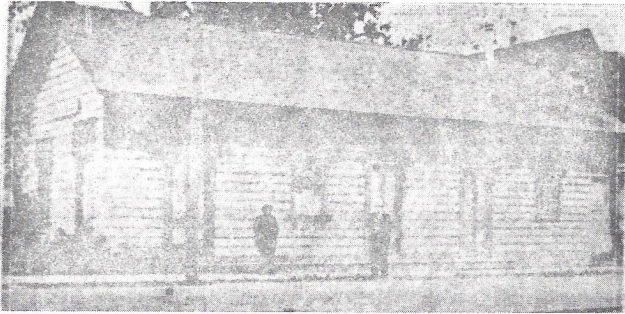


Volume 26

February, 1985

No. 1



“College Stop”

After generations of service this 1867 railroad station, long remembered as the “college stop” or Fourth Street Station was destined to be razed in 1933. It was located on Fourth Street in San Jose between San Salvador and San Carlos Streets. Two trains a day had been stopping here to allow San Jose State Teachers College students who came from outlying communities convenient use of the trains. No freight business was transacted during its final years, but the ticket office was open from time to time. San Jose State Teachers College students of another day may recall the popular ski trains that left the location in the 20’s and 30’s when trains bellowed past the study halls and the city’s Carnegie library, then at Fourth and San Fernando Streets. Eventually, after years of agitation and negotiations, the long sought right-of-way on the west side was finally put to use on December 31, 1935.

Mr Ernest Kiesel, now retired railroad engineer for the Southern Pacific, informed the Trailblazer of the times he fired on the famous Del Monte Limited when it stopped here on its daily run south out of San Francisco and the return from Monterey in the late 20’s and early 30’s. Mr. Kiesel has an original Southern Pacific “Winter Arrangement” Timetable dated November 5, 1870 listing the Fourth Street Station as a “stop.”

▼▼▼ WHALE BLAZERS ▼▼▼

In 1847 only three boats were plying a somewhat irregular schedule on the Sacramento River: Captain Sutter's mini-steamer, the El Sacramento, as well as his small cutter, the Sitka, and Peter Lassen's canoe. According to "The Vista," a Butte County historical publication, the only transport on the river not worrying much about payloads was Lassen's canoe, a huge hulk hollowed from a sycamore tree. Once or twice, for a number of years, Lassen and a few Indian paddlers would row the dugout from Rancho Chico Landing to the San Francisco Bay as far south as Alviso and back without any serious mishaps.

February 1908: San Jose's new police wagon was given its first run to answer an official call. The elated San Jose Herald reported, "Its handsome appearance creates considerable favorable comment. It is equipped with rubber tires and acetylene lamps and is a credit to the city the size and importance of San Jose."

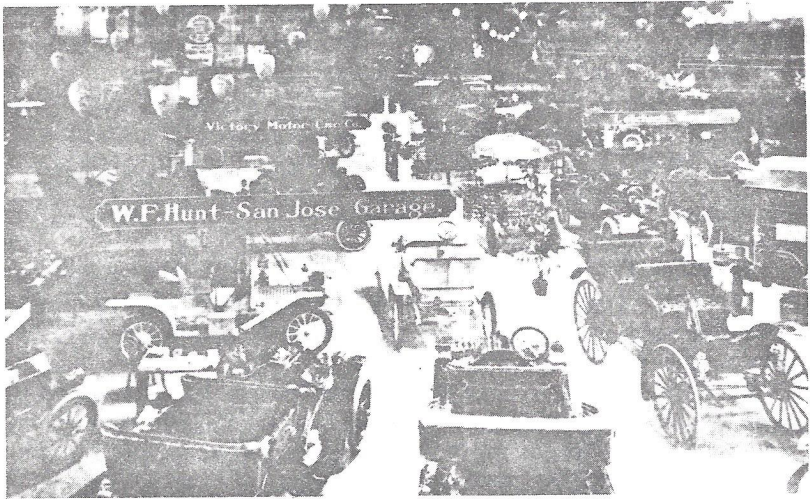
January 1912: State highway commissioners agreed to construct a state highway over the Santa Cruz Mountains from San Jose to Santa Cruz via Los Gatos on condition the Santa Cruz supervisors continue the road on to Watsonville and connect with the state route down the Santa Clara Valley.

