



CENTENNIAL CELEBRATION COMMITTEE

OF THE CITY OF MOUNTAIN VIEW



www.mountainview.gov/centennial.htm

Centennial contributions will be handled by the Mountain View Historical Association, a 501(c)(3) corporation.

COMMITTEE

Robert Weaver—Chair
Environmental Planning Commission

Patricia Figueroa—Vice Chair
Mountain View Historical Association

Cindy Alferi
Agilent Technologies

Phyllis Bismanovsky
Library Board

Laura Brown
Community Volunteer

Betsy Collard
Human Relations Commission

Jim Daly
Handspring, Inc.

Rebecca Dorocak
Mountain View-Whisman S. District

Ralph Faravelli
City Council Liaison

Robyn Holst
Microsoft Corporation

Steve Hope
Mountain View/Los Altos H.S. District

Rima M. Johnson
Bicycle/Pedestrian Advisory Committee

Barbara Kinchen
City Historian

Laura Macias
Parks & Recreation Commission

Nick Perry
Honorary

Preeti Piplani
Youth Advisory Group

Kasandra Winder
Visual Arts Committee

STAFF

Kathryn Zehavi
Centennial Events Director

The History and Industrial Evolution of Mountain View, California

Preeti Piplani
Mr. David Squellati
Los Altos High School
15 April 2003

124 Promethean Way
Mountain View, CA 94043
650.967.1322

This paper is dedicated to all
Mountain View residents:
past, present, and future.
May we all continue to treasure
our great city for all that it is.

-Preeti Piplani

The History and Industrial Evolution of Mountain View, California

Table of Contents

Topic:	Page Number:
Introduction	1
I. Early Roots of Mountain View History	3
A) The Ohlones	3
B) The Castro Family and <i>Rancho Pastoria de las Borregas</i>	5
C) The Original Stagecoach of Mountain View	6
D) Early Settlers of Mountain View	8
E) The Arrival of the Southern Pacific Railroad	11
F) The 1902 Incorporation	13
II. The Evolution of the City of Mountain View	15
A. Shift Toward an Industrial City	15
B. Key Changes Toward a More Industrialized Mountain View	15
C. William Shockley's Impact on Mountain View	17
D. Visual Changes in Mountain View	19
E. Changes During the Later Part of the 20 th Century	20
III. Current Mountain View	22
A. The Contemporary City	22
B. The Centennial Celebration	23
IV. Final Thoughts	25
V. Works Cited	26

Introduction

“Five, four, three, two, one! Happy New Year!”

A wild clamor of Centennial bells joyously rang in the New Year at the City of Mountain View’s Civic Plaza. Amidst the dark and chilly night, people of all ages welcomed the arrival of the year 2002. Lively swing tunes played in the background as young couples kissed and families hugged beneath the clear night sky. The year of Mountain View’s Centennial anniversary had finally arrived.

In a rush to maintain order, I dashed about trying to aid city staff with the final moments of the event. As I ducked under “Staff Only” signs and ushered city council members to their assigned areas, the chaotic surge of cleanup continued around me. Employees and volunteers scrambled up the stairs while hollering into walkie-talkies, trying to maintain some sense of order, as the first Centennial event came to a close.

After six hours of madness, I was finally given the opportunity to pause and realize the significance of this event. As I gazed out at the bright holiday lights that adorned Castro Street, it finally hit me that in less than eleven months, my hometown was about to turn one hundred years old. It dawned on me that, although I have lived in Mountain View most of my life, I know surprisingly little information about my city’s history. That night, however, I made the decision to dispel my ignorance. I soon made it my New Year’s resolution to gain more information and insight into the roots of Mountain View’s history.

Every day for the last ten years, I have passed by streets like Rengstorff Avenue, Castro Street, and Mercy Road. Despite these daily occurrences, I have never known the significance of these names, let alone who these streets are named after. While sitting in

traffic, I have looked at historical landmark signs marking ranchos and houses long gone. My lack of knowledge, however, is solely because I have never had the chance to truly dig deeply into the history of the City of Mountain View.

Thus, I have decided to unearth the history of this great and prosperous city over the past one hundred years. I have long been compelled to learn about those individuals involved in both the settlement and incorporation of Mountain View. What role did these settlers play in the founding of Mountain View? How has the City evolved over time, and what is it now? Through historical records, interviews and personal anecdotes, I hope to provide others with an in-depth look at Mountain View and its evolution from a small agrarian settlement to the bustling hub of Silicon Valley that it is today.

