

Overland Trail Still Endures



This summer twenty-seven members of our Society together with the Argonauts, a contingent from the San Jose Adult Education history class of Mr. Clyde Arbuckle, filled a chartered Greyhound bus for an avid nineteen day retrace of the Oregon-California epic trailed from Independence, Missouri to California from the 1840's to 1860's. Our cordial buffs find such trail exploring a gripping hobby and to fortify it are firm members of the Oregon-California Trails Association "purposed to the awareness and concern towards the preservation of the Trail and its associated sites."

Trail pursuing can be fascinating. In some places traces are clear and striking such as Wheel Rut Hill, often referred to as Deep Rut Hill, near Guernsey, Wyoming, pictured-above. Here are ruts scored six feet deep in solid sandstone by the countless wagon trains pulling and ox-whacking westward. Nearby, overlooking the Platte River, one may reflect at the grave of Lucindy Rollins who died in 1849, just one of the more than 30,000 who lie along the historic and lengthy route of pain, toil and adventure.

▼ ▼ ▼ WHALE BLAZERS ▼ ▼ ▼

SAN JOSE, January 1864: Obituary: "The horse, Old Bill, which Daniel Murphy of this county rode across the plains from Missouri in 1844 was dead. The faithful steed was four years old when he crossed the plains and twenty-four years old at his passing. He was a faithful animal, fine under the saddle and in harness, and lived to a venerable age, respected by all of his kind and his owner."

SAN JOSE, 1875: The County Board of Supervisors was being congratulated for their commendable effort in levying a tax of \$1 per head on all dogs in the county while authorizing the tax be apportioned to the public school fund.

SAN JOSE, 1890: Provoked Sheriff Swergert requested the cost of maintaining a county prison be increased from 15 cents a day to 20 cents. Monthly statements from butchers and bakeries amounted to \$125.95. "We just can't keep up with these run-away prices," he reported.

SAN JOSE, 1905: Under the auspices of the Y.W.C.A., connected with State Normal School, a restroom for girls was about to be established. The need of such a room had long been felt by the students and by members of the faculty as well. It was through the persistent efforts of the Y.W.C.A. that at last the need was to be realized. It was the belief that all lady pupils were entitled to such privileges without cost.

SAN JOSE, 1907: Coal was \$16 a ton for the cheaper and \$18 for the better grades. At that, it was almost as hard to buy as pineapples. When the householder went to the coal yard, he had to prove his identity or he would be granted only two sacks of the precious lumps. Only old customers were given the maximum of five sacks, and they paid 90 cents a sack. Great shortage of cars and inability to fill orders at the mines was given by a local dealer as the cause.

July, 1930: Word from the warden of San Quentin prison made it known that jute sacks were ready for sale distribution. Prune, grain and walnut growers were informed of more than one million bags being available for delivery at eight cents each. The prison mill was said to be maintained for the benefit of California farmers and to furnish an occupation for the prisoners.

Nostalgic Austin Corners

By Bill Chivers



Austin School

Nostalgia is a great thing for most of us, but what if you could visit a place in the Santa Clara Valley that has changed very little in the past fifty years. Many of you have been to this place in the past when it was the main thoroughfare, but today it is an out-of-the-way country lane more beautiful than it used to be. I am talking about Austin Corners, a sharp 90 degree curve in the road at the south end of Quito Road, half way between Santa Cruz and San Francisco.

It was in 1940, that the State of California rebuilt part of the road between Saratoga and Los Gatos, thus eliminating this curved stretch of road which also went past old Nippon Mura, now LaHacienda, and the old Austin School building, now Country Lane Montessori School, and the long bricked curved roadway in front of and west of the school that is known as "Brick Hill." This short section of road from Austin Corners to a little past the brick hill is today called "Austin Way." This old Los Gatos-Saratoga Road would carry the weekend traffic through these towns and sometimes on weekends would be bumper to bumper. Before 1933, the traffic problem would be compounded at Austin Corners by the Peninsular Interurban street cars sharing the curve with the auto traffic. Two of these shiny curved rails can still be seen in the asphalt in the curve at Austin Corners.

This area is an important part of Santa Clara County history and has a tie in with Nevada history. It all started in 1882 when Daniel B. Austin brought his wife and 13 children to Santa Clara Valley from Nevada and bought 60 acres where the intersection of the old Saratoga-Los Gatos Road and Quito Road is today. He built a home on the hill just above the 90 degree curve in the road. This white house is still there today although remodeled many times. Dan Austin did some farming on this land but still held an interest in a silver

mine in Nye County, Nevada. He instigated the formation of the Austin School District in 1884 and helped form the first California National Guard where each member of the troop was six feet tall or more.

