

RALPH RAMBO (1894-1990)



Not Forgotten

Our beloved Ralph Rambo, author and staff artist who just left our midst, wrote and illustrated what his friends urged most, "the good old days."

"Remember in the horse and buggy days when circuses visited San Jose yearly," he recently wrote the Trailblazer, "with long parades down its main streets and the year our one little street sweeper with the straw hat and a carnation in it quit his job! Why? Because two circuses came to town that year, each with 20 elephants parading 'his streets'! How about Ben Croft out on Stevens Creek Road who raised ten acres of the finest watermelons and 'musk-melons'. How come? Because the little Calabazas (melon) Creek overflowed yearly creating suitable loam! Also, long forgotten is when men or 'dudes' wore Congress Gaiter shoes with elastic sides and women's dresses swept the sidewalks. Women had no 'legs' except Lillian Russell in the Police Gazette who was the 'bomb shell' of her time, that slumbering 'playmate' of Play Boy."

"And what became of San Jose's procession of "political bosses?" We had a string of them, all 'villains', at least gossipwise. An example: Charles Bigley, who had a long and prosperous reign. He had a corner on the entire ambulance trade, funeral coaches and pall-bearer hacks included. Threw terrific political windings and yet he was also a terrific softy. Without reason or reputation he loved children! For unknown reasons he would buy 40 or 50 pairs of shoes for a group of needy children. Seeing a small boy with a huge stack of newspapers to sell, Charles Bigley would buy the entire stack!"

"Ah! but hark I hear the faint clang of the possible return of the old street cars! Could be the right antidote along with the screech when they round the corner!"

"Yes, there is nothing soothing or even interesting about a group of 20-story solid concrete unimaginative computerized internment camps," (San Jose's skyline).

It is gratifying to learn Ralph's works are being taped for the blind and disabled. The Variety Audio, Inc., a non-profit library is undertaking this gemful task due to a grant from the Souriseau Academy, Department of History, San Jose State University.

Again, Ralph - Thanks for the Memories.

WHALE BLAZERS

SAN JOSE, November 1881 — Miss Josie Fromheart, a twelve-year-old niece of Mrs. Paolo Salisbury of this city, was bitten by a large tarantula at her mountain home near Mayfield. She was so successfully dosed with whiskey that she did not recover consciousness for more than thirty-six hours.

GILROY, 1885 — In 1885 dairying here was a major industry, more cheese was being shipped from here than any other town in the state.

SAN JOSE, 1911 — Robert Trast of San Francisco was awarded the \$52,000 contract for building a 20-room building for the Normal Training School here.

SARATOGA, August 1912 — The Saratoga Telephone Co., maintaining the Farmers Mutual Telephone System here applied to the Railroad Commission for permission to increase rates to the amount of ten cents a month.

SANTA CLARA, 1913 — Members of Santa Clara's volunteer fire department were called to one fire in August that year. It was a burning automobile in a stable.

SAN JOSE, 1913 — Said to be a first warning by police was to a young woman on a charge of indecent exposure for wearing a split skirt.

CAMPBELL, 1913 — Business men here were making attempts to reimburse Mr. S. R. Wade who months before purchased a fire chemical engine for the town by advancing the full amount out of his own pocket.

SAN JOSE, September, 1913 — The city council met, transacted its business and adjourned in less than several minutes time—to go to the circus.

ALVISO, September 1913 — Ducks in countless numbers were covering the sloughs here and were being encouraged to remain by gun clubs who were feeding them liberally until the duck season opened in October.

SAN JOSE, 1916 — Five automobilists who were all driving 33 to 40 miles per hour were arrested for speeding on the San Francisco highway.

GILROY, 1916 — Monstrous onions raised here had been sent to England to be placed in a Sussex County vegetable and flower show.

LOS GATOS, September 1936 — A serious problem had faced a local nudist colony here. The president of the group reported he had so many members he did not have accommodations for them all. For a week or so it was necessary to send some members to Los Gatos for the night...clothed of course. Biggest worry was an upcoming meet which would attract up to 1,000 nudists from two dozen colonies in the west.

WILLOW GLEN, September 4, 1936 — By a slim margin of 57 votes, Willow Glen voted to consolidate with San Jose. The Final count was 928 for, 871 against.

SANTA CLARA, 1938 — City officials here officiated at the christening of the 'City of Santa Clara' the newest bus on the Greyhound Lines which was to carry the Mission City's name throughout the western U.S.A.