I. Early Roots of Mountain View History:

A. The Ohlones

Imagine yourself on the busy corner of Villa and Castro Street in the midst of Downtown Mountain View during the middle of lunchtime traffic. Delicious aromas of international cuisine linger in the air as cars drive by in the warm spring heat. People of all ethnicities walk by you, some window shopping in a land where time does not exist, and others sprinting back to the office, bypassing the scenery. Suddenly, you hear the railroad train gates begin to signal and sound. Brrring, brrring! A massive silver commuter train whizzes past downtown, pausing only long enough to create a mess of the already chaotic lunchtime commute.

As you observe in amazement, the noises fade and the people disappear into the shadows. Eventually, the solid concrete buildings vanish and you are left in the middle of an open field. A sea of golden grain engulfs you and great oaks dot the horizon. Lush green hills and mountains stand on guard, protecting you from all harm. At a loss for words, you begin to explore this haven. Walking with no particular destination in mind, you find yourself at the edge of a babbling creek. Graceful salmon and trout swim in the cool freshwater; the sunlight filters through the trees and bathes the creek in a peaceful glow. Lizards sunbathe on nearby rocks and quails peck the ground, searching for an extra morsel to eat. Welcome to the home of the Ohlones.

Though the City of Mountain View has only been recognized as a “city” for the past one hundred years, the history of the area dates back much farther than 1902. Settlement of the Mountain View area began with the Ohlone Native-American tribe (Hogle 2). This tribe occupied much of the land that composes the current geographical

area of the City of Mountain View. The bountiful amount of game in this area, as well as the plentiful mussels, clams, and waterfowl present in the San Francisco Bay, allowed for the success of Mountain View's first settlers (Rambo 2).

Ralph Rambo, the author of Almost Forgotten, accredits the nice temperature, fertile soil, and abundance of food for the peaceful lifestyle of the Ohlones. Rambo goes so far as to say that the Ohlones lacked all "military ability" (2) because of their content living conditions. Members of the Ohlone tribe averaged about five feet, eight inches and wore minimal clothing made mainly out of deer or buckskin. The first residents of Mountain View feasted on the trout and salmon present in the local creeks. They enjoyed "acorn flour mush flavored with rabbit meal, field mice, and dried grasshoppers" (2). However, when the Spanish missionaries arrived in 1769 ("The Missions" 1), not only did they bring with them the Catholic religion, but many diseases such as smallpox were also passed to Mountain View's first settlers (Rambo 2).

B. The Castro Family and *Rancho Pastoria de las Borregas*

Fast forward to the year 1775. The De Anza Expedition leaves Tubac to form the first “non-indigenous civil settlement in California” (“Juan Bautista de Anza Expedition” 1). Along with two hundred other people and more than 42 families, these people ventured to inhabit California. Among these first Spanish settlers was the Castro family, soon to become the first rancho owners of the Mountain View area.

Many of the early settlers of California, including Joaquin Ysidro Castro, arrived with the De Anza Expedition (Hogle 5). Dewitt Hogle, author of Pastoral Days of Mountain View, gives a detailed look at the Castro family and their genealogy, which was the primary source for this section. The Castro family was to become one of the key families in the settlement of Mountain View. The Castros owned a vast amount of land that included the area from present day Middlefield Road to the Permanente Creek in Sunnyvale and eventually stopped where the land met the San Francisco Bay (5).

Joaquin Castro and his wife, Martina Boutilliere, settled in San Jose and had a son named Ignacio Clemente. Ignacio Clemente eventually married and had ten children, including a son named Mariano de la Cruz Castro, who later married Maria Trinidad Peralta. This couple had a daughter named Maria Inez Castro. Maria Inez married Francisco Estrada, who was soon granted a large amount of land in the Mountain View area, which was named *Rancho Pastoria de las Borregas* or “ewe’s lambs’ pasture” (5). Inez and Estrada did not have children and when the couple died the land was given back to her father, Mariano Castro, in 1842. All of the land that Mariano Castro acquired is what comprises the present-day Mountain View area.

C. The Original Stagecoach of Mountain View

Thump, thump. Thump, thump. Clouds of dust and the sound of horse hooves signal the coming of the stagecoach to Campbell's station. People are gathered around the platform, anxiously awaiting the arrival of the stagecoach. Time seems to pause as the stagecoach nears the platform. The sun is just sinking below the mountains, but it shines long enough to provide light for the weary travelers. Although a routine occurrence, the townspeople all turn their heads in keen anticipation of the stagecoach and its passengers.

Mountain View was the home of the first stagecoach stop in the South Bay to offer transit to both San Francisco and San Jose (Ignoffo 7). The town of Mountain View was originally centered at the stagecoach stop, where present-day El Camino Real and Freeway 237 intersect ("History of Mountain View" 7). The stagecoach stop, named Campbell's Station, was built by William Gillus and James Campbell (7).

