

THE TRAILBLAZER

Quarterly Bulletin of the California Pioneers of Santa Clara County

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ON THE PIONEER TRAIL

Edith V. Titcomb

The real pioneer can be compared to the driver of an automobile on a mountain road. He not only keeps his eyes on the adventures and beauty ahead, but he has the privilege of enjoying what he sees in the rear-view mirror. How often we forget that the rear-view mirror adds a new dimension to our travels.

It was in this spirit and interest that the California Pioneers of Santa Clara County voted in 1957 to establish a scholarship at San Jose State College, in the Social Science area. The grant was set at one hundred fifty dollars annually, and the suggestion was made that the student receiving it should be on the graduate level and should make genuine research in some phase of Santa Clara County history. This grant was appreciated by the college, as it was the first to be received in the Social Science area.

Dr. Benjamin F. Gilbert of the college faculty has ably sponsored this project. Mr. Herbert Jones and Mr. Clyde Arbuckle have given valuable assistance in locating resource material and incidents of local origin which have added to the interest of the students' papers. Each grantee has presented the product of his work at a quarterly meeting of the Pioneer Society. These students have done well, and have made the project rewarding in the variety, accuracy, and amount of material available for use in the Pioneer library, as well as in the files of the college.

The titles of these papers are:

The French in Early Santa Clara County (with the story of the French prune)

The Earthquake of April 18, 1906, in Santa Clara Valley

Indian History in Santa Clara County

John Joseph Montgomery: His Life in Brief (the Father of Gliders)

Alviso's First Boom; the Role of the Speculator in Developing the Town of Alviso

The First Five Years of San Jose Grange, 1873-1878
 The Transition Period in Santa Clara County Institutions: A study of the Years 1846-1850

Our next project should be to find a way in which to make this material available to more people.

In order to use his rear-view mirror, the driver has to look ahead. So our Pioneer Society looks into the future by sending these trained and accomplished students into the schools and institutions of our country, to take other generations along the Pioneer Trail.

EARLY DAY TRANSPORTATION

Arthur M. Fisk

Prior to 1864 a resident of San Jose had several choices of travel if he wished to go to San Francisco. He could walk. He could go by stagecoach. He could travel on horseback or drive his own team of horses. On and after December 3, 1849, he could go by steamer from Alviso.

The first steamer to make this run was the "Sacramento." She was small, of light draft, and carried 30 to 40 passengers. The original run was from the "Embarcadero" on the Guadalupe River, December 2, 1850.

The fare from Alviso to San Francisco via steamer was \$40.00. Stage fare from San Jose to Alviso, varied from \$4.00 to \$5.00, and it took from two to three hours to make this jaunt of seven or eight miles.

Trips by stagecoach from San Jose to San Francisco cost \$32.00, and took from nine hours to an undetermined time, depending on the weather. Passengers often had to get out and help free the horses and the stage from the sticky gumbo. Many people preferred the boat trip, because of the more commodious accommodations, comfort and on time schedule.

For several years, ships and stages fought each other by reducing fares. The ship lines moved first and cut their fares to \$35.00. In June 1851 the stagecoach fares to San Francisco were reduced to \$10.00. Early in 1852 the Shipowners found a shorter route up "Steamboat Slough" and gave up their Guadalupe River landing. They also established an "express service," and cut the passenger fares to \$8.00. But not to be outdone the stage fares were reduced to \$6.00.

Some say the history of the railroad is the history of California; indeed, it has played a basic role in all the state's material achievements.

(The first rails used in America were of wood, the first motive power was the horse, the first locomotive came from England; the first iron rail run was that of Peter Cooper's "Tom Thumb," from Baltimore to Ellicott Mills, Maryland, and return on August 8, 1830.)

May 10, 1869 the Union Pacific and the Central Pacific were united at Promontory, Utah, linking the Atlantic with the Pacific and opened the nation to development. It also caused the migrating Americans to desert the prairie schooner for the passenger coach as the shining rails literally tied together the East and the West.

Talk of a rail line between San Jose and San Francisco continued through the 1850's. In 1860 work began on a rail link from San Francisco to San Jose. Santa Clara County voted \$200,000.00 to complete the line. Finally on January 16, 1864, the first through train made the run to San Jose and a wild celebration followed.

