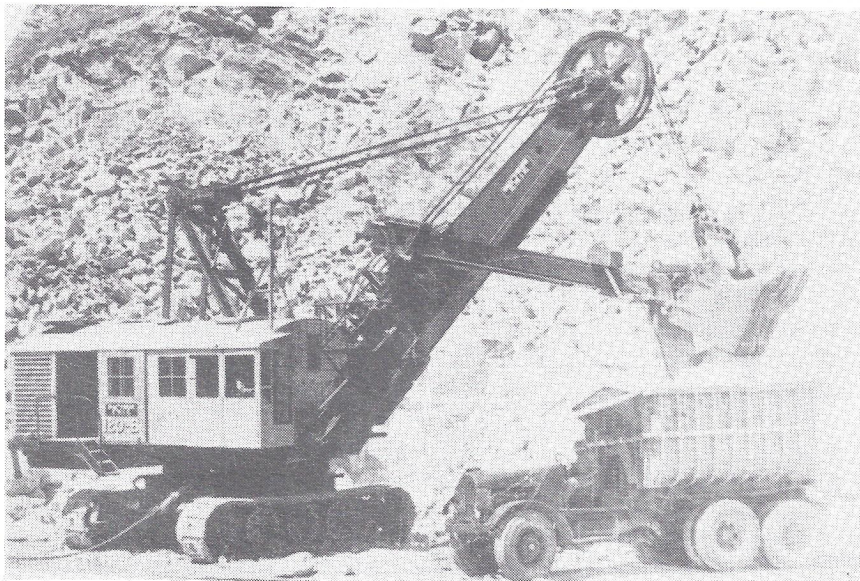


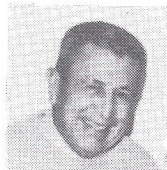


This memorable scene shows Pioneer member Gene Helstrom 'aboard' the enormous 'shovel' he operated for the Kaiser Cement Corporation at Permanente in 1939.

It was here at the Upper Quarry on September 30, 1939 when Henry J. Kaiser, himself, raised his right arm as the signal for Gene to swing the huge 5-yard 175 ton Buckrus-Erie Electric shovel to scoop the very first rock destined to go down the mountainside on a belt conveyor to feed the new Permanente Cement Plant — **THE LARGEST CEMENT PLANT IN THE WORLD!**

Now, fifty years later, on June 3, 1989, a celebration marking the occasion was held at Permanente. Here the President of the Kaiser Cement Corporation introduced Gene to the large gathering telling of the historic role he had contributed from its very beginning but not before Gene acknowledged a standing and momentous ovation.

This devoted Pioneer was born February 19, 1903, at Guadalupe Mines and a graduate of its now historic Guadalupe School in 1917. Gene's dad, Oscar Helstrom, was chief engineer at the giant quicksilver smelter at Guadalupe from 1900 until 1915.



Gene Helstrom

WHALE BLAZERS

SAN JOSE, 1875 — Theodore Peterson was awarded the contract to furnish 1,000,000 bricks to be used for the erection of the Farmers Union Block at the corner of San Pedro and Santa Clara Streets.

SAN JOSE, 1875 — The city superintendent of schools was instructed to discontinue using the larger school house for Sunday school meetings.

SAN JOSE, October, 1877 — Chief of Police James V. Tisdale made it known the city was full of thieves and gamblers due to the county fair and recommended all lights be kept burning at night and all windows and doors be fastened while the fair was running.

SAN JOSE, 1903 — Two women poker players and their male companions were fined \$10 each for indulging in the 'seductive game' by Judge Lewis.

CUPERTINO, 1903 — The Cupertino Telephone Co., was in the making. With the initial payment of \$10 a patron would be entitled to the use of a telephone for one dollar a month providing the enterprise was successful.

CAMPBELL, August 1903 — It was finally recognized a peace officer was needed here during the height of the fruit season as many questionable characters were about the town. Hurried steps were being taken at several meetings to provide this need. "Campbell must have a peace officer," said the Visitor; "not that our people are bad, but crooks and others who are not wanted soon find we have no regular police protection and meander this way much to our discomfort."