In 1849 local inn owner, John Whisman, started stagecoach services to both San Francisco and San Jose. Passengers paid an immense sum of two ounces of gold, equivalent to thirty two dollars, and endured a bumpy nine hour ride to their destination (Ignoffo 6). In addition to transporting passengers, the Whisman stagecoach line also delivered mail because there was no postal system. (At this time California had not been admitted into the Union.) Unfortunately, John Whisman's enterprise ended shortly a year after it began, when he was forced to sell his line to his competitors, Hall and Crandall.

The town of Mountain View was actually named "Mountain View" in 1854 at a location very close to Campbell's Station (Ignoffo 8). Jacob Shumway, the manager of Carr's Store, is accredited with naming the city ("History of Mountain View" 7). Legend

has it that one day Shumway stood on the porch of his little shop and gazed out at the beautiful view of the mountains and he named the town Mountain View (Ignoffo 7).

D. Early Settlers of Mountain View

The year is 1849 and throughout all of California there is a frenzy for gold. Hundreds of people leave their homes in search of this fine metal, but few are successful in finding it. Many return and discover the hidden secrets of the Valley of Heart's Delight, present-day Silicon Valley (Nielson Video). Several of these people will soon become key contributors to Mountain View's economy (Perry Interview).

Early Mountain View was influenced by several key families: the Rengstorffs, the Guths, the Jagels, and the Native American descendent, Yñigo. These families collectively owned almost all of the land that comprises Mountain View today (Leu 1).

Henry Rengstorff was a German immigrant who moved to the States at the age of twenty-one with only four dollars in his pocket (Butler 38). Henry Rengstorff took odd jobs around the Bay Area and saved his earnings (van Erp 21). Rengstorff purchased his first amount of land in 1853. Over time, his holdings increased and eventually the Rengstorff family owned a total of six farms in the area (Butler 38). In addition to this land, Mr. Rengstorff bought 164 acres by present day Stierlin Road in 1864 (Van Erp 23). This land had several warehouses that stored up to three thousand tons of hay (Ignoffo 11). Mary J. Ignoffo, author of Milestones: a History of Mountain View, California, describes the Rengstorff landing to be one of the “major commercial [enterprises] serving the Silicon Valley” (11). His landing was also the port from which schooners would depart with boats full of the produce from this area. When the railroad arrived in Mountain View, Henry Rengstorff was nervous about this more efficient mode of transportation. However, the fees to transport goods via freight train remained extremely high and thus; the business of Rengstorff's Landing was not threatened by the Southern

Pacific Railroad.

Henry Rengstorff and his wife, Christine Hassler, had seven children. In order to accommodate their family, the couple built a fifteen room Italian villa in the 1860s (Butler 38). Their Italian villa home, named the Rengstorff House, was renovated and relocated from its original site at Stierlin Road to Shoreline Park in the 1980s (Ignoffo 11). Their beautifully preserved home is “an appealing reminder of [Mountain View’s] early days” and the City’s “last important historical landmark” (Butler 39).

In addition to the Rengstorff family, the Guth family was also of great significance in the history of early Mountain View. Charles Guth, known to some as “Captain,” owned a large portion of land located east of the Rengstorff property (Leu 2). On his property, a warehouse once was used to store the grain and hay harvested from the nearby fields. However, the warehouse was unfortunately destroyed in the 1906 Earthquake (Leu 3).

The largest landing in Mountain View was owned by the Jagel family (Miller 1). Their property included 40 acres of land plus a large portion of swampland (Leu 3). Their property occupied part of the land where Moffett Field is currently located. George Jagel bought this property from John Bernard in 1880 for an equivalent of 3,500 dollars in gold (Leu 3). However, there was one problem with his newly acquired property: when the tide came, the water level rose and levees and rowboats were necessary to protect the family’s assets. Jagels’ Landing was a crucial part of the shipping industry from Mountain View. Wine and lumber were shipped primarily to Jagels’ Landing and were then transported via sailboats or scows to San Francisco and other ports (Leu 7). Jagels’ landing was a crucial part of Mountain View’s economy and the Jagel family was a

primary contributor to the success of trade in Mountain View (Leu 3-4).

Another major landowner in early Mountain View was an Ohlone descendent named Yñigo (Hogle 5). He was one of the very few Native Americans to actually own land that was held in his name (Leu 5). In addition to his vast amount of land, he also owned a warehouse that was used to store goods from the surrounding area. Yñigo's property and warehouse occupied the land where present-day Moffett Field is located (Leu 5).

