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150th Anniversary of Our Railroad

By April Halberstadt

San Jose has some world-class attractions. One of our finest and most historic features is our railroad, celebrating its 150th Anniversary on January 18th. Known as Caltrain, this marvel carries thousands of commuters every day, charging a modest amount for the journey. The ride has tunnels, historic stations and thrills at every turn, a bargain for the tourist, all things considered. Our railroad is also one of San Jose's greatest success stories, a tribute to organizational foresight and engineering know how.

Although our railroad has been operational for 150 years, it originated even earlier. The original survey and plan for the San Francisco-San Jose Railroad was completed in 1851. The trackage we ride today covers nearly an identical route first laid out a year after California statehood. It is the oldest railroad line west of the Mississippi that is still in operation. It is an engineering marvel, an overwhelming financial success and a community asset that we should all mention with pride.

Railroad technology was fairly robust when California first became a state in 1850, and a rail link between San Jose and San Francisco was going to solve some problems for the two communities. The little Spanish *pueblo* of San José was established to provide food for the San Francisco *presidio*. Cold and windy, it was impossible to grow much of any-

passengers. San Jose resident Samuel Hensley made his fortune by establishing the California Steam Navigation Company in 1851. But everyone knew that the best transportation system between the two communities would be a railroad.

Clyde Arbuckle reminds us that San Jose was home to big ideas in those days. Arbuckle says the Legislature of a Thousand Drinks had hardly convened when the idea of a railroad was raised. Early San Jose was a town populated by engineers and men with big



Early days at the Santa Clara Train Station, built 1864.

plans, men who could get things done. Judge Davis Divine called a mass meeting in San Jose on January 26, 1851 and quickly found widespread support for a railroad. The San Jose Common Council was in favor and Divine was able to find \$100,000 in subscriptions within a month. He formed a construction company that was incorporated a few months later.

San Jose civil engineer William J. Lewis, a native of Pennsylvania, was chosen to complete the initial survey. Lewis prepared the drawing, a masterpiece that is in the

thing in the sandy San Francisco terrain. But San Jose was a Garden of Eden, one that grew bountiful crops and was able to feed soldiers within the first year.

Provisions went to San Francisco by pack mule or by boat, a long journey either way. Although the Guadalupe River was navigable by boats with shallow drafts, it was still an all-day journey. Loads of hay, along with tons of fruits and vegetables went to San Francisco on flat bottomed scows. The scows were quickly replaced by small steamers that carried provisions as well as

(Continued on pg. 2)

Anniversary of Our Railroad (Continued)

collection of the Smithsonian. The drawing shows important landscape features; the port of Mezesville (Redwood City) where it would be possible to load and unload fuel as well as the town of McCartysville (Saratoga) where lumber for ties and other construction was available. Lewis also submitted his cost estimate for construction: \$1,539,126.17.

National politics and a financial panic interfered with progress on the railroad and Divine was forced out as head of his project. It would take several more years of thrashing around before a viable organization began construction. Reorganized for the fourth time, the San Francisco & San Jose Railroad began construction in May of 1861. Construction costs were estimated at \$2 million, put up by private investment and county bonds. San Francisco County put in \$300,000 in bonds while San Mateo County came up with an investment of \$100,000 and Santa Clara County put in \$200,000. It was one of the best investments they ever made.

Construction went quickly and the railroad began creating a revenue stream as soon as the rails were laid. Farms along the route, the dairies of the Belmont hills and the oyster beds below South San Francisco used the new railroad to ship their products into town. Fruits and vegetables quickly found their way to San Francisco restaurants and the railroad investors prospered.

The San Francisco & San Jose Railroad was completed in 2 years and 7 months. Travel time was less than two hours and the original fare was about \$3.00. Initial service offered two trains a day each way; a morning train and an afternoon train, referred to locally as the "up train" and the "down train." The grand opening of the completed line took place on January 16, 1864 at what would become the Bassett Street Depot in San Jose. There were two trains (called a consist) with every car that the SF & SJ RR owned - passengers cars, box cars, cattle

cars, flat cars - a total of 29 cars for the two inaugural trains. There would eventually be a total of five locomotives on the line, hauling San Jose freight and passengers to San Francisco.

The San Francisco & San Jose Railroad was in operation five years before the Big Four and the Union Pacific began cross country operations. The SF & SJ RR built a number of depots and we are fortunate to have one remaining from this early era. Located in the town of Santa Clara, the original depot and freight house have been completely restored and were in operation until recently. The freight house is used by model railroad enthusiasts but commuters can still board the train at this stop. Built in 1864, the Santa Clara Depot is listed on the National Register of Historic Places.

There are a total of SEVEN historic depots on the route and each is a gem. They represent a variety of historic eras and architectural styles. Today each depot is preserved and cherished, the pride of the communities they represent. Riding Caltrain today offers a look at each of these remarkable structures.

Starting with San Jose and the **Diridon Station**, we can enjoy a building that was completed in 1935 by Southern Pacific architect John H. Christie. The depot is in the Italian Renaissance Revival style and was completely restored in 1994. History San Jose has installed a permanent exhibit on the history of local transportation within the depot. The depot also accommodates light-rail, so passengers who want to make their SF & SJ RR excursion a day trip can leave their car at home.

