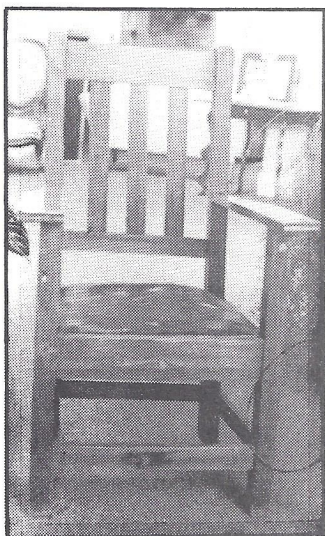


Volume 25

May 1984

Number 2

BATTLE OF GETTYSBURG REUNION CHAIR



The material for this remarkable chair witnessed the withering barrage of Union and Confederate artillery and musket fire at the Battle of Gettysburg from July 1 to 3 in 1863.

The wood content in this unique Gilroy museum piece was constructed from trees on this battleground, while its metal fasteners were derived from spent shells fired in a battle said to be the bloodiest encounters of the American Civil War.

The chair was donated to the Gilroy Historical Museum in 1962 by Ellsworth E. Eustice, a grandson of George Eustice, who was a veteran of this unforgettable conflict. He enlisted in the 7th Wisconsin Infantry, Iron Brigade at the war's start and saw combat at Gettysburg as a company sergeant.

Eustice was born in Cornwall, England in early 1844 arriving the same year with his parents who settled in Wisconsin. By 1869 Mr. Eustice was calling Gilroy his home where he engaged in the blacksmithing business for over fifty years. His home, built in 1869, is still located at 213 Fifth Street in Gilroy.

In 1913 Comrade Eustice attended the fiftieth reunion of the participants of the Gettysburg campaign. At that time he purchased the chair and brought it home to Gilroy.

George Eustice was a staunch member of the Grand Army of the Republic who always remembered Civil War Veterans of both sides every Memorial Day with flag and floral tributes. Mr. Eustice died on March 30, 1919.

Mary A. Prien, the cordial director of the Gilroy Historical Museum at 195 Fifth Street, Gilroy invites our membership to drop by for more of Gilroy's history.

Museum hours are: 9-5 on Monday, Wednesday, Thursday, Friday and Saturday. Closed Tuesdays, Sundays, Legal Holidays and lunch hours of 12-1. Free Admission.

▼▼▼WHALE BLAZERS▼▼▼

PALO ALTO, June 1900: Mrs. Leland (Jane) Stanford was conferring with Murray Harris, famed Los Angeles organ builder, for an organ of 2800 pipes costing \$15,500 for the Stanford Memorial Chapel. The contract specified that all parts were to be made in California and of native materials.

SAN JOSE, 1901: High school teachers had to wait two months for their pay because of the economic condition of the school treasury was so ruled by the Board of Education.

SAN JOSE, 1901: Members of the Trinity Episcopal Church protested to the police and fire officials about the location of Joe Lockwood's saloon at St. John and First Streets, declaring it was within forty feet of the church premises which was defined as illegal.

Later the local Elks protested the use of the name "Elk Saloon" in connection with a saloon also at the corner of First and St. John Streets. The owners insisted it was called "The Shamrock," but the Elk name persisted.

PALO ALTO, 1901: The San Francisco Auto Club was asking Stanford University to remove its restrictions prohibiting automobiles from utilizing the roads about the campus.

SAN JOSE, May 1901: Carpenters, painters and decorators were transforming ten rooms in the Hotel Vendome into a palatial suite for the stay of President and Mrs. McKinley and their party during their visit on May 13, 14, 15, 1901.

SAN JOSE, April 1926: Flowers from 100,000 young rose bushes were being pampered by Ruehl and Wheeler, local nurserymen, for the first Fiesta de las Rosas. The bushes produced some 400,000 flowers for decorative uses for this first annual rose parade. Officials said roses produced were sufficient for a rose rope nineteen miles long or for decoration of one hundred floats. Even with this assemblage of flowers, Fiesta committee people still negotiated with other nurserymen for additional roses for Fiesta adornment.