January 1912: With the exception of San Francisco, Santa Clara County led the entire state in the amount raised for the 1915 Panama-Pacific International Exposition. The sum raised by a six cent levy amounted to \$41,647.

SAN JOSE, 1913: The most degraded spots here, the dives and brothels of Post Street, were all ordered to disperse by a firm police order. With the closing of the Barbary Coast in San Francisco many of the "vile and depraved" settled here. Police Chief Ross, along with Detectives Charles Hertell and John Guerin, led the assault toward the riddance of the vice-plagued area.

February 4, 1928: The builder of the Lick Observatory, Henry Stammer, president of the Garden City Pottery Co. and pioneer brick man who made the bricks of which the observatory was constructed, was the victim of an automobile accident. Brick for the observatory was made on the mountain top in a plant he built especially for the purpose. Part of the old brick works was still standing in 1930.

San Jose's First Automobile Show



by Hank Calloway

Santa Clara Valley felt unharnessed when San Jose introduced its first automobile show on February 18, 1909, an event lasting three high spirited days.

The shrieks of sirens, whistles, pistol popping and bell ringing mingled with rain drops, welcomed a high-g geared turnout arriving by horse rig, trolley, bicycle, railroad and too few by automobile.

The glittering site for the well publicized occasion was the pretentious auditorium Roller Rink at 250 South Market Street between West San Antonio and San Carlos Streets, across from the Market Street City Plaza or City Hall Park.

Hundreds crowded the Rink eager to view and touch a "rich man's toy" while skeptics came just to see how a conveyance not drawn by a horse could make any headway while others sensed any owner of such contraptions was a reckless exhibitionist. Old timers huddled knowing full well when real power was needed for the likes of fire engines, freight, construction and ranching, the horse still prevailed. Nonetheless, the stirring show was generating a new language called "car talk" and appeared to be catching on. It was reported the auto attraction was a "crush," becoming far greater the last two days, attracting people from all walks of life.

Brohaskas' wished-for orchestra provided music each evening. Every available potted palm and fern in the city was engaged by the twelve main exhibitors plus another dozen for accessory and demonstration stalls. Electric signs assisted in providing sparkle

and dazzle that continually skipped and bounced from the nickel and brass of auto row. This grandiose 1909 line-up consisted of the: Mitchell, Rambler-Regal, Winton-Six, Stevens-Duryea, Kissal Kar, Stoddard-Dayton, Pierce, International, Ford, Reo, Apperson, Overland, Sunset, Stearns, Baker Electric, Locomobile, Pope Waverly Electric and Woods Electric.

Henry Ford who had just introduced his Model T in 1908 was still selling some models for only \$260 with extras for a whopping \$400. Extras in this case being a spare fender or mud guard, a wheel or two and side curtains. Ford did not warrant "frills" such as rear view mirrors or windshield wipers as being vital to performance. The Ford exhibit was titled, "The Good Life."

The Wallace Bros. featured a full line of Ramblers. This car introduced the spare tire and wheel which claimed it could be used in replacing any of the wheels which may become damaged and was carried on the side of the vehicle.

The Autoboat shown by Clarence Letcher was constructed by himself. He declared to have enjoyed some great duck hunting from it, and it was very seaworthy. Letcher also represented the Cadillac, Pierce, Peerless and Apperson.

J.V. Bennett, local tourist agent, displayed the only limousine and taxicab in the show.

The Garden City Implement Co. revealed the \$1,400 Studebaker with five lamps, generator, horn, tire repair kit, and magneto. Also, their International Auto-Buggy was an object of curiosity. As the name indicated, the vehicle was built more on the lines of a horseless carriage than an automobile. Its agents claimed it was very well adapted for use on rough, muddy and sandy roads and was an excellent hill climber.

The Stearns called the "ultimate car" was made from "foreign ore". It had no yearly models. Whenever their engines worked out as an improvement, it was just added to the car at once. So any buyer would be getting a car of the latest construction.

Water bags, goggles, spare parts, tires, insurance, auto magazines, touring clothing, in fact any item to maintain or rescue a machine was available for the up-to-date motorist. Chicken wire was declared an ideal aid as was canvas when getting stuck in a muddy situation. Dealers were also making every effort to popularize car camping.

Interest ran high at the San Jose Rubber Works stall where there was a vulcanizing outfit along with an explanation as to the method of renovating worn auto tires. Mr A.L. Bean was in charge of the highly popular booth.