President's Message

Bryan Millar

As we begin our new year together, it is a pleasure to be writing my first message to you as president of the Callifornia Pioneers.

We welcome three new members to our Board of Directors for the fiscal year 1990-91. They are William Hall, Mary Wahlberg and Leah Warren, who replace retiring Board members Richard Hill, George Kobayashi and Louise Steele.

At the June 11 meeting of the Board, the officers and committee members for the new year were elected. Their names and titles are listed on the back cover of the *Trailblazer*.

One of the items discussed at length during our July 9 monthly meeting was the care and maintenance of our Hacienda Cemetery in New Almaden. Henry Calloway will be overseeing the necessary clean-up work, as well as construction and/or repair of boundary fences as needed. Funds for the project are provided by the Innes-Danielson trust fund.

I know that with the combined efforts and cooperation of the Board of Directors, and the support of you our members, we will have a most successful and enjoyable year.

CALIFORNIA PIONEER'S ESSAY CONTEST RESULTS

By: Helen MacCarthy

At our quarterly luncheon on June 2 at Lou's Village our members again enjoyed hearing from our essay contest winners.

This year's 1st prize of \$500 was awarded to George Espinola. He is a native of Santa Clara, a graduate of Cal Poly and an architect. He wrote about Frank Wolfe who was an early day architect in Santa Clara County. Mr. Wolfe designed the Gilroy City Hall, the Fremont Older House and the De Oro Club, both in Cupertino. He is also responsible for many fine homes in San Jose built in the Prairie style which was popular in the early part of the century. Many of these are located in the Hanchett Park area. The day was enhanced by architectural drawings of some of his work supplied by David McKinney, one of our past presidents.

Our 2nd prize of \$250 was awarded to Heather Menegaux, a student of Abraham Lincoln High School, who wrote a very informative article about the Fairchild Semiconductor fiasco of several years back and how it contaminated the water in the surrounding neighborhood. Third prize of \$125 was given to Chuck Myer of Gilroy who wrote an interesting article about the different arts organizations in our county such as the San Jose Art League, the Fine Arts Commission, Tapestry in Talent, etc.

The three honorable mention winners were: Heather Hardwick who wrote about her hometown, Los Altos; and Mary Jane Andrews and Robert G. Fisher who traced their family trees back to the early Spanish days. Each was awarded \$25.

All essays are available to be read in the California Room of the San Jose Public Library.

JOHN 'Jack' BEAN AMONG OUR LAST FRONTIERSMEN'

By: Hank Calloway



John 'Jack' Bean

Photos courtesy of Lyn Bean

Meet our relentless John 'Jack' Bean, Montana Territory settler, a George Armstrong Custer Indian scout, a trapper and hunting guide long after he switched from buckskin britches for 'Boss of the Road' bib overalls to become the founder of the San Jose Rubber Works in 1908, the only firm in the region specializing in vulcanizing. His sons John L., Herbert E., his wife Dora and daughter Ethel were all associated with the firm.

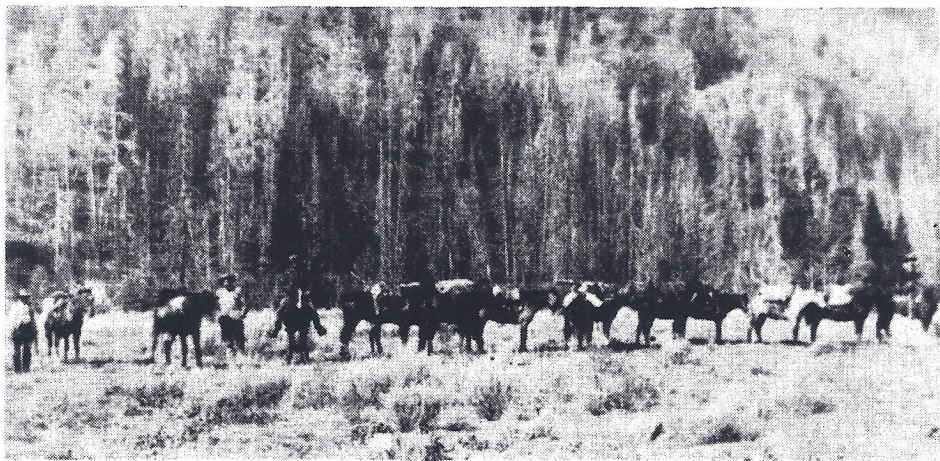
Our plucky subject was born in Dover, Maine in 1844 and, interestingly, the same year Charles Goodyear (1844-1860) had patented his vulcanizing process. At the age of five, Bean left with his family for Minneapolis where they occupied one of the few houses in the settlement. With only several years into his teens Jack was scampering off to Wisconsin for a spell when the Colorado gold strike lured him, but with grim results. Somewhat older and a bit wiser Jack was then attracted to the Montana Territory due to its enormous wealth of wild life and minerals.