All four of these families were greatly involved with the agricultural aspects of Mountain View. Their landings and warehouses played a very important role in the transportation and storage of the agricultural products of the area. Wine, hay, grain, fruit, and lumber were just some of the various products transported from these landings and warehouses to San Francisco (Miller 1). Though bay shipping became a thing of the past by the turn of the century, these families, their warehouses, and landings were a crucial part of early Mountain View's agricultural economy (Miller 1).

E. The Arrival of the Southern Pacific Railroad

The sound of hammers resounds through the valley. A crowd of people stand beneath the shade of an old oak tree and watch the workers lay the ties for the railroad. The air hangs hot with the smell of sweat. The laborers toil unceasingly and with each strike of their hammers, the railroad is coming closer to being a reality. The railroad is finally coming.

The Castro family members were key settlers of the Mountain View area. After Mariano Castro inherited *Rancho Pastoria de las Borregas*, his son, Crisanto Castro, acquired the land. Crisanto donated large amounts of his land to the younger members of the Mountain View community in order to help them get started. In addition, the Castro family also donated the land where the Saint Joseph's Catholic Church was built. His philanthropic acts gave several people a chance to improve their lives and left a permanent mark on the history of Mountain View. In addition to his donations, Crisanto Castro also named many of the main thoroughfares of the city after his own relatives. For example, Mercy Street and Calderon Street are named after Crisanto's sister and brother-in-law, respectively (Hogle 5-9).

Crisanto Castro was responsible for the coming of the San Francisco-San Jose Railroad to Mountain View. He agreed to allow the Southern Pacific Railroad to use parts of his rancho to build the railroad. However, Crisanto was a wise man and only allowed the railroad to use his land on the basis of two provisions (Hogle 7). The first was that all members of the Castro family would be allowed to flag down, or stop and ride, specific trains as they passed through Castro Station. The second provision required the train station, Castro Station, to "remain on the Castro land as long as the railroad was in

business” (Hogle 6). Needless to say, both of these provisions were abided by. Members of the Castro family were often seen flagging down trains to San Francisco and San Jose as they passed by the Castro station in Mountain View (Nielson Video).

Mariano Castro and his entire family played a very significant role in the foundation and settlement of Mountain View. Had it not been for this family’s acts of generosity and planning, I feel that it is doubtful Mountain View would have become the city it is today. The Castro family’s contributions are forever etched into the City’s history; because of this, it is only fitting that the main thoroughfare is named after the Castro family. Their contributions to early Mountain View will forever be remembered.

F. The 1902 Incorporation

A crisp autumn breeze whispers through the trees and the sun slowly makes its way across the sky. Downtown vendors are already preparing for the day. Merchants slowly open the blinds and welcome their early shoppers. Many would suspect that this day would be like any other, but November 7, 1902 is a unique day in our city's history. For today, Mountain View will be incorporated and recognized as a city of Santa Clara County.

On November 1, 1902 an election was held to determine if Mountain View was to become incorporated as an actual city rather than remain as county property. Mountain View had been a very successful area prior to the actual incorporation in 1902. The town, located on Castro Street, had a relatively developed downtown area that consisted of three meeting halls, three general stores and three hotels (Kinchen 1). In addition to all of this, there were several other specialty stores located in Mountain View prior to its incorporation. In reality, Mountain View had been a bustling area for commerce for almost fifty years before it was incorporated (Kinchen Interview).

However, there was a strong sentiment of reluctance when it came to filing for the incorporation of the city. Many feared that by incorporating the city, they would have to pay more taxes (Kinchen Interview). The election was a quite clear indication of the divided community. Of the 152 people who voted, eighty eight voted in favor of the incorporation and sixty four voted against it (Kinchen 1).

The petition to incorporate Mountain View was spearheaded by the lawyer and editor of the local newspaper, G.K. Estes, who was elected by the Board of Trade. He felt that the taxes collected annually by the county would be sufficient to run the town of

Mountain View, as well as provide added benefits like a library and parks to its citizens. The incorporation of Mountain View would also mean that a Board of Trustees would internally govern the city, rather than the County Board of Supervisors. These officials were elected into office at the same time the voting residents of this area voted to either pass or reject the incorporation of Mountain View. Upon the successful outcome of the election, the papers were filed with the Secretary of State and on November 7, 1902, Mountain View was officially incorporated as a city. The city limits covered approximately one square mile and the official population of the City of Mountain View stood at six hundred and ten people (Kinchen 1-2).