In June of 1885, he built a two story building across the street from his home. This building was 42 feet by 60 feet, and it was the start of the famous Los Gatos and Saratoga Wine and Fruit Company Winery of which Dan Austin was the original stockholder. This winery was torn down in 1919 after prohibition went into effect.

In May 1888, Dan gave up farming and sold all but 2¼ acres where the house was, and leaving his family at Austin Corners returned to mining. He was killed in a mining accident at Newcastle (Placer County near Auburn) about 1892.

Dan Austin was born in Pennsylvania and came west at 19 in 1853. He worked on a San Francisco Bay steam ferry named "Clinton." He was for a short time in the butcher business in San Francisco and farmed where San Pablo is today. In 1863, Dan joined his brothers in Nevada and began his mining. He married in Nevada, but his first wife died two years later (1869). He then married Sarah Cathryn Rumsey in 1871. She died in 1919 and is buried at Los Gatos Memorial Cemetery. Dan was a charter member of Tybo I.O.O.F. Lodge No.28 in Nye County, Nevada, instituted in 1877. He worked as a miner, engineer and builder of quartz mills.

Austin, Nevada is the county seat of Landis County, and it is said that Austin was named for one of his brothers. There is a controversy as to which of his brothers it was named after. Some sources say it was his brother Alvah C. Austin. Other sources claim it was Leander Kelse Austin. Still another source claims it was named after the town of Austin, Texas. Whoever it was named after, it is a historical fact that Dan Austin and his brothers were at the famous silver camp of Austin, Nevada in its beginning in 1862 and 1863.

Dan's oldest son, George, left Austin Corners with his own family and went to "Jungo", Nevada about 35 miles west of Winnemucca. There he started a general store which grew into a garage, hotel and service station. In 1935, George bought an old mine and developed it into the famous "Slumber Hills Jumbo Gold Mine" in Humboldt County, about 50 miles northwest of Winnemucca. In 1937, he sold it to the now famous H.L. Hunt and his brother for a reported 10 million dollars. These were the same Hunt brothers that became famous in 1979 and 1980 for trying to corner the world silver market.

Today, if you walk or drive on this beautiful and peaceful Austin Way it is hard to imagine its connection with the mining history of Nevada or the busy winery, store, blacksmith shop and school that was part of this area for so many years. You can look for the two shiny silver street car rails still embedded in the blacktop at the corner and try to picture the old Peninsular Railway cars that used to make this run through what is today Austin Way,

How Silken Was Our Valley

By Hank Calloway

In 1850, a San Jose French immigrant proclaimed California the healthiest silk growing region in the world while others were tantalized by its wealth in gold. This engrossed botanist was Louis Prevost, a native of Reux, Normandy, who reaped his knowledge in sericulture in the silk regions of Europe.

By 1854, he had introduced mulberry trees into California for silkworm nutrition. His choice was a hearty strain from Lombardy, Italy which he planted throughout the city, some that were nearabout until recent years.

His remarkable and long noted estate was bounded by the west bank of the Guadalupe River to just north of San Carlos Street, taking in the area of Prevost Street, Spencer and Delmas Avenues to West William Street. Prevost's factory site was on Delmas Avenue, hereabouts now Auzerais Avenue, but his cocoons were cultured on the roof of his mansion on the street named in his memory.

He imported rare flowers, shrubs and trees from Europe making his estate a show place for everyone to enjoy. His florid realm was long noted as Prevost's Gardens and open to the public where the cordial man held open house most everyday in his mansion. It was here in 1853, under a large oak tree, where the Santa Clara County Horticultural Society was organized.

In 1856, Prevost printed a catalog listing a collection not to be found in any one place in California. His ads claimed over 17,000 roses in 95 varieties. According to Dr. Nelson Klose in the 1964 California Historical Quarterly, Prevost carried on his silk work in San Jose in connection with his nursery.