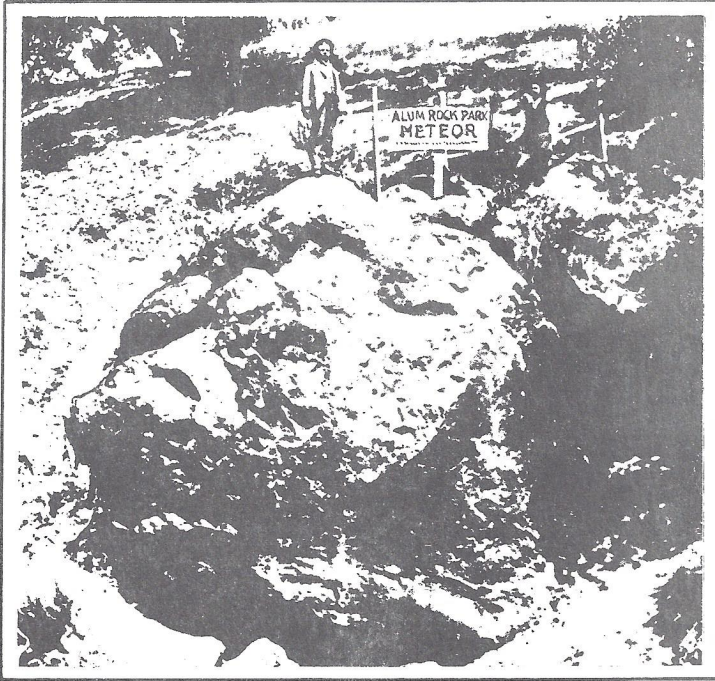
HAVE YOU PAID YOUR DUES FOR 1984?

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.

SAN JOSE, 1900:—Night school attendance was being hailed as a "record breaker" with seventy-five in attendance.

WE HAD A METEOR

By Bill Chivers



“Don’t destroy it, someone else may want to see it.” This was the cry of protest of the proposed selling of the San Jose Alum Rock Park landmark meteor in 1917 and was the opening gun for the preservation of this unusual landmark of San Jose.

This was said by three of the local Parlors of Native Sons of the Golden West, Parlors No. 177, 82 and 22, who unanimously passed a resolution to be presented to the San Jose City Council, strenuously protesting removal of the meteor at the Penetencia Creek entrance to Alum Rock Park. They were soon joined in their preservation battle by the California Pioneers of Santa Clara County.

This was all taking place during the World War in 1917. Ships were in great demand to take our troops and equipment to France. Manganese used in steel manufacture in hardening and toughening steel was urgently needed for the manufacture of guns and ammunition. Our major source of supply had been South America, but because of the shortage of ships to deliver this ore to the United States, there was a critical shortage.

This tall black rock beside the north bank of Penetencia Creek near the lower end of the park had a tree lined path to it with a large sign stating that it was a meteor with an estimated weight of two thousand tons. The rock had been assayed, and it was ascertained that it contained manganese. Offers had been made by several mineral companies to buy it with bids, it is said, as high as ten dollars a ton, although the mineral companies claimed the rock weighed only about one thousand tons. Money wasn't the main concern of the proponents of selling the landmark. Patriotism was the main cry. One of them wrote a letter published in the Mercury calling it an old black rock and a fake meteor, and chided the preservationists that they had freely furnished their fathers, brothers and sons to the war effort and thousands of dollars to the Red Cross and liberty bonds, and that the "Rock" might be living a more honorable career on the shoulders of our boys in France as a weapon.

Dr. William Wallace Campbell, Director of Lick Observatory, agreed it was no meteor, but he said it certainly was a "meteorite." A delegation of the California Pioneers of Santa Clara County visited the City Hall and presented their formal protest for the proposed sale of the meteor. Pleas for the preservation were made by Col. D.H. Bryant, Chairman of the delegation, and Alex P. Murgotten, Secretary, and J.F. Pyle, President of the Pioneers. "There are some things we value so high," Col. Bryant said, "that money has no value in comparison." He reminded the Council that if it were not for two pioneers, Charles W. Pomeroy and Daniel D. Porter, Alum Rock Park would not exist today. Patriotism won out over preservation and the landmark was sold.

The rock was broken up in 1918 and shipped off to the steel mills. Shortly after the Armistice, the company that bought the rock, the Noble Electric Company, went bankrupt, and it was found that only a portion of the meteor had been used. At wars end, there were about three hundred fifty tons of rock that hadn't been smelted. It wasn't until 1923 that the bankruptcy was settled, and the City of San Jose received eight thousand dollars in the settlement.

Meteor, meteorite or big rock, what an asset this lost landmark would have been to our beautiful Santa Clara Valley today.