It was here where he went on to add to his laurels as a professional guide and trapper, together with the rearing of horses and mules on his homestead on the left bank of the Gallatin River three miles west of Bozeman, just across the road from Fort Ellis which was established in 1867 to protect settlers and miners from hostile Indians, a decision made by Brigadier General Alfred H. Terry. Terry's forces included the 7th Cavalry under the command of one over zealous Lt. Colonel George Armstrong Custer. Jack Bean, according to family sources did a valuable amount of scout work for the government during the Custer campaign being among the first relief parties sent out before the Custer massacre on the 25th of June 1876. Shortly before Jack Bean's passing in 1923, he revealed in detail the lurid accounts of the fight between the cavalry, the Sioux Indians and Custer's death to his daughter Mrs. Ethel Reiling who had planned to set down the accounts of her father's frontier life, and eye-witness to the atrocities of that doomful event.

Bean said when the Sioux Indians became so troublesome, the government got up an expedition with him being hired on as 'boss packer'. "However," Bean said, "it was soon discovered that their packing rigs were so limited I was asked to make fifty new pack rack rigs for horses. These racks were put in wagons while my pack animals, for a time, drew wagons. General Gibbon was in command with an expedition consisting of 162 men. With Indians laying in the hills they could easily spot us across the bottom. When Custer went up the Rosebud Creek, he found the Indian camp to be 15 miles long." Bean said he tied a red blanket behind his saddle - so if worse came to worse one might get away by playing 'injun' with the red blanket over him but was glad he never had cause to use it.

Bean, according to his daughter's account heard that 'Mitch Bouya', a part Indian guide and scout reported to Custer saying, "Sir! There are more Indians down there than you ever saw." "Oh Mitch, you are afraid," answered Custer. "I am not, Sir!" Mitch pleaded. Later the two were found scalped along with other indignities rendered by their red-skinned enemy.

It was Jack Bean who was in charge of the pack trip which brought in Custer's supply train. The battle of the Little Big Horn on Sunday June 24, 1876 lasted just one hour with Custer's regiment of 264 men being destroyed. "I took my pack train going on to find Custer's pack outfit consisted of some 30 to 40 dead mules, scores of dead men and some fifty wounded." Bean made two trips to bring survivors and supplies into relief camp.



A Jack Bean Pack Train

Jack Bean married and lived for some years on his homestead after the tragic episode and where his children Charles, Herbert and Ethel were born.

Some years later the Bean boys had taken up homesteads of half sections each where they raised stock selling, at times, to Fort Ellis as well as deer and elk meat. Today, grandson Lyn Bean informs the Trailblazer he still has the skinning and boning knife used for that purpose.

Lyn also imparts the time Theodore 'Teddy' Roosevelt who in 1884 after serving three terms in the New York Assembly had left politics briefly to spend two years ranching and hunting in the Montana Territory where he hired Jack Bean to outfit him for several back-country treks. "When 'Teddy' started to insist on a number of 'privileges' leading to what were violations, Grandad made it firmly known to 'Teddy' he was 'trail boss' and was in command!"

Jack Bean also guided Colonel George Edward Pickett of Civil War fame through parts of Yellowstone in the fall of 1877. It was Pickett, while serving with the Confederate Army under Lee, as major general, who had formed brigades in a heroic but suicidal attack on Union forces at Cemetery Ridge. 'Picket's Charge' became a byword for bravery in American combat.

Lyn Bean also relates of the time his grandfather escorted a party composed of Dr. J. M. Kimball, an eminent New York geologist, his two college-aged sons and a Seattle topographical engineer who all assisted in taking geological notes of regional formations. Maps were also made of the Granite Range. Bean spent some 90 days with the group. It was often published the reputation he had as a hunter and guide in such areas.



Bean Homestead Site, Montana

A Helena newspaper in just recent years said no man in Montana, due to the necessity of mountain and valley surveys had killed more bear than Jack Bean or who had contributed more generously to the creation of Yellowstone National Park than Mr. Bean.