His financial gain was in promoting the industry and the sale of silkworm eggs and mulberry stock from his San Jose workplace. He induced many from all walks of life to engage in the business. One Prevost inspired nurseryman in southern California was offering 700,000 mulberry saplings for sale, while two ladies from Santa Barbara joined the venture with a twenty acre tree farm. Prevost



Silk Culturist at Home, 1866 (Clyde Arbuckle Collection)

himself was said to have had fifty acres of planted mulberry trees on what is now Main Street in Los Angeles. In 1867, he had authored the California Silk Grower's Manual. The optimistic culturist pushed for the creation of a huge cocoonery for increased silk production near Riverside. This then gave birth to the California Silk Center Association. T.F. Cronise, an authority on the economy of California at the time, estimated the industry was sure to develop with over four million mulberry trees already in the ground. Frederick Hall's History of San Jose points to Prevost who was raising 100,000 silkworms as his cocoon awards from County fairs continued to mount while Joe Neumann's San Jose Pioneer Silk Factory had ordered twenty-five more silk looms from back east.

This silken undertaking appeared to become even more enhanced when a disease struck, threatening to wipe out the entire silkworm population of Europe. This then placed a gratifying demand for the California disease free silkworm.

Prevost, in an extended letter to the San Jose Mercury in December of 1867, wrote, "As our California silkworms are in great demand in Europe, we will make money with our eggs and also with our refuse cocoons for our velvet factory. This is another branch of silk manufacture very important for California. The public can see now that we are to have plenty of silk factories because it is to the interest of the manufacturers to come here as it is the place for them as we are the best silk country. I am truly astonished to see some persons fearful if there is no silk factory going, they would not know what to do with their cocoons. In every silk country on the globe, the silk manufacturers have their agents there to buy their silk cocoons. It will be the same in California. I am giving explanations to set the public mind right and let our silk growers know that it does not matter how many millions of silk cocoons they may raise, they will all sell at a good price as we have the whole world for a market."

In 1868, the Los Angeles News exulted, "We risk nothing when we express the belief that in just two years the silk products in this country will amount to millions."

Hardly had this boast been released when news arrived of how Louis Pasteur, the miracle-worker scientist, discovered a remedy for the blight long effecting European sericulture. Demands for California silkworm eggs which were commanding \$10 and \$12 an ounce, plunged! "If this Frenchman, Prevost, started silk culture in California, it was also a Frenchman who wrecked it," wailed the press. Louis Prevost's vision of a silken empire had crashed. Not long after, Prevost was found wanting. Sawyer's History of San Jose notes on his unavoidable bankruptcy in 1869 and how his beautiful estate was disposed of by Sheriff Robert Page with a real estate firm becoming the new owners.

This dispirited pioneer who contributed to our history abundantly died on August 16, 1869 of typhoid fever at the age of sixty-two. He is buried in the Masonic lot at Oak Hill Cemetery in San Jose, sheltered by a lone and faithful California Valley oak. The passing of Prevost



Here Interstate 280 shrouds Prevost's once spangled estate, portions now earmarked for municipal embellishment under the Guadalupe-Auzerais revitalization project.

left California silk growers leaderless with many of them becoming discouraged and disorganized. Furthermore, the state discontinued the bounties it had been paying to motivate sericulture to make the drubbing fatal.

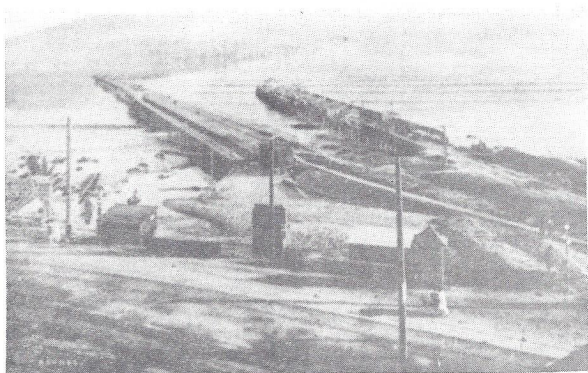
Other silk associations or colonies were organized in various parts of the state with little success. The arrival of the economic depression of the 1870's, like all, created unemployment. This did stir up a group of unshaken citizens who organized the California Silk Culture Association centered in San Francisco. The results of the spirited group led to the creation of the State Board of Silk Culture in 1880. In 1883, the Board offered five cash premiums for the best silk cocoons raised in the state to be exhibited at the State Fair in Sacramento. Astonishingly, four of the awards were carried off by exhibitors from San Jose. Although Louis Prevost's venture was not all smooth as silk, he would have bowed to that.

We are sorry to report that our president, Victoria Malatesta suffered an unfortunate accident but is recovering nicely.

SAN JOSE, 1913: The Globe Toothbrush Co. had leased property at 266-268 Post Street. The firm had exclusive patents to be employed by this entirely new industry.