The Sunset automobile was the first built in San Francisco later moving to San Jose after the 1906 earthquake by two brothers, A.H. and F.H. Holmes. Their Victory Motor plant was located at First and Martha Streets. The Sunset "30" line included the touring car, Toy Tonneau, and Roadster each selling for \$1,650. All were equipped with a magneto, 3 speed transmis-

sion, complete lamp equipment all with 33 horse power. "Our firm has been building cars on the coast for four years and we think there is no car on the market offering more value at the price asked," said manager Arthur Holmes. "Our car will carry five people to the summit of Mount Hamilton without a shift of gears from the high."

The auditorium was scrupulously clean. No gasoline was allowed exhibitors; so all demonstrations had to be made with electric power.

The Wallace Bros. presented the Rambler, Regal and the petite Pope Waverly Electric, one of the smallest cars of its kind, and a hit with the ladies. Their Overland presented the most updated of running boards with tool boxes fully equipped.

The Baker Electric "Queen Victoria" model and their agents claimed it was "the safest to drive and control and was the choice of discriminating men and women." The Peerless people declared they were competing for the quality buyer on a car created for silence and comfort. The 1909 seven passenger Locomobile was tantalizing crowds due to its win of the International Vanderbilt Cup Race in 1908 with an average speed of 64.38 m.p.h. breaking all records ever established.

A.C. Banta, agent for the Indian motorcycle, designed a teepee in which he showed his cycle. William Bracher was the agent for the Excelsior Autocycle and Pierce Motorcycle.

The California Compound Co. brought attention to their compounds, oils, soaps and greases. The San Jose Mercury assisted with an informative educational exhibit. While The Lamolle House offered their cozy cuisine hut, O'Briens, their renowned ice cream and soda booth.

The Santa Clara County Automobile Club, well represented at the show, was in its fourth year and claimed one hundred twenty-five active members. The club was very active in a "good roads movement." The San Francisco Chronicle stated, "Santa Clara County has offered the automobilist the best roads in California." Los Gatos, alone, was described as the town without a chuck hole. The Auto Club was said to be fighting "tooth and nail" in the interest of good roads. The Board of Supervisors heeded the demands of the organization and had filled numerous holes on roads and repaired a number of bridges. The club was happy to report San Jose and its neighbors were so situated to attract San Francisco autoists who wished to breathe the pure air of the country. George B. Polhemus, a deputy sheriff, was the president and did much to assist the city and county in punishing flagrant violators of speed ordinances. Polhemus had halted a number of reckless plutocrats himself at speeds of over 10 miles per hour.

Auto dealers at the exhibit were just as frantic in moving their line as they are today. Harrison P. Smith, who was well represented at the show, was appealing to visitors with his "Slaughter Sale. If you ever expect to buy a car now is the time to save money! We are offering our present stock at unusual bargains."

Smith, who was located at First and San Carlos Streets, carried Reos, Fords, Oldsmobiles, Stoddard-Daytons, and Kissal Kar.

Not to be overlooked among the glamour cars of the era was the venerable and renowned Pierce-Arrow which made its debut in 1909 cuddling a price tag of \$5,000 to \$9,000. Still today the name lingers whenever exotic cars are discussed. As the Pierce slowly departed from the American highway, zealous fanciers scanned junk piles and backyards for remnants of a legend.

The 1909 San Jose city directory listed twenty-six blacksmith shops while fifty-two were listed among other valley communities. Fourteen carriage and wagon manufacturers were also named. It was also a time when gasoline did not always come from convenient gas pumps – but in five gallon tins usually two to a wooden case.