Exactly one hundred years later, on November 7, 2002, the City of Mountain View will celebrate the centennial anniversary of its incorporation. However, as was brought up in my interview with the City Historian, it is important to note that just because Mountain View is celebrating one hundred years of existence, “Mountain View” existed long before 1902. Mountain View existed as a town starting in the 1850s, but was only recognized as a city when the appropriate legal documents were filed with the State of California. Prior to the incorporation, Mountain View, a part of the Fremont Township, was under the control of Santa Clara County and received its funding from the annual tax dollars paid by residents to the County (Kinchen Interview).

II. The Evolution of the City of Mountain View:

A. Shift Toward an Industrial City

Plump apricots hang like jewels attached to branches of lush green foliage; rich hues of purple plums tantalize the senses. Field hands are out picking from the moment the sun rises. Crates of fruit are being shipped and the canning process is underway. The pleasant scent of ripe fruit fills the air and excitement runs through the Valley of Heart's Delight. Harvest time has arrived in Mountain View.

In a 1993 publication, the Chamber of Commerce named agriculture as Mountain View's first industry ("History of Mountain View" 8). The City of Mountain View was world-renowned for its apricots and prunes. For the majority of the City's one hundred years of existence, life in Mountain View revolved around the agriculture of the area. Produce from Mountain View was shipped to San Francisco and, from there, was transported to various places around the world ("History of Mountain View" 8). Since farming was such a crucial part of Mountain View, companies such as Ferry Morse Seed Packaging Company and Sylvania were attracted to this area. In addition to this packaging giant, Mountain View also operated its own cannery, which was located where the present police department stands today (Kinchen Interview).

B. Key Changes Toward a More Industrialized Mountain View

"The beginning of industry" (Erickson Interview).

One of the most dramatic steps in the shift to a more industrialized city came when Naval Air Station (NAS) Sunnyvale was commissioned on April 12, 1933 ("NAS Moffett Field 1933-1994" 3). Though the airbase was located more on the Mountain View border of Mountain View and Sunnyvale, the decision to name the base "NAS

Sunnyvale” was chosen. Due to political reasons in Washington DC, the government officials felt that it did not make sense to name an airbase with the word “mountain” in it. From a political standpoint, they felt that it did not make sense to “fly planes in [a mountainous area]” (Weaver interview).

This commissioning of NAS Sunnyvale came at a crucial time due to the dismal situation of the economy during the Great Depression. Residents of the area were so eager to attract the Naval base that they formed committees to entice the officials from the US Government. At this time, the government was deciding between two locations on the West Coast as prospective locations for a naval base. Camp Kearney in San Diego was the primary competition with the Mountain View-Sunnyvale location. Despite this, the decision to pick Mountain View-Sunnyvale was quickly made because officials felt the San Diego site was too susceptible to attacks (“NAS Moffett Field 1933-1994” 3).

However, before the Mountain View-Sunnyvale site was selected, there was one small problem. The Government thought that the decision would appeal more to the public if the land was donated. Thus, despite the Great Depression, local residents, farmers, and the combined chambers of commerce of the area, under the guidance of Mrs. Laura Whipple, fundraised more than \$476,679 dollars in order to donate the land (“NAS Moffett Field 1933-1994” 3). The land donated was actually the rancho that once belonged to the Ohlone Native-American, Yñigo (Leu 5).

The construction of NAS Sunnyvale, known also as Moffett Field after the late Rear Admiral of the USS Ackron, was the first of many inevitable steps towards an industrialized Mountain View (Erickson Interview). With it brought many transformations in the small town. Throughout the community, various changes occurred

in response to the arrival of Moffett Field. For example, several shops and businesses changed their names to honor the coming of the naval airbase. One laundromat abandoned its old name and changed to “Airbase Laundry.” In addition to the name changes of businesses, a new road called Moffett Boulevard was constructed in order to connect the downtown area to NAS Sunnyvale (Kinchen Interview).

Residents were forced to “go right along with change,” simply because the change was inevitable (Kinchen Interview). When I first found out about this, I was stunned to find that the whole community was so welcoming to this new arrival. I asked our city historian how she reacted to this change and she simply stated that the whole area was changing so rapidly, that the coming of NAS Sunnyvale did not really appear to be such a big event in relation to what the valley as a whole was undergoing. “The whole Bay Area benefited” from the arrival of Moffett Field (Kinchen Interview).

Gradually, Mountain View was moving away from that small town where life was focused around Downtown. Castro Street had once been “not only the main street, it was everything” (Kinchen Interview). However, NAS Moffett proved to be the first example of the branching out of industry in Mountain View.

