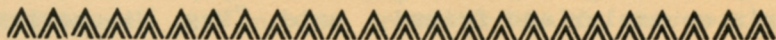
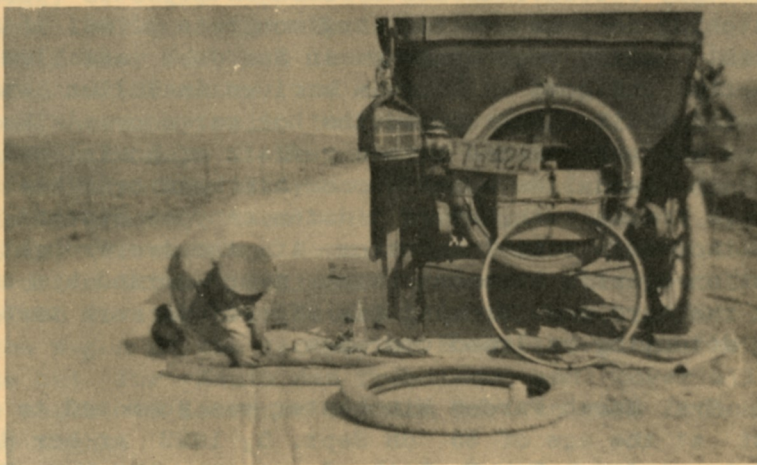


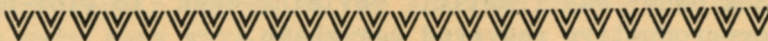
Vol. 16

August 1976

Number 3



BYE-BYE! HORSE & BUGGY DAYS



WHALE BLAZERS

1890 -- Felton claimed a genial station agent representing the South Pacific Coast Railroad who was the father of a large family. The good fellow once expressed a desire for a dog as a pet for his children, but made the mistake of letting the train crew know about it. All the way back to Alameda the men brooded over the agent's pet-less family.

On the return trip swift action was taken to remedy the situation. Everytime a trainman spotted a dog, he lured it into an empty box car. The crew picked up dogs in Alameda, dogs in Newark, dogs in Alviso, and by the time they rolled into Santa Clara, they were experts at snatching pooches, mutts, and mongrels of all shapes and sizes, making real headway in San Jose and Los Gatos. Shortly the good will train arrived in Felton where the trusting rail agent opened the box car door. The bewildered man was greeted with a refrain of howls, yelps plus a canine landslide which turned him head over heels - the entire fracas being heard a dozen canyons distant.

Accounts fail to mention if the overwrought Felton station agent's innocent wish ever earned him a family pet the hard way or what his affections were towards his dog detecting railroad comrades.

Mrs. Sarah Pardee Winchester was summoned to eternal rest at the age of 85 on Sept. 5, 1922 at her San Jose estate. Judge Roy F. Leib, for many years Mrs. Winchester's counselor and friend, said, "Mrs. Winchester was all a woman should be, and nothing that a good woman should not be. She would have disliked any notice of her good deeds although they were many. If there is a heaven there she must surely be." The entire scope of this most misunderstood lady's generosity and kindly acts will forever remain unknown. She maintained several charitable institutions and hospitals while contributing to charities of all faiths.

March 1911 -- Hard Boiled? A Gilroy white Plymouth Rock was literally "laying herself to death." For three weeks the exhausted bird laid two eggs every day. The flock owner was frantic, devising ways to slow-down his over-productive red eyed egg champ.

H.C.



HEY! HERE COMES THE CRACKER WAGON

BYRON BULLARD

I recall meeting or seeing many men, who as middlemen or as traveling salesmen, traveling by rail, horse and buggy or early automobile on our roads or highways in years of 1907 to 1926. My father was one!

My father drove a team of horses to haul his merchandise of crackers and cookies. He had his stock shipped ahead by rail to freight stations on his route which took 14 days. He covered the stores and restaurants of Milpitas, Alvarado, Niles, Sunol, over to and as far as Livermore, then back to Dublin and all towns to Martinez, Crocket and down to San Pablo. From there he would drive through Oakland to board a ferryboat for San Francisco to stay over Saturday and Sunday. After loading the wagon at the factory on Monday morning, he would strike out for South San Francisco and cover all the towns south to Lawrence Station Rd. to make it home by Friday night.

I traveled with him many summers from the age of 4 until I became old enough to cover half the route from South San Francisco to San Jose. By that time we were traveling by truck or automobile.

In my travels I met or saw many men who traveled the road selling their wares. I even enjoyed the early medicine shows which stopped at the country towns to put on a show from a stage which extended out from their wagons. Between acts, they would sell medicine or pull teeth.

I remember a man and wife team who had a wood stove in a covered wagon. They made and sold waffles with powdered sugar until one day the horses ran away. The wagon tipped over and burned.