The completion of the San Francisco & San Jose Railroad meant the end of the passenger business for the ship lines from Alviso, also the stagecoaches.

The railroad fare was only \$3.00, and the schedule was two hours and ten minutes. Within one month they ran two trains each way every day. San Joseans could go to "the city," take care of their business and be home the same day. During the first month of regular service the railroad handled 8541 passengers in each direction.

The Western Pacific(not the present Western Pacific) completed a railroad in 1869 from Niles to San Jose to connect with the Central Pacific,with through train service East. Trains began rolling out of San Jose over this new line on September 6, 1869, just a few months after the driving of the historic "golden spike" at Promontory, Utah. Direct train service was made available to Oakland and Sacramento, with a six hour schedule to Sacramento.

The San Francisco & San Jose Railroad builders talked of a transcontinental railroad via Pacheco Pass, and were promptly bought out, including the Western Pacific, by the Central Pacific.

The railroad kept building south and by January 1872 had reached Hollister and Pajaro in a westerly direction. By 1874 they had reached Monterey. This railroad would soon be known as the Southern Pacific.

In 1875 a narrow gauge railroad was started from Alameda. It reached San Jose in 1877, and was known as the South Pacific Coast. The station was on the west side of San Jose, and the rail line was extended to Los

Gatos. In December 1877 they ran a "special" train from Los Gatos to Alameda in about one hour. May 1880 this road was completed to Santa Cruz and regular train service began on May 15th of that year. A branch was added to the system from Campbell to Almaden, a total of nine and one-half miles and was opened to traffic on June 15, 1886.

Later in 1886 the Southern Pacific built a line into Almaden, which did a flourishing business at that time. In 1887 the Southern Pacific purchased the South Pacific Coast and work on broad gauging this line started about 1900, but was not completed until 1907. The upkeep on this line was tremendous and the last through train to travel over these rails was on March 4, 1940.

The Coast Route to Los Angeles was not completed until 1901, and the first regular train from San Jose to pass over this route was on March 31st.

The San Jose & Santa Clara Horse Railroad had its inauguration on November 1, 1868. The little cars ran from downtown San Jose via Santa Clara Street and The Alameda to Main and Franklin Streets in Santa Clara. Its president was Samuel Addison Bishop.

In 1888 Bishop pioneered the first electric street car line west of the Rockies. It was not too successful, and he sold out to Henry and Burk.

In 1890 a line was started to Alum Rock Park, but it was not finished until four years later when Hugh Center took over and finished it with steam power. It was later electrified and merged with the San Jose-Santa Clara line in 1901.

In 1901 an electric line was built to Los Gatos and extended to Saratoga in 1903. The Campbell cut-off was built in 1904, and by 1907 the Peninsular Railway had finished its line to Mayfield and Palo Alto.

The inroads made by automobiles caused many abandonments. The Peninsular line to Mayfield was abandoned in 1929. The Campbell cut-off in 1932 and the Saratoga line in 1933. In 1938 the street cars gave way to motor buses.

In 1916 the stage coach was to come back into its own. This was the Pickwick Stage Lines, which connected San Jose with San Francisco and Los Angeles. In the late 1920's this would become the Greyhound Bus Lines.

Air Transportation to San Jose was started by the Southwest Airlines on February 1, 1949.

Today San Jose is served by through and local transportation in the air, on the rails and on fine highways.

THE ALAMEDA

Clyde Arbuckle

No other highway in Santa Clara County has attracted more official and unofficial interest than The Alameda, laid out by Padre Magin Catala of Mission Santa Clara in 1799.

It has trapped wayfarers in its once miry depths, frayed tempers of residents along its borders, and caused painfully polite controversy among later day historians. It has also inspired poets and artists--and sent chambers of commerce and publicity writers into flights of romantic nonsense.

Historians agree that Padre Catala lined the avenue with willows that gave it a name variously translated as "shady avenue," "tree lined avenue," "arboreal way," etc. But they disagree on whether he lined it with two or three rows of trees. The "two-row" theorists admit it had three rows, but insist that the third row came into existence after American occupation of California.

Under Mexico, The Alameda straddled the boundary between Ranchos de los Coches and Potrero de Santa Clara, taking a bit of right of way from each. Therefore, the U.S. Land Commission accorded it the status of a land grant. On July 9, 1870, joint action of both houses of Congress confirmed its title as such to the City of San Jose and County of Santa Clara.

