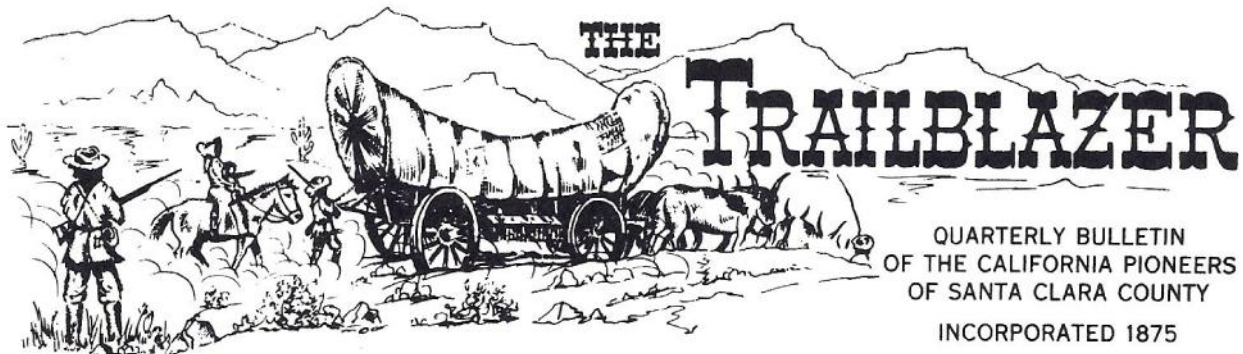




QUARTERLY BULLETIN
OF THE CALIFORNIA PIONEERS
OF SANTA CLARA COUNTY
INCORPORATED 1875

Volume 21

February 1981

Number 1



California Highways

FIRST STATE HIGHWAY

▼▼▼ WHALE BLAZERS ▼▼▼

SAN JOSE, Feb. 1879: — The San Jose Gas Company's bid was to light 170 street lamps from one to five years for the sum of \$4 per lamp per month, 140 lamps to be lighted with gas and the remainder with coal oil.

The Garden City Gas Co. offered to light 170 or more lamps from one to five years at \$3.75 per month.

SAN JOSE, June 10, 1880: — A goodly number of Santa Clara County Pioneers and their families, representing the youth, beauty and manhood of the county, assembled at the Fairgrounds on the occasion of the seventh annual picnic reunion of our society.

SANTA CLARA, 1883: — The Santa Clara Journal was deflated to learn the town was wanting for a good boarding house catering to mechanics and laborers where good plain board could be had for from \$4 to \$6 per week. It reported how workers from nearby flour mills were obliged to go to San Jose because of the lack of Santa Clara accomodations. "Could some one come forward and help the town in this line?," pleaded the Journal.

SAN JOSE, May 1888: — The Baptist Tabernacle was filled to its farthest seat to see and hear the champion of woman's rights, Mrs. Julia Ward Howe. Most came, it was thought, to only lay eyes on Mrs. Howe, the famed authoress of the "Battle Hymn of the Republic."

SAN JOSE, March 1895: — A boy living on Infirmary Road was arrested for riding his bicycle on the sidewalk. The boy, being hard pressed for the dollar fine demand of the court, went to jail.

SAN JOSE, March 1900: — The soul inspiring Irish drama "ARRAH-NA-POGNE" was rendered by professional artists at the Victory Theatre on St. Patricks Day.

SAN JOSE, April 1900: — The Silver Creek Mining Co. which was developing a quicksilver mine in the foothills east of Evergreen was seeking to purchase 94 acres of land for the sum of \$1,920. This was a portion of the Jacob Muller ranch.

ALVISO, April 1908: — Articles of Incorporation of the Alviso Electric Light and Power Co. were filed in the County Clerk's office. The company was capitalized at \$100,000.

SAN JOSE, April 10, 1908: — The new Baptist Church at 2nd and San Antonio was making preparations for occupation on Easter morning.