* * * * *

In the course of preparations for Juan Bautista De Anza's great overland trek to California from Mexico in 1775-76, he was required to draw a detailed amount as to the needs of his colonization group. According to Dr. Edwin A. Beilhartz, Professor Emeritus of History from the University of Santa Clara, under the subject of "Wardrobe for Women," six varas of ribbon was the customary issue for each lady of the party. He further writes, ribbon, too, was very much a part of the soldier's wardrobe with four varas of ribbon issued to each soldier—for his hat and hair. (A vara being equivalent to 2.76 feet.)

HE BLAZED PACHECO PASS

By Henry Calloway



Archie McDonald was a young hustling Irishman who has been credited to being the first to negotiate the snarled and treacherous Pacheco Pass with an oxen team and wagon in 1856. Lured by the Kern River region gold stampede at the time, Archie bullwhacked his team through this brushy complex of knobby hill sides and rocky creek beds just a gap away from trails already well-worn by Indians and explorers. The Kern strike attracted miners from the entire state to an area heckled with sage covered hills well bedeviled with gamblers and gunmen as wild as any mining region could offer. The results of Archie's mining venture proved paltry; so he returned home to harness up on other undertakings.

Our addicted adventurer was born in Ireland in 1830 coming to America with his parents when just a few months old. On March 3, 1852 he sailed around the Horn in a small brig. On his San Francisco arrival he headed for Auburn where he tried mining but failed to prosper. He then engaged in the lumber business in the Santa Cruz Mountains for a short time with some success.

One of his better ventures, however, was a large grain ranch operation he started in Mountain View in 1854. It was during this period, according to Eugene Sawyer's "History of Santa Clara County," Archie first saw San Jose "as a cluster of adobe houses." Where the now Bank of the West rises was a saloon. The Bank of San Jose, now the old Roos Bros. building, was the stage coach offices of Hedges, Dillon and Hall who operated lines to and from San Francisco. "The stages left each place at 9 a.m. arriving at their destination about 4 p.m." The present

site of the Bank of America building was often an expanse giving way to thistle and wild mustard.

By 1872 Archie had become the general manager of the old San Jose Woolen Mills, long reputable for its products as far away as New York. Remains of the old mill were demolished at the corner of San Pedro and Hobson Streets in 1915.

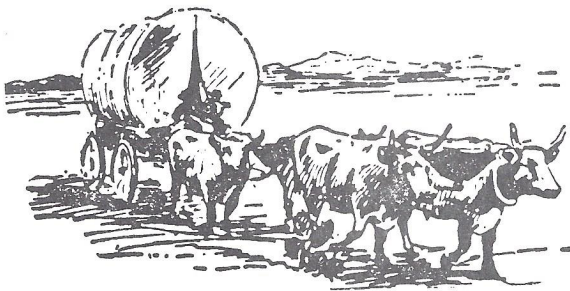
McDonald was involved with the formation of a stock company that purchased, in August of 1887, eleven acres for which they paid \$60,000 for a hotel site which was to accommodate the fabulous Hotel Vendome on the beautifully landscaped grounds on North First Street of the former home of Josiah Belden, San Jose's first mayor. The wondrous Vendome opened for business on February 7, 1889 catering to royalty and U.S. Presidents.

Mr. McDonald was also associated with the Garden City Bank and Trust Co., being a director for twenty-five years.

He married Miss Jeanette Jamison of San Mateo in 1862. The couple had two sons. For years the McDonald family resided on Hobson Street near First, just next to the historical marker which indicated the location of the first settlement of the Pueblo of San Jose in 1777.

Archie McDonald, who was an avid member of the California Pioneers of Santa Clara County, passed away on October 29, 1924.

It will be 124 years since venturous Archie McDonald probed the hazards and uncertainties of the Pacheco Pass with an oxen team. The dilemma, in spite of progress, remains.



* * * * *

GILROY, 1919:—The city fathers of this community had raised the salaries of the City Marshall and City Clerk to \$100 per month, also, the drivers of the chemical wagon and water wagon to \$90 per month. The City Council believed the high cost of living made this necessary.

SAN JOSE, 1919:—Due to the loss of revenue from saloons and liquor stores, due to Prohibition, the City Council was compelled to reduce operating expenses by \$12,000. Cuts were made in the police and health departments to meet the deficits. Even the city manager voluntarily yielded up \$150 a month of his salary.

