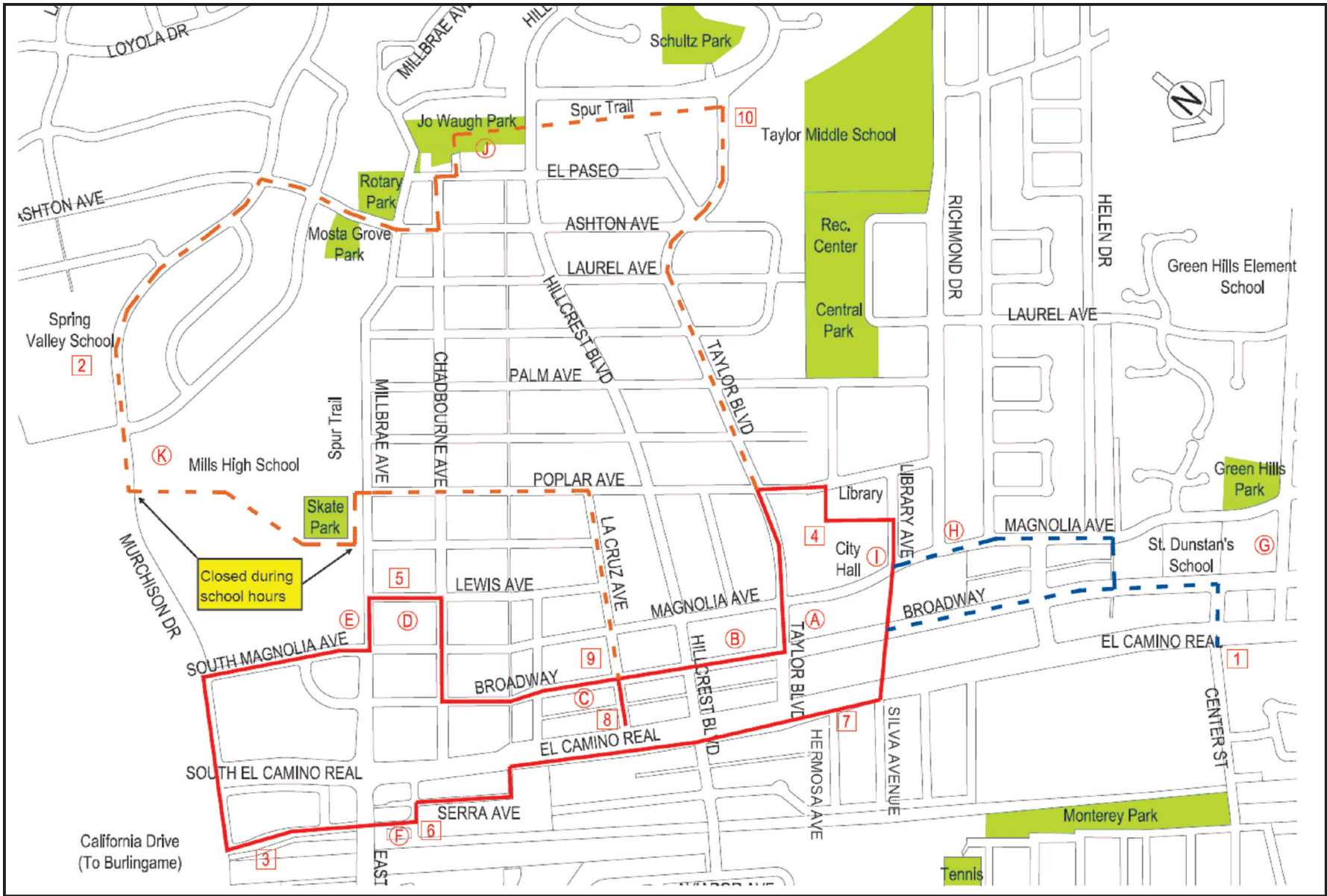


MILLBRAE HISTORY WALK



■ = Main History Walk (2.2 miles) ■ = North Loop (0.9 mile) ■ = South Loop (2.0 miles)



Look for these sidewalk markers to guide you along the route of the Millbrae History Walk.