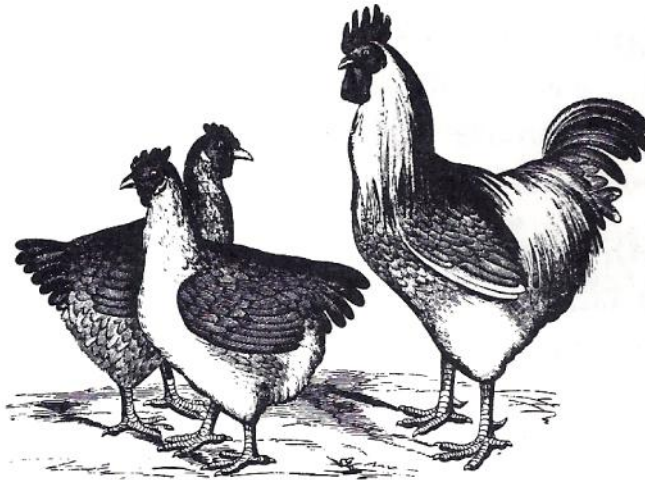
SAN JOSE, May 10, 1910: — Harrison P. Smith, local auto dealer, was making it known his firm was extending one year free repair with any Overland Car sold.

SAN JOSE, Feb. 1914: — The police department was giving their new motorized patrol wagon a trial run and found it met all requirements. The mechanical marvel which had attained speeds up to 35 miles per hour was purchased from Benson and Kennedy, a local firm, for \$3000.

SAN JOSE, Jan. 25. 1917: — One of the last places one would expect to find musical talent is in the press room of a newspaper office, yet that is where a graceful little valse with attractive and catching refrain had been composed, and Jack Graham, foreman of the press room of the Mercury Herald found his melody immediately popular wherever it had been played. The piece entitled "My Beautiful Doll-Like Baby" was being played by the Jose Theatre Orchestra, having been orchestrated by Leo Sullivan and was heard during the showing of the slides at every performance of that week.

Mr. Graham had also written words for the piece which well carried out the rhythmic, crooning and very tuneful score. Mr. Graham was an entirely self-taught musician, never having received instruction on any instrument or in harmony.

H. C.



CHICK CITY



BY BILL CHIVERS

Orchard City and Campbell have been synonymous in the history of Santa Clara County. Its huge fruit packing and drying yards were seen and smelled by West Valley residents in the 1920's and 1930's. Its many miles of orchards were tourist attractions every spring when the blossoms were in bloom. But few people remember that in the 20's and 30's Campbell was also known to the poultry industry as Chick City or Chicken Town.

Many small poultry ranches flourished in the valley at that time, but by far and the largest were the Mission Hatchery, owned by Mr. and Mrs. George M. Ellison; the Ohlen Hatchery, owned by E. W. and Lillian Ohlen; and the Denton Poultry Yards, owned by Miss E. A. Denton, all located in Campbell. Mission and Ohlen specialized in White Leghorn chicks, and Denton Poultry Yards hatched the heavier breeds.

The Mission Hatchery opened in December 1916, with a beautiful mission style hatching building that was the pride of Campbell for many years. By the hatching season of 1917, which was from January until July, Mr. and Mrs. George M. Ellison had one hundred 540-egg incubators in operation. This meant that they could hatch 50,000 of the downy scratchers per round of the plant.

The poultry business in Campbell proceeded to grow when in 1919 E. W. "Billy" Ohlen opened his two story 20' by 40' hatch-

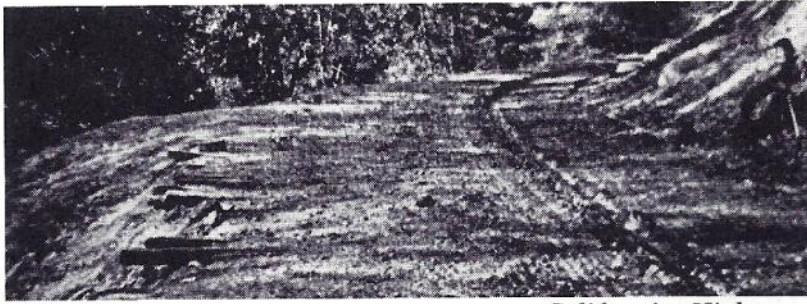
ing building with thirty-four 540-egg incubators. He also had 16 incubators in the basement of his house. He started shipping out 5,000 chicks a week. By 1921, Ohlens Hatching was shipping 8,000 baby chicks a week.