FAMOUS DAYLIGHT PAYING VISIT

The long famous Coast Daylight passenger train No. 4449, the 'lone survivor' of the fifty sleek streamlined steam locomotives built by the Southern Pacific, will be coming our way dressed in her familiar vivid red, orange and black with silver trim.

According to our railroad authority, Don Tustin, the Daylight returns on a celebrated run from Portland, Oregon, her home site, to New Orleans and return. This 'special,' known as the "Louisiana Daylight," will be passing Santa Clara about 10:30 a.m. on June 21, 1984.

The unforgettable Coast Daylight, No. 4449, is eulogized by railroad experts today as the finest steam locomotive ever built and represents the age of steam's finest hour. This two million dollar 1935 Depression built steam wonder, consisting of a 4-8-4 wheel arrangement, pulled the first million dollar hotel and cocktail lobby on wheels—870 feet long. Her power was designed to pull a 626 ton, 12-car train at speeds of 80 miles per hour on the flat and could climb 1,056 feet in less than ten miles unassisted.

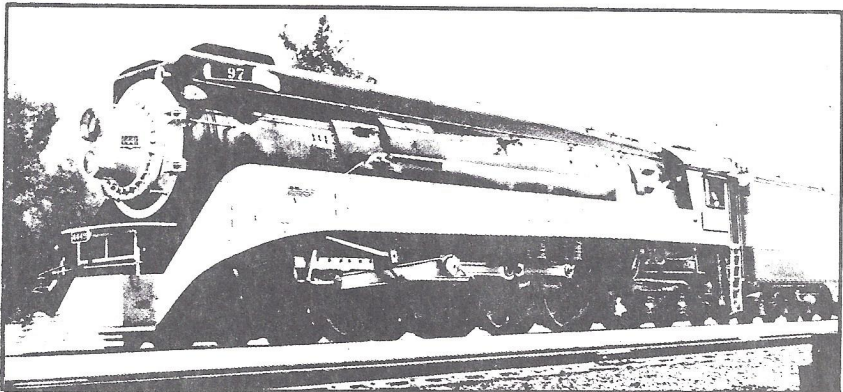
When World War II ended in 1945, engine 4449 and her forty-nine sisters had created a performance record unmatched by any other steam locomotive. Southern Pacific was lauded by the government for moving more war material and troops than any other railroad.

The name 'Daylight,' says Mr. Tustin, was made famous by the S.P.'s coast line streamliner, the Morning Daylight, running between San Francisco and Los Angeles via San Jose. This train was put into service in 1937 and was known as the "million dollar train with the million dollar view." From the start it was a success followed by the Noon Daylight, San Joaquin Daylight in 1949 and Shasta Daylight.

In 1955 diesel power replaced steam on the Daylight and in 1971 Amtrack started running passenger trains and the S.P. Daylight became Amtrack's Coast Starlight. This train, says Don, is the most successful of Amtrack's trains running through from Seattle to Los Angeles via San Jose during daylight hours and is always a sell-out during vacation time.

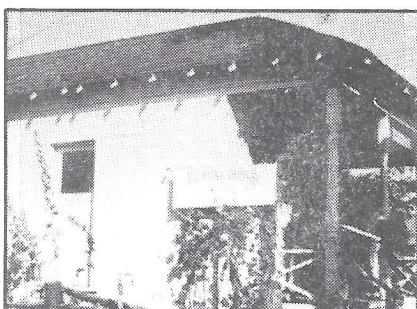
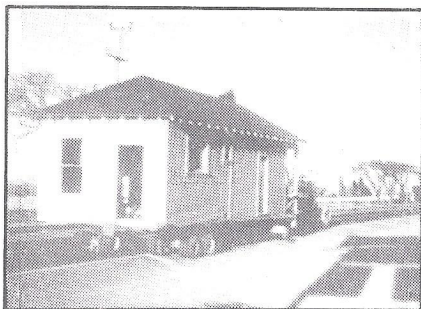
In 1975 this queen was selected to pull the Freedom Train during America's Bicentennial. As Mr. Tustin states, our previous editor of the Trailblazer, the late Arthur Fisk, was a fireman and then engineer on the San Francisco-San Luis Obispo Daylight run.

See you at trackside.



SPECIAL DELIVERY ACTION

By Laura Calloway



Habitually a trip is made to the post office, but how often do you catch a post office proceeding along the Monterey Road? Well, the late Gene Vennum did on February 24, 1974 as evidenced by this photo taken by him on that date.

