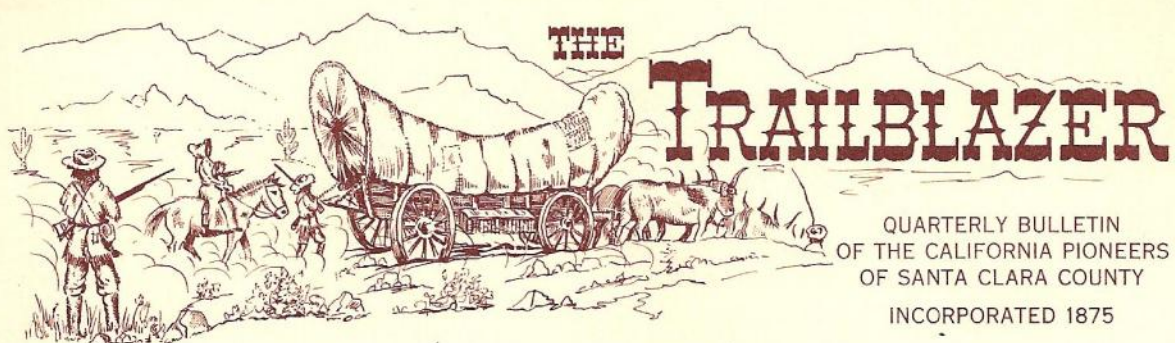




THE

# TRAILBLAZER

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

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Volume 19

February 1979

Number 1

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*Courtesy F.M.C.*

**JOHN BEAN, INVENTOR**

## WHALE BLAZERS

San Jose, March 1879 :- "J. Mitch Bellow, for many years a police officer of this city and a terror to evil doers, departed this life after a lingering illness."

San Jose, March 1879 :- "Complaints are constantly being made of fast and reckless driving on our streets. Where are our police?"

San Francisco, Jan. 1902 :- Mrs. Antoinette Naglee Burke, daughter of the late Gen. Henry M. Naglee of San Jose, sold her entire holdings of Naglee Brandies together with the trademark to the Rosenblatt Co. The firm then became owner of the oldest native California brandy in existence. Casks of 150 gallons showed marks of revenue inspectors of 1868 to 1880. The average cost varied from \$15 to \$28 per gallon. The 1880 Naglee brandies were awarded first prize, in their category, at the International Exposition held at Bordeaux, France.

San Francisco, Jan. 1902 :- Sam Parker, prominent Hawaiian, and Mrs. Abigail Kauihelani Campbell, widow of millionaire Hawaiian planter, James Campbell, and owner of the St. James Hotel property in San Jose, were married January 3 in San Francisco. Sam was the grandson of John P. Parker who married an Hawaiian girl in 1820 going on to build one of the largest singly owned ranches in the U. S. Today it comprises 300,000 acres and 35,000 head of cattle on the Big Island of Hawaii.

San Jose, March 21, 1902 :- Fire chief R. F. Brown reported that March had been unusually free of fires, only one fire alarm having been turned in since March 1.

San Jose, April 3, 1909 :- The Lyric Theater, a new movie house, had opened. The theater entertained fully 2000 people during the day and evening, seating 300 comfortably. It was built according to latest fire codes at a cost of \$3500.

H.C.

## WHEN THE AUTO FAD HIT US

In 1902 Santa Clara County was insistent on becoming the core of the automobile craze already seething on the Coast. The overzealous with fat wallets and a flare for chance began buying the excitable dust and thunder contraptions. In just two years the number of gas and steam carriages increased from one to thirty.

The county was forming an automobile club already numbering 20. It stressed an eastern state policy where motorists had to post a warning a week prior to starting a trip. Waving a red flag by a responsible person preceding the vehicle was a recommendation. Here, warning bells, brakes and at least one night lamp were suggested safety items.

Clarence Letcher, San Jose agent, was reporting mounting rush orders. The optimistic dealer declared machines would soon be as numerous as rubber tired rigs around the country and would become a necessity rather than a luxury. Bold newspaper ads by Letcher informed the dashing set he also rented autos to parties of two or three for \$1.50 per hour, driver included.

Physicians were quick to adopt the automotive culture. Dr. C. A. Wayland of San Jose owned a gasoline and steam carriage. Dr. R. H. Bangs was often seen in a run-about made by Osen and Hunt of San Jose while Dr. Ledyard was flustering the horse clique with his bulky steamer bone shaker.

Volcanic feats of endurance were the rage, such as round trips from San Francisco to Mt. Hamilton in just a day. Driving to San Martin from San Jose and back before noon was almost considered downright reckless.