The next historic depot, the **Santa Clara** depot, is just a few minutes away. But be sure to look quickly at the lovely little train stop at **College Park**, a replica of the little stop that was included in Jack London's famous story *Call of the Wild*. This station is used by students attending Bellarmine College Preparatory.

The next notable station is in the city of **Palo Alto**, a depot that was opened in 1941. Palo Alto, or Mayfield as it was then known, was an early stop on the railroad. Their first depot was completed in 1867 and was an open shed. Palo Alto was served by a relatively primitive depot arrangement until 1896, when Southern Pacific built a larger building.

But as Palo Alto became a larger city, safety issues and efficiency demanded a different structure. With sixty trains a day stopping at Palo Alto along with hundreds of passengers and pedestrians, a modern depot was needed. Southern Pacific's architect John Christie designed the Palo Alto depot in the Streamline Moderne style. San Francisco artist John A MacQuarrie created a mural 27 feet long for the interior. The mural was restored in 2005 and the waiting room was restored and returned to service in 2010. The Palo Alto Depot was listed on the National Register of Historic Places in 1996.

Many passengers mention the **Menlo Park** depot as their favorite. It is one of the oldest extant stations in America, dating to 1867. It has been carefully restored and any updates have been thoughtfully incorporated. The Menlo Park depot dates to a time when the railroad station mirrored the architectural style of the surrounding community. The building reflects the Victorian style that was popular when Menlo Park was founded and the depot has ornamentation typical of the Stick-Style Victorian-era buildings.

Burlingame Station owes its history to the establishment of the Burlingame Country Club, the first on the West Coast. A group of wealthy golf enthusiasts approached Southern Pacific and wished to convert the little flag stop of Oak Grove into a depot. Several of the club members admired the work a notable San Francisco architect A. Page Brown, who had just created a

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Message from our President



Photo: Tim Paddy

Ken Machado, President

California Pioneers of Santa Clara County

Recently, at an interview I was giving for CreaTV cable television station in San Jose, I was asked to describe the type of projects that the Pioneers were involved in. I paused and smiled and thought to myself that this was a tough question to answer in a short interview as there was such a wide variety of things that we, as a group, are doing.

The general public and even many of our Pioneers members do not fully understand the extent of our involvement in the community and the types of things we do to fulfill our mission statement. Some of these are fairly well known and have been discussed often, including the recent addition of the **Roberto-Sunol Adobe and Laura Ville** which will become an historical museum. Others such as the **Paulson House Museum** in History San Jose Park, our de facto "club house" are synonymous with the Pioneers. Our third property, the historic **Hacienda Cemetery** in New Almaden, which we maintain for the benefit of the public, is also well known.

But while the maintenance and preservation of these properties is fantastic, we do many other things of importance to our mission that may be somewhat overlooked.

As mentioned in an article on page 9 in this current edition of the **Trailblazer**, through our research using an 1878 edition of *The Pioneer* newspaper, we were able to assist a woman from Philadelphia to get an insight into a family connection she had from this area. He was an early black gold miner whose life was virtually unknown to her family. She was thrilled with the information we were able to provide her.

Our "**In Grave Danger**" team has helped identify, replace and restore headstones of significant valley Pioneers, including one of Louis Pellier, the father of the California prune industry.

Our **Pioneers Film Archive** has restored and preserved for future generations miles of old home movies and videos which otherwise would have been lost. We recently even contributed film footage to CBS Sports for a documentary on local football star **Brent Jones**.

Our **essay contest** has contributed in both creating historical research and encouraging our young people to explore their past. Our **oral histories** of significant members of our Valley's past help to preserve that firsthand experience which is so vital to learning.

Our contributions to and collaboration with other organizations have helped ensure the **designation of historical sites** around the county including the recent establishment of a monument of the Jenny Lind disaster which is located at the Alviso Marina County Park

We have also helped to **publish books and historical materials** and will have a new publication soon to share, a wonderful book by Jim Campbell whose illustrations appear in the **Trailblazer**.

Thanks to our more tech savvy members, we can now be found on **Twitter, Facebook, Pinterest** and other social media sites where we continue to gather younger historians.

Our **Furniture Loan Program** has helped furnish many historical museums and places including Casa Grande and the Winchester Mystery House.

We are helping with the translation of the **Pueblo Papers**, one of San Jose's most valuable historical assets. These 6,000 + pages are the correspondence of Pueblo San José officials during the early years of the pueblo. Their words shed light on the day to day tribulations of this new settlement.

In short, we have a lot to be proud of and more to do. Thank you for your membership and for making this possible. And, if any of this sounds fun to you, come join us. We encourage you to get involved.

