

Volume 25

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Number 4

NEW ALMADEN MINERS



Beneath the serene beauty of Almaden Quicksilver County Park lie an estimated forty-two miles of underground mine workings, ranging in elevation from seventeen hundred feet above sea level to six hundred forty-three feet below sea level. Time, nature and the efforts of the County Parks Department have sealed off most of these hazardous mine areas. From time to time, however, nature re-opens some of their mine workings and they need to be re-sealed.

The New Almaden Quicksilver County Park Association are presently seeking members of pioneer families who lived up on Mine Hill in Englishtown or Spanishtown, or were early settlers of the Hacienda. If you know the present whereabouts of former New Almaden miners, C.C.C. members stationed at New Almaden during the 1930's, or other former residents of the area please contact Kitty Monahan at (408) 268-6541.

▼ ▼ ▼ WHALE BLAZERS ▼ ▼ ▼

SAN JOSE TRIBUNE, 1863: "My wife, Louissa, having left my bed and board, without provocation, the community is hereby notified not to harbor her, nor to let her have anything at my credit, as I will not be responsible in any way for debts contracted by her. I will also prosecute any person who may be found harboring her." signed, Joseph B. McCoy

THE PIONEER, 1877: The City Council had passed an ordinance against sleeping in barns or outhouses without the consent of the owners.

SAN JOSE, 1900: A patented life-saving street car 'fender scoop' invented by Elvis Groat here had been tested with very good results when the local trolley lines scooped up sack-made dummies off the tracks with ease.

SAN JOSE, 1901: Principal John Manzer of Horace Mann School announced the playing of marbles 'for keeps' by school boys was strickly forbidden.

COYOTE, December 1901: A section hand, accused of attempting to maltreat a girl here, was beaten within an inch of his life, tarred and feathered and kicked to the outskirts of town.

January 1902: Stanford football teams have known the siege of bad days as far back as 1902. Michigan had defeated the Cardinals by a score of 49 to 0 during the Pasadena Rose Festival. 'Teddy' Roosevelt, a second cousin of the President and left guard on the Stanford squad, suffered a fractured leg and two broken ribs. Despite his injuries he played the entire game.

January 1902: Police were seeking the firebug who attempted to torch the Telescope Hotel on Market Street as well as the Newland Saloon across the street for the third time.

SAN JOSE, January 1902: A.C. Banta and Dr. E.O. Pieper made the first trip by electric automobile ever known. They toured the hills between Los Gatos and Saratoga doing twenty-nine miles without changing the batteries.

SAN JOSE, November 1902: Officials of the Sunset Telephone Co. here pointed out a contract signed by subscribers to an agreement to limit their phone calls to just five minutes. This was instituted to "cut off the gossipers."

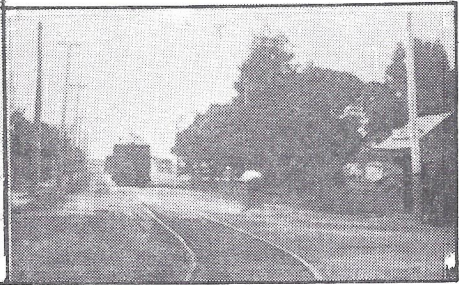
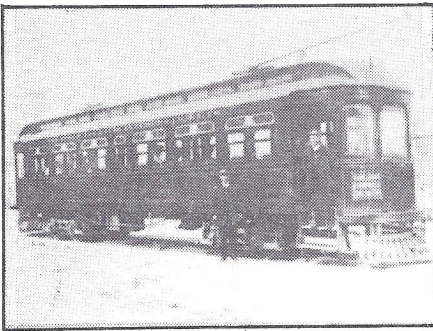
Announcements

Leonard McKay reports that Clyde Arbuckle's "History of San Jose" will consist of 500 pages with 150 pictures. This regular edition will sell for \$25 with 300 being printed. There will also be a leather bound, gilt edged limited edition selling for \$225. September 1985 is the release date.

The San Jose Historical Museum is now graced with a park bench well identified as a gift from our Pioneer Society.