In July of 1878, Bean also had the privilege of meeting and assisting Dr. Ferdinand V. Hayden, the authoritative American geologist who came to Bozeman where Jack Bean assisted in getting a group to go through and geologize what is now the Badlands of Dakota. Hayden went on to author some fifty volumes of reports pertaining to botany and zoology and history of the region.

The Beans left Montana in 1889 arriving in California at, now, Compton in Los Angeles County - later moving to San Jose by the turn of the century.

RECOGNITION AWARDS MEXICAN LAND GRANT ERA

The City of Gilroy—The Chamber of Commerce— will recognize Rancho de San Francisco de las Llagas, at their annual Citizen's Recognition Awards Dinner, to be held at the Elks Club Lodge in Gilroy, September 21, 1990. This will be the third year of recognizing the Mexican Land Grant Era, inducting those grantees into the Gilroy Hall of Fame.

If you are a relation of: Carlos Antonio Castro (son of Joaquin Ysidro Castro & Martina Boutilliere) or his wife (1) Maria Del Rosario Garcia (daughter of Francisco de Paula Garcia & Maria Luisa Ortega) or his wife (2) Maria Josefa Romero (daughter of Juan Maria Romero & Maria Lugarda Salgado), and would like to attend the awards dinner, and receive a certificate of recognition, please send information to Evelyn Romero Martinez, 1053 S. White Road, San Jose, CA 95127. Phone (408) 926-1165.

San Francisco de las Llagas... This rancho was named for the "Stigmata" of St. Francis. Beginning about a mile south of Morgan Hill and extending to about a mile north of Gilroy, "the Llagas" covers 22,283.24 acres of valley and foothill landscape. Carlos A. Castro received it from Governor Figueroa in 1834, and the U.S. patented it in 1868 to Martin & James Murphy.

ROY FRANCIS - AVIATION PIONEER

By: Bill Chivers

Captain Roy Noel Francis was born on his father's 16 acre ranch on Union Avenue (formerly named Ware Avenue in Santa Clara County on December 25, 1886. He attended the Union District School, where his father, O.J. Francis, was a school trustee.

Roy not only worked in farming, but was a natural in mechanical repair of farm equipment and automobiles. "It was always my desire to pioneer things," Roy once said, and pioneer he did. Roy, along with his father and brother Denny, started the first auto rental business in San Francisco calling it the St. Francis Garage. He and brother Denny built and raced cars. It was during this time that Roy's dream of flying became a fact. He related in later years that seven times within two months he

smashed up an automobile. "Then," he declared, "Some horse wrangler drove a team into my front seat and I gave up. I decided the air couldn't be more dangerous than the ground." Roy's mastery of electrical, mechanical and aeronautical engineering soon had him experimenting with every make of plane in existence, including flying boats. He helped pioneer radio, experimenting with ground to plane communications. He founded the Golden Gate Radio Company in San Francisco.

Roy soon became a famous exhibition flyer (not a barnstormer, a term used by pilots after World War I). He made enough money from his exhibition flying to design and build the first twin tractor aircraft in an auto repair shop on Van Ness Avenue in San Francisco. This plane had a wing span of 50 feet with a 60 h.p. 8 cylinder V type water cooled engine that operated two propellers by chain drive. It had a top speed of 60 miles per hour and a take-off and landing speed of 30 miles an hour.

In the early 1900's, Roy became one of those "darn fool aeronauts" when anything that got off of the ground was front page news. With his "twin tractor" plane, he made history



Photo courtesy of Campbell Historical Museum

by performing the most amazing feat of carrying a passenger clear across San Francisco Bay from Oakland to the Presidio. With his aircraft, he became San Francisco's favorite flyer. He established a world's altitude record of 17,000 feet at Goldfield, Nevada in 1910. He and Lincoln Beachey are credited with being the first two stunt flyers at the San Francisco Panama Pacific International Exposition in 1915.

In 1913, Roy Francis and a friend toured the country putting on aviation shows. One of the posters in the possession of this author says the following: "World's Daring Death Cheaters, Roy Francis and "Ski High" Irving. Rain, shine or wind. "Ski High" Irving will jump from Roy Francis' aeroplane while traveling 60 miles an hour, 4,000 feet in the sky. This is a nerve-tingling, death-daring act, the absolute limit of chance taking."