Automobile livery stables cropped up. Newspapers relate on Orland Stevens and his array of steam touring busses holding forth at First and San Carlos in San Jose. Colonel W. J. Colton's stable nearby offered ten motor rigs ready to carry passengers to all valley areas, including Oakland.

Skeptics, like the more sane horse and buggy clan, sparked the belief that automobiling caused "acute mental suffering, nervous excitement and circulation disturbances."

H.C.

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## FAREWELL TO UNCLE IKE

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Perhaps the largest funeral procession, and certainly the most notable ever seen in the Santa Clara Valley, was that which yesterday escorted the remains of Isaac Branham from the old homestead on the Almaden road to their resting place at Oak Hill.

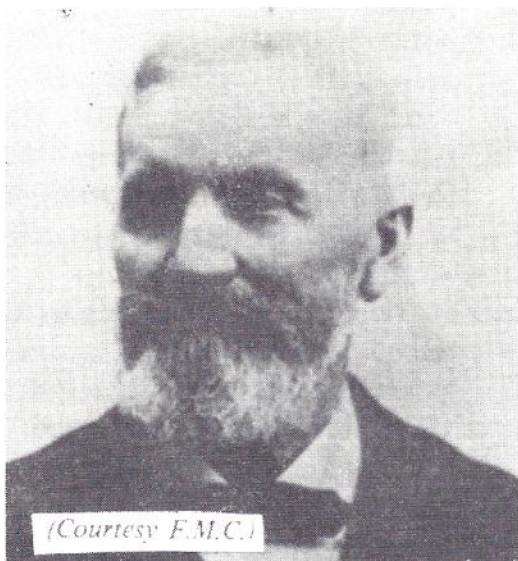
Every vehicle in the livery stables and most of the public carriages had been engaged the evening before, and many who desired to obtain conveyances were unable to do so. As early as 8 o'clock intimate friends were on their way to the house to render any possible assistance or word of comfort to the stricken family, and by 9:30 the road between this city and the Branham farm was lined with a continuous procession of vehicles. They came from other directions - from Almaden, Los Gatos, Evergreen, Santa Clara, in short by every road and country lane until by 11 o'clock there had gathered fully 500 carriages and wagons containing from two to a dozen persons each, so that the total gathering must have numbered from 2,000 to 2,500 souls, forming when strung out along the road, a procession nearly three miles in length.

The gathering was a notable one from the character of the people who composed it. A large proportion of them were grey-headed men and women who came to Calif. between 1846 & 1852. In the whole assemblage there were few who did not personally know and love the departed.

In accordance with the request of the deceased, no hearse was employed, but the casket was conveyed in his hunting wagon, drawn by his own ponies, which were driven by one of his hunting friends, James Wilson. There were no services at the grave. At the conclusion of the interment, the vast concourse dispersed sorrowfully to their homes.

Uncle "Ike" Branham, for whom Branham Lane and Branham School are named, came across the plains to Calif. in 1846. He was born in Kentucky Aug. 31, 1803. He was a member of the first town council of San Jose, served one term on the County Board of Supervisors. He, with 18 other citizens, voluntarily came forward and executed a note of \$34,000 to purchase a building for the occupation of the State Legislature when it was in session in San Jose. He died Nov. 6, 1887 from injuries sustained when his buggy overturned.

-- Courtesy of Helen Arbuckle



## JOHN BEAN, INVENTOR

John Bean, the inventor, a native of Montville, Maine, settled in Los Gatos in 1883 for his health and ended up making life wretched for a sapsucking fruit tree killing parasite.

This sneaky Chinese import to the area was called San Jose Scale. The only weapon available at the time to spank this pest was a fragile squirt type spray pump proving utterly useless.

Improvement on such a fragile apparatus offered no puzzlement to 62 year old Bean who had already devoted a lifetime of interest to mechanical inge-

nuity. In short order the inventive Bean launched a combat mission from his ten acre almond orchard ranch property, already afflicted with the disease. His impromptu workshop was a shoddy structure on Wilder Ave. neighboring the Bean home on the corner of Santa Cruz and Bean Avenues. However, growth soon warranted a move to W. Main St. to the rear of what is today a corner drug store.

After several crude models, Bean developed a continuous flow double action spray pump. Its high pressure action was deadly against the scale which afflicted fruit trees in this valley and the entire state.

Agriculture responded to the effective Bean spray creation. As early as 1885 it was being exhibited at state fairs.

John Bean's accomplishment went on to liberate the fruit grower from the San Jose Scale and other fruit ranching annoyances.