The Campbell Short Line

By BILL CHIVERS



San Jose, Campbell,
Los Gatos Interurban

Campbell Station

San Jose had horse drawn street cars as early as 1868 but over the years, the street car system changed to electricity and spread out over the valley like an octopus. There are several good books published on this vast interurban railroad system in Santa Clara County, but our intent is to tell only the story of part of this street car system called the San Jose, Campbell, Los Gatos Interurban Railway, better known as the Campbell Cutoff or the Short Line.

Ex-Railroad Commissioner, James W. Rea, and F.S. Granger in 1903 had constructed the San Jose, Saratoga, Los Gatos interurban railroad with standard gauge rails and 600 volt overhead trolley lines. This system was ready for use in March 1904. The line went down Stevens Creek to Saratoga Avenue, then to Saratoga. The line entered Los Gatos by way of the Saratoga-Los Gatos Road and consisted of eighteen miles of track in total. Rea and Granger knew the San Jose Railroad was planning a shorter route to Los Gatos by way of Campbell; so not to be outdone, they had obtained a franchise and backing, and immediately started surveys and preparing for construction of this much shorter Campbell route. Financial disaster struck in April 1904, when the Board of Trustees of Los Gatos, because of what they thought

were too many delays, declared their franchise into Los Gatos by way of San Jose Avenue and East Main Street forfeited, and their St. Louis bankers immediately sold out control of the company. Rea and Granger passed from the scene. The Southern Pacific Railroad Company was now the new owner of this interurban enterprise.

The new officers were Oliver A. Hale of San Francisco, a pioneering San Jose drygoods merchant as President; Frank E. Chapin Jr., 30 year San Francisco street car veteran as Vice-President and General Manager; and H.H. Lynch as General Superintendent. The County Supervisor and the Los Gatos Board of Trustees awarded a new franchise in August 1904, and work began on the Campbell Cutoff.

It was announced that the "Short Line" route would run as follows: Beginning at the general offices at the City Hall and Guadalupe Street in San Jose, the cars would pass over a new route, west on Park Avenue to Josefa Street, south to San Carlos, west to Bird Avenue, south on Bird Avenue to Lincoln Avenue, south on Lincoln Avenue to Willow Street, West on Willow Street to Meridian Road, south to Hamilton Avenue, west to Infirmary Road (Bascom), south to Campbell Avenue, west on Campbell Avenue to Railway Avenue. Thence south along the center of Railway Avenue to a point where that avenue crosses the railroad south of Mr. Stratons. At that point, the cars run parallel with the Southern Pacific tracks, but on a private right of way purchased by Messrs. Kennedy and Page, to the Almaden Branch. Then it would use the New Almaden Railroad trestle and track in crossing the creek, leaving the same at the Los Gatos-San Jose Road (Bascom) going into Los Gatos by way of San Jose Road and East Main Street.

When the route of the new interurban was published, the Campbell business men complained that Campbell's interests were certainly not consulted on this route. They felt that great numbers of tourists would take this route and would get very little idea of Campbell's business, residences, school and church interests as they very nearly all were on the west side of the railroad. They felt the cars should have gone through town and on by the schools. They decided not to cry over spilled milk, but they let the company know that they thought it was a mistake on choosing the route as planned for Campbell.

By August 1904 work was well underway as two big traction steam engine plows were ripping up the streets from San Jose to Campbell, followed by excavating gangs with horse shovels, then followed by the tie gang and steel gang and spikers, then liners and surfacers. Then men to smooth and finish the road ready for the cars. There were about 20 teams of men working on the road, about 300 men in all. Double line poles for the copper trolley wires were erected. The rails being laid were 60 feet in length and weighed 1,200 pounds each, 60 pounds to the yard. These rails were of the very best steel, and required two gondola cars to the length in hauling, and ten men to unload a rail.

Mr. Thomas Egan was the company foreman in charge of construction, and due to his able and superior work, had the rails completed to Campbell by November 1904. A temporary trestle was built paralleling the Campbell Avenue bridge so the first cars could come as far as Campbell on Thanksgiving Day, and a regular Short Line service was started that would give service from the San Jose Depot to Campbell hourly on week days, and half-hourly on Saturday, Sunday and holidays. A permanent street car trestle was built a short time later.