Santa Cruz Wharves - A Way Of Life

By Laura Calloway



Prior to the building of roads and the railroads, the sea was the life line of early day Santa Cruz. The transport ships brought in the necessary supplies and carried away the surpluses. Lumber, a big industry of the area at that time, was floated out through the surf and hoisted aboard the waiting sailing or steam ships. Potatoes, grain and other commodities were carried through the breakers to rowboats which conveyed the cargo to the ocean going vessels.

A far sighted minister-businessman, Elihu Anthony and his mercantile partner, Edwin S. Penfield, felt a wharf would facilitate the loading of the boats. In 1853, they built what was known as the Potato Wharf which they located at the foot of Bay Street. This first wharf was little more than a plank chute at the edge of the cliff and steep enough that a sack of potatoes would slide down to the rowboat.

The limestone team of Isaac Davis and A.P. Jordon purchased the Potato Wharf in 1856. They widened it and extended it to one thousand feet. Gravity now caused the tram cars to run down and then they were pulled back to the cliff edge by horse power. With the purchase of the lime business by Henry Cowell, the wharf became the Cowell Wharf. This pioneer wharf failed to ride out the heavy seas of a storm in December, 1907.

On an average week in the summer of 1856 six schooners docked and departed from the port of Santa Cruz. One ship, the "Queen of West," cargoed off 325 barrels of lime, 90 sacks of potatoes, 22 sacks of beans, 20 sacks of garlic, 9 rolls of leather, 19 coops of fowl, 2 boxes of eggs, and 2 tubs of butter.

A second wharf was constructed in 1857 by David Gharkey after he received a franchise from the state of California. He extended his wharf in 1863. Rails were extended to the end of the wharf and this 1,278 foot wharf became the Railroad Wharf when the seven-mile narrow gauge Santa Cruz and Felton Railroad began operations

October 13, 1875. Lumber could now be loaded aboard flat cars at the San Lorenzo Valley mills and taken directly to the moored ship. A pedestrian walkway extended along the side and at one widening place a stairway went down to where the fishermen could board their boats.

The Railroad Wharf was bought by the South Pacific Coast Railroad when it pushed rails across the hills from Alameda. This wharf was located just a few feet west of the present Santa Cruz Municipal Wharf. In 1922, it was dismantled, but for years a few of the piles remained and were excellent resting places for the seagulls.

When the California Powder Works began operations three miles up the San Lorenzo River, they shipped their explosives from the Old Potato or Cowell Wharf until they built their own. The new wharf near the present casino extended up Beach Hill at Main Street. The kegs of blasting powder were hauled by horse and wagon and stored in a big wooden warehouse atop Beach Hill until time to load them aboard the freighter. Blasting powder from this mill was used to detonate the tunnels through the Sierra and Rockies for the transcontinental railroad. Thirty years later powder from the California Powder Works supplied Dewey's guns at Manila.

To facilitate the loading of ships in 1877 a gentle curving Cross Wharf was constructed joining the Powder Mill and Railroad Wharves. But in 1882, South Pacific Coast granted Joe Roberts a contract to destroy this link for \$500.

With the coming of the ease of railroad transport, the Powder Mill shipped mostly by rail and finally left Santa Cruz, and the Powder Mill Wharf became known as Steamship Wharf until it, too, was demolished.

In 1914 as a result of the passing of a \$172,000 bond issue, the present municipal wharf was constructed. Plans for the dedication of which included the Honorable James P. Phelan as the orator with a mammoth fish bake on the beach following the ceremonies. The S.S. Roanoke of the Pacific Coast Steamship Company was on hand to be the first ship to tie up at the new wharf. Among the cargo which took nine hours to unload were pianos, automobiles and linoleum.

In 1940, they found only 5% of the two thousand original seventy-foot Douglas fir piles which were driven twenty-one feet into the earth needed to be replaced. Recently, further improvements have been incorporated.

The Santa Cruz Municipal Wharf today offers visitors deep-sea excursions, pier fishing, fish markets, seafood restaurants, interesting shops and above all a pleasant stroll. According to the Santa Cruz Centennial of 1966, it was estimated 2,750,000 persons visited this last remaining California wharf open to automobile traffic.

Highly Recommended

The San Jose Historical Museum Association announces that *Signposts II* by Patricia Loomis is available now as the Museum's 1986 membership book.

Signposts II features the history of fifty-three selected street names from throughout Santa Clara County. It is written in a light and informative style and is illustrated with over 90 photographs drawn primarily from the collections of the San Jose Historical Museum. This deluxe hardbound volume of 100 pages in length is available only through membership in the San Jose Historical Museum Association. Tax-deductible memberships begin at \$25.