1905, Poultry Facts of the Day — Sunflower seeds if fed to poultry add luster to their plumage. Also, hens too fat to lay are often just right for table use.

SAN JOSE, 1907 — A bold bicycle robber whose movements were swift as the wind and as mysterious as the night, in which he performed, was holding up women at the point of a revolver while politely requesting them to deliver him their purses. His rubber tire approach to victims often had him off before their screams began.

SAN JOSE, 1917 — The San Jose Water Works had warned all consumers against the indiscriminating use of water.

SAN JOSE, September, 1917 — Two Normal School bound young ladies who drove their automobile 1,192 miles from Challis, Idaho at a clipping rate had just arrived in San Jose on registration day. They were enthusiastic about their long trip; all for the 16 punctures and several tire blowouts their journey was said to be quiet and uneventful.



President's Message

James A. O'Connor

I am proud to be your 1989-1990 executive board president. So, I believe, would be my great-grandparents who kept a store in Coloma during the Gold Rush. It is an honor and a privilege to lead this Pioneer organization. With your support we can make this a memorable year.

In our June Luncheon meeting I presented an honorary service award to Agnes Solari, a member who, with Margaret Zaro co-authored "History of St. Joseph's Church, San Jose". At the September 2 Luncheon I intend to honor posthumously Mrs. Zaro's contribution in compiling this fine book by presenting a similar honorary service award in her memory to her husband and son.



CALIFORNIA PIONEERS ESSAY CONTEST RESULTS

The California Pioneers of Santa Clara County held their annual essay contest recently with the winners announced at our quarterly luncheon at Lou's Village on June 10.

The First Prize of \$500 was awarded to Joan Barriga of Los Gatos who wrote of Charles Erskine Scott Wood, the soldier, lawyer, political activist and poet who built the estate "The Cats" in Los Gatos.

The Second Prize of \$250 was given to Chuck Myer, the Public Information Officer of Gilroy, for his essay examining the pros and cons in the Life of John Gilroy for whom this city was named.

The Third Prize of \$150 went to Leven Wadley, a Willow Glen High School student for his informative story about the San Jose Center For Performing Arts.

Three Honorable Mention awards of \$25 each were extended: to Linda Larson who wrote about Levi Goodrich, a prominent architect of the last century who left us many fine buildings; to Dorothy Fine who wrote a delightful vignette about her grandparents, Frank and Johanna Wilson, who settled in San Jose in the 1880's; to Kyle Wolfe, a Gilroy High School student who captured the essence of Santa Clara Valley and wrote about "Prunes", thereby evoking nostalgia in us all.

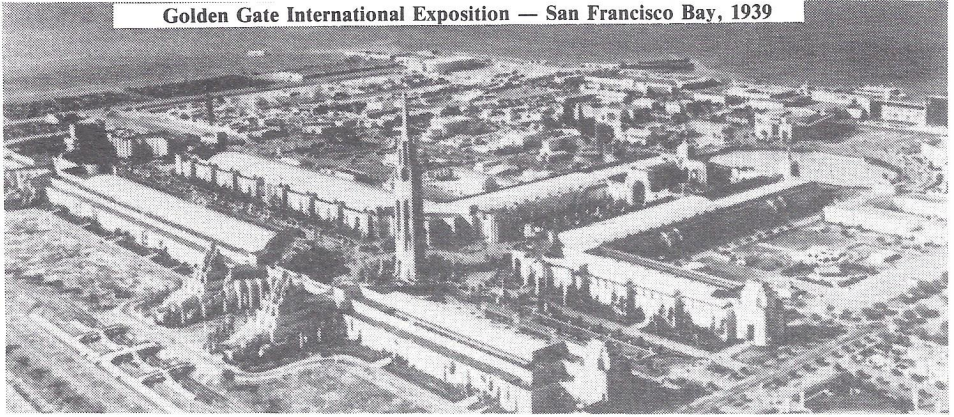
Also present was Mrs. Kathryn Philip, a history teacher from Willow Glen High School whose class contributed nine of our total of eighteen essays this year.