C. William Shockley’s Impact on Mountain View

The second wave of change occurred after World War II. Wally Erickson, the past president of the Mountain View Historical Society, accredits “the impact of WWII that began to make the change because of the industrial effort” (Erickson Interview). It was the post-war era in which the industry of Mountain View really took off. One key shift towards industrialization came as a direct result of William Shockley, one of the joint

inventors of the transistor. William Shockley worked in Mountain View as the “Director of the Shockley Semi-Conductor Laboratory of Beckman Instruments, Inc.” (“William Bradford Shockley- Biography”). Shockley saw “[the transistor’s] potential” and formed his own semiconductor company called Shockley Semiconductor. His company was “the first semiconductor company to arrive in that area of California -- it gave birth to Silicon Valley” (“Shockley Semiconductor”).

Indeed, Shockley Semiconductor did pave the way for development of industry in this area. William Shockley’s lab was the precursor of many great things to come. Three of the individuals that worked for Mr. Shockley, Eugene Kleiner, Gordon Moore, and Robert Noyce, later went on to found Fairchild Semiconductor. Robert Noyce eventually went on to invent the integrated circuit (Sexton 39). Noyce and Moore later founded the prosperous, worldwide company, Intel (“Transistorized!” 3).

William Shockley’s work embodies the first step towards a more developed and industrial Mountain View. His work with the transistor, in my mind, was the primary reason why this area was transformed from the “Valley of Heart’s Delight” to “Silicon Valley.” As more and more corporations took residence in this area, it gradually became apparent that the technology industry was here to stay.

The added influence of industry in the area caused many people to rethink their vocational options. Take, for example, Wally Erickson, the son of a grocer in downtown Mountain View. He had grown up during the 1920s and 1930s when Mountain View was still a small agrarian town. The arrival of industry in the area led him to reevaluate his career options. Erickson said, “I decided that I would go into the [engineering] industry because of the devolvment of industry [in this area]”.

D. Visual Changes in Mountain View

With the arrival of industry, Mountain View experienced a large population increase during the 1950s and 1960s (Perry Interview). As described by Bob Weaver, a graph of the population change in Mountain View would appear as a gradual slope until the 1960s and 1970s where there would be an “almost vertical increase” in population.

The most visually evident changes in Mountain View occurred during the 1960s. At this time, the City of Mountain View was also undergoing great changes in the downtown area. Several buildings were being condemned and there was a very subtle shift from grocery stores to restaurants. Gradually, life became less focused on downtown and people started to buy their essential items for living from shopping malls and other business centers away from downtown Mountain View. (Kinchen Interview).

Agriculturally, Mountain View was also experiencing great losses. It was during this time period in which most of the orchards were replaced with buildings and housing. The last remaining fruit stand in Mountain View also closed during the 1960s. As more and more orchards disappeared, more land was available for development of businesses and houses (Kinchen Interview). Mr. Wally Erickson illustrated the stark changes in this area when he told me that if I were to look at the Mountain View area while he was growing up, all I would see would be “a beautiful open area with orchards filled with blossoms.” Mountain View was also famous for its fertile top soil that was rumored to go forty inches deep (S. Olson Interview). However, this nutrient rich soil was not only good for growing crops, but also served as the literal foundation for the high-tech companies moving into the area. Unfortunately, this incredible soil was being paved over with concrete as more and more companies came to the area. The blossoming plum and

apricot trees were gradually eradicated and replaced with housing and other corporations to keep up with the developing industry (Erickson Interview).

E. Changes During the Later Part of the 20th Century

Gleaming chips of silicon shimmer under the florescent light. A young employee of a new semiconductor company pauses from his work and gazes out the window at the lush orchards neighboring his company. A robin sits on the branch of a plum tree and sings her sweet song. Slowly, an orange monster creeps toward his office window. Like a wild beast, this savage piece of machinery begins to destroy the plum trees. The peaceful song of the robin ends abruptly. The bulldozer plows ahead and a feeling of helplessness washes over the employee. Reluctantly, he returns back to his work as the bulldozer proceeds to plow through the nearby orchard.

The aforementioned William Shockley paved the way for the development of Silicon Valley. During the 1950s and 1960s, several businesses were attracted to the Bay Area, especially Mountain View because of the ideal “climate, availability of land, and transportation” in Mountain View (Kinchen Interview). As the area became more and more of a desirable place for businesses, the agricultural companies were having difficulty keeping up with the cost of living. This resulted in the loss of several businesses like the famous Ferry Morse Seed Co. and Sylvania (Kinchen Interview). Over time, technology based corporations like Hewlett Packard, Silicon Graphics (SGI), GTE, Sun Microsystems, Raytheon, Acuson, Abbot, Critical Care, Spectra-Physics found their home in Mountain View (Sexton 39).