During World War I, the U.S. Army took full advantage of Francis' skill and knowledge. He was an excellent instructor and consultant, according to his resume. He laid out seventy-five Government flying fields including the world famous Kelly Field in San Antonio, Texas which he opened and started the Army flying for the Government. Kelly Field later became the largest field of its kind in the world. Captain Francis had full charge of the Field for a year and one-half, having 1,100 cadets and 150 planes under his supervision. Roy invented what could be called the first aircraft simulator. It was a device that taught pilots to fly by instruments without getting off the ground. It was an aeroplane mounted on a universal joint, thrown in every conceivable position by a wind stream played against it. Closed up inside the cockpit, the student sat at the controls and tried to come out of it. If he didn't, he just tried again instead of adding himself to the list of aviation casualties.

During the early post war period, he served with General William (Billy) Mitchell, and in 1918 was chosen to command and pilot America's first Trans-Atlantic crossing (1918) as well as the first one-stop New York to San Francisco Transcontinental flight. In 1930, Captain Roy Noel Francis was appointed Superintendent of the San Francisco Municipal Airport, Mills Field, which is now known as the San Francisco International Airport. He lived in San Francisco until his death in 1952. Roy Francis is another of our local boys who took to flying like a duck takes to water and made a lasting name for himself in aviation history. He was an inventor, air mail pioneer and one of the first civilian air instructors and test pilots.

Roy was one of America's early birds in the golden age of flight, when men flew by the seat of their pants while aviation history was being written.

When Alviso gained a national reputation

Among our pre-Silicon Valley energetic industrialists in 1935 was Alviso Sunset Brandy Distilling Co., which had been operating night and day for over a year turning out 1,000 gallons of brandy every day. Apples, pears, peaches, cherries and dried prunes were used in the manufacture of the fermented spirits which had a market throughout the United States. The plant contained twenty-one wooden fermenting tanks; three large cookers and one huge aluminum still.

The owners of this bonded operation, with the capacity of 8,716 gallons, were George Tubbs and A. E. Pate, who was also the mayor of Livermore at the time.

According to Pate in the San Jose Mercury Herald the fruit was poured into large wooden tanks where it was allowed to ferment. During the process a hard crust formed on top of the fruit and had to be broken continually to allow complete fermentation. The residue remaining in the tanks was disposed of into the sloughs. The liquid was then pumped into cookers where it was heated for two hours. During the cooking the heated alcohol was condensed into a huge aluminum still and then barreled at 102nd proof going on to be shipped to a demanding national market.

A NEW HOME FOR THE AINSLEY HOUSE



Ainsley House Groundbreaking: Groundbreaking at the new location of the Ainsley House will take place at 4 p.m. on September 4 at the intersection of Harrison and Grant Streets. Come and help us celebrate.

The Ainsley House was constructed in 1925-26 for J.C. Ainsley, a pioneer in the canning of fruit and operator of one of Campbell's first canneries.

The house is an English Cottage Style Revival that has been little altered from its original construction. The beautiful wood paneled walls, coffered ceilings, hardwood floors and extensive tile work have been immaculately maintained. The undulating red cedar shingle roof provides one of its most distinct characteristics.

Mr. Ainsley's granddaughters, Geraldine Hicks and Georgene Bowen, have generously donated the house to the City of Campbell for use as the Campbell Historical Museum. The goal is to establish the house as a living museum, containing furniture and decorations from the mid-1920's. The garage will house the formal museum exhibits which illustrate Campbell's heritage. A meeting room is planned in the basement and an archival and research room on the second floor. The grounds may be used for wedding receptions and other outdoor functions.

On September 19, 1989, the City Council committed almost \$1.2 million to the project. The Campbell Historical Museum Association has made a commitment to raise an additional \$800,000 to complete the project, which will be phased over a three year period.

The City of Campbell and the Campbell Historical Museum Association are very excited about this project. The benefits include preserving a house with architectural significance, creating a dynamic museum in which the citizens of Campbell can take pride, and providing a new focal point and source of identity for the downtown area. This is viewed as a community project in which all segments of Campbell, from the Boy Scouts to the large corporations, can be involved.

If you would like more information about the project, or would like to contribute your efforts, ideas or financial support to the fund raising effort, please contact Campbell Historical Museum Supervisor at 866-2118.

Our Laura Calloway, Regional Vice President of the California Historical Societies, accepted the AWARD OF MERIT extended to the DeAnza Community College for distinguished contributions to California History, June 22, 1990 at the State Conference held at San Luis Obispo, California.

I like to fish—so I married a woman with worms.

If you're on a diet—keep your mouth shut.

