

In the spring of 1854, the Patten and Jones companies united to build a grand hotel, which was finished and opened in May of that year. It contained seventy rooms, and with its furniture cost \$30,000. It promised to be a great success, as its net earnings the very first month after being opened were \$6,000. Two months after, however, unfortunately it was destroyed by fire, and was not rebuilt. This was a serious blow to the success of the new town, which had bright prospects before it. Property at once fell, and all enterprise ceased. Among those who erected handsome residences in the new town were Capt. J. Nagle, who was the original owner of the Badger property; Senator H. S. Foote, who erected the house now occupied by Wm. Faulkner, Esq., and Wm. Van Voorhies, Esq., of Oakland, who built the house now owned by Dr. C. C. Knowles. Beyond the erection of these houses, Clinton made little progress until the incorporation of the town of Brooklyn in 1870.

Shortly after the Patten and Jones companies commenced operations in Clinton, another active master spirit commenced operations in the southern side of the town, which from the Embarcadero was called San Antonio. This was the late lamented James B. Larue, a man of enterprising spirit and determined will. Mr. Larue came to Brooklyn in 1851, and in 1852 commenced building the only wharf yet in the town. At that time people were content to use only sail boats for crossing the Bay to and from San Francisco. As the place was the chief point for commerce on this side of the Bay, small steamers were soon put on the route, and in the fall of 1850 the *Kangaroo* commenced to make two trips a week. In 1852 the steamer *Boston* made a few trips, when she was destroyed by fire. Mr. Sweet's large building on Commerce street was built over her hull. The *Kate Hayes* was the name of another steamer that commenced running the latter end of the same year. Large numbers of cattle were shipped by these steamers to San Francisco.

Besides the wharf, Mr. Larue built a large warehouse and started a lumber yard, doing a thriving business. A company was formed by Mr. Larue for the purpose of building and running a better class of steamers, and accordingly the *San Antonio* was built and put upon the route in 1858. In the following year the *Oakland* was built. The fare, which had originally been as high as \$1.00, was reduced to 25 cents. From that time the town commenced growing. San Antonio soon became a stirring place, drawing towards it natives, foreigners and Americans, and was frequently the theatre of many wild scenes. Bull baiting became a regular Sunday amusement. Fandangos and saloons were frequented institutions of the new town, and murders, hangings, shooting and cutting quite common.

In 1863 a great change took place. The San Francisco and Oakland Railroad was completed to Brooklyn, trains commenced to run, and the "Creek Route" closed by the purchase of the steamers by the railroad company.

Mr. Larue now turned his attention to real estate, and held, in common with Frank, Friedman, and others, the greater part of the land in San Antonio, a large portion of which yet belongs to his estate. In