In 1862 a group of businessmen, organized as the Alameda Turnpike Road Co., obtained from the County Board of Supervisors a franchise to operate The Alameda as a private toll road. But by 1868, faced with endless public opposition and a lawsuit or two, they gladly offered to turn the road and all improvements back to the County for \$17,737.50.

In 1870 a number of enterprising gentlemen, acting on a rumor that The Alameda overlapped free land, attempted to squat upon it. But Judge A. L. Rhodes quickly nullified their plans by obtaining legislation setting the road's width at 115 feet. A. T. Herrmann's survey of 1872 precluded any future invasion of the right of way.

In December, 1886, one hundred and eight citizens petitioned the Board of Supervisors to remove the middle row of trees from The Alameda because age, decay and falling limbs had rendered "them dangerous to public travel..." Removal began on July 7, 1887, and on February 6, 1888, Supervisor W. O. Watson of the Fourth District reported the task completed.

Remember When
Marjorie B. Fisk

The cellophane wrapped package of fresh meat was labeled "beef shanks" and the price mark was 98¢.

There were two pieces in the package, a center bone surrounded by a circle of red meat, the entire parcel weighing a little over one pound.

As your eyes ranged over the meat display in the super-market, your thoughts turned back to your childhood years so far in the past.

Remember that day when mother handed you a five cent piece and said, "Tell the butcher you want a nice big soup bone with plenty of meat on it, and be sure to tell him there are five in the family."

You were six years old and little brother was only four. Swinging the market basket between you, you made your way to the butcher shop on North Market Street.

What an adventure lay ahead!

On entering, your childish gaze was drawn to carcasses of beef, veal, lamb and pork, suspended from hooks on each side of the room, the floor under each carcass was covered with sawdust.

The piney fragrance of the sawdust mingled with the tingling aroma of fresh sage. This last, came from the pan of country sausage on the counter. Glass jars showed contents of pickled tripe and pickled pigs feet.

The butcher leaned forward from behind the chopping block, his blue eyes peering through thick lenses.

"Now what can I do for you?" he asked.

You held out the nickel, mentioned the size of your family and asked for a big meaty soup bone.

He disappeared in the back room, returning with a great bone and a knuckle heavily encased in good red meat.

This, he wrapped in brown paper. He chose several carrots, turnips an onion and a bunch of parsley from a box and put them in a bag.

He reached under the counter and brought out a small paper wrapped package. This, he put in the market basket with the vegetables and the soup bone.

"I give you this liver to take home to mama, with my compliments."

Wide eyed, you stood, your face alight with delight. The butcher smiled.

"Now for each of you, a big slice of bologna to chew on. Come back again."

All the way home, small hands tugging the heavy basket, you were in seventh heaven.

And even at this moment in the super-market, your heart warms afresh, remembering the old butcher, the soup bone, the bologna and the value of a five cent piece.

CALIFORNIA CONFERENCE OF HISTORICAL SOCIETIES

Helen F. Arbuckle

June 28th, 29th and 30th, Mr. and Mrs. Herbert Jones, Mr. and Mrs. Laurence Bulmore, Miss Florence Cunningham and Mr. and Mrs. Clyde Arbuckle were among over 225 persons who attended the California Conference of Historical Societies at the Huntington-Sheraton Hotel in Pasadena.

Miss Ruth Mahood of the Los Angeles County Museum as General Chairman assembled an outstanding program of entertainment, speakers and panel discussions that included everything from Spanish dancing and strolling musicians, addresses on Growth of Historical Societies in California, to a book auction that brought in \$685 for the conference. The program also included a tour to the Huntington Library and Art Gallery and the San Gabriel Mission.

Of all the subjects covered, the most useful to the Society of California Pioneers of Santa Clara County and the City of San Jose was the panel discussion---Creating and Maintaining the Small Museum. Many suggestions were made relating to problems of personnel, storage, displays, gifts and loans.

Also on the program were reports on legislation. The cities of Santa Barbara and Los Angeles have ordinances to protect their historic buildings, and the State of California will have on the coming November ballot proposition No. 11 which is designed to preserve the remnants of its historic past.