MHS Historical Plaques

- 1 - Sixteen Mile House site (1872 - 1970)**
Site of historic structure built by Juan Sanchez that served as an inn, saloon, bordello, and family home. Its demolition in 1970 led to the formation of the Millbrae Historical Society.
- 2 - Mills Mansion site (1870 - 1954)**
Site of mansion and estate of Darius Ogden Mills, California pioneer and banker, and namesake of Millbrae. The mansion was destroyed in a spectacular fire in 1954.
- 3 - Southern Pacific Depot (1907)**
Third structure constructed at this site serving the Southern Pacific Railroad as a passenger station and freight depot. Current home of the Millbrae Train Museum and *Civic Center* vintage rail car.
- 4 - Millbrae Historical Museum (1898)**
Structure originally housed managers of the Spring Valley Water Company at 1275 Broadway. Building relocated to present site and restored as Millbrae Historical Museum in 1985.
- 5 - Alfred F. Green House (1865)**
Oldest surviving house in Millbrae, constructed for Alfred F. Green, Millbrae Dairy manager, San Mateo County Supervisor, and State of California Legislator.
- 6 - Dunphy Mansion site (1883 - 1966)**
Site of multi-story mansion and grounds built by William Dunphy, developer of Millbrae Villa Subdivision. Served as Millbrae Serra Sanitarium until 1966.

- 7 - Our Lady of Lebanon Church (1914)**
Served as church for St. Dunstan Roman Catholic parish until 1951. Established as Our Lady of Lebanon Maronite Catholic Church by Fr. Paul Mouawad in 1981.
- 8 - Massolo Building (1932)**
Residential/commercial building built during the Great Depression by prominent Millbrae settler and businessman Antonio Massolo, who grew crops and flowers on the Silva Tract beginning in 1902.
- 9 - Original Millbrae Firehouse (1938)**
Built by the Works Progress Administration, this building served as Millbrae's firehouse until 1954. Home to the Millbrae Community Players 1958 - 1970.
- 10 - Taylor Middle School (1939)**
Constructed by the Federal Emergency Administration of Public Works as Millbrae Elementary School. Converted to Taylor Middle School in the late 1940s.

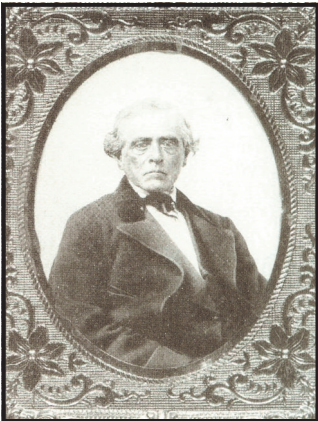
Points of Interest

- A - Millbrae Post Office**
Serving Millbrae residents at this location since its construction in 1959.
- B - Downtown Millbrae**
Broadway is the heart of Millbrae's downtown commercial district, featuring many fine restaurants, retail shops, and professional services.
- C - Millbrae Farmers Market**
Popular farmers market, featuring locally-grown fruits and vegetables every Saturday from 8:00 am to 1:00 pm.

- D - Chadbourne School site**
Site of Chadbourne Elementary School from 1922 to 1980.
- E - Spur Trail**
This community trail was built on land originally designated by the California Division of Highways for a road connecting Junipero Serra Blvd. with El Camino that would have split the City.
- F - BART/Caltrain Station**
Millbrae Multi-Modal Station served by BART, Caltrain, and Samtrans. Former site of powerhouse for #40 streetcar between San Francisco and San Mateo.
- G - Spring Valley Water Company**
The building housing the current Millbrae Historical Museum was once located here, serving as a home for managers of the Spring Valley Water Company.
- H- Macco Pit Haul Route**
Millions of cubic yards of hillside soil were removed from what is now the Meadows neighborhood and hauled along a route paralleling Richmond Drive to provide fill for San Francisco Airport.
- I - Millbrae Civic Center**
Millbrae's center of government, including City Hall, Police and Fire Headquarters, and the Millbrae Public Library.
- J- Josephine Waugh Park**
Park created by the local Soroptimists chapter in honor of Millbrae's first female mayor, who served from 1962-63.
- K - Mills High School**
Built in 1958 on former Mills estate.

MILLBRAE: A BRIEF HISTORY

Jose Antonio Sanchez, Jr., a Spanish soldier born in 1774, served at the Presidio of San Francisco for 45 years. As a reward for his years of loyal service, Mexican Governor of California Louis Arguello granted Sanchez a 14,600-acre area know as Rancho Buri Buri, stretching from present-day South San



Francisco to Adeline Drive in Burlingame. After Sanchez’s death in 1843, two of his sons, Jose de la Cruz and Manuel, inherited most of the land that makes up Millbrae. Jose de la Cruz Sanchez inherited the 1,500 acres bounded by present-day Millbrae Avenue, El Camino Real, Skyline Boulevard, and Adeline Drive. When Sanchez lost the land due to a bad debt, it was sold at sheriff’s auction to James Wilson for \$1,000. Wilson resold the property to gold rush entrepreneur Darius Ogden Mills in 1860 for \$20,000.

