

# COUNTY CHRONICLES

Margery Quackenbush, Editor



**LOCAL HISTORY STUDIES**

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**LOCAL HISTORY STUDIES**

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## INTRODUCTION

This book represents a series of historical studies, covering the early backgrounds of Santa Clara County. It gives us a fascinating picture of events, problems and trends encountered by these cities as they faced urbanization, economic change and upheaval, population growth, social change, and the other pressures to which every community has been subjected.

We get some backgrounds of early water and bay transport from Joyce Burke's article on Alviso. The early history of Los Altos by Charles Ahnfeldt depicts the detailed growth of this little foothill community from land grant days to a suburban village.

Robert McRoberts Awalt and Mountain View article highlights the effect of the building of the railroad on a small rural community. The Way It Really Was by Bob Kimbell describes Mountain View in the 1920's when the canneries were going full blast, blimps were flying at Moffet Field, and the open pit barbecue was still a major means of entertainment.

The histories of the properties closer to the Santa Cruz mountains is seen in Saratoga History by Mary Jane Hoffeecker, and the two articles, Lexington and Alma by William F. Williams, and Red Dust to Quicksilver by Francis Christenson.

The Saratoga article informs us of the over-view of the historical transition of the areas development from lumber to orchards to suburbs. Lexington and Alma is the dramatic story of the growth of the charming towns who were sacrificed to the growing water needs of the area through the construction of a dam. We see a brief history of one of the valleys largest, and most historic enterprises in Red Dust to Quicksilver.

Martin Murphy by Harry McBrien, and Sunnyvale by Jane Johnson depict not only the early history of that important Santa Clara County community, but also gives us a story of Martin Murphy as an excellent example of one of the pioneer immigrants to the area.

The West Side Story by those prominent historians, Ralph Rambo and Louis Stockmeir, presents a clear picture of the growth of Cupertino showing in detail the process of change from a rural store to a growing suburban municipality. Death of a Landmark by Edwin Lewis carries on the history of Cupertino with a specific example of an old mansion giving way to a shopping center.

Palo Alto by Jennifer Hill and Mayfield, which is the joint effort of Ken Ellner, Mike Ford, Kathleen Magner and Lawrence Spivak, highlights a very interesting incorporation battle in addition to presenting us with a most interesting history of the area.

This series has been selected and edited by Margery Quackenbush, and the California History Center is most pleased to present it.

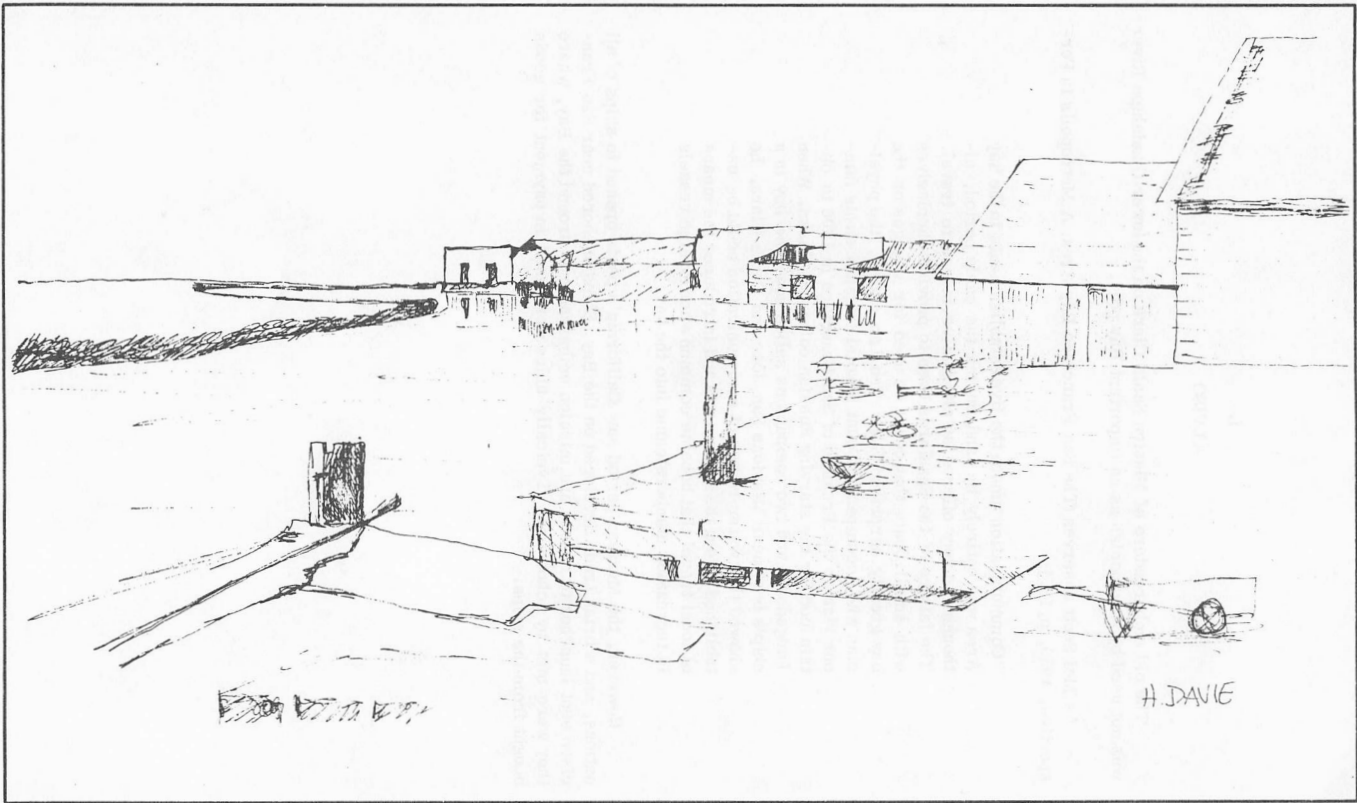
Walter G. Warren  
Director of California History Center  
De Anza College