In 1924, the California and Utah State Boards of Agriculture mandated that baby chicks could not be shipped out of the state or into the state without inspection from a certified state inspector. So the new Association of California Baby Chicks was formed. In Santa Clara County, Dr. Thomas Heatey, State and County Veterinarian of San Jose, was appointed state inspector. The list of approved hatcheries were: Denton Poultry Yards, Mission Hatchery, Ohlens Hatchery, Union District Hatchery, Tobeners Hatching, Santa Clara Valley Hatchery, and the San Jose Poultry Yards. No others were able to ship to Utah under permit unless they joined the association and were inspected.

In 1926, Campbell Hatcheries shipped out over 700,000 chicks. In 1927, the Mission Hatchery had a capacity of 141,000 eggs all under one steam heating boiler with three thermometers to read and three doors to open. The eggs were turned automatically, and a constant stream of fresh air impregnated this huge machine. This plant alone was shipping 50,000 chicks a week to Arizona, Nevada, Utah, Idaho, Oregon, Washington, Montana and all parts of California in their pullman boxes full of yellow peeper.

It is interesting to note that before 1925, sexing of day old chicks was unknown. Kiyosh Masui, Professor of the University of Tokyo, presented a paper on sexing chicks to the Third World Poultry Congress in Ottawa, Canada in 1927. During the next five years agriculturists and poultrymen gave studious attention to the practical method of sex determination at birth. About 1933, experts from Japan were giving demonstrations to Canadian and American poultrymen; so we can see that before 1933 when you bought newly hatched chicks you just took your chances on their being boys or girls.

As you pass through the beautiful city of Campbell today, remember the Orchard City was once known as Chick City to the American poultrymen.



California Highways

Lake Tahoe Wagon Road

First highway taken over by State

Calling signals for the first Trans-Sierra stagecoach run was the skilled feat of noted and former San Jose stage line operator, Jared B. Crandall.

This six-teamed thrust was over the untried yet to be graded Lake Tahoe Wagon and Placerville Toll Road on June 11-12, 1857.

Crandall who was then whipping an express and stage partnership between Placerville and Folsom was delegated to drive a group of Wagon Road officials over the raw stretch. According to the 1950 Centennial Edition of California Highways, this was a 65 mile strenuous 24 hour demonstration "proving once and for all that a highway over the terrible Sierra was both possible and practicable."

This transportation breakthrough was an undertaking financed by Yolo, Sacramento and El Dorado Counties at a cost of \$50,000.

In the early 1850s the increase of overland transportation hurried the demands for roads to be at least as "wide as a church door" to replace the then steep and overloaded passes.

Hailing straight from the New Almaden Mines came Sherman Day, civil and mining engineer, to assist in this high Sierra road undertaking. Day had already accomplished projects of major importance while superintendent and surveyor there in the early 1850s. It was upon Day's survey and recommendations the overdue route was selected going on to become the confines of the present Interstate 50. This accomplished engineer became U. S. Surveyor General for California, serving from 1868 to 1871.

"California Highways" states that in 1862 30,000 tons of freight and passengers traveled this road with an annual toll of more than \$4,000,000. The Sacramento Union made note of one

gent who used this avenue to urge his flocks of turkeys to Nevada markets.

Boosting this high-road jack pot along was Jared Crandall who was now steering his Pioneer Line of high-wheeled freighters, muscled by 600 horses and 50 men, from Placerville to Virginia City.

The impact of this road had it named a public highway in 1886. By official declaration of the California Legislature and the then California Bureau of Highways, it became the first state highway on February 28, 1896. From this trying beginning developed our now vast California highway program.