-Ken Machado

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Pioneers Quarterly Luncheon

Saturday, March 8th, 2014

11:00 AM to 2:30 PM

THREE FLAMES RESTAURANT

Banquet Room—1547 Meridian Ave. in San Jose

Make Reservations by Wednesday, March 5th

E-Mail "sccpioneers@aol.com" or call
408-554-7587 with your menu selection

Luncheon Presentation

The McGlinchy Massacre

In 1896 six were slaughtered by James Dunham at the McGlinchy Farm in Campbell, leading to one of the biggest manhunts in County history.

presented by
**Official San Jose Historian
Paul Bernal**

Cost \$25 (please make checks payable in advance to California Pioneers and bring to Luncheon)

Menu Selections

Three Flames Special Steak

tri-tip steak topped with sautéed mushrooms.

Grilled Salmon Topped with Dill Sauce

Both above served with Anna potatoes
and fresh mixed steamed vegetables

Pasta Primavera

Veggies tossed with Penne Pasta and Marinara Sauce

All of the above served with Salad, Coffee and Dessert
No Host Bar for soft drinks, beer and wine

Parking is limited in front of the restaurant; however, ample parking is available in the rear and close to a separate banquet room entrance.

Anniversary of Our Railroad (Continued)

California-style building for the Chicago Exposition of 1893. George Howard Jr. and J. B. Mathiason imitated Brown's building and salvaged genuine roof tiles made by mission Indians for their masterpiece. Tiles on the main building are from a local *assistencia* and the remaining tiles were salvaged from Mission San Antonio de Padua. The building was completed in 1894. It has been completely restored and was placed on the National Register in 1978.

San Carlos is one of the grandest depot buildings, inspired by the work of the architect of Stanford University, Charles Coolidge. The building is in the Romanesque Revival style made popular by an Eastern architect, H. H. Richardson. The building material is stone and it comes from San Jose's Grey-stone Quarry, the source of the stone for the buildings of the Stanford campus. San Carlos was completed in 1888 and was nominated for the National Register in 1984, nearly a century later.

Last but not least in our collection of historic depots is **Millbrae**. The current structure is of special interest to rail-fans because it represents the style of depot that was built

when E. H. Harriman took over the Southern Pacific and standardized depot construction around 1910. Millbrae was a very early station on the SF & SJ RR and originally had an adobe depot. The adobe depot burned in 1890 and the replacement wooden depot burned in 1906. This depot structure includes most of the features of depots of the era, although the Millbrae Station is notable for its colonnade, not a standard feature at the time. Perhaps it was included to keep passengers dry in foggy, misty Millbrae.

Beyond Millbrae there are only tunnels to enjoy on the train ride - five of them altogether, some so short they could almost be overlooked. But they were built with local labor and recall the tremendous efforts of the Chinese workers who pioneered California's railroad construction.

We are now nearly at the end of our journey on the "up train," admiring the depots and looking in back yards along the way. In some places the route accompanies El Camino Real; in other places the old stage route is apparent. Alas, San Francisco has no grand depot to welcome us at the end of our trip. That is another story for another journey. ❖

Pioneers Sponsors Juana Briones Exhibit

The California Pioneers of Santa Clara County is a sponsor of a new exhibit that honors early pioneer Juana Briones. The bilingual exhibition will be located at the California Historical Society, 678 Mission Street, San Francisco. Our own Pioneers Board member Rose Marie Beebe translated the documents on display. The English translation from Spanish tells of Briones' marriage and the adoption process of a neophyte young girl whom she legally adopted as her daughter.

In 2011, the California Supreme Court ruled the demolition of the Juana Briones House at 455 Old Adobe Road in Palo Alto could go forward. When the home was demolished, California Pioneers consultant Greg Bernal Smestad saved part of the rammed earth wall, lumber and windows of the home. He stored the artifacts in his garage.

The California Historical Society has partnered with community members, activists and the Friends of the Juana Briones House to preserve the last remnant of Juana Briones' rancho—the portion of wall from the original 1850s structure. This wall, a wooden frame with rammed earth in-fill, is a direct and

valuable link to California history and will be showcased in the upcoming exhibition: *Juana Briones y Su California ~ Pionera, Fundadora, Curandera* (January 26-June 8, 2014).

Juana Briones (1802-1889) was one of the earliest and most important pioneers of San Francisco and Santa Clara Counties. In 1836, Briones had married a Presidio soldier and moved to the nascent village of El Pueblo de Yerba Buena, now the North Beach neighborhood of San Francisco. Briones established a small farm and dairy and sold produce to sailors, merchants and visitors from a spot beside the San Francisco Bay.

In 1844, Juana Briones purchased the 4,000 acre Rancho la Purísima Concepción, in Santa Clara County, from two Ohlone Native Americans and built a home in the foothills of what is now Palo Alto. After the American conquest of California in 1847, Briones presented her claim for Rancho la Purísima Concepción to the U.S. Board of Land Commissioners, beginning the lengthy process of proving the validity of the grant. She lived at her ranch home through the 1870s, after which she divided her land among her children.