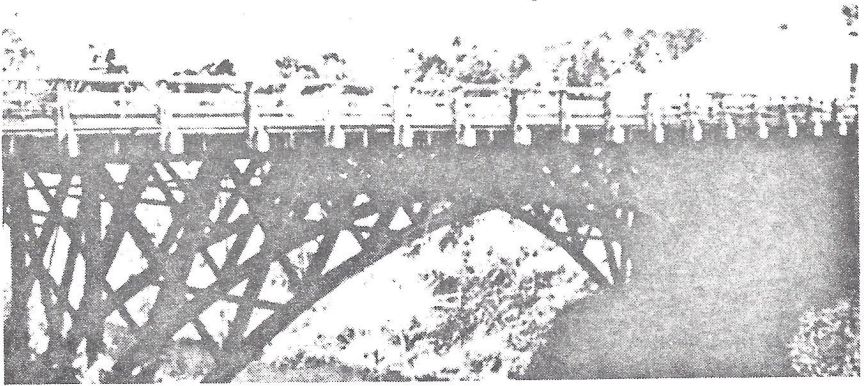
According to Charles F. Curry, Secretary of State, California, for the first ten months of 1908 had an automobile registration of 4,693. It can be said San Jose's first auto show purred like a kitten as carburetors, coils, spark plugs, ignitions and cam ratios were no longer vague mysteries. Nonetheless, this automobile presentation made a point. Automobiles were no longer compared to beautiful horses but to fascinating women as stables were yielding space to the likes, at least, to Henry's Lizzie.



Auditorium Roller Rink

Living History Day

Living History Day at the San Jose Historical Museum recreates San Jose as it was 100 years ago. Scheduled for Saturday, May 18, from 11 a.m. to 5 p.m., Living History Day provides an opportunity to participate in making history “come alive” for visitors to the museum.



The Los Gatos Hangman's Bridge

by Bill Chivers

One of the most famous historic cases in criminal history of Santa Clara County was the case of the renown California bandit Tiburcio Vasquez who was hanged in San Jose on March 18, 1875, and buried at the Catholic Cemetery in Santa Clara. It was eight years later on April 17, 1883 that two of Vasquez's old gang made the news again in Los Gatos.

Garcia and Marival, the two old gang members, had been hiding out in the Santa Cruz mountains somewhere above Black Road, and had made their living making and selling charcoal made from hazelwood. They sold it to the Winchester Rifle Company in Connecticut, it is said, and they also sold tanbark to the old tannery in San Jose.

On this April day in 1883, these two old gang members brought their supplies on burros down Black Road and into Los Gatos. After they had sold and shipped their supplies, they went to the Los Gatos Hotel to drink and gamble. It was reported that Garcia lost his share of the gold to the other gang member and wanted it back. A quarrel developed between them. They went out in front of the hotel to fight and "Marival" soon lay dead in the bloody muddy road with Garcia's Spanish dagger stuck in him.

Garcia seeing the anger of the local citizens ran up the hill into the woods with the angry mob chasing him. He was caught in an oak grove in back of the old tollgate house. In a short time, Constable Frank Reynolds and County Sheriff "Ike" Brannon brought the murderer down the hill and over the newly finished wooden Main Street bridge spanning Los Gatos Creek, and locked him up in the eight by ten foot crude shanty of a jail just to the northeast side of the bridge. The jail had a heavy plank door with hand-forged hinges and a big staple to hold the massive padlock. The

walls were made of two by six inch planks roughly spiked together and overlapped at the corners. There were four small glassless windows that had vertical iron bars in them. The other closest jail was in San Jose.

As evening approached and the streets were clear, Constable Reynolds and Sheriff Brannon were sidetracked with the coroner viewing "Marival's" corpse in front of the Los Gatos Hotel. A local citizen got an old 28 foot long rope from behind Perken's Hardware Store on North Santa Cruz Avenue, and with a group of angry men went to the crude jail and with one stroke of a hammer broke the padlock and opened the door. One man blindfolded Garcia, and others tied his hands behind his back, then led and pushed him to the bridge a short distance away. One man tied the old rope around his neck, and the other end to a post on the bridge. Without a word from Garcia or the mob, the murderer was thrown over the one by six inch top rail and in an instant Garcia was hanging at the end of the rope. While the crowd watched, his kicks and writhes slowly ceased. Thus came to an end the final chapter of the famous "Vasquez" gang.

The lynching of Garcia from the new wooden Los Gatos bridge branded it forever as the "Hangman's Bridge," and for twenty-three years this name stuck to the bridge, although Garcia was the first, last and only man ever hanged from any bridge in Los Gatos.

The Los Gatos "Hangman's Bridge" was replaced in 1906 by a beautiful arched stone and concrete bridge, and that bridge lasted until 1955 when it was replaced by the present bridge under which both Highway 17 and the Los Gatos Creek pass. It is our earnest wish that no other bridge in our beautiful Santa Clara Valley will ever get the ominous name of "Hangman's Bridge."