This office originally was the Burnett Post Office located in the 12 Mile House with only a thin wall separating it from the so called "longest bar in the world," later adjust to the "longest bar in California,"—a full forty feet. In 1882 the office was renamed the Coyote Post Office.

In the course of time the postmaster and the postal inspectors had a disagreement over a finance discrepancy of about one dollar. A firm order was then issued to move the post office from the confines of the saloon. This came as a result of a seldom used rule on the books of the Postal Department concerning the proximity of a post office to a place where libations were dispensed.

A little shed was then drafted into service. At one time it had served as a ranch office, feed storage and a mile shed. No creature comforts were added and even the post office equipment was old and hand-me-downs from other offices. One post mistress tells of the coats and sweaters she wore and would even have worn mittens if she could have written with them on. Stories are told of the sharing of the quarters with snakes and mice as well as with the leaky roof.

Today with its removal to the grounds of the San Jose Historical Museum on Senter Road, the building has gained the dignity it deserves. It has been restored as the Coyote Post Office with the back room of it now commemorating the first regular radio broadcasting in the world which took place right here in San Jose. No varmints are allowed today but you can visit this notable building Tuesday through Friday 10 a.m. to 4:30 p.m. or on Saturday and Sunday from 12:30 to 4:30.

Coyote, CA 95013 (1971)

photo by Gene Vennum



President's Message

JOHN CLARK

Another year is over. It has been a good year with good quarterly meetings, good board meetings and several dedications (the latest being "Oldest Radio Station in the World.")

By Board action membership in our organization can be terminated for non payment of annual dues, and just recently this action was taken; so be sure to check your membership card and determine that you are paid current.

The nominating committee has been elected by the Board and at the June Quarterly Meeting you will be electing the new Board Members for the year 1984-1985.

I have served as your president for three terms and now the time has come for me to step aside and let a new leader take over as President of the Organization. I do appreciate having the opportunity to serve as your president. It has been a most rewarding term of service. I thank all the Board members and all the members of the California Pioneers of Santa Clara County for allowing me to serve. I know that this organization will continue to grow and to serve the cause of history; so Bless You All and I look forward to seeing you at the June 2, 1984 Quarterly Meeting.



On April 3, 1984 at midday, the California Pioneers of Santa Clara County and Mt. Charlie Chapter 1850 of the Ancient and Honorable Order of E Clampus Vitus dedicated the site of the First Radio Station in the World at the corner of First and San Fernando Streets, San Jose, Homage was paid Dr. Charles D. Herrold, the electrical engineer and radio specialist by our own Clyde Arbuckle who knew Dr. Herrold.

It all began in 1909 when Herrold had the distinction of broadcasting music and news on a regular basis from the top of the since departed Garden City Bank Building. The site is now immortalized with California Historical Landmark No. 952.

Welcome New Members

Lee A. Aversente
Estelle Babcock
Margaret W. Barrett
Elizabeth S. Brown
Fred E. Burris
Helen Burris
Joe H. Camicia
Burchard M. Coe
Gladys Coe
Nona H. Christensen
Alice M. Cronkright
Josephine Di Maria

Edmee Drees
Mary G. Gray
Lauretta Hall
Jule Holzberger
Shirley L. Johnson
Edward R. Kelley
Frank Larsen
Rose Larsen
Harriet Maddux
Richard C. Maddux
Donald J. Meyer

Dorothy T. Meyer
Mary E. Nannini
Anna Ourthe
Helen E. Peoples
Charlotte Quell
Esther G. Reyes
Jeanne E. Schaeffer
Katherine M. Schuh
Margaret M. Springer
Frances E. Trimble
Daphne E. White
Dorothy L. Woodruff

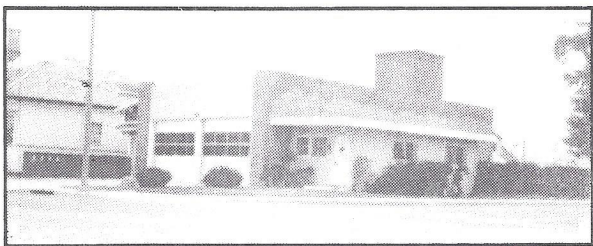


Beyond the sunset

Theo Adrian
Frank Alexander
George E. Brackett
Bernice Bridges
Margaret C. Carroll
Imogene T. Clark
Eleanor Dale