At the close of the twentieth century, a small group of educators, historians, architects, neighbors, and business/community leaders united to oppose the destruction of the rare, historic building on the site of Rancho la Purísima Concepción. They were joined a little more than a decade later, in May 2010, by the National Trust for Historic Preservation, which added the 1844 site—at its core one of California's oldest residences—to *America's 11 Most Endangered Historic Places* list. Despite the impassioned efforts of these women and men, the Juana Briones homesite was demolished in May 2011 after more than a decade-long preservation battle.

The Friends of the Juana Briones Home and the California Historical Society want to preserve and secure this evocative last remnant of the home, to ensure that future generations can learn and be inspired by the many threads of Juana Briones' life and to ensure that this piece of California's architectural history isn't lost. For more information on the exhibit and events or to donate, visit <http://californiahistoricalsociety.org/exhibitions/juana-briones.html>. ❖

Partial Source: California Historical Society

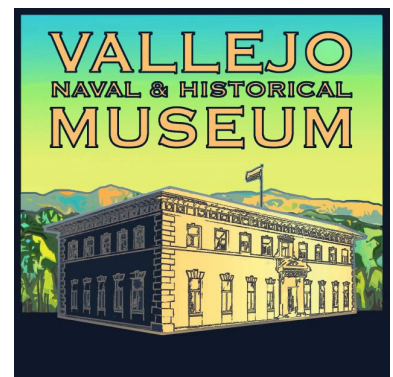
CCHS Spring Symposium on Feb. 27

The California Conference of Historical Societies (CCHS) will hold the Spring Symposium in Napa on February 27 through March 1, 2014. Napa was founded in 1847 and became one of the original counties of California.

In 1858, the great silver rush began in Napa and miners flocked to the eastern hills. In 1863, John Patchett had built the first stone winery in Napa Valley. By 1889, Napa was home to more than 140

wineries and is currently home to more than 400!

Highlights of the Symposium will include a downtown Napa walking tour, Trefethen Historic Winery tour and tasting, dinner at downtown Napa's Joe's Brewery and Restaurant, along with Solano County visits to the Western Railway Museum, the Vallejo Naval and Historical Museum and Mare Island Historic Park. For more information, visit www.californiahistorian.com. ❖



*Vallejo Naval &
Historical Museum*

Judge Richard Bell

By Jim Zetterquist

Richard Rundle Bell was born to Francis and Susan Rundle Bell on March 17, 1860, on a farm near Charlottetown, Prince Edward Island, Canada. As a young man, Bell worked as a veterinarian at the government farm, managed by his father. In 1882, he took a job with the Canadian Railroad in Winnipeg, working as an accountant. In 1885, he returned to PEI to marry Mary Emma Holmes, born 1864. The couple migrated to San Francisco in 1886. Shortly thereafter, they moved to San Jose, where Mary Emma gave birth to daughter Alicia Bertha (Gertridge) on November 13, 1886, and son Francis Arthur on January 16, 1888. In San Jose, Bell worked as a streetcar conductor and later in the wine industry, filling barrels and tasting wine.



Judge Richard Rundle Bell

In 1888, a doctor treated Bell for “consumption” (tuberculosis) and advised him to move to the recently established town of Los Gatos, which was heralded for its salubrious climate. According to family lore, on his way to Los Gatos, Bell met Mr. Rice, who offered him a job as a bookkeeper at Crandall & Rice Feed and Fuel. Bell accepted the job and soon recognized the business’ unrealized potential. Around 1890, Bell acquired the business and changed its name to R.R. Bell Company, selling wood, hay, grain, lime, and cement. The business soon became one of the county’s most prominent feed and fuel firms.

Living in Los Gatos, Bell’s health soon improved. Mary Emma gave birth to two more children, Susan Rundle (Brown) on October 16, 1890, and Archibald Holmes on December 22, 1892. Soon after, the Bells began building their stately seven bedroom Queen Ann home at the Northwest corner of Alameda and Santa Cruz Avenues. It was completed right before their daughter Elizabeth Emma (Meredith) was born on January 22, 1895. Richard Rundle Jr. was born in 1897, but died in 1899. Their last child, Evangeline Janet (Hasemeier), was born on Feb. 21, 1899.

Bell built a large barn behind the new home and kept his large stable of horses across the street on the southwest corner of Alameda and Santa Cruz Avenue (where the Bank of America now stands.)

Many regular visitors came to enjoy the Bell hospitality. So many friends and family visited from Canada, Bell was forced to rent neighborhood homes to put them up. He always paid their fare from Canada, but had a rule: “If they stayed more than a year, they had to help at the store.” Many stayed for just short of the twelve months.

In the late 1890s, Richard studied law at Hastings Law School along with running his successful feed and fuel business. He was accepted to the California State Bar in 1897 and later served as justice of the peace for Redwood Township, a western portion of Santa Clara County. The judge was a charitable man; “down and out” people always knew they could stop in at the Bell home for a helping hand. Bell sometimes opened the jail to them, just so they could sleep in a warm bed and eat a square meal.

In 1919, Bell’s wife, Mary Holmes Bell, was one of the millions of people to die from the flu epidemic. Two years later, Richard Bell married Mary’s younger sister, Evangeline Holmes, aka Deede (1876-1954).