— Helen McCarthy

SAN FRANCISCO WORLD'S FAIR 50 YEAR ANNIVERSARY

By: Bill Chivers

Golden Gate International Exposition — San Francisco Bay, 1939



The official name was the Golden Gate International Exposition on San Francisco Bay, but that was too long to say, so most called it the Treasure Island Fair or the San Francisco World's Fair. It was even called "The Pageant of the Pacific". For those who went to the 1939-1940 San Francisco World's Fair, they would remember it for the rest of their life. It focused on the cultural and architectural wonders of what we now call the Pacific Rim. The main purpose of the Fair was to celebrate the completion of two of the world's great bridges, the San Francisco Oakland Bay Bridge and the Golden Gate Bridge. In 1939, the New York World's Fair took place on the east coast.

The "Great Depression" was winding down, and this San Francisco Fair was to promote peace and brotherhood. The construction of the two famous San Francisco bridges had brought a lot of people and money to the Bay area. In 1938, jobs were very hard to get, and as the Fair drew near, there was great competition for the 6,000 jobs that it created. In the horticultural work alone, there were 1,200 people put to work planting 4,000 trees and thousands of plants and flowers. Many of the plants and trees came from the Santa Clara Valley. Almost every kind of job imaginable was offered from construction to entertainment to the most menial labor.

In the 1930's there were more than two million residents in and around the San Francisco Bay area cities, and there was a great need for a major airport in San Francisco. Its Junior Chamber of Commerce had picked the site where the Island now is as the most suitable place for an airport. The United States Army Engineer Corps had previously surveyed the shoal off of Yerba Buena Island in the Bay and gave their stamp of approval for the site as an airport. The money was secured from the U.S. Public Works Administration (PWA). The Army Engineer Corps supervised the filling of the shoal.

The San Francisco Bay Exposition Company was formed to sponsor the Golden Gate International Exposition. The sum of seven and one-half million dollars was raised by popular subscription to finance this beautiful pageant, and further sums amounting to \$50 million were obtained from the Federal Government, numerous States and municipalities, foreign nations, businesses and churches.

It was planned that when the Fair ended in 1940, the island would be restored to use for which it was originally built and become a giant airport for both land and sea planes. Before the Fair opened on February 18, 1939, a seaplane base there had been used as headquarters and American terminus for the famous "China Clipper" ships also known as "The Trans-Pacific Flying Boats". These planes were operated by Pan-American Airways and flew from San Francisco to Hong Kong by way of Hawaii, Midway, Wake and Guam. The fare for the flight was \$1,000 and took 3½ days to make the 9,000 mile trip.

Not since the 1915 Panama Pacific International Exposition in San Francisco had the west seen such wonderful architecture and beautiful art. There were gardens, statuary, murals, fountains, courts and many other works of art. One of the most prominent structures was "The Tower of the Sun". It was 400 feet high forming an imposing background for each exhibit palace that branched out from it. This tower was plastered with vermiculite, a mica-like substance which reflected light and was especially effective at night when it was bathed in the glow of colored lights. Everywhere you turned was an awe inspired pyramid, tower, mural or fountain immersed in light and color. The night lighting truly made one realize why it was called Treasure Island.

The gardens were unique in themselves with the most fantastic landscaping. There were 25 acres of ice plant which formed the magic carpet of the Western Facade with the most unusual combination of color and design in flowers. Trees as high as 70 feet and weighing 45 tons were boxed up and brought in by trucks and barges. Even at night the flowers and shrubs were accented in light to add new and unusual forms and colors to the foliage. There were thirteen miles of lawn edges, eight miles of street trees, 15 miles of fencing and three miles of hedges. It took 300,000 gallons of water a day to water everything.

The entertainment was outstanding with big-name talent as Benny Goodman, the famous Folies Bergere from France, Duke Ellington, Count Basie, Bing Crosby and Jack Benny. There was the famous Sally Rand's Nude Ranch which performed on the carnival-like midway section called "The Gayway". You could take a sightseeing tour of the whole 400 acre Fair by the elephant train for 35 cents or a point-to-point ride for 10 cents. Everywhere there was music and pageantry.