COUNTY CHRONICLES

Margery Quackenbush: Editor

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ALVISO HARBOR

I.

ALVISO

The old embarcadero of Mission Santa Clara on the lower Guadalupe River was not used by the Spanish as an important Bay port.

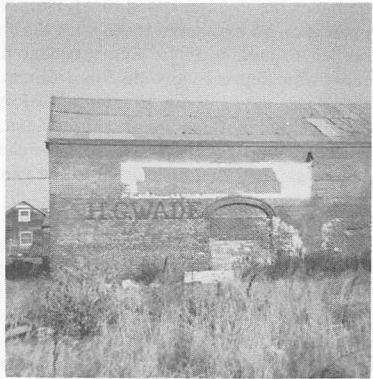
As Mel Scott observes (The San Francisco Bay Area: A Metropolis in Perspective, 1959, p. 13.):

"Communication among the five establishments in the Bay Area was entirely by land during the early period, although the bay offered an alternative means to travel. The failure of the Spaniards even to provide themselves with small boats that could be used for voyages on the bay greatly surprised G. H. Von Langsdorff, the physician who accompanied Count Nikolai Rezanov on his famous visit to the Presidio of San Francisco in 1806 to obtain food for the starving Russian colony in Alaska. When Langsdorff and two companions sailed down the bay in a ship's boat near Missions San Jose and Santa Clara, he showed that water routes of communication could be established among the settlements and introduced the means of local travel that became common when foreign vessels in increasing numbers came into the bay."

However, the Mexican period saw California's ports opened to ships of all nations, and a brisk trade developed on the Bay. Ships anchored near San Francisco sent launches to rancho and mission embarcaderos around the Bay, where they were met by schooners. Typically hides were used in payment for goods bought from the ships.



**LAINE'S ALVISO GROCERY**  
Now abandoned



**FAMOUS WADE WAREHOUSE**



**ALVISO PORT**

## ALVISO

By: Joyce Burke

Just as the Mission San Jose had it's embarcadero on the east shore of San Francisco Bay during the Spanish and Mexican periods, so Mission Santa Clara also had an embarcadero, or landing place. It was at the head of the navigable slough that extends south from San Francisco Bay and is known today as the Alviso Slough. In early mission days it was called the Embarcadero de Santa Clara de Asis, and played a very important part in the life of the settlers at Mission Santa Clara and the pueblo of San Jose.

Ygnacio Alviso settled at the Embarcadero de Santa Clara in 1840. He had been granted, in 1838, Rancho Rincon de los Esteros. Alviso was mayor-domo at the mission and was engaged in construction work there at about the time the building was moved to its last site. During this time, the name of the old embarcadero was changed to Alviso. Yankee ship captains, from 1835 to 1850, opened up an extensive trade with the dons who owned the vast ranchos bordering on San Francisco Bay. Every rancho had its embarcadero, and among the foremost was Embarcadero de Santa Clara. Richard H. Dana, in Two Years Before the Mast, says: "The Mission of Delores, near the anchorage, has no trade at all; but those of San Jose, Santa Clara, do a greater business in hides than any in California. Large boats, or launches, manned by Indians...are attached to the missions, and sent down to the vessels with hides, to bring away goods in return."