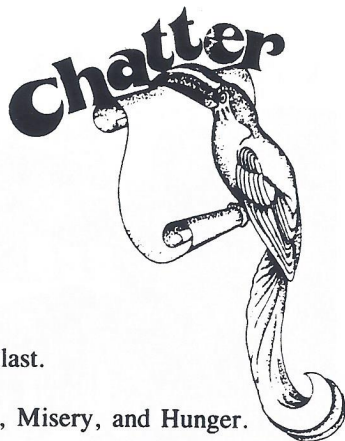
The best get well cards...Four Aces.

I don't mind getting old—wrinkles don't hurt.

Water is a fine drink—if taken in the right spirit.

The mint makes it first—and it is up to us to make it last.

There are other things beside Money—there's Poverty, Misery, and Hunger.



Welcome New Members

Emma F. Briscoe
Helen Louise Buell
Emily M. Erickson
Coralie I. Fellows
Donald M. Fellows
Mildred L. Gentile
Irene F. Gist
Leah Jones

Mary S. Lamson
Carl T. Linder
Elaine Linder
Lee Theresa Nordheim
Ted K. Nordheim
Kenneth R. Prolo
Marian L. Ruud
Montague B. Steadman, Jr.
Ottila M. Steadman

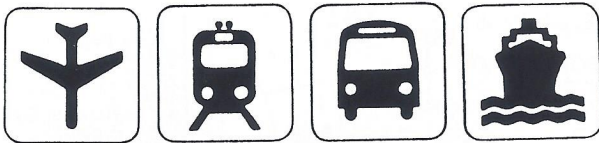
Beyond The Sunset



Wade P. Brummal
Victor M. Connett
Dorothea K. Deveraux
Ruth Gould
Mabel Gregory
Paul A. Heple
Vera M. Kosanke

Nellie P. Lindsay
F. Ralph Rambo
Kathryn M. Schuh
Lois Barton Steiling
Josephine Thornton
Alexander Thrift
Alillion Wilhelmy

HELP! Anyone with information concerning the death or illness of a Pioneer member should call Leah Warren, Sunshine Chairperson at (408) 241-8942.



Touring With The Californians

AH!...Grandiose San Francisco seldom more than a step or two from its fabulous past, where our Californians will be taking steps to catch a delightful series of one days designed and scheduled just for our group. In store will be Cathedral music, Quilt Shows, delightful dinner surprises, perhaps a Bay cruise. So come 'Pick a Day in the City' scheduled for October, November and December. Sign up for the San Francisco adventure of your choice at our September 1st meeting.

Also, reservations are currently being taken for the New Year's Eve Celebration in San Francisco. Call Nancy Hill now at 258-3449 to reserve this unique ticket.

MAY 1991 — Austen Warburton will lead the Californians on a Grand Tour of Spain and Portugal, the lands of castles, castanets and sun-filled skies.

Membership — Share It

If every current member brought in just one new person, we could boast a membership of over 2,000. Each and every member is encouraged to bring in new people, relatives, friends or neighbors who are interested in history and who qualify. Requirements for membership:

ACTIVE: Residents of California for 50 years or more; or descendant of a California resident of 50 years or more. (Shall be 18 years of age or more.)

ASSOCIATED: Anyone whose spouse is a member. (May become ACTIVE upon attaining 50 year residence in California.)

The application process is an easy one. Fill out an application and endorsement and send it along with \$8 (\$3 admission fee and \$5 annual dues) to California Pioneers Membership Chairman, P.O. Box 8208, San Jose, CA 95155.

Application forms are always available at the luncheons or may be obtained by mail from the above address. If you need questions answered, please call Membership Chairman, Tommy Warren at (408) 241-8942.

Dues Increase Proposal

An extensive examination of the costs of perpetuating the objectives of our organization has been made by the Financial Committee of the Board of Directors. Escalating costs associated with sponsorship of the scholarship fund for best essay on Santa Clara County history, production and distribution of a quarterly Trailblazer, and providing financial assistance for the collection and preservation of articles of historic value of the pioneer days of the state and county necessitate increasing annual dues.

A vote of the membership will be taken at the general meeting on Saturday, September 1, 1990 on the following proposed membership dues and admission-fee structure. Membership Dues - \$7; Life Membership: single \$75.00, married couples \$125; Admission-fee \$4.00.

ADDRESS CORRECTION
REQUESTED

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Leah Warren, 2030 Emory Street, San Jose, CA 95128 Phone: (408) 241-8942