The first time table said, First car leaves San Jose Depot 6:00 A.M. and Campbell 6:30 A.M., last car leaves San Jose Depot 11:00 P.M. and Campbell 11:30 P.M.

The work speedily continued from Railway Avenue to the New Almaden Southern Pacific switch and trestle across the Los Gatos Creek. From this point to the San Jose-Los Gatos Road, the track would be shared with the Southern Pacific with an elaborate signal system to prevent the interurban and the Southern Pacific cars from using the track at the same time. The track continued south on the west side of the San Jose-Los Gatos Road until it got to Farley Road. Then it went down the middle of the street entering Los Gatos on East Main Street. This new Short Line was connected to the San Jose, Saratoga, Los Gatos interurban line at Santa Cruz Avenue, completing a 28 mile triangular route from San Jose, Saratoga, Los Gatos, Campbell and back to San Jose.

It was on Wednesday, December 7, 1904, that a special interurban car named the "Mayflower" made the first trip with many dignitaries over the almost completed San Jose, Campbell, Los Gatos Short Line as far as the Los Gatos Main Street Bridge. By January 15, 1905, the Campbell Cutoff circuit was completed over the Main Street Bridge in Los Gatos joining the other line at Santa Cruz Avenue, and regular service on the 28 mile interurban circuit or "Belt Line" as it was called was started.

The interurban line became very popular. It was specially noted in Campbell when the Campbell Visitor changed its name to the Campbell Interurban Press.

The Peninsular Interurban Railway gave good service to Campbell for 28 years, but because of the paving of the roads and the popularity of the automobile and bus service competition, by 1932 it was no longer profitable to keep this type of transportation. On April 1, 1932, the last car was used on the Campbell Short Line, and bus service over the same area was started the next day. Passing into history was a clean and efficient form of transportation that many people wish we had today.

Mr. & Mrs. Young Louis Share a Reel of Hearst Castle Memories

By HANK CALLOWAY

In the early 1930's Mr. Young Louis was employed by the Elmo Theatre in San Luis Obispo as a projectionist and maintenance man for the then reputable wage of \$25 a week.

On many occasions William Randolph Hearst would ask Young to the Castle to operate the projector there. "They had their own elaborate projector but no one knew how to run it," smiles Young. "Frequent requests also came from Mr. Hearst's girl friend, Marion Davies. She had copies of all her movies in the basement of the Castle and every so often would get a yen to view a certain picture." Young Louis readily called off a number of her 'silents': "Little Old New York," "Janice Meridith" and "When Knighthood Was in Flower." Among Miss Davies' 'talkies' he enjoyed screening was "Going Hollywood" with Bing Crosby and "Page Miss Glory" with William Powell. The one movie Young had the honor to project was "Gone With The Wind." "I remember that best as we showed it six months before it was released to theaters."

Young Louis usually found himself among the greats of Hollywood: John Gilbert, Dick Powell, Olivia DeHaviland and Joan Crawford. Often his wife, Stella, would accompany him. For services rendered Young received \$35 a day from Mr. Hearst. At times they stayed several days.

It was the Trailblazers good fortune to meet these kindly history sharing folks in San Luis Obispo County during a recent and exciting venture with the Argonauts who comprise a class of western history loving vagabonds associated with the San Jose Adult Education Program.

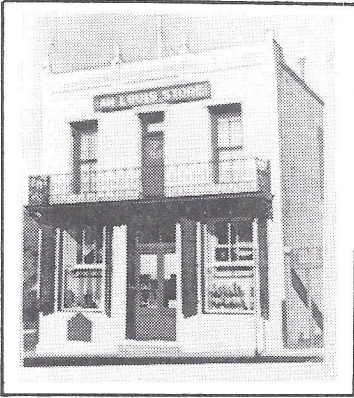
William Randolph Hearst had long been recognized as an expert in spending money as was Marion Davies.