Every day the Fair was dedicated to some town, city or community. This author remembers vividly Tuesday, May 23, 1939 when over 2,000 people from Los Gatos and Saratoga went to the Fair on their special day. Treasure Island was to my generation a kind of Land of Oz where many things were brought together that would never be in one place at any other time.

There was no lack of food. Vendors were everywhere. One could buy fried potatoes, carmel corn, soft drinks and cotton candy. There was a very large building called the Palace of Foods and Beverages, which was really one large commercial, where one could smell and taste products from Hills Bros. Coffee, sample Italian Swiss Colony Wine, Planters Peanuts & Chocolate Company, See's Candy and much more. The National Cash Register Company had a giant model of a cash register that could be seen from many points on the island, and it recorded the attendance figures for the Fair every half hour. Its numbers were two feet four inches high.

Today, after 50 years, the only original buildings left are the administration building which is a Museum and the two huge hangars that were intended for the air-

port. The United States Navy has had its base there since during World War II. The Treasure Island Museum has a wonderful exhibit about the 1939-1940 Golden Gate International Exposition and many exhibits of the U.S. Navy.

A few years ago a remarkable group of relics from the Fair was brought to public attention just as they were being scheduled for demolition. They include sixteen larger-than-life size statues representing the culture of the Pacific Rim. They had been located at the entry to the main promenade in the shadow of Pacifica, an eighty foot statue that was the theme piece of the Fair. The artists who executed the pieces were among the most distinguished sculptors of the time. The statues are in very good shape, and each piece still bears the artist's signature. On this 50th anniversary year, funds are being raised to restore these art works to their original condition.

Another major piece survives that is unique in all the world. Artist, designer, and illustrator Antonio Sotomayor, designed an extraordinary fountain in the form of a relief map of the entire Pacific Basin. It features the ocean, the island groups, and the continents, including the topographical features of the land. The fountain, which measures approximately forty-eight by thirty-six feet, is executed in glazed terra cotta, and it is appropriately colored to represent land masses, coastal plain, mountains, and ocean depths. Although in a state of some disrepair, the fountain has a strong understructure, and an engineering survey has determined that relocation and restoration are entirely feasible.

The sixteen large statues and the relief map will be reinstalled in a public garden and promenade in front of the Treasure Island Museum, against the panorama of the San Francisco skyline and the entire Bay. Just as the Palace of Fine arts survives as a monument to the Panama Pacific International Exposition of 1915, the garden on Treasure Island will become a lasting tribute to the 1939 Fair, for Bay Area residents and visitors to enjoy.

WHO REMEMBERS THE SAN JOSE COFFEE CLUB?

By 1907 the most democratic place in the city pointed to the San Jose Coffee Club. Here lunch counters catered to the hobo, banker, clerk and employer who all touched elbows every day at lunch time.

This long beloved 'club' had an enormous influence on the community since its modest start in November 1900 when just a day's receipts often totaled \$3.00. Profit was of secondary importance with meals furnished at cost which seemed ridiculously small. Indeed, it was no money making scheme and its inception was a desire to give men of the community a meeting place "where the harmful influences of the saloon were absent." The Coffee Club offered food and entertainment, in fact everything but lodging was available at rock-bottom prices.

Manager A.E. Tuttle and Miss Alta Adams had charge of the men's and women's departments. Thirty thousand was the average monthly multitude. Winter months were often better. Checkers, dominoes, chess, daily newspapers, magazines and books were available.

The Coffee Club had just moved into new quarters of the Colonial Building at the S.E. corner of Second and San Fernando Streets with the expense borne entirely by the establishment. (The building still stands.)

Incorporated under state law the directors included: W.G. Alexander, President; W.K. Jenkins, Vice President; Treasurer, A.C. Bean; with C.H. Robinson, T.C. Edwards and C.H. Waterman as directors.