Do you recall the men who would sell fish and vegetables, repair umbrellas or sharpen knives at the door? There were many ways of making a living without unemployment offices or unemployment insurance.

BYE-BYE! HORSE & BUGGY DAYS



An American back-firing curiosity called an automobile got off to a shaky start in 1896 when a mechanical busy-body, Tom Edison, explained to Henry Ford to forget steam and stick to the internal combustion engine.

Woodrow Wilson in 1906 said, "Nothing has spread socialized feeling in this country more than the automobile; furthermore, this contraption to the farmer is a picture of arrogance of wealth."

However, joyriding by automobile was already hailed as a brand new sport. As early as 1900 a couple of hustling bicycle shop mechanics, George Osen and Bill Hunt, hammered out a limited number of "Osen & Hunt Specials." Their testing site was a circular track around the State Normal School.

Not to be overlooked was Charlie Chrisman, a Los Gatos area blacksmith who came up with a crude one-cylinder gas engine propelled buckboard. "The Chrisman Special" rumbled on to become a \$100,000 corporation in 1901.

With the arrival of 1906 the Victory Motor Co. came to town, setting up shop at 866-896 So. First St. The output was 30 hp and 50 hp in four body styles. All parts being made in San Jose aside from engines, magneto, wheels, and front axles. Frank Holmes, owner, said, "Our company employs 25 to 40 men all year long and we are proud of the volume of business which has given San Jose prestige in the automobile world." Unfortunately the valley's early auto builders, among the first in the state, soon perished to superior manufacturing methods in the East.

In spite of this blighted hope one Clarence Letcher had already been alerted to the needs of a horseless buggy population. In 1900 he opened one of California's

first "Auto Depots" or garages at San Carlos and Market Streets. Letcher boasted his filling station had a capacity of 110 gallons daily. Highly optimistic he later moved to more pretentious quarters at 214-224 No. First. "The time will arrive shortly," he predicted, "when nearly every farmer and orchardist in the valley would own automobiles." A stout believer in advertising, Letcher let it be known to practically the entire state with bold road-side mileage signs just how near the motorists was to Letcher's Garage in San Jose.

In 1911 elated L. H. Hunter of the Harrison P. Smith Garage said, "This will be a banner year for the local auto service business." R. L. Wallace of Wallace Bros. Garage at Market and St. James stated the outlook was better than ever before in the history of the valley's garage business.

The most outstanding feature in the 1913 models was to be the universally adopted self-starter. The year before it was the electric head light. "It certainly simplified the operation of the machine," was one dealer's viewpoint. "Absolutely! It is a horseless age," he said.

The demise of the livery stable was close at hand. The Occidental Stable on So. 2nd thought it best to convert to the "Auto Livery" business. The Garden City Auto Co. on East Santa Clara St. advertised "Autos for hire."

Inducements to attract automobile buyers included free driving lessons as most buyers had never driven a car before. Tool boxes replete with equipment for most road-side emergencies were inclined to sway buyers.

The state speed limit in rural areas in 1914 was twenty miles per hour. Motorists with their brittle powered transportation often whisked into the sparse and rugged back country, where the replaced horse was their only salvation.

With the arrival of 1917 a city-bred brigade and countrified folks turned out to be fully mechanized fanatics. At home, barns and stables readily became transformed automobile stalls. The second-hand automobile lot was to become a source of income just after World War I. Express and local dairy firms went on maintaining faith with 'Ole Dobbin' as late as 1927.

Humorously aimed at full-fledged motorists was the 1927 song hit: "Henry made a lady out of Lizzie - no more bruises, no more aches, now she's got those four-wheeled brakes."

H.C.



HE NAMED IT GARDEN CITY

LAURENCE E. BULMORE

Have you ever wondered when and by whom San Jose was first and affectionately and descriptively called Garden City? If you have the following may interest you.

San Jose is referred to as the Garden City in: History of Santa Clara County by Munro-Fraser (1881); Pen Pictures of the Garden of the World by H. L. Foote (1887) and Santa Clara County and Its Resources published by the San Jose Mercury in 1895. However, none of those histories mention the origin of the name.

It was not until 1939 that the date and identity of the person who first suggested the name appeared in print and it was to the City itself. In their History of San Jose, California, William F. James and George McMurry wrote, "San Jose won its other name 'Garden City' in the institution of Garden City Lodge No. 142, I. O. O. F. (March 18, 1869). The name was suggested by C. W. Pomeroy."

Mr. Pomeroy, a native of New York, came to Santa Clara County in 1854. He acquired extensive acreage in the county and was prominent in financial circles being, at one time, Secretary of the Bank of San Jose.