Youth ninety year old Young Louis, often referred to as 'Cholly' by his friends, likes to recall the world's most expensive pack of cigarettes. "It was a time when Miss Davies was completely out of cigarettes and close to midnight. For a heavy smoker this was drastic. Miss Davies called up Steve Zegar who operated the taxi shuttle service out of San Luis Obispo to the Castle, a forty-five mile run. She pleaded with Steve to rush her up some cigarettes. The cigar stores were closed at that hour but a few bars were open. Steve did locate the cigarettes and headed north. When he handed her the cigarettes, it was a brand she did not like. She asked if there were other brands available. 'Yes, several others,' answered Steve. So he heads back to San Luis Obispo, finally returning with her favorite brand. Steve's standard rate for a Castle run was \$35. When he presented his bill, it was \$70 plus the cost of the cigarettes. She paid it."

Hearst memorabilia from Young is captivating. The newspaper tycoon kept a converted World War I plane at his San Simeon landing strip. The later part of the 1930's he had his pilot fly to Los Angeles to fetch sixteen newsmen he had invited to his so called 'Enchanted Hill' for a party. The group arrived for the affair but somehow a fellow by the name of Herbert was not among them. Hearst immediately summoned his pilot to fly back and pick up the straggler.

Young tells of the signs Hearst had posted along the road to the Castle to safeguard the hundreds of wild animals he had imported from other countries. Signs repeatedly cautioned, "Animals have the right of way."

"The distinguished Winston Churchill," says Young, "was on his way up the hill to call on Mr. Hearst when his transportation, furnished by none other than Steve Zegar's taxi, was compelled to stop. A stubborn giraffe decided to sit in the middle of the road and just sat for more than an hour while cigar smoking Sir Winston just had to wait."



Ah Louis Store

Mr. Young Louis points out to the Trailblazer that his birthplace on December 15, 1893 was in the upper left corner room of this picture.

The Ah Louis Store was founded by Young's father in 1874 and is the oldest operated family store in San Louis Obispo County. Here was sold herbs and general merchandise as well as serving as a bank and post office. The store building bricks were made in the back yard.

Ah Louis is a name that played an important role during the construction of early railroads and regional mining operations. This Chinese merchant and community leader contracted two thousand Chinese laborers in 1884 to dig eight railroad tunnels over the Cuesta Grade in the Santa Lucia Mountains. The tunnels are still in use today. He died in 1936 at the age of 98.

The store is a California Registered Landmark No. 802 and is presently used as a gift shop in this history laden city. Drop by, as Stella and Young Louis are certain a family member will welcome you.



NEWS 'BOUT MEMBERS

Nellie Leedom's father was a veteran of the Chinese Boxer Rebellion of 1899-1900 in Peking serving with a German relief expedition. He arrived in America soon after. In 1911 he returned home for a visit. It was in Zurich, Switzerland where he met Nellie's mother. They fell in love and planned their wedding. "Mother then bought a lovely embroidered white cotton fabric for her wedding dress," said Nellie, "however, Swiss laws insisted the posting of 'marriage bonds' for three weeks prior to a marriage. Due to citizenship and job requirements, Father could not wait that long. In due time they sailed for America planning a wedding here. On their New York arrival a friendly customs official asked Father what he planned to do about his lady. Father replied, 'Marry her.' The kindly officer readily assisted by taking them to the city hall, even witnessed their marriage. So I have in my cedar chest today," sighs Nellie devotedly, "Mother's wedding dress made after her wedding." Nellie's parents operated a bakery business in Kennett, a small mining town in Shasta County. Nellie and her brother were born there. Mining ceased in 1920; so people left. Kennett is now covered by the waters of Shasta Dam.

* * *

Mabel 'Midge' Williams Noonan reflects on her musical family. "We had an entire orchestra in the family with Aunt May and Uncle Joe playing violins, my dad the cello, with Aunt Liss at the piano. When a touch of brass was needed, Uncle Al supplied it with his coronet or Dad, also, with his baritone horn—still a proud possession of mine."

* * *

Joseph A. Walker reveals with a 1909 photo where his Swiss born father was co-owner of the rural pastured Melrose Dairy on East 14th Street in Oakland, just about where the old Montgomery Ward building stands today.