As a citizen of Los Gatos, Richard Bell helped shape the young town. He was a founding member of the local public library, served on the town council, was a trustee of both local public schools, held the office of mayor (1912-1914), worked as the town recorder, served as president of the chamber of commerce, and acted as town attorney.

Judge Bell applied the law fairly and evenly to all. On June 18, 1931, the Los Gatos Mail News wrote, “Old Roman ideas of justice were recalled last week when City Judge R.R. Bell on Friday dealt with two week’s accumulation of traffic cases. Among those facing traffic charges was the jurist’s grandson and namesake, Richard Bell, charged with speeding and failing to have proper headlights. Judge Bell meted out the regulation penalty for such cases, and suspended Richard’s operator license for 30 days.” With Judge Bell’s home located at the north end of town and his business at the southern edge of town, just south of the Lyndon Hotel, it was said, “The Judge can keep an eye on you coming and going.”

(Continued pg. 7)

Right, Mary Holmes Bell



Judge Bell (Continued)

Richard Rundle Bell passed away on January 24, 1935. The Santa Clara County Superior Court drafted an official proclamation: "...Judge Bell took an active part in every movement for the betterment of his City and was honored and respected by all its citizens. He was a fine example of the capable lawyer, the just magistrate, and the model citizen. Quiet and orderly in his life, stable in his character, he was a leading citizen of that part of Santa Clara County in which his lot was cast...the very first impression made by Richard Bell upon all those who met him was that here was a man who was to be utterly trusted in every position in which life placed him...He was a vigorous and upstanding advocate for what was right."

The *Mercury Herald* reported, over four hundred friends and family members attended his funeral, overflowing St. Luke Episcopal Church. They spilled into the streets, where the service was heard on a loudspeaker system. "All traffic past the funeral home was prohibited, while every business in town closed its doors in accordance with a proclamation by Mayor M.J. Vertin."

According to the *Los Gatos Mail-News*, January 31, 1935, the following statements were made: Mayor Marc Vertin stated, "Judge Bell was one of the finest men this city has ever been so fortunate as to call one of its citizens, a good counselor to friends and strangers alike, a man we will not soon forget, nor find one to take his place." Chief of Police H.C. Noble said, "I think he was a very great man. In all the years I knew him I never heard a mean thing said about him." Banker J.D. Farwell reported, "After being with him for 40 years in various organizations, I found that his interest was always in the community. People came to him with their troubles - they were not always legal troubles."

Bell's son Arch took over as justice of the peace and his son Frank continued the feed and fuel business. Forty-six years after his death, Richard's youngest daughter recalled, "The Judge was a fastidious and well mannered gentleman who always wore a fine suit of clothes, Homberg hat and carried a cane. He never learned to drive a car. He walked to his office and tipped his hat to the ladies, the priest, and even to his own daughters, if he should happen to pass them on the street."

In 1935, Prentiss Brown, Principal of Los Gatos High School may have said it best when he



*The Bell home in San Jose circa 1888.
It sat at 11th and San Carlos Streets where
"The Garage" restaurant sits today.*



*The 1895 Bell home in Los Gatos on Santa Cruz Avenue.
Photo taken in 1900.*

(Photos from Jim Zetterquist)

stated, "...the influence of Judge Bell will be a factor in guiding the destiny of Los Gatos for many years, perhaps always. We should be thankful that he lived and not think of the fact that even a well-spent life must end." ❖

[Editor's Note: Author Jim Zetterquist is Bell's great-grandson.]

Willow Glen Elementary School Anniversary

By April Halberstadt

Calling all Glenites - especially those who like to celebrate really big events. Willow Glen Elementary School is celebrating the 150th year of its founding and they are looking for Willow Glen graduates. Current students at the school are preparing a video history and they want you to participate.

Students of the GATE (Gifted and Talented Education) program, those students who are gifted learners, are becoming very adept at video production. They are looking for graduates to interview on camera, people who are willing to answer questions and share their experiences about student life at Willow Glen Elementary. This film is being made in conjunction with CreaTV.

Willow Glen became a community because of its children and their school. Some historians have said that the name of Willow Glen originally came into use when the first school was organized. The first Willow Glen Elementary School (below) appeared in 1863 on the corner of what is now Lincoln Avenue and Malone. Land for the school was donated by Royal Cottle.



First Willow Glen Elementary School in 1863.

The first Willow Glen School was not just a simple, one room structure; it was a glorious double classroom edifice with an imposing bell tower. The school building was the pride of the community. But it did not take long for the

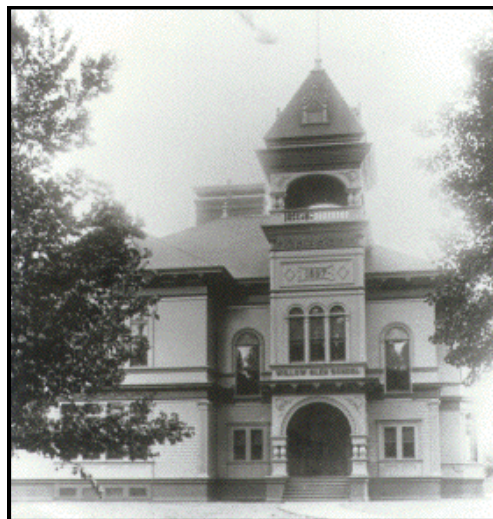
rapidly developing community to outgrow its first school and in just a few years, a new school was being built in a new location.