The Conference contributed many helpful suggestions to delegates interested in museums and historical societies. The Huntington-Sheraton Hotel with its beautiful interior of early and middle 20th century decor; its heavy chandeliers with hundreds of pieces of beautifully-cut crystal; the picture bridge of 42 paintings of California scenes by Frank Moore with accompanying verses by Don Blanding situated in spacious, landscaped grounds all combined to make this year's conference a success.

By-lines from the President
Minnie L. Clark

Recently I had the opportunity to go on a trip to Tuolumne Meadows via Wawona, the Mariposa Grove of big trees and Yosemite Valley over the new highway.

We made an overnight stop at the restful Wawona Hotel, with its expanse of green lawn where one can play golf, tennis, hike, swim or just rest under the beautiful trees.

The necessity of preserving the heritage of our early pioneers inspired us when we had the privilege of seeing the restoration of Wawona Village; the rustic home with antique furnishings, offices, places of business, Wells Fargo office, the old jail, the barn housing the early modes of transportation, the overland stage, the surrey with the fringe on top, and the restoration of one of the few remaining covered bridges.

This is indeed an outstanding project to preserve for the generations of the future, a visible reminder of the fortitude and courage of our forefathers to establish for us this wonderful State with all of its beauty and grandeur.

Our Quarterly Meeting and Christmas Party this year comes on the first day of December.

We look forward to our quarterly meetings and plans are now being made to make this Christmas Party another happy occasion.

Best wishes to each one of you for a very Merry Christmas and a Happy New Year.

EX-SENATOR HERBERT C. JONES HONORED
Arthur M. Fisk

At our last quarterly meeting the Hon. Joseph A. Beek, Secretary of the California State Senate reviewed the work of ex-Senator Jones during his distinguished career as State Senator from this district.

Senator Jones brought about the construction of the road from Saratoga Summit to the Big Basin and also the road leading westward from the Park down the Gazos creek to the coast. He was the author of the bill by which the Park acquired 1200 acres of redwoods to protect the Park's water supply, and was active in the movement whereby Congress ceded the State Park some 9000 acres of government land in the Big Basin area to be held by the

Park Commission as a part of the Big Basin State Park.

He was a member of the Butano Forest Associates which brought about the establishment of the Butano State Park in San Mateo County. He worked for legislation that brought about the John Muir trail from Yosemite to Mount Whitney.

For many years he was the leader in the conservation and development of the State water resources.

He was author of the bill under which our Santa Clara Valley Water Conservation District was organized. He backed the Central Valley Act by reason of which water is now flowing in the Delta-Mendoza Canal only forty miles from Santa Clara Valley.

He represented the Santa Clara Valley in the hearings in Washington before a Congressional Committee in 1948, which brought about enactment of the Anderson-Engle-Miller bill, pursuant to which the United States Reclamation Bureau formulated plans to bring water into our area both by way of Livermore Valley and the Pacheco Pass.

Congressman George P. Miller, one of the authors of the foregoing Congressional Act referred to Senator Jones as the "Nestor" in the struggle to get Central Valley water into the coast areas. The Water and Power Users Association has called him the "Father of Waters."

EDITORIAL

The disappearance of historical buildings in Santa Clara County during the past few years, has aroused considerable apprehension on our part, and we wish to offer a plan by which we feel will be a possible solution for this plight.

Our County Board of Supervisors should set aside a small parcel of land, preferably at the County Fair Grounds, on which they could create a "Pioneer Village." Old buildings could be moved onto this site and exact replicas of historic buildings could be built.

In order to preserve the heritage of this County we should have such buildings as a one room country school house, a church, county courthouse of 1855, juzgado, old firehouse, blacksmith shop, old telephone exchange, harness shop, chinese joss house, wells fargo office, livery stable with carriages and many other buildings, that our descendants may have a visible reminder of the Pioneers that settled in our County.

Arthur and Marjorie Fisk

Look for it Here

HONORED at a luncheon July 10th, given by members of our Social Group at the Hawaiian Gardens, Mmes. Alice Harris, 92 years and Elizabeth Berberich, 87 years. 25 members were present at the lunch, during which the honorees received corsages.

At our next quarterly meeting, Saturday, December 1st we will have our Christmas luncheon, and special recognition will be given members 85 years of age or older. Any member that can qualify, please mail to your editors; your name, age and pioneer background or call CY 3-7425, as soon as possible.