* * *

Champ Grandma! Ruth Gross, who for so long served as our 'telephone girl' for the traveling Californians, has, we believe, established a record within our midst. Ruth has five children, seventeen grandchildren, twenty-seven great grandchildren, and four great-great grandchildren. Mrs. Gross is one of our faithful attendees to our Pioneer Luncheon.

* * *

The Trailblazer would like hearing from members who can provide items of general interest. Please mail to 1899 McDaniel Ave., San Jose, CA 95126.

Cheers to Henrietta Marcotte and Catherine L. Gasich who are very active with the Cupertino Historical Society. They have assisted in compiling a list of historic homes, trees, and buildings in the Cupertino-Monte Vista area.

* * *

Joe Hughes doesn't think the covered wagon overlanders had all the tribulations of early travel. When his folks headed west from Pennsylvania in 1919 with two overburdened Maxwells, he was kept busy patching tubes and pumping tires almost the entire distance.

* * *

The Santa Clara County Historical Heritage Commission selected Henry "Hank" Calloway and his wife Laura as the recipients of the Award of Excellence in Historic Resources Preservation. The Calloways were nominated for a decade of outstanding services as editors of THE TRAILBLAZER and for the numerous volunteer contributions to the San Jose Historical Museum. They were honored for their outstanding contributions by the County Board of Supervisors and the Historical Heritage Commission at an awards ceremony and reception in May 1984.

* * *

The Sunnyvale Historical Society and Museum Association commemorated Sunnyvale's 75th anniversary as a township by presenting a fashion show displaying costumes worn by the women through the years.

* * *

John D. Spreckels of San Francisco really started something when on May 5, 1905, he went to Sacramento and paid the California Secretary of State, Charles Curry, \$2 to register his White Steamer. His was California's first automobile registration. In the year that followed Curry, handling the chore as a sideline, registered a total of 6,428 "gas buggies" and took in about \$13,000.

Welcome New Members

Eleanor D. Clerk
Catherine L. Gasich
Harold L. Gass
Ruth Gass

Edythe June Di Giorgio
Rev. Ward McCabe
Evelyn McCabe
David D. McKinney

David Warner Olson
Frances Smith
Charles Whitt
Patricia Whitt



Beyond the sunset

Louise Bodenheim
Martha Bulmore

Edith Cooper
Esther Crow

Ora Merritt
Dorothy Pankratz



EDITOR'S DESK

REMEMBER—Members 85 or over will be honored at our December 1st Christmas Luncheon. A surprise is in the making.

ARE YOUR DUES PAID FOR 1985? Quite a few of our members have already paid their dues for the coming year. Is your name on that list? If not, why not mail your \$5 check today and by doing so protect your membership and insure your receiving the Trailblazer.

The Financial Secretary will be available both before and after the December luncheon but you can surely save yourself the inconvenience of standing in line if you send your payment by mail. Make your check out to California Pioneers, include a stamped, self-addressed envelope and mail to Mary Wahlberg, Financial Secretary, P.O. Box 8208, San Jose, CA 95155. You will then receive your new card by return mail. If you have any questions please contact Mary Wahlberg at 246-5503.

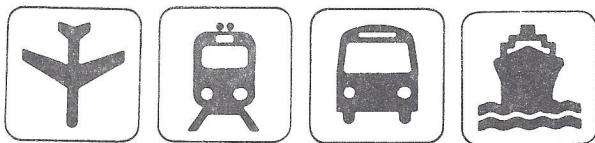
YOUTH MOVEMENT—Being a Pioneer member can qualify your children and grandchildren for membership upon the age of 18.

THE CAMPBELL HISTORICAL MUSEUM at 51 N. Central Ave. has just placed their latest changing exhibit focused on quilting.

A number of the quilts are from the Museums collection dating from teh mid 1800's. The display includes information on pattern techniques and the social role of quilting. Museum hours: Tues. to Sat. 1:30 to 4:30 p.m.