The new location for the Willow Glen Elementary School was the corner of Lincoln and Minnesota, and it has now been home to the school for well over a century. The site was chosen for its central location in the Willow Glen area. Like the original school, the new school building featured an imposing bell tower to call the students to class (pictured right.) Altogether four schools have been built on the site, keeping pace with student needs.

In the 1850s, Willow Glen held the most desirable farm land in the Santa Clara Valley and was one of the first settled areas. Farmers who appeared around the time of California statehood soon discovered its excellent agricultural productivity. A mild climate, wonderful soil and a high water table produced apples and pears that weighed a pound each. Fruit trees and vineyards in the Willow Glen area were so productive it was possible to support an entire family for a year on the income produced by just five acres.

Willow Glen had one of the earliest rural schools in Santa Clara Valley. It was an independent school district for decades, finally becoming part of the San Jose Unified District in 1944. You will recall that Willow Glen was its own incorporated city from 1927 to 1936, but became part of San Jose in order to connect to the municipal sewer system. The local schools became part of San Jose Unified a few years later.

Becoming part of San Jose Unified meant a number of changes for Willow Glen students. There was a new



The second Willow Glen Elementary School at the new location in 1897.

building for the kindergarten in 1948, designed by noted San Francisco architect Gifford Sobey. Sadly the building burned in 1975. However a new complex of buildings was already in place, completed in 1972, although by that time Willow Glen Elementary had students only up to sixth grade.

A second elementary school for the greater Willow Glen community had appeared in the 1930s. It was known as the River Glen School and had only a few teachers. After World War II in 1945, the Willow Glen community began rapid expansion and needed several new schools. A new River Glen School was designed by the San Jose firm of Higgins & Root and was completed in 1955. It joined two additional elementary schools that had been completed a year earlier. Both Booksin and Schallenberger schools were initially built in 1954 to accommodate a fast growing and highly desirable Willow Glen community.

A high school for Willow Glen was discussed in 1933 but it was many years before the community acquired a high school of its own. Until that time, high school students attended either San Jose schools or Campbell High School,

(Continued on pg. 10)

Daniel Langhorne—a Goldminer Not By Choice

The California Pioneers of Santa Clara County was recently contacted by Jean Wallace of Pennsylvania. She is researching her ancestors, the Langhorne family, who arrived in California during the gold rush of 1850. Wallace discovered a reference to the Langhorne ancestors in Rudolph Lapp's book, *Blacks in Gold Rush California*.

The reference referred to "The Pioneer," which was a newspaper published by Alexander P. Murgotten of San Jose, between 1877-1898. The newspaper was devoted to the interests of the pioneers of California. Murgotten was one of the founders of our local California Pioneers in 1875 and at that time our organization was called Santa Clara County Pioneers' Society. Murgotten served as Secretary for the group for a quarter century and was President in 1915.

Taking up the challenge of Wallace's request, our Pioneers research team located the original copy of the March 9, 1878 article in the archive of the California Pioneers of Santa Clara County. A digital copy was forwarded to Wallace for her research.

The 1878 article from "The Pioneer" was called "Biographical Sketches, Daniel

Langhorne – A Colored Pioneer – An Enterprising Negro – A Faithful Servant." The following text is a summary of that article.

Daniel was brought to California by Jean Wallace's ancestor, Dr. John Wesley Langhorne.

Daniel Langhorne was born 40 miles above Richmond, Virginia, on May 4, 1807. He was raised by his master Maurice Langhorne. Daniel's job was to plough the fields of Virginia with his "team of mules and wooden-mold-board-plough." When Maurice Langhorne passed away, Maurice's son Dr. J. W. Langhorne inherited Daniel.

Dr. Langhorne brought his family, along with Daniel and Daniel's brother Thomas, to California "when gold fever had broken out." They traveled across the Isthmus of Panama and reached San Francisco on April 6, 1850. Daniel was then 42 years old.

Up until this time, Daniel Langhorne had not traveled far, so experiencing the ocean voyage awakened his imagination. He believed that "there are more things in heaven and earth than he had ever dreamed of in his

philosophy." During the steamer trip to California, Daniel earned money as a barber.

Dr. Langhorne paid the passage to California for Daniel and Thomas and agreed to set them free after they served a stipulated time mining gold for the doctor. During this time, Daniel also worked at night on his own claim, sometimes making as much as \$100 in a few hours. In the dark, he panned for gold by recognizing the dull sound of gold rubbing against the pan. His claim was in Georgia Flat near Georgetown, El Dorado County.

After emancipation, Daniel successfully mined for gold at Horse-Shoe Bar on the North Yuba River, gaining "1-2 ounces of gold dust to the pan." Other miners became aware of Daniel's success and tried to steal his claim. A magistrate was quickly brought in who judged that the claim belonging to Daniel and his partner was legal and valid.