The Los Gatos Museum





notes that Bean retired at the turn of the century selling to his son-in-law, D. C. Crummey, who had been associated with a farming implement concern in Springfield, Ohio when he arrived in Los Gatos in 1888.

In 1902 D. C. Crummey moved the growing enterprise to 171 W. Santa Clara St. in San Jose on property having been owned by J. W. Lydon of Los Gatos.

The senior Crummey favored further plant expansion whereupon his spirited son, John D. Crummey was urging to incorporate while mobilizing property on Julian St. for just such a motive.

George Bruntz, in his history of Los Gatos, tells how enthusiastic John Crummey spark-plugged the budding corporation. The boy worked for \$65 a month in a Sacramento bicycle shop, saving an incredible \$500.

When he approached Mr.

Wilder of the Los Gatos Bank seeking a \$2,000 loan, the banking official was amazed with the amount saved from such a pittance. Impressed, Mr. Wilder agreed to the loan.

In due course well known community figures from Los Gatos responded to the \$15,000 to incorporate. Hence, the well invented, well tried John Bean Pump Company was a corporation by May 24, 1904, forerunner of the huge FMC of today.

The popular spray pump not only sold in California but all over the country as well as in South Africa, New Zealand and Australia. The company assigned two men to the Yakima, Washington territory alone, marketing pumps to just apple growers.

In April 1912 the concern bought out Canton's Foundry and Machine works and the Ostenberg Gas Engine Company on Julian St. The acquisition embraced two foundries, one brass and one iron along with carpenter - pattern and blacksmithing operations.

Accounts at the time stated 157 men were employed with a payroll of \$9,000 monthly. All intricate spray parts being made on the premises.

In July 1912 the infant corporation was headed

by D. C. Crummey as president, John D. Crummey as secretary and treasurer, F. W. Thackeray and H. M. Barngrover of the board of directors and F. L. Kuhlmann superintendent.

Continued growth meant accommodations to the likes of the company's four automobiles and two motorcycles with room for more. On hand was the ornate auto-truck housing two high pressure Bean spray pumps which made frequent free demonstrations to fruit growers throughout the state as to the latest methods in pest control.

Among Bean's first inventions early in life was a cornsheller and straw-cutter combination.

In 1870 he designed the Buckeye Force Pump which became world famous.

At the age of 83 he was still contributing valuable know-how to his already renowned spray

pump.

By his 87th year John Bean had accumulated one hundred claims for home and farm betterment from the U. S. Patent Office.

Bean died on March 18, 1909 in his Los Gatos home at the age of 88. He is buried in the Masonic section of the Los Gatos Memorial Park.

Bean Street in Los Gatos was named after John Bean's daughter, Annette Bean, who married Dr. Robert Gober of Los Gatos in 1886.

Mr. Fred Rosewater, Public Relations Officer for FMC, informs The Trailblazer the San Jose John Bean operation relocated to Ripon, California in 1972 under the corporate name of Agriculture Machinery Division where the spray pumps are produced in limited number. Full production headquarters are now based in Jonesboro, Arkansas.





Donald O. DeMers, Jr.

### The Uniqueness of the Pioneers

When contemplating what makes our Society different than other historical organizations in the Valley, it is difficult to avoid a sense of false pride in tracing our lineage to some of the founders of this State.

We should not be proud of something that, by an accident of birth, could be claimed by any number of other people. What we should be proud of is the degree to which we adopt the best attitudes exemplified by the pioneers-- endurance, the willingness to help others, inventiveness, and a host of other qualities that are sometimes lacking in today's world.

\* \* \* \* \*

Our Annual Benefit Christmas Luncheon collection amounted to \$159.51. Your Board of Directors authorized \$53.17 to each of the following Senior Citizen Centers as a gift from our Society: Odd Fellows Home of California in Saratoga, John 23rd Senior Center, and San Jose Liberty Tower Retirement Center, Santa Clara.

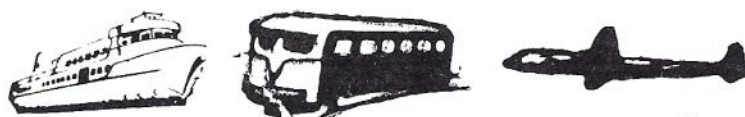
**BULMORE PARK FUNDED BY OUR SOCIETY --** In the memory of Mr. & Mrs. Laurence Bulmore, \$2,500 has been contributed for the completion of a Memorial Park consisting of 1/3 of an acre bordering the Alamitos Creek just west of St. Anthony's Church at New Almaden.

