the grapes 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 late-season Tokay grape product finds its way into the large wineries in the surrounding territory to supplement the juice of purple wine grapes, also grown prolifically in many vineyards.

Thus San Joaquin County, of which Stockton is the center, has a tremendous diversity of natural resources supplying varied agricultural and industrial products. Many of these products find their way back to Stockton over the same routes taken by the 49'ers of Gold Rush days on their return from the Southern Mines after they had "made their poke." Over 90 per cent of all asparagus grown in the world are produced in the rich delta land.

## 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 substantial savings on most commodities that are moved through the terminal. This savings is applicable in the territory bounded by the Oregon border on the north and 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 since it opened for deep-water navigation in 1933—

(1) The Port of Stockton has experienced a rapid increase in the total annual tonnage handled over its wharves. In 1933 the total tonnage handled was 309,546 short tons, and it rose to 2,738,155 tons in 1956.

(2) Because of location, Central Valley shippers, by lower inland freight rates to the Port of Stockton, average saving from \$1 per ton at a distance of 150 miles from Stockton to \$3 per ton from the immediate vicinity of Stockton, when their commodities are shipped by the Port of Stockton.

(3) Modern in every detail, the berths of the Port of Stockton can accommodate a total of ten ocean-going freighters of the largest American Merchant Marine type for dry cargo, an oil berth facility to accommodate oil barges, and a bulk-ore berth that will accommodate a vessel of 550 feet in length.

(4) "California's Inland Seaport" is located 75 nautical miles directly east of the Golden Gate, and was first opened to world commerce on Feb. 2, 1933.

(5) More than 4,000 ocean-going vessels have loaded or discharged cargo over the terminal's wharves since its opening.

(6) The total tonnage handled by all of the Port's facilities from 1933 through 1955 was over 28,000,000 short tons.

(7) Federal, State and local funds totaling \$16,000,000 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 . . . . .	10 steamers
Lineal berthing at wharf . . . . .	4,664 ft.
Open wharf area . . . . .	244,064 sq. ft.
Total area under cover . . . . .	1,355,220 sq. ft.
Paved open storage area . . . . .	20 acres
Approximate cost of structures and facilities . . .	\$5,600,000
Minimum bottom width of channel . . . . .	250 ft.
Depth of water . . . . .	32 ft.
Warehouses (20) . . . . .	725,542 sq. ft.

(9) The Port of Stockton operates warehouse units of the most modern construction, with automatic sprinkler alarm and sprinkler system throughout, making the lowest possible insurance rates for contents stored.

(10) In addition to the ocean terminal, the Port of Stockton operates 4,664 lineal feet of public wharves for the accommodation of shallow-draft inland vessels.

(11) The ocean terminal area includes: COTTON COMPRESS, 287,114 square feet of storage area and press room; 2 GRAIN TERMINALS store 5,000,000 bushels; New facilities load a 10,000 ton cargo in less than 24 hours; LUMBER TERMINAL, for distribution of lumber to Central Valley points; MOLASSES TANKS, storing molasses to feed California live stock; CEMENT SILOS, distributing shiploads of cement; OIL TERMINAL, located on 70 acres adjacent to the Port of Stockton, having storage tanks for distribution of petroleum and petroleum products; BULK-ORE LOADER, for loading out ore, coal and other bulk commodities, with stockpiling capacity of 100,000 tons.

The Port facilities are served by a belt-line railroad, operated by the Western Pacific, Santa Fe and Southern Pacific companies.

Terminal rates are maintained at Stockton by steamship lines operating in the domestic and foreign trade routes. Freight rates are the same as at other Pacific Coast ports of call.

Leading volume commodities from the Central Valley 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, bulk ores and coal, peaches, pears, raisins, spinach, sugar, tomatoes, wine, wool, and hundreds of processed and manufactured items.

Present planned expansion program calls for an expenditure of more than \$2,500,000. The two major projects are doubling present capacity of the Bulk Terminal facilities and the purchase of approximately 230 acres adjoining the port facilities for industrial development.