Now the question arises: Was Garden City, New York, Mr. Pomeroy's home town and he was thinking of it (many names of roads and streets in the county originated in the East) or was he impressed by the beautiful gardens and parks of San Jose? Quien Sabe?

The first County Directory to list an establishment named Garden City was that of 1874. It lists: "Garden City Chop House, 323 First Street." The 1876 Directory lists a Garden City Oyster and Chop House. Could it be that the original Chop House added an oyster to its menu?

Chosen at random, the 1878 Directory shows three firms with the titles: "Garden City Drug Store, 329 Santa Clara Street; Garden City Gas Company, office in room 8

Music Hall Building; and the Garden City College, Farmers Union Building."

The popularity of the name rose and fell over the years. For instance in 1885 there were six Garden City listings and in 1890 the list had increased to fourteen, dropping to eleven at the turn of the century. The 1899-1900 Directory lists: the Garden City Bank and Trust Company, a brewery, a creamery, the Garden City Cyclers, a drug store, a floral company, a fruit store, Garden City House (a Hotel?), a sanitarium, a transfer company and a wood yard.

As San Jose grew so increased the number of Garden City listings. In 1915 there were twenty-two firms with the name and the greatest number was in 1960 with thirty listings. The current Directory lists seventeen.

Many of the nineteenth century mansions with their expansive gardens are gone. However, they have been replaced by smaller homes, each with a garden and lawn, and with its many beautiful parks, San Jose is still the Garden City.



Clyde Arbuckle

Greetings to the California Pioneers of Santa Clara County:

Thank you for honoring me with the office of president of our society. I shall try to discharge my duties in a manner that will advance the aims and purposes of the Society and enhance its fortunes in every respect.

As we enter another "Pioneer Year," many projects and activities will demand our attention. We should all do our best to attend the Annual Meeting of the Conference of California Historical Societies, which will take place at the Hyatt House, San José, June 16-17-18, 1977. The following November 29, will bring the greatest local celebration of our generation--the bicentennial of San Jose's founding by Lieutenant José Joaquín Moraga.

The next major event of this year--1976--will be our Quarterly Meeting at Lou's Village on September 11. Take careful note of this date for it is one week later than our customary Quarterly Meeting date.

Also, do not forget to make your reservations for this event in ample time. It will avoid confusion and uncertainty for the chairman of the event.

Look For It Here

Clyde Arbuckle, an exposition in Western Americana, is now this organization's 46th president. Our astonishing Pioneer continues to add to a lifetime dedicated to the belief that the future can flourish only when its roots are implanted with the past. We are indebted to Mr. Arbuckle for his diligence in preserving such roots for the community, state and nation. What better time to blend his achievements than the meaningful years -- 1976 and 1977! Our indefatigable native son's history formula keeps on, brisk as an oldtime square dance and as faithful as the legendary railroad watch. On this duel bicentennial occasion, it's reassuring knowing Clyde Arbuckle is handling the reins. Happy Trails, Clyde.

We applaud the Saratoga Historical Society for some effective July 4th heroics. They star-spangled bannered the opening of their long-awaited Historical Park and Museum.

Our remarkable Carolyn de Vries, who you must know by this time is the Pioneer's recording secretary and leading authority on the life of Andrew P. Hill, presents many illustrated lectures on Hill who was essentially California's historian on canvas. "'Crossing the Plains' is referred," says Carolyn, "as one of his greatest. Others are: 'The Murphy Party,' 'The Rodeo' and 'Mission Santa Clara.' Hill's public service to the West did not end with his painting." Carolyn continues. "It was through his untiring efforts that Big Basin, California's first state park, was preserved to the nation." Thanks, Carolyn. Californians love their state parks. They spent over 45 million visitor days in them in the fiscal year of 1975-76 according to the California Department of Parks and Recreation.

Lorraine Vick was born in Hollywood, Calif. Here she rallied to the local high school's cause with student body presidents such as the likes of Alan Ladd.

PLEASE NOTE the back cover for a change in Financial Secretary for your dues and the new Sunshine Chairperson for reports of illness and deaths.

TOUR RESERVATIONS are made at the Quarterly meetings or by phone calls to Ruth Gross at 294-9830 between the hours of 9 and 12 Monday through Friday. After confirmation by Ruth that space is available, THEN send checks, payable to "The Californians" to 100 Serena Way, Santa Clara, CA 95051. Trip brochures are available through Ruth Gross.

The granddaddy of early San Jose Postal operations and observations is Steve Canepa. This spunky Angel Camp native began a San Jose postal career delivering parcel post by horse and wagon in 1917. Steve says the department leased their horses, wagons and nose-bags too, from Pfau Stables at Santa Clara and Orchard Sts. Steve looked after the downtown or business route. "I always insisted on Judy, the mare," he reflects, "because she knew all route stops." Steve retired in 1965 as U. S. Civil Service Examiner.