After working the claim out, Daniel came to Santa Clara County to live. At the time "The Pioneer" article was written, Daniel was 71 years old and believed that he "could cut more

(Continued on pg. 10)



Daniel Langhorne (Continued)

stove wood in a day than any man in the Santa Cruz Mountains.” He lived in a small cabin in a gulch near the toll-gate to Lexington and proudly raised chickens. [Lexington was where the Lexington Reservoir is today.]

When asked about the condition of the “colored people in the United States,” Daniel agreed with Frederic Douglas’s advice: “be industrious and save what they make, because few persons in this world care much about the poor colored man.” Daniel commented that when he had money he had many friends and they were respectful. Now that he had less, it was not the case.

During slavery Daniel was most distressed with the separation of families. He considered “the slave trade cruel and a damnable sin and was astonished that

the enlightened nations of the world had not long since wiped out every vestige of it from the face of the world.” He was hopeful that the Southern people would soon be in a more prosperous condition and spoke kindly of them with all their faults.

Daniel said he still reveres his old master, Maurice Langhorne, who raised him and who “called all the colored people into his house before going out to work in the morning.” The master would “read a chapter in the Bible and have family prayers.”

Daniel asked that “the town council of San Jose permit his body to be buried in the cemetery alongside his brother Thomas, who bought a lot there in partnership with him many years ago.” Daniel did not want to be

buried in the Potter’s Field or cremated because he was a “high toned Virginian.”

Daniel’s parents were known for their longevity, his father dying at 100 years of age and his mother, living in Lexington, Missouri, was about 99 years old and still active at the time of his interview.

Jean Wallace expressed her appreciation to the Pioneers on receiving the digital copy of the article on Daniel Langhorne. We hope it furthers her research. One of our long-term goals is to digitalize our old publications such as “The Pioneer” papers so that other researchers may utilize news and stories of the past. ❖

-Gayle Frank

Willow Glen School (Continued)

depending on which one was closer. Willow Glen High School was finally completed in 1950 and had 552 students when it opened its doors. Herman R. Buscher became principal in 1951 and directed growth for many years.

Today the Willow Glen Elementary campus has 23 classrooms in two structures. The school includes a library and cafeteria and offers classes in art, music and science to all students. Two programs of instruction are offered; a traditional program in English and an immersion program for students who are bi-lingual in Spanish. Willow Glen Elementary has been named a California Distinguished School, a tribute to the ongoing excellence of its teachers and the community support it receives.

If you are a graduate of this fine school, or know someone who is, please consider sharing your stories about your days at the school. Parent coordinator for the project is: Jay Kreshel at jaykreshel@gmail.com or 206-409-8668. ❖



Photos courtesy of Willow Glen Elementary School

Willow Glen Elementary School on the southwest corner of Lincoln and Minnesota from 1924-1971.

The Narrow Gauge Railroad Station—a sketch by Jim Campbell



The railroad station shown in this drawing came into existence at The Alameda and Cahill Street in 1877. It belonged to the narrow gauge South Pacific Coast R.R. It was built with Nevada money put up by James G. Fair, one of the “Big Four” of Comstock lode fame. The line connected

Alameda with Santa Cruz by way of Newark, San Jose, and Los Gatos.

In 1887, Fair leased the entire South Pacific Coast system to the Southern Pacific, which later broad-gauged it and bought it outright. The San Jose

station, known to old timers as “the Narrow Gauge,” became West San Jose. That name endured until the razing of every building on the premises in 1935 to make way for the city’s present main station. ❖

San Jose High Alum at Pioneers Luncheon Identified

In our last issue of the Trailblazer, the photo of the San Jose High Alums had two alums who were not identified. We have now been informed that the lady seated in the photo was Virginia Rose from San Jose. Virginia joined the California Pioneers of Santa Clara County in 2002 and is a Life Member.



Docent Opportunity

The California Pioneers of Santa Clara County offers a unique opportunity to become a docent in our Paulson House at History San Jose, open on most Sunday afternoons.

For more information, call Bev Blockie at 408-274-1625 or email her at bev@blockie.com.

Pioneers Board Celebrates the Holidays



The California Pioneers of Santa Clara County Board members and their spouses celebrated the holidays at Maggiano's Restaurant on Dec. 8th. All enjoyed the delicious food, beverages, white elephant exchange and holiday cheer.

Pictured clockwise from top left: Ken and Patti Machado, Lynn and Jim Zetterquist, Rose Marie Beebe and Bob Senkewicz, Bev Blockie, Carla and Rick Helin.

(More photos on page 13)



Pioneers Board Celebrates (Continued)



Pictured clockwise from top left: Paul and Mary Carol Bernal, Walt Gil, Tim and Barbara Peddy, Gayle Frank, Robb Moore, April Halberstadt and Melita Kelly.

Photos: Tim Peddy



Welcome New Pioneers Members!