Geneveve M. Damaske
Marie Espinosa
Marcelene Gaskin
Rose W. Haley
Maude Haynes
Robert F. Hippler
Evelyn V. Howard
Ruby D. Howes

Bert T. Kirk
Sophie Kottinger
Charles A. Maddux
Mildred McGrath
Bryan L. Palmer
Henry D. Rudger
Eleanor Vennum

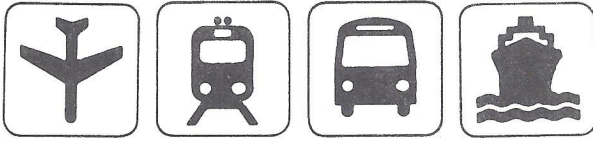


WELCOME EXTENDED TO CAMPBELL'S NEW MUSEUM

The people of Campbell are happy to announce their new permanent city museum is now open to the public. This new museum building in itself is an important part of the City of Campbell's history. The building was built in 1951 and the Campbell Volunteer Fire Department moved into these new quarters. The next year, 1952, Campbell was incorporated as a city and the fire house became Campbell's First City Hall.

Campbell's Historical Museum is located in the heart of Campbell's downtown loop on the corner of Civic Center Drive and Central Avenue. A parking lot is available off of First Street, in front of the main entrance to the Museum.

Come and visit Santa Clara County's newest museum.



Touring With The Californians

RESERVATIONS FOR TRIPS can be made by calling Ruth Gross at 294-9830 between 9 a.m. and noon, Monday through Friday. Members of the California Pioneers of Santa Clara County are given preference over guests with reservations taken on first-come, first-served basis. Reservations 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.

THE CALIFORNIANS, P.O. Box 32121, SAN JOSE, CA 95152

June 23-27, 1984—Hurry to this, just a few spaces left! NORTHERN CALIFORNIA & OREGON—Roundtrip Motor Coach includes:

- | | |
|------------------------|------------------------------|
| *Crater Lake Rim Tour | *Rogue River Boat Excursion |
| *Shasta Caverns Visit | and dinner at OK Corral |
| *Trees of Mystery Tour | *Redwood Highway Sightseeing |
| *Four meals | *Unique accommodations |

Reservations for the two following trips begin at the June Luncheon.

Sept. 12-13 'LADY LUCK' VENTURE TO TAHOE for our sporting Californians.

Say! How 'bout New Year's in Scottsdale, Arizona? Dec. 31 through Jan. 3, 1985. A gala New Year's Eve celebration flavored with foot stomping and hand clapping fun at a western barbecue. Accommodations at luxurious resorts in Scottsdale and Sedona in the picturesque Oak Creek Canyon.

Looking to 1985. We have scheduled: Hawaii in April and in June we will be exploring the Inside Passage of Alaska.

TRIP CANCELLATION INSURANCE is always available and especially recommended for the longer trips. Remember, the unexpected sometimes occurs. Request forms from THE CALIFORNIANS at the above address. Please enclose a stamped self-addressed legal sized envelope.

Don't be shy in signing the waiting list on a "filled trip."

Remember the GOLDEN RULE—Whoever has the GOLD makes the RULES.

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

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

Touch and catch area history at this special

June 2nd! **Luncheon** *****

Just Call 247-6606
Anytime... 24 Hour Answering Service

COME HEAR
AND APPLAUD
OUR ANNUAL
*Historical
Essay*
CONTEST
WINNERS

DOORS
OPEN
10:30
Luncheon
12: NOON

Roast
Chicken
Salad
Vegetable
Dessert
Coffee



Bring along a friend or prospective member
M.C.

DUES: \$5 Please send a self-addressed stamped envelope for the return of your membership card. Make checks payable to California Pioneers and mail to Financial Secretary, P.O. Box 8208, San Jose, CA 95155.

THE 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-member \$4 per year.

CALIFORNIA PIONEERS OF SANTA CLARA COUNTY DIRECTORS 1983-1984; President-John Clark; First Vice President-Victoria Malatesta; Second Vice President-Tony Sapena; Recording Secretary-George Kobayashi; Treasurer Bryan Millar; Financial Secretary-Mary Wahlberg; Membership Chairman-James O'Connor; Marshall-Mary Simas; Archivist-Helen Kuesel; Parliamentarian-Austin Warburtin; Historian-Clyde Arbuckle; Corresponding Secretary-Helen Arbuckle; Audit Committee-Al Gauger, Helen Walsh, Bill Chivers.

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