MOUNT HAMILTON 'JITNEYS'

By: Hank Calloway

Mount Hamilton Stage Drivers:

L to R:

Frank Riddle

Ernie Roper

William Dampman



It can be said among the most impressive dramas ever enacted in our valley was on a stage — stagecoach, that is. The scene: Mount Hamilton, California, established as a post office on December 1, 1884 and where for years after veteran 'whips' or stage drivers high on the seat of a four or six-horse stage were swinging around its hellish curves be it dark or fair weather astride the 4,209 foot mountain.

In 1932 the San Jose Mercury Herald had the opportunity to quiz two such former reinsmen of the treacherous road, William Dampman and Frank M. Riddle. Dampman held the reins for over three years from 1900 to 1903 and Riddle for ten years starting about the same time.

The two teamsters recalled how the thirty mile trip from San Jose to the observatory demanded from three and a half to four hours and this with two changes of horses, the first at Grand View and the second at Smith's Creek. The return haul with the same stops to change horses took about the same time, although Riddle did make a record return trip with a six-horse team at two hours and 45 minutes. Riddle, also, believed his 29 minute trip with a six-horse team from the observatory down to Smith's Creek was some kind of a record.

In the midst of this reunion was, of course, Ernie Roper who represented the 'auto age' with his Mt. Hamilton Mail Stage said not to be as picturesque but it at least shortened the time making the trip in an hour and a half, sometimes longer due to some 'downtown' shopping deliveries he did for his city shy mail patrons.

Roper had been spinning around the same curves at least ten years at the time. The three humorously argued the pros and cons of the horse drawn stage and the auto stage. It soon developed neither Dampman nor Riddle had ever ridden to Mt. Hamilton except behind their fast stepping teams. It was then when Roper decided an automobile trip was an adventure both of them should experience. So after a lapse of some twenty-five years the two veteran stagecoach drivers were to make at least one more trip to Lick Observatory and return as Roper's guests in his automobile stage. They were to again eyeball the long snaky route familiar to them but not over the heads of their spirited horses.

The six-horse team, the veteran drivers explained was used on the freight stage and a four-horse team for passengers. The 'Concord', Dampman recalled, carried eleven passengers including the driver and the 'cut-under' fourteen passengers with the driver.

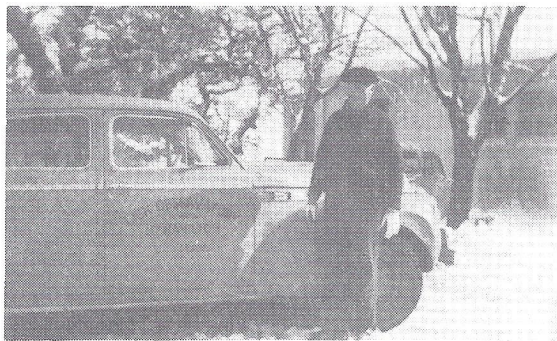
The two seasoned gents cherished another important achievement. In their entire career as top reinsmen none were involved in an accident. "We always attended to our brakes," Riddle explained. "We depended upon them to make turns also, the horses knew the road and were trained to swing wide on every turn. That helped. The fog was the only thing that ever bothered us on the trip. I did not mind driving dark nights because it's never so dark but what you can see the road. But that is not the case when it's foggy. I've encountered fog so thick sometimes I could not see the color of my wheel horses."

Riddle, then 62, had driven horses almost as soon as he could walk. When he was 12 years of age, he was driving a six-horse team between Cloverdale in Sonoma County to Lakeport in Lake County. He left the Mount Hamilton run to drive a nine-horse team in San Jose for Standard Oil in 1910.

William Dampman was very active, despite his 87 years and had served as president of the California Pioneers of Santa Clara County in 1930-1931.

The old San Jose Vendome Hotel was among the leading hotels of the state and the take-off point for the Mt. Hamilton trip, usually on the itinerary of most every tourist party. Runs were usually every Saturday noon and several times a week in addition to the mail and freight trips. On the Saturday run coaches reached the observatory at dusk; starting back by ten after a peek at the stars; reaching San Jose about 2 o'clock in the morning.