As more land was sold and more companies came to the area, there was an

increase in tax revenue for the City. This money was used to further develop the “semi-rural” town of Mountain View. Sidewalks, gutters, and curbs were gradually added to those areas that did not have them. The City really “made the effort,” and put an emphasis on neighborhoods and improving the Downtown area. The entire City experienced a “rebirth” as parks were added, and as the focus of our area’s growth was centered on the “human element and the quality of life [in Mountain View]” (Weaver Interview).

In 1990, the Downtown area also underwent a major revitalization to keep with the changing appearance of Mountain View. Over 11.7 million dollars were invested into the improvements of Downtown in only Phase 1 of the revitalization. Sidewalks were widened, planting boxes and trees were part of the main changes in Downtown (Donnelly). The changes in Downtown brought a new feeling to the whole town. The CEO of Mountain View’s Chamber of Commerce says that she feels that, “Today, [downtown] is known for its charm, vitality, and diversity” (C. Olson Interview).

III. Current Mountain View

A. The Contemporary City

The heart of Silicon Valley. A bustling metropolis. "Diverse" and a "beautiful place" (Perry Interview). A "welcoming place," "young", and "down to earth" (Stasek Interview). "Rich and diverse cultural background" and "not a sleepy little town" (Weaver Interview). "A close knit community," "peaceful" (Bryant Interview).

To me, the City of Mountain View is all of these things, and more. However, most of all, Mountain View is a place I am proud to call home.

Having grown up in Mountain View, I have certainly seen Mountain View change dramatically just over the span of my lifetime. Mountain View is most definitely not the same small town that evolved from a stagecoach shop in the 1850s. The 2000 Census reports a total population of 70,708 people, an increase of over 10,000 people in just the past decade. In addition to the population increase, Mountain View has become the home of some of the most prominent and well known high-tech companies. For example, Netscape/AOL Time Warner, Sun Microsystems, SGI, Alza, Veritas, Hewlett Packard, and Microsoft all have their own campuses in Mountain View.

The author of Almost Forgotten, Ralph Rambo, seemed to sum it all up when he said: "Be thankful for the 'eternal mountains' that still embrace our explosive valley! Otherwise all else has long been changed" (Rambo i). Though the orchards, canneries, and landings have disappeared, Mountain View still remains that diverse and prosperous city nestled in between the "eternal mountains." It is a city ready to welcome whatever the future may bring.

B. The Centennial Celebration

The smell of rain lingers in the air. Looming rain clouds threaten overhead. Still, crowds are evident at Shoreline Park. The breeze picks up and all eyes turn towards the sky. A giant octopus soars, an American flag is proudly suspended in the air, and countless other kites fly over the crowds. Kids line up in front of me, all wanting to have their faces painted with kites. I sit back and take it all in. Our second Centennial event is a success. "Kids, Kites, and Cookies" is well underway.

Since Mountain View celebrated its centennial anniversary in 2002, many community celebrations were held to commemorate the monumental event. The first event was held in December and was called the New Year's Eve Ringing In Celebration, which was mentioned in the introduction of this paper. At this event the whole community was invited to ring in the New Year at Civic Plaza. In March, the second event, "Kids, Kites, and Cookies" was held at Shoreline Park. Over four thousand people participated in this event despite threatening rain. The event was very well received and we, as a city, had the pleasure of hosting a Japanese delegation from our sister city in Japan.

Two more events were held in 2002. The Centennial Planning Committee and the City of Mountain View hosted an old fashioned ice cream social at Cuesta Park on June 30th, 2002. The Ice Cream Social was the most widely attended event with an estimated ten thousand people in attendance. Two stages featured cultural performances that included "perform historic and cultural programs to represent the current diverse population of Mountain View" (Weaver Interview). The final event was the unveiling of Centennial Plaza on the actual date of the Centennial on November 7, 2002. At this event

the Centennial Plaza was dedicated, commemorating the original train station that existed when Mountain View was incorporated in 1902. Along with the dedication of the plaza, a birthday cake for the City and live musical performances was provided for the public. Chairman of the Centennial Planning Committee, Bob Weaver, said that the Committee has been “overjoyed with the community’s response to these events” and has enjoyed watching “[the community] come together at our events.”

I have had the pleasure of serving as a community liaison to the Centennial Planning Committee. At each event, I was privileged to organize and volunteer in a section of our Centennial Celebration. From making popcorn to face painting, food setup to kite making, I have been thrilled to be a part of this monumental event. Being involved with the Centennial Celebration has really allowed me to dig deeper into the history of Mountain View. Moreover, I have had the chance to interact with the members of my community while enhancing my knowledge about my hometown. The Centennial year was a great celebration of our city’s history and I am honored to be a part of it.