Darius Ogden Mills built a grand estate on his new property, featuring a spacious mansion, conservatory, carriage house, elaborate gardens, and rolling hills filled with grazing dairy cattle. He named his estate Millbrae, combining his

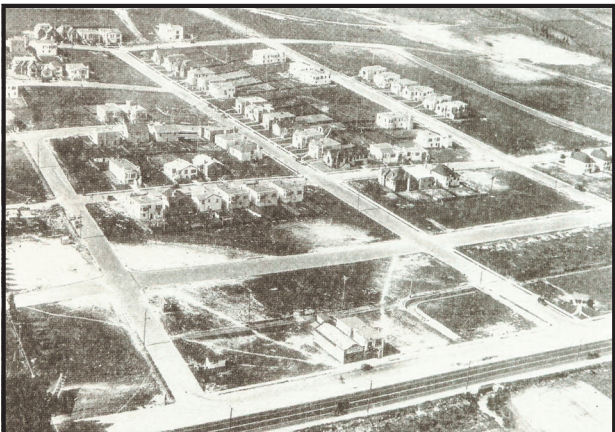


name (Mills) with the Scottish word for “rolling hills” (brae). Mills established the



Millbrae Dairy along El Camino Real to supply milk and income for his estate. Darius Ogden Mills died in Millbrae on January 3, 1910.

Millbrae remained a small, quiet town through the 1920’s, with most residential development concentrated in the Millbrae Villa subdivision,



created in 1889 to the north of the Mills Estate. An expansion came in 1927 with the establishment of the 280-acre Millbrae Highlands subdivision. A 1931 vote for

incorporation failed to win approval. Lacking a municipal government, the residents formed the Millbrae Civic Club, which maintained the train depot, provided garbage collection service, created a volunteer fire department, arranged for local schools, and secured telephone service for the area.



The incorporation debate waged on during the 1930s and 40s, with various proposals made and defeated. Much of the debate centered on a battle between Millbrae residents and the City of Burlingame over the annexation of the land constituting the Mills Estate. Millbrae property owners signed an incorporation petition and submitted it to the County Clerk on September 3, 1946. When the petition was approved and an election date was set by the County Board of Supervisors, the City of



Burlingame filed suit to nullify the incorporation resolution. After a court battle

that carried all the way to the California Supreme Court, Millbrae’s incorporation petition was upheld by a vote of 5-2.

A municipal election was held on December 10, 1946, resulting in the election of Millbrae’s first City Council. From the list of 23 candidates, William Leutenegger was elected mayor, and Harold Taylor, George Warman, James Kilpatrick, and George Kelly were selected as the first members of the City Council. Seating of the Council was delayed, however, by a lawsuit filed by Burlingame that dragged on in the court system for two and one-half years. On January 12, 1948, Judge James Atteridge dismissed Burlingame’s suit, and the San Mateo County Board of Supervisors certified the election results. On January 14, 1948, the elected members of the Millbrae City Council drove to Sacramento, where Secretary of State Frank M. Jordan presented them with the official incorporation papers, officially creating the City of Millbrae. That same day, the City Council was sworn into office by County Clerk W.H. Augustus, and the Council held its first meeting at 8:00 pm at Taylor School.



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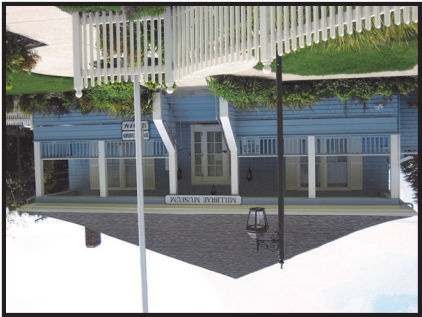
Millbrae Historical Society



Open Saturdays 10 am to 2 pm
California Drive at Murchison Drive
Millbrae Train Museum



Open Saturdays 12 noon to 4 pm
420 Poplar Avenue
Millbrae Historical Museum



MILLBRAE HISTORICAL MUSEUMS

MILLBRAE HISTORY WALK



A PROJECT OF THE
MILLBRAE
HISTORICAL
SOCIETY