The development of the quicksilver mines at New Almaden, in 1845 and for many years after, played a large part in Alviso's shipping industry. Then came the discovery of gold at Coloma in 1848. Trade increased so substantially that a steamer was run from San Francisco to Alviso, and the first warehouse was built there in 1849-50. It is rather astonishing to note that during those years the fare one-way on that old steamer was \$35 per person as far as Alviso, and \$10 additional to go by stage from Alviso to San Jose by way of Santa Clara and the Alameda.

Alviso is one of the oldest towns in Santa Clara County. In 1849 it was predicted that Alviso was destined to become a great city. Because of its location at the head of San Francisco Bay, it was thought that Alviso would develop as the shipping point for all of the Santa Clara county. At that time, it was a very lively place. Warehouses were built; there were hotels, dwellings and stores. The town was incorporated in 1852 with John Snyder as its first treasurer and A. T. Gallagher as its first marshal. Thomas West and Robert Hutchinson were members of the first board of trustees.

This "prediction" was actually part of a calculated venture in land speculation. In the winter of 1849-50, Jacob D. Hoppe and other leading residents of San Jose "obtained a tract of land not far from the old embarcadero of Mission Santa Clara on the lower Guadalupe River and employed Chester S. Lyman to lay out the City of Alviso. To stir up interest in what they hoped would become the port for the Santa Clara Valley, they talked of a canal to San Jose. Lots went on sale at \$600, and the city founders braced themselves for a rush of business." They were disappointed.

The completion of the San Francisco & San Jose Railroad in 1864 diverted travelers and attention away from Alviso. However, Alviso was nevertheless an important factor in the progress of the county. The existence of this port gave competition to the railroads and secured a lower tariff on freights to and from San Jose than otherwise could have been obtained. It was advantageous as a receiving port for lumber. Many of the lumber companies in the nearby communities used its facilities. It also became headquarters for receiving lumber from Oregon and Washington ports. Large quantities of bituminous rock and some coal were handled along with produce of strawberries and tomatoes in the summer months.

From time to time interest has concentrated on the improvement of the San Jose Harbor, at Alviso. The South Bay Yacht Club, organized in 1892, is one of the oldest organizations of its kind on the San Francisco Bay in continuous existence. Santa Clara County's development of the Alviso Marina, in operation at this time, is our reminder of the seafaring days of Alviso.

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II.  
PALO ALTO

The next two selections on Palo Alto University Village by Jennifer Hill, and Mayfield by a group of students (Ken Ellner, Mike Ford, Kathleen Magner and Lawrence Spivak) give an excellent historical background of the area. Palo Alto, the territory covered in the report, centers around the three San Francisquito land grants: Buelnas' San Francisquito Jose Pena; Rincon de San Francisquito and the Soto grant of the Rinconada Del Arroyo de San Francisquito.

The land going from the county border (San Francisquito creek) includes central Palo Alto and the yacht harbor, Stanford University and the old Mayfield of South Palo Alto.

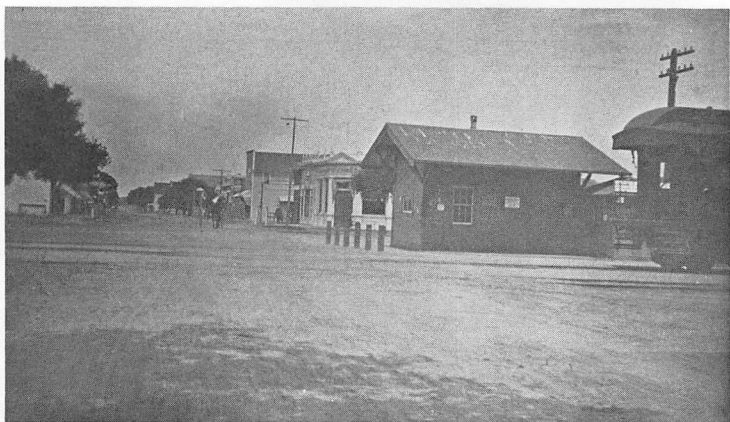
One of the interesting aspects of both reports is the Mayfield battle over annexation. Here we see the economic and social forces brought to bear to effect the death of the once little agricultural town of Mayfield, and the changing of Stanford from a university village to the city of many varied interests along the El Camino.





DOWNTOWN PALO ALTO

Turn of the century