IV. Final Thoughts

For me, the place I call home has always been a very important element in my life. One of the main reasons I chose the City of Mountain View as my topic was because I wanted to learn more about my hometown's history, evolution, and Centennial Celebration. However, in addition to learning more about Mountain View's unique past, my research into the City's history has caused me to develop a new sense of pride for my community.

As I spent the past two months researching, I learned that Mountain View has a rich past filled with committed individuals and diverse citizens. Mountain View's history is as interesting and distinct as the people who have contributed to its making. I have discovered that the change from agriculture to industry has really highlighted our community's willingness to adapt to the changing times. Much to my surprise, I found that most Mountain View residents embraced the industrial changes in their city. Despite the rapid exchange of orchards and farmlands for high-tech companies, residents of the area always kept looking to the future.

Ken Alsman, quoted in Silicon Valley: Inventing the Future, put it best when he said: "Mountain View is a community willing to step out and try things. The excitement and innovation of Silicon Valley rubs off here" (Sexton 39). And that is truly the case. The Mountain View community is devoted to improving the human element of our city. Through my research I have discovered that it is Mountain View's citizens who have shaped and molded our city into what it is today—and I am proud to call myself a citizen of this great city.

Works Cited

- Bryant, Astra. Telephone interview. 17 April 2002.
- Butler, Phyllis Filiberti. The Valley of Santa Clara: Historic Buildings, 1792-1920. San Jose, California: The Junior League of San Jose, Inc., 1975.
- "Census 2000: Data Report #1." Santa Clara County Planning Office. May 2000.
- Donnelly, Kathleen. "Mountain View finally unveils its new look." San Jose Mercury News. 10 August 1990.
- Erickson, Wally. Telephone interview. 17 April 2002.
- "History of Mountain View." Mountain View Chamber of Commerce. 1993.
- Hogle, Dewitt E. Pastoral Days of Mountain View. Mountain View, CA: n.p. September 1975.
- Ignoffo, Mary Jo. Excerpted from Milestones: A History of Mountain View, California. The Californian. Volume 23.2 (December 2001): 5-12.
- "Juan Bautista de Anza Expedition." Bernal Resource. September 1997: n.pag. On-line. Internet. 18 March 2002. <<http://members.aol.com/bernal411/anza.html>>
- Kinchen, Barbara McPheeters. Personal interview. 19 March 2002.
- Kinchen, Barbara McPheeters. Unpublished manuscript. Mountain View, California. July 2001.
- Leu, Anna Jagels. The Landings of Mountain View, California: 1800 To 1900. Mountain View, California: Mountain View Historical Society, 1962.
- Miller, Ron. "Long Ago The Bay Was a 'Highway' To San Francisco." San Jose Mercury News. 29 October 1964.

“The Missions.” California History Collection. On-line. Internet. 23 April 2002.

<<http://lcweb2.loc.gov/ammem/cbhtml/cbmissio.html>>

Mountain View: Moving Forward, Looking into the Past. Videocassette. Dir. William

Nielsen. KMVT, 2000. 33 minutes.

Olson, Carol. Personal interview. 19 April 2002.

Olson, Steve. Personal interview. 19 April 2002.

Perry, Nick. E-mail interview. 25 March 2002.

Rambo, Ralph. Almost Forgotten. San Jose, California: The Rosicrucian Press, LTD., 1964.

Sexton, Jean Deit. Silicon Valley: Inventing the Future. Hong Kong: Windsor Publications, Inc. 1992.

“Shockley Semiconductor.” 1999: n.pag. On-line. Internet. PBS Online. 19 April 2002.

<<http://www.pbs.org/transistor/background1/corgs/shocksemi.html>>

Stasek, Rosemary. Personal interview. 13 March 2002.

“Transistorized!” 1999: n.pag. On-line. Internet. PBS Online. 19 April 2002.

<<http://www.pbs.org/transistor/background1/corgs/fairchild.html>>

United States. U.S. Navy. NAS Moffett Field: 1933-1994. Washington: GPO, 1994.

Van Erp, Brianna. “The Castro and Rengstorff Families of Mountain View.” Los Altos, California. March 2001.

Weaver, Bob. Personal interview. 18 April 2002.

“William Bradford Shockley.” 29 October 2001. On-line. Internet. The Nobel Foundation. 24 March 2002.

<<http://www.nobel.se/physics/laureates/1956/shockley-bio.html>>