Ray Blockie

Ray Blockie is a native San Josean and presently lives in Los Gatos. Before retirement his occupation was a procurement director. His ancestors were Gertrude and Al Cheffers who came to California in 1890. Ray is the brother of Pioneers Board Member Bev Blockie.

Linda Larson Boston

Linda Boston arrived in California in 1974 from Oregon. Linda does freelance historical research and writing as well as technical editing. Her pioneer ancestor was William Sikes who came to northern California in the 1890s. Her parents are Edna and Robert Larson.

Linda Lee Faulkner

Linda Lee Faulkner was born in Long Beach, California and now lives in San Jose. Her maiden name was Hunter. Her mother came to California in 1928 and

her father arrived in 1931. Linda is retired from the Family Center at O'Connor Hospital.

Nadine Nelson

Nadine Nelson lives in San Jose and is a San Jose native. Her maiden name is Tognetti. Her California ancestors are Louis Solari (1867) and Celia Tomasini Solari (1883). Nadine has volunteered at the HSJ Research Library for the last eight years.

Pete Verbica

Peter Coe Verbica is a native San Josean whose family history includes his great, great grandfather, Henry W. Coe Sr., a founding member of the California Pioneers of Santa Clara County. Numerous other family members have lived in the area. Peter is the son of Pioneers member Winnifred Coe Verbica who passed

away on March 31, 2013. Peter Verbica's authored a book entitled "A Key to the Grove and Other Poems" that was published in 2013.

Jean Wallace

Jean Wallace joined the Pioneers after learning about our organization through her genealogy research. She lives in Pennsylvania and is a native of Ohio. She discovered some of her ancestors came to California during the Gold Rush and we were able to send her a copy of an 1878 interview about her family that was published in "The Pioneer" newspaper. (See story on page 9.) Her ancestor was Dr. John Wesley Langhorne who came to California with his family in 1850. Jean is a grant writer. ❖



**Membership dues were owed
on January 1st, 2014**

Membership Report

The membership dues for the California Pioneers of Santa Clara County are due on January 1st every year. If you haven't paid your annual dues for 2014, you may pay them at the March luncheon or you can mail them to CA Pioneers, Membership Chair, P.O. Box 8208, San Jose, CA. 95155.

You will see the various benefits and categories of membership if you go to

CaliformiaPioneers.com and select "Membership Information" from the menu on the left. Additional donations or higher membership levels are always appreciated. And please don't forget the Pioneers in your estate planning.

If you have questions, please contact April Halberstadt at 408-293-2860 or email her at aprilhalb@gmail.com. ❖

California Pioneers of Santa Clara County Membership Categories

Individual	\$25
Family Level	\$45
Loomis Level	\$75
Lifetime Level	\$250
Arbuckle Level	\$500
Younger Level	\$1000
Murgotten Level	\$5000

Time Travel

San Jose, Sept. 1883: Patents were issued to three local inventors: A.R. Manley for a roof scaffold and kitchen flour bin and sifter; W.P. O'Brien who contrived an automatic egg boiler and John Williams for his improved window shade.

San Jose, 1902: the largest electric sign in the state appeared over Spring's clothing Store at Market and Santa Clara Streets containing one hundred thirty four electric bulbs.

San Jose, June 1902: The first auto speeding fine imposed here was for \$20 and was dealt to a chauffeur for the San Francisco millionaire, Chales 'Lucky' Baldwin, who violated the eight mile an hour speed limit. The San Jose News commented with "The practical usefulness of such machines have been demonstrated and it is certain they will come into very universal use in this section."

San Jose, July 1902: Local pastors at their Pastors' Union discussed the question: "Why do people sleep in church?"

West Willows, 1905: The residences on Moorpark Avenue had been numbered, thus ranking them among suburban streets. It was no longer considered a country section.

San Jose, July 1911: Hotel Montgomery was having its grand opening. "Everywhere," it was reported, "there is evidence of luxury and good taste." It promised to be carefully inspected by not only local residents, but by travelers who came this way. A new Kissel Kar depot bus provided for arrivals and departures.

Sacramento, 1921: By action of the Legislature all Normal Schools in California were elevated to the status of Teachers Colleges. San Jose Normal then became San Jose State Teachers College.

San Jose, 1931: the Board of Supervisors passed a resolution to rename the County Hospital "Hillview Hospital" while the almshouse at Milpitas would henceforth be known as "Rest Haven Hospital."



News of The Past



Visit Pioneers' History Calendar

The "History Calendar - Santa Clara County" is on our website at www.CaliforniaPioneers.com and then click on "Calendar".

Check out the California Pioneers of Santa Clara County on the social media sites listed on page 16.



Pioneers Gone to the Golden Hills



Edith Mattos Lewis Walter



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California Pioneers of Santa Clara County 2014 Board of Directors

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Jim Campbell, Resident Artist for Calif. Pioneers of SCC

Madeline Streight, Sunshine Chair, 408-259-4422 or
madeline.streight@att.net

Our Mission is to promote, preserve, and celebrate the history of Santa Clara County and the heritage of its past generations. We collect, archive, educate and encourage research and scholarship.