Patricia Loomis, a Pioneer member will be happy to autograph copies of *Signposts II* at the December 7th Luncheon. You are urged to support the San Jose Historical Museum in this way.

It's Time For Payment Of 1986 Dues

Since we do not bill individually, it is the responsibility of each member to be certain that these payments are made and that your membership card is a current one.

The Financial Secretary will be available both before and after the December 7th Luncheon to receive payments from those members who choose to pay at that time. For all others, mailing your check is an easy thing to do. Dues are \$5 annually, per person; so make your check out to the California Pioneers, and send it along with a self-addressed stamped envelope to California Pioneers Financial Secretary, P.O. Box 8208, San Jose, CA 95155. Your membership card will be sent by return mail.

For members who have been thinking about how to avoid yearly payments, don't forget we offer Life Memberships. Pay once and never have to think about it again. Fees for this are \$60 per individual or \$100 for a married couple. The payment process would be the same as mentioned above but you will receive a white and gold card with your name hand lettered.

If anyone has need for information regarding any of this, please call Financial Secretary Mary Wahlberg at 246-5503 and she will be most happy to help you.

Touring With The Californians

RESERVATIONS by phone begin on Monday, December 9th, for MEMBERS ONLY. Call RUTH GROSS at 294-9830 ONLY BETWEEN 9:00 a.m. and 12 noon MONDAY THRU FRIDAY. After Ruth confirms your reservation, make check payable to The Californians and send to P.O. Box 32121, San Jose, CA 95152. After the quarterly meeting, a Trip Brochure and Flyers can be obtained by mailing a stamped, self-addressed legal size envelope to the above address.

Come to the December 7th Pioneer Quarterly Luncheon. Please look over the new Trip Brochure and Flyers and make your choices BEFORE coming to the table to sign up for the following trips:

APRIL 9-19, 1986 – Take the COLONIAL SOUTH CRUISE. Space is going fast; so call and reserve your choice cabin now!

MAY 24-28, 1986 – The MEMORIAL WEEKEND will be five days in the Grand Canyon and Colorado River area. We will fly to and from Las Vegas.

JULY 17-24, 1986 – Fly to Denver and then motorcoach to MT. RUSHMORE through scenic and historical country. Fly home from Denver.

January, February and March will have some interesting one-day trips to well known places we have not seen for several years.

Welcome New Members

Arleen D. Ash	Anne Friel	Elvera Kipman
Colleen Barbe	Virginia Hammerness	Stanley Kipman
Aileen Marie Boswell	Josephine M. Hancock	Thomas McEnery
Lee Cangiamila	Orma Harvey	Lois K. Robinson
Amy Carlson	Matilda Izzi	David G. Schutt
Maxine Dixon	Everett W. Johnson	Virginia P. Sullivan
Edith Louise Erba	David A. Jones	Helen Tyson
	Phyllis Jones	

Beyond The Sunset

Abbie C. Bean	James E. Hickey	Anthony R. Sapena
Pearl W. Culbertson	Anthony Lucero	Standley Walter
Athene M. Field	Lottie B. Osen	Wanda White

P.O. BOX 8208
SAN JOSE, CA 95155
ADDRESS CORRECTION
REQUESTED

Non-Profit Organization
U.S. POSTAGE
PAID
San Jose, California
Permit No. 1234



Christmas Luncheon

SAT. DEC. 7, 1985.



MENU

Baked Ham
Tossed Green Salad
Vegetable
Pudding
Beverage 7.50

Phone
247-6606
SO WE CAN
PROPERLY PREPARE

Special Honors
TO OUR
85ers
and their elders

DOORS
OPEN
10:30 A.M.
LUNCHEON
12 NOON

Speaker

Kitty Monahan, President of the New Almaden Quicksilver County Park Asso., will recall the Area's history, its goals and accomplishments.

H.C.

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 TRAILBALZER 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 1985-1986; President - Victoria Malatesta; First Vice President - Wade Brummal; Second Vice President - Don Tustin; Treasurer - Bryan Millar; Recording Secretary - George Kobayashi; Corresponding Secretary - Jane Brown-ton; Financial Secretary - Mary Wahlberg; Membership Chairman - James O'Connor; Parliamentarian - Austen Warburton; Sunshine/Marshall - Mary Simas; Historian - Clyde Arbuckle; Archivist - Helen Kuesel; Audit Committee - Bill Chivers, Gloria Citti, Edward Allegretti.

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