The late Mr. Bulmore was a native of the old quick-silver mining settlement. His father, Robert Bulmore was the last manager of the mining company. The acquisition of mining data and the rare collection of photos taken by his father established Bulmore as an authoritative source of this early day productive mining complex.

Mr. Bulmore was president of our Pioneer Society from 1969 to 1971.

Mrs. Bulmore (Martha) was active in many historical activities and served as chairman of the San Jose Landmarks Commission in 1971-72.

We are indebted to Mt. Charlie Chapter # 1850 E Clampus Vitus for their time and expertise to this timely undertaking.



## TOURING WITH THE CALIFORNIANS



March 14-15, 1979 :- STRIKE IT RICH on this gala prospector Nevada fun whirl featuring South Shore and Carson City. Few spaces left

May 26-27-28, 1979 :- MEMORIAL HOLIDAY OUTING w i t h Austen Warburton venturing the Historic Mission Route to Santa Barbara

Late June 1979 :- KAH-NEE-TA - A tantalizing brand new experience awaits you! Detailed in the March brochure which is gettable at the March Luncheon

Sept. 5-22, 1979 :- ALASKA - A scenery packed adventure - Sign ups for this are now underway. Request a brochure by sending a self-addressed envelope to: The Californians, 100 Serena Way, Santa Clara, CA 95051. Brochure will be available at our March meeting

San Francisco :- For the e y e filling DRESDEN and KING TUT EXHIBITS, The Californians have reservations. Details at our March 3rd Luncheon.

FOR TOUR RESERVATIONS: Call Ruth Gross at 294-9830 between 9 AM and noon Monday through Friday ONLY. When confirmed, make check payable to "The Californians" and mail to The Californians, 100 Serena Way, Santa Clara, CA 95051

Ora Merritt, who is 84 years young and proud of the fact she is an active lawn bowler, recently displayed her bowling ball which she has used for 13 years. She demonstrated how to use the ball and invited the ladies to join her in a game at the Santa Clara Bowling Green in Central Park. Ora told of her Navy career during World War I. She was one of the very first lady yeomanettes in the world and her uniform is on display in the Marine Museum at Treasure Island.

The Slavic Heritage history class at De Anza is anxious to compose books on the Slavs in this Valley and need those whose forbears came here in the late 1800 and early 1900's and those who still reside here to come forward with a family history, anecdotes, pictures, etc. The pictures will be copied and returned to you. Be sure your name, address and phone number are on the back of the picture. Call Carolyn de Vries 253-4236 evenings.

The Sunnyvale plant of the Joshua Hendy Iron Works, built in 1906, was dedicated as a National Historical Landmark by the American Society of Mechanical Engineers recently. It is now part of Westinghouse Electric Marine division.

LIFE MEMBERSHIPS ARE AVAILABLE. New active members upon payment of \$1.00 initiation fee will have the option of paying the \$3.00 yearly dues or purchasing a \$45.00 Life Membership, (\$75.00 for husband and wife subscribing at the same time).

The same Life Membership privileges are extended to present members.

## *Welcome New Members*

George Borba  
Aurora Costa  
Mary Ann Crowl  
Norine Faria  
William Faria  
James Grogan  
Gerard Kettmann

Dorothy Larocca  
Mildred Le Deit  
Ann Leonard  
Mary Malkason  
William Malkason  
Eva Marlow  
Fern McLaggan

Marie Milovich  
Joseph Pacelli  
Irene Peter  
Josephine Pettit  
Angelina Sarager  
Sylvia Walsh  
Millicent Weiss



*Beyond the sunset*

Kathryn Bechlen  
John Brokenshire

Madge D. Cobb  
Homer S. Hall  
Lovene Luhrman

Harry B. Mitchell  
Eleanor L. Webb

DUES of \$3.00 each for 1979 are now due.

Check your ID card to avoid loss of membership.

Call or write the Financial Secretary, John

Clark, 1900 Emory St., San Jose, CA 95126.

Phone 294-3176



**LUNCHEON IS MARCH 3<sup>rd</sup>.**  
*For Reservations*  
 PLEASE CALL **247-6606.**

*Call this same number  
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*DOORS at LOU'S VILLAGE*  
 • OPEN AT 10:30  
 • LUNCHEON AT 12  
 LUNCHEON..\$5.00

### ATTENTION!

MEMBERS, PLEASE BE MORE CONSCIENTIOUS ABOUT SENDING IN CHANGES OF ADDRESS. IF THIS TASK IS LEFT TO THE POST OFFICE, WE ARE CHARGED 25¢ PER **each returned Trailblazer**

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