FRIENDS OF THE LIBRARY in San Jose are in need of anyone who can donate a few hours a month to help in the book store at the Main Library. The store continues to receive good books donated by the public. The San Jose Library and all branches have recepticals where you can leave books. Needed are westerns, illustrated children's books, sports, hobbies, literature. You are invited to stop in and browse; perhaps you will make a happy discovery.

RALPH RAMBO'S PEN & INKLINGS is the announced 1985 San Jose Historical Museum Association Membership Premium. This beautifully illustrated 192 page hard-bound keepsake volume contains the 'best' of Ralph's previously published works all in Ralph's unique hand lettering style. This Limited Edition is expressly for distribution by the Association with every minimum membership of \$25.



Touring With The Californians

URGENT! Our Tour Committee is in need of someone to take tour reservations by phone....Please call Alice Vetterle at 294-7510 for further information.

RESERVATIONS FOR TRIPS can be made at present by calling Alice Vetterle at 294-7510 from 9 a.m. to noon, Monday thru Friday. Members of the California Pioneers of Santa Clara County are given preference over guests with reservations taken on first-come, first-served basis. Reservations for **MEMBERS ONLY** will be accepted for the first week after each quarterly luncheon meeting; thereafter, non-members will be welcome. Subject to this rule, anyone may sign on a waiting list. The right is reserved to decline or accept any person as a member of any tour.

April 23-30, 1985 (Tues. to Tues.) **ON THE BEACH AT WAIKIKI** Your "Little Grass Shack" will be deluxe accommodations for seven nights in ocean view rooms at the Ilikai Hotel with kitchenette and lanai. Each day's activity is left to individual choice. Do as much or as little as you like. Oahu's bus transportation can take you on a four hour trip around the island for just \$1. Please request the special flyer for this Hawaiian Holiday, Mahalo!

June 25-July 2, 1985: **EXPLORING THE INSIDE PASSAGE OF ALASKA** This mountain-crowned marine highway unfolds majestic ever-changing shores and seascapes. Tour includes roundtrip air transportation from Bay Area to Ketchikan, Alaska; seven nights cruising aboard the **CLASS CRUISE EXPLORER**; view spectacular hanging glaciers; inhale Skagway, a colorful relic of the Klondike Gold Rush; by motorcoach explore and watch Indian craftsmen at work in Alaskan Indian Art Centers; marvel to a dinner ashore with salmon cooked Indian-style. The Captain's Get Acquainted Party will help set the mood for this fantastic retreat. Early birds get the cabin of their choice!

TIP BROCHURES can be obtained by mailing a stamped, self-addressed legal size envelope to **THE CALIFORNIANS**, P.O. Box 32121, San Jose, CA 95152.

October 1985, **CHINA**: Final details later this year.

Look for interesting **ONE DAY TRIPS** in Jan.-Feb.-March....Happy Trails!

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DUES: \$5 Please send a self-addressed stamped envelope for the return of your membership card. Make checks payable to California Pioneers and mail to Financial Secretary, P.O. Box 8208, San Jose, CA 95155.

THE TRAILBLAZER issued February, May, August and November. Editor-Henry Calloway, 1899 McDaniel Ave., San Jose, CA 95126; Associate Editor-Laura Calloway; Assistant Editor-Bill Chivers; Staff Artist-Ralph Rambo. Subscription rate to non-members \$4 per year.

CALIFORNIA PIONEERS OF SANTA CLARA COUNTY DIRECTORS 1984-1985: President-Victoria Malatesta; First Vice President-Al Gauger; Second Vice President-Leonard McKay; Recording Secretary-George Kobayashi; Treasurer-Bryan Millar; Financial Secretary-Mary Wahlberg; Membership Chairman-James O'Connor; Marshall-Mary Simas; Archivist-Helen Kuesel; Parliamentarian-Austen Warburton; Historian-Clyde Arbuckle; Corresponding Secretary-Helen Arbuckle; Audit Committee-Don Tustin, Helen Soderstrom, Bill Chivers; Greeter-Wade Brummal.

SUNSHINE Please notify of SICKNESS AND DEATHS: Mary Simas, 1722 Husted, San Jose, CA 95125 Phone 408-448-6102.