93rd Annual Celebration

Campbell's Old Settler's 93rd Annual Community luncheon is celebrated in February. Now called "Early Settler's Day," this is the oldest continuous annual celebration in Santa Clara County starting in 1892, and except for "Pasadena Tournament of Roses," perhaps the oldest in the state. For many years, it was celebrated with a huge parade in downtown Campbell. Today it is celebrated by an annual luncheon with local citizens having residence of 40 years or more eligible to attend.

It was in 1892 when Mr. E.E. White had the idea of having a Washington's birthday party by inviting the old settlers of Campbell to gather and enjoy a program. The festive affair was first held in the J.C. Ainsley Cannery, which was just a small structure at the time. Baseball and dancing afforded amusement for the younger attendees while the senior turnout renewed and reviewed acquaintances.



President's Message

Mrs. Victoria Julia Malatesta

*A tribute to our late Jr. past President,
John W. Clark, 1922 - 1984.*

John served an active three terms as our president. He was overly devoted to his family and served his community and nation generously.

On October 10, 1981 he participated in the dedication of our little Hacienda Cemetery when it was declared a "California Point of Historical Interest." One June 12, 1982 John participated in the placement of the "site of the 21-Mile House," a California Historical marker No. 259 in Morgan Hill and financed by our Society. On April 3, 1984 still under John's guidance, "The Site of the World's First Broadcasting Station" No. 952 was duly marked in downtown San Jose also financed by our Pioneers.

"My terms have been most rewarding and I know this organization will continue to grow and serve the cause of history. Bless you all." This was John's parting message to our membership this last August.

John was a lifetime member of our Pioneer Society and the San Jose Historical Museum Association. He was also past president of the San Jose West Rotary Club as well as working with the YMCA youth groups.

He is remembered by his mother, Minnie Clark, who served as our president for 4 terms, by his wife of 38 years, Ada Ruth; his 5 children and 2 brothers.

Welcome New Members

Barbara A. Benevento
Antoinette Broyles
Owen Broyles
Betty Cheney
Willi Mae Cipparone
Fedele Citti
Gloria Citti
Kathryn L. Cloke
Jack DeLorenzo
Phyllis DeLorenzo
Penny Louise Humes

Minnie L. Kelliher
Elsie B. Martin
Annette A. McKinney
Louise Ogden
Louise Passarelli
Mike Passarelli
Josephine Perry
Lawrence Pestarino
Marie Pestarino
Aldo A. Quilici

Winona Quilici
Frances Rampy
Donna Rawlings
Dorothy Rawlings
Jack Rawlings
Jerry Rawlings
Ann C. Rinauro
Alexander Thrift
Esther Thrift
Clara Wade
Walter Wade

Beyond The Sunset

Audrey Bailey
Ruth Byers
John W. Clark
Mildred Canelo
Clotilde A. Console
Bradley Cozzens

Ethel E. Emerson
Edythe Di Giorgio
Botilda Hansen
Irene Hansen
Charles M. Hayes

Evelyn H. Jaca
Pauline M. Joy
Dorothy Pracna
Ralph E. Richards
Joseph Salameda
Gladys H. Smith

Open Letter to the Membership-at-Large

One of the items most frequently discussed at your Board meetings and by the membership at large is the meeting place and the food at our quarterly General meetings.

First, we have a large attendance at those meetings; usually 250 or more Pioneers join together to “break bread”: and to enjoy our programs and the companionship of other Pioneers. Because of the size of our group, very few restaurants can accommodate us and our cars that bring most of us to our gatherings. Thus, we must have a hall that is centrally located, is near a bus line for those who don't come by car, has adequate parking for at least 100 cars, and can serve us promptly. Over the years of searching, we have found that Lou's Village best accommodates us.

When we pay \$7.50 for our luncheon, we should remember that the price covers our parking, the use of the hall for over four hours, their public address system, the service, tax, and tip. If we were to meet in San Francisco, the parking alone would be at least \$7.50.

The staff and management at Lou's Village have given us good service, but, when we are dealing with this many people, there are bound to be minor inconveniences. If you have compliments or complaints, please advise any one of your officers or notify the management at Lou's Village, attention Frank Muller, President.

Cash Awards Await Essay Winners

The general public and high school students are invited to compete for \$200, \$50 and \$25 cash awards in the California Pioneers of Santa Clara County's annual essay engagement. Sorry, but previous first award winners of the past five years are ineligible to compete.