**Ernie Roper during
a 1933 snowy
Observatory run**



During the bitter winter of 1932 San Jose Postmaster Byron Millard had requested no heavy packages be dispatched to Mt. Hamilton as mail contract driver, Ernie Roper, was encountering snow two feet deep and twice that in drifts. On one occasion Roper had dug for more than an hour or two but even then his persistence had him two miles from the summit. As a result, Mt. Hamilton Postmaster John Moore had mused on down to Roper's stalled jitney, returning to the top with the mail on his back.

According to an 1889 complimentary memorandum booklet issued by the Mt. Hamilton Stage Line, at the time, under the ownership of T.E. Snell, stated stages called at all principal hotels each morning before leaving. Stages all made the round trip daily, leaving the San Jose stage office at 20 W. Santa Clara Street at 7:30 a.m., returning at 5:45 p.m. Tourists were also reminded "the best of accommodations are available at the Smith Creek Hotel where all stages stop 30 minutes for dinner and where a telephone is attached to the house."

A CUPERTINO PIONEER

Helen S. Moore

A person of boundless energy, independence and determination was Mrs. Elizabeth MacLeod who came to California from her native Scotland. She was born Elizabeth McAllister on October 8, 1847 in Lanarkshire. In 1868 she married Edward MacLeod, a native of Dunfriesshire, but whose parents came from the Isle of Skye.

Feeling there were better opportunities in California Mr. MacLeod came here in the latter part of 1872 and settled in Somersville (Contra Costa County), as a stationary engineer in the coal mines. Mrs. MacLeod followed in 1873 with a three year old son James and Elizabeth six months old.

Mrs. MacLeod was ill coming across the United States. One day when she was resting the train stopped on the Plains. When asked what the stop was for was told "to bury the baby". Mrs. MacLeod asked whose baby and was told "your baby". She lifted Elizabeth and she opened her eyes. Two children were born in Somersville, a son James who only lived six months and Winifred who later married A.A. Schoenheit.

As the little hot coal mining town was no place to raise children and with Mr. MacLeod's permission she came to Santa Clara Valley where she purchased property on the corner of Quito and Pollard Roads with the promise the creek would run all year. When it dried up, she demanded her money back and finally bought the forty-eight acres from Peter Doyle at the corner of Stevens Creek and Doyle Roads where the first Doyle School was located. Mrs. MacLeod said she would take the property provided Mr. Doyle would include a pedigreed horse named "Summit" that was of Stanford stock, which with great reluctance he did.

Finding the planting of grapes was subject to disease, she planted prunes and some apricots and peaches. Until the trees were bearing she planted pumpkins between the trees and sold the crop by the ton. Once when two of her ranch hands stole her purse with a considerable amount of money, she held them up with her pistol until the sheriff arrived to arrest them.

As several versions of her contest with the Peninsular Railroad have been written it may be the time to tell the real story. The rail-line ran west to Meridian Corners at the time and many who lived farther west were desirous of having it continue to Cupertino. Many of the ranchers gave their land for the right of way. Mrs. MacLeod felt her property was worth about \$3,000. The railroad would not agree and she heard they were going to cross her property line at night after which she would be helpless. She had a small building dragged up on the right of way, and let it be known she would stay there all night with a shotgun. That night she put a lighted lantern in the building, as she had been invited to a party in Santa Clara where she spent a delightful evening. The company did not cross her property.

A few days later the agent called upon Mrs. MacLeod and told her the company would not pay what she asked but quoted a sum slightly lower which she accepted and, needless to say, the neighbors were very put out. Her reasoning proved correct. The tracks were to be put on raised land and the railroad did not put enough culverts in to drain the winter rainwater from the orchards. This laid there many weeks during the winter, sour-sapping the tree roots, killing the trees. People also believed the introduction of the star thistle into the Santa Clara Valley was caused by the dirt hauled in from the San Joaquin valley to raise the railbed.

Often Mrs. MacLeod drove her horse and buggy to Marin County to buy hay or to Contra Costa County to visit Mr. MacLeod or friends. She was a person of

courage, determination, foresight and fearless. Neighbors helped one another and Mrs. MacLeod was often called in case of sickness and trouble. She and her ranch gave her small grand-daughter (Helen Schoenheit Moore) great joy and many lasting memories.