It can be said the history of roads across the Sierra was propelled in 1844 when the San Jose-bound Stevens-Murphy Townsend Party was the first to bring wagons over the mountains into California—but not before their exhausting assault up and over the sheer granite face of what was later called Donner Pass. This overland party blazed a trail that was followed by immigrant wagons for two years. The ill-fated Donner Party episode of 1846 - 47 put a somewhat lasting halt to immigration to this approach.

“Centennial Highways” tells how it was not until March 1909 before the State Legislature considered funds for a highway through this historic joint of the Sierra backbone. However, not until the 1919 Highway Bond Act was the road fully completed to the state line. The only evidence of “wagon navigation” here, according to road officials, was the Dutch Flat and Donner Lake Wagon Road (1864) which was abandoned sometime after the completion of the Central Pacific Railroad in 1869.

In 1912 when the State Highway System was established, it already claimed ten highways, totaling 550 miles. All for Trinity County, the other nine systems favored Sierra routes.

The approximately 15,000 miles of our now sprinting highways stem from the struggles of wrung-wagon over-landers and the likes of men such as Jared Crandall and Sherman Day who made California notably richer by their presence.

H. C.



President's Message

Leonard McKay

Fellow members, plan to mark your calendars and save Saturday, September the nineteenth, 1981. Your board of directors has decided to renew an old custom—that is to revive the Pioneer Picnic. In past years this was a very important affair and well attended by our Pioneers.

Your board has tentatively scheduled the picnic to be held on the third Saturday in September—the nineteenth, and we will invite members of other organizations that are also interested in the history of this area. Guests will be most welcome, so plan to invite someone to share this interesting day with you. It will be held ten days after Admission Day so as not to conflict with our General Meeting on September 5th.

The membership poll taken at the last General Meeting showed overwhelming support for the picnic and it will be held at the San Jose Historical Museum. This should give our members and guests a first hand look at what has been accomplished at the museum. The Mountain Charley Chapter of E Clampus Vitus is going to bring their big barbeque trailer and to prepare some delicious steaks and their special brand of barbeque beans.

If anyone of you wish to help in the planning or preparation please contact me. We will probably have a telephone committee and will need help there too.

Leonard McKay

Historical Essay Contest Open To All

The Society of the California Pioneers of Santa Clara County is again offering cash awards for the best essays on any subject, person, or place concerning the history of Santa Clara County.

There will be two categories of award in order that all interested people in the area may participate. The categories are:

1. Secondary (high school level) First prize, \$200; Second prize, \$50; Third prize, Award of Merit.
2. General Public — First prize \$200; Second prize, \$50; Third prize, Award of Merit.

DEADLINE IS APRIL 30, 1981. Winners will read their essays to the California Pioneers Society's quarterly luncheon meeting, Saturday, June 6, 1981.

Since we are well over 1600 members and one of the oldest organizations of its kind in California (1875), such recognition can be meaningful to the winners.

For further information concerning rules and regulations, please contact: Henry Calloway, 294-1786 or George Kobayashi, California Room, Main Library, San Jose, 277-4867 between 2 p.m. and 5 p.m. daily.

Welcome New Members

Opal Alteslane
Patricia Braly
Dennis Bridges
Patricia K. Fagerstrom
Albert Figoni
Merle Figoni

Warren N. Flint
Dorothy Forsyth
Rose Hyde
Prudence H. McClure
Laura M. McCullough
Richard Messina
Marjorie Moltzen

Jill Nelson
Warren Nelson
Zelda Ruby Stone
Winona W. Walker
Mildred Winters
Glenna Witherspoon