The essays in the English language are to be at least 3000 words and contain a bibliography. The papers may reflect on any subject, person or place concerning the history of Santa Clara County.

The categories are general public and high school levels. First prize for each is \$200, second \$50, and third \$25.

April 30 is the deadline to have essays mailed to Austen Warburton, 12th Floor, Bank of America Building, 101 Park Center Plaza, San Jose, CA 95113.

For essay rules, please send a stamped self-addressed legal size envelope to Wade Brummel, Essay Contest, California Pioneers of Santa Clara County, P.O. Box 8208, San Jose, CA 95155.



Touring With The Californians

April 23 - 30. Last call for HAWAII'S WAIKIKI wonderland like no other place on earth. Scan lofty mountains, green seas and balmy temperatures. Come reap all the unique goodies on this take off to paradise. Seven exciting days at the deluxe Ilikai Hotel with kitchenette and Lanai. Dining, entertainment and shopping just a brouse away. Brochure now available.

June 25 - July 2. Explore ALASKA'S INSIDE PASSAGE. Cruise aboard the majestic Explorer viewing the ever changing shores and seascapes, stroll about Ketchikan, Wrangell, Sitka, Glacier Bay, Skagway and Juneau. Catch more in brochure now available.

Coming COLOSSAL CHINA. October 1985. Brochures available. Reserve now! Behold: Beijing, Guilin, Hangzhou, Nanjing, Shanghai and Suzhou.

RESERVATIONS FOR TRIPS can be made by calling Alice Vetterle at 294-7510 from 9 a.m. to noon, Monday thru Friday. Members of the California Pioneers of Santa Clara County are given preference over guests with reservations taken on first-come basis. Reservation for MEMBERS only will be accepted for the first week after each quarterly luncheon meeting; thereafter, non-members will be welcome. Subject to this rule anyone may sign on a waiting list. The right is reserved to decline or accept any person as a member of any tour.

SIGN-UP at March 2 Luncheon for captivating one day excursions in April, May and June and the matchless FOUR-DAY MEMORIAL WEEKEND with Austen Warburton exploring northern Highway 49 and through the Feather River canyon country May 25-28.

Don't Be A Delinquent Member

Annual dues are now past due. Members who have not paid for 1985 by the March luncheon, March 2, 1985, will be considered delinquent. Delinquent members WILL NOT receive the TRAILBLAZER until the dues are paid.

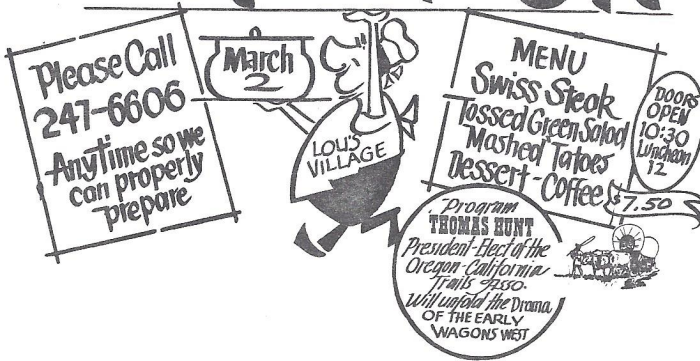
Financial Secretary Mary Wahlberg will be available both before and after the luncheon to receive payments. If necessary call her at 246-5503 with any question about this.

Those who wish to mail their dues can do so by sending their check for \$5 along with a self-addressed stamped envelope to California Pioneers, P.O. Box 8208, San Jose, CA 95155. Your membership card will be sent by return mail.

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

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

LUNCHEON



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 TRAILBLAZER 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 1984-1985:
President-Victoria Malatesta; First Vice President-Al Gauger; Second Vice President-Leonard McKay; Recording Secretary-George Kobayashi; Treasurer-Bryan Millar; Financial Secretary-Mary Wahlberg; Membership Chairman-James O'Connor; Marshall-Mary Simas; Archivist-Helen Kuesel; Parliamentarian-Austen Warburton; Historian-Clyde Arbuckle; Corresponding Secretary-Helen Arbuckle; Audit Committee-Don Tustin, Helen Soderstrom, Bill Chivers; Greeter-Wade Brummal.

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