Welcome New Members

Katharine J. Addicott
Deanna R. Campbell
Leila A. Cilker
William H. Cilker
Margaret N. Cisneros
Helen B. Collins
Elwood Fisher
Ellen N. Garboske
Kathryn D. Garrett
Pauline B. Green
Richard T. Green
Bernice A. Hartman
Sheila Stanfield Heid
Eva M. Jamrus
Kenneth J. Jamrus
Jacqueline McKinney

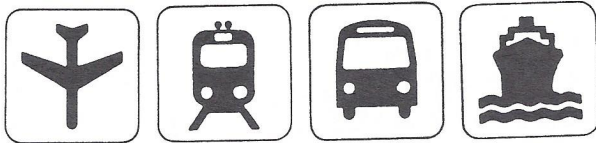
John Gage McKinney
Letizia R. Picchetti
Mary E. Potter
James P. Rose
Eiichi E. Sakauye
Marie T. Sakauye
Billy Jean Sgarlato
Dr. Thomas E. Sgarlato
Charlotte M. Sleight
Edward W. Souza
Evangeline A. Strand
Peggy Stanfield Stuart
Phyllis J. Stuehler
James E. Tolosano
Gilbert E. Trevethan
Veronica E. Winkler

Beyond The Sunset



Frank Bandoni
Fred Boes
Victor M. Connett
Eugene DeMarco
Ruth L. Duarte
William A. Firth
Frank Freeman (Honorary)
Winnie Healy
Clara Hopkins
Joseph F. Jenkins
Mabel G. Jenkins
Edna L. Kell
Ilene Pace

H. Barret Patton
Yvonne M. Perreira
Anna Picetti
Ann Raich
Lucille C. Rea
Lillian Scholz
Evelyn M. Stern
Juliette E. Stothers
Edith Helen Vicari
Forrest Von Dorsten
Catherine Wayland
Jane S. Zink



Touring With The Californians

RESERVATIONS by phone begin Tuesday, September 5, for members only. Call Nancy Hill at 258-3449 Monday through Friday, preferably mornings. After Nancy 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 may be obtained by sending a stamped self-addressed legal-sized envelope to the above address. We encourage you to use the waiting list if your desired trip is full.

December 31-January 1 — NEW YEAR'S IN MONTEREY — Yes! Captivating historic Monterey is the rendezvous for our grandiose evening to the New Year's arrival at the Monterey Sheraton. After some leisure we meet for an elegant dinner; then off to California's 'First Theater', a landmark, for an old fashioned performance of skits, singing and dancers with time left to celebrate the New Year's arrival at the Sheraton with our group.

CATCH THIS! Earmarked for 1990:

Florida in February
Yosemite in March
Cape Cod in July

COMING — September 1990 — Six nights in Berne Switzerland with a two night extension to Oberammergau, Germany to see the long heralded devotional drama, The Passion Play presented once a decade since 1634 in the Bavarian Alps.

Need a ride/Share a ride! Can we do it?

In these busy days those of us who drive often fail to think about how frustrating it is for those members who no longer drive and yet would truly enjoy being able to attend our luncheon meetings. In talking with some of our members I have found a number of them still very interested in the organization and most willing and anxious to attend the meetings if only they had a way to get there. Is it possible to put those needing a ride in touch with those drivers willing to provide that courtesy? The only way we can find out is to try.

I will be most happy to take phone calls from members in either category and then see if they can be comfortably matched. Please call me, Mary Wahlberg, at 347-5776 if you are in need of a ride or if you are a driver willing to bring a fellow member to the meeting. I will keep you posted on how this is coming along. Thank You.

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Follow Me... **Sept. 2nd** **LUNCHEON** **PROGRAM.** **Leonard McKay** **IN** **"How to Research Write and have Local History Published."** **Swiss Steak** **Potatoes** **Vegetable** **Tossed Salad** **Ice Cream** **Beverage** **\$9.** **H.C.**

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Staff Artist: Ralph Rambo
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