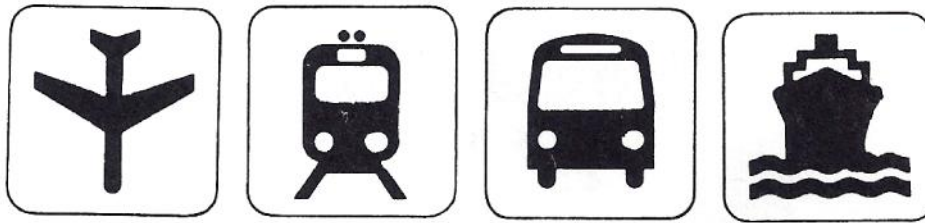


Beyond the sunset

Esther B. Culbertson
Mamie Ivancovich

Marie Meunier
Evelyn Montague
Dorothy B. Ross

Mary Alice Strohmaier
Helen Wilson



TOURING WITH THE CALIFORNIANS

RESERVATIONS for the following trips will begin at the Pioneer Luncheon Saturday, March 7, 1981.

Beginning on Monday, March 9th, for reservations call Ruth Gross at 294-9830 between 9 a.m. and noon, Monday through Friday. After Ruth confirms your reservation, make your check payable to "The Californians" and mail to P. O. Box 2007, Los Gatos, CA 95031.

April 1 - 2: NEVADA PROSPECTOR GAMBLING "PACKAGE" See the snow-lit Sierras on your way to South Lake Tahoe, overnight in Carson City and a visit to the Comstock's Virginia City and return by the way of Reno with time for lunch and more fortune hunting.

May 23 - 24 - 25: MEMORIAL WEEKEND to Kings Canyon and Sequoia National Parks - Wonder at 3500 year old tree groves, peaceful meadows, mountain lakes and rivers. Refresh your spirits on this special.

September 23 - October 4: NEW ENGLAND FALL TOUR Sounds of harvest, quiet country lanes and the fiery splendor of autumn colors on this special . . . Get this brochure at the luncheon or send a stamped self addressed legal size envelope to "The Californians," P. O. Box 2007, Los Gatos, CA 95031.

WAITING LISTS: If you are interested in a trip that is full, we do encourage you to sign up on the "Waiting List." Many times cancellations are received in the last few days before the trip departure. If you are on the "Waiting List" and find that you would not be able to make the trip, please call and have your name removed.

Tour Committee: Barbara Johnsen & Alice Vetterle - Co-Chairmen, Ruth Gross, Pat Zuccaro, Marjorie Rusht, Rose Schaefer, Hazel Rebella

HISTORY SESSIONS with CLYDE ARBUCKLE

"Reliving Santa Clara County History"

Slides . . . Lectures . . . Field Trips

A class especially designed for Old Timers who can participate by sharing their recollections. Begins Wednesday, March 4, 1981, 9:30 a.m. to 12 noon at the Jewish Community Center, 2300 Canoas Road. No fee.

\$3 • Dues • \$3

**Payable at Luncheon or by mail to
Financial Secretary 1900 Emory St.
San José, California 95126**

LIFE MEMBERSHIPS ARE AVAILABLE. New members upon payment of \$1 initiation fee will have the option of paying \$4 yearly dues or purchasing a \$45 Life Membership (\$75 for husband and wife subscribing at the same time.)

The same Life Membership privileges are extended to present members.

HELLO PIONEERS

MARCH 7th LUNCHEON

SO WE CAN PROPERLY PREPARE FOR YOU
Phone 247-6606
ANYTIME.. If you must cancel, call same number

DOORS OPEN 10:30 LUNCHEON 12:15

MENU \$6.
VEAL CUTLET
TOSSED GREEN SALAD
MASHED POTATOES
VEGETABLE -- DESSERT
BEVERAGE (LOU'S Village)

SPECIAL!
CLYDE ARBUCKLE
will present a talk-slide program on our early valley transportation.

ATTENTION!

Members, please be more conscientious about sending in a change of address. We are charged for each RETURNED TRAIL-BLAZER.

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Armstrong, Donald De Mers Jr., Norman Huber,

Victoria Malatesta, Austen Warburton

DUES: \$3 per year (tax exempt) To John Clark, Financial
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SICKNESS and DEATHS: Please notify Mary Simas at
18290 Coyote Road, Morgan Hill, CA 95030

Phone 779-7475 or 269-5828

MOVING! Let us know!