In 1916 when Pancho Villa and his revolutionaries were rampaging the Southwest, Jess Winn joined the Army. "Didn't have any contact with Pancho's group," Jess relates, "but we sure shot up a lot of cows thinking they were disguised rebels."

On July 7th the San Jose Italian-American Bicentennial Committee presented a wax likeness of San Jose native, A. P. Giannini to the restored office of the Bank of Italy at the San Jose Historical Park Museum. Claire Giannini Hoffman, daughter of the banking great, was also in attendance paying tribute to her father. "He held fast through trials and tribulations carving a need for his countrymen, yes, sometimes even persecution," she said. "The only security he asked was the calluses on a man's hands."

The bank at Kelly Park is a true replica of the founder of Bank of America's first bank branch that opened at Santa Clara and Lightstone Alley in 1909.

While observing interesting bits of early banking, we asked Laurence Bulmore, our favorite authority on New Almaden, how matters like banking were handled at New Almaden during its halcyon years. "There were no banking facilities. The monthly payroll of gold and silver coin was shipped direct from the San Francisco mint by Wells Fargo Co.," reminisces Laurence. "We had no bank, but we never had a stage hold-up either."

Theron Fox, the notable in California-Nevada history circles, comes up with this home run. "Andy Phillips was a top-notch hardwood carpenter who made chips fly at his Race St. shop during the 20's," says Theron. "Andy's popular side line was producing baseball bats for players peppered throughout the majors, coast, and local semi-pro leagues."

Clem Fortini is our delightful farmer's daughter who is no stranger on how to handle chores on a demanding fruit ranch. Through uncertain seasons dauntless Clem manhandled the family's property off McKean Rd. in the Almaden district. Pruning, spraying, irrigating, setting out smudge pots, yes, even straddling a tractor were tasks Clem endured during the lean days of fruit prices and an ailing father. Clem has long since left her agricultural pursuits but cherishes a memento of an earlier tiller of the soil, Louis Pellier. Clem owns the fanciful diploma awarded Pellier by the San Francisco Bay District Agricultural Society for the best variety of pears produced in 1861. Sam Hensley as president of the Society signed the document. The French prune of Pellier had not yet reached maturity or popularity. The diploma stirred great interest among patrons in Clem's father's San Jose barber shop after the turn of the century, shortly before he too became an ardent fruit rancher.

Hazel Buchheister is a Morgan Hill girl. Her dad, William, was the town's first rural mail carrier who later operated the Little Dashaway Stables there. The well manicured family home still graces mid-town Morgan Hill.



Beyond the sunset

Clarisse Benoit

Harry N. Fredrickson

Rose Ganshirt

Charles R. Greenfield

Josiah H. Lance

Margaret R. Moran

Eulalia Mirassou

Alma K. Rothwell

Lavetta Silva

Lewis H. Waldron

Gladys H. Waterbury

Edna Worcester

The Trailblazer erred in the last issue in reporting the death of Geraldine Benoit.

RESERVATIONS FOR OUR LUNCHEON MEETINGS

For the SEPT. 11 Meeting PHONE

247-6606

THIS IS A 24 HOUR - 7 DAY WEEK SERVICE

Available the day the Trailblazer is mailed until the day of the Meeting. IT IS IMPORTANT WE KNOW THE EXACT NUMBER OF RESERVATIONS SO LOU'S VILLAGE CAN PROPERLY PROVIDE FOR YOU.

Please Make Reservations Five Days Before Meeting.

An interesting PROGRAM IS scheduled. DON'T MISS IT!

IF YOU MUST CANCEL CALL THIS SAME NUMBER!

Welcome New Members

Mary F. Bacon

Ed L. Chong

Ellen Chong

Taylor W. Comer

Jeri (Lavola) Cox

Norman J. Gallant

Stella Gallant

Frances E. Gilligan

James Henthorne

Naomi Henthorne

Cecile L. Huff

Emma E. Legg

Alice Osorio

Rose N. Perry

Wilma W. Peterson

Olga A. Pfeifle

Margaret D. Reed

Mary M. Reynolds

Amy Riley

Dulcie Tarp

Our Social Club meets at the TOWN PARK TOWERS, at 60 North 3rd St., on the 1st and 3rd Mondays of each month. For further information call Lovene Luhrman, 292-0070.

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San Jose, California
Permit No. 1234

THE TRAILBLAZER

Issued: February, May, August, November
Editor: Henry J. Calloway, 1899 McDaniel Ave., San Jose
Associate Editor: Laura C. Calloway
~~Editor Emeritus: Arthur M. Fisk~~
Staff Artist: Ralph Ramo
Subscription rates to non-members: \$2.00 per year
Single copies 50¢

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