BORN - July 26, 1962 to Mr. and Mrs. Dennis Brisbin, a daughter (Cynthia Melissa). Great Grand parents Mr. & Mrs. Wm. A. Fitts. Grand parents Mr. & Mrs. Earl Brisbin. Great, Great, Grand aunt Mrs. James V. Chloupek. Great aunt Mrs. Ethleen F. Wadley. Cousin Miss Jane D. Sherburne. Little Cynthia is the 5th generation of living members of our Society.

The copper box sealed in the cornerstone of the Hall of Justice January 3, 1905 was opened July 17, 1962 after the building had been demolished. The following articles were enclosed: Silver plate engraved by Kocher & Son. County Directory for 1904. Letter head Board of Supervisors. Various newspapers. Various address cards. Rules of Board of Supervisors. Annual financial statement. List of County Officers. Telephone directory. Map of Santa Clara County. Map of City of San Jose. Half tone pictures - portraits of officers and prominent citizens. Illustrations of commercial, industrial and educational institutions.

WARBURTON swimming pool was dedicated Saturday, August 4th by the City Parks and Recreation Department of Santa Clara. The new pool is located in Warburton Park, Los Padres Boulevard and Royal Drive.

The Pioneer Society's gavel, used by our President, was carved out of a piece of oak stove wood, and presented to our Society by Mrs. Dora Owen. It was made by Mrs. Owen's father, Henry F. Kelley who resided on Phelan Ave., back in the gay '90's. This is now known as Hester Ave.

PIONEER STATIONERY may be purchased up-town from Mrs. Jessie Black at 77 E. Santa Clara St. (Real Estate) The famous Bear Flag raised in Sonoma in 1846, was not officially made the State Flag until 1911.

Julian Street, San Jose, was named for Julian Hanks.

Welcome

Congratulations to our new members: Leo T. Darrough, Rose Darrough, Eveleen C. Duff, Winnie Healy, Evelyn A. Heath, Ruth M. Heath, William J. Heath, Milena B. Jurras, Opal H. Kiser, Kenneth W. Kishpaugh, Ruth M. Kishpaugh, Elizabeth V. Krehe, Christine M. Macial, Minnie R. Macial, Anna C. Nelson, Henrietta O'Neill, Irene L. Orr, Ralph K. Orr, Agnes C. Ryan, Alma C. Tufts, Mildred F. Turvin, Aili J. Wainio, Gladys H. Wright.

Under the Weather

Mrs. Eleanor Joachim badly injured during August, is now home recuperating.

Miss Ruby Howes is now at home following a minor operation.

Mrs. Lorena O'Fallon is confined at home and would appreciate hearing from her friends.

Mrs. Louise Noakes is recuperating in a Sacramento rest home.

Miss Doris Ainsworth fell recently and broke her wrist, she is now at home and would enjoy hearing from her friends.

Mrs. Gertrude Pratt suffered a bad fall recently and is now at home convalescing.

Kindly keep your officers informed as to the condition of any ill member, and report any sickness or deaths to the Chairman of our Sunshine Committee, Mrs. Lovene Luhrman, Phone CY 2-0070.

Beyond the Horizon

Bertha M. Rice

February 20, 1872 - June 27, 1962

Ethel H. Sehorn

July 19, 1885 - August 11, 1962

Janet A. McMillan

January 29, 1877 - August 15, 1962

Kathryn C. Beamer

August 2, 1890 - August 19, 1962

The officers and members of the California Pioneer Society of Santa Clara County extend their sincere sympathy to the relatives and friends of our departed members.

THE TRAILBLAZER

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Officers for 1962-63

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 1st Vice President Alice Vetterle
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The Social Club of our Society meets on the 1st and 3rd Monday afternoon of each month. Card playing and various activities highlight each meeting. For further information concerning Club activities call Mrs. Kate L. Owen, CY 5-1153.

For information concerning chartered bus tours for members of the Pioneer Society, phone Gertrude A. Bernhardt, CY 3-3087.

Any items for the Pioneer scrap book may be sent to Mrs. Elsa Jensen, 520 Bradley Ave., San Jose 28, Calif.

Return to: 595 So. 13th Street
 San Jose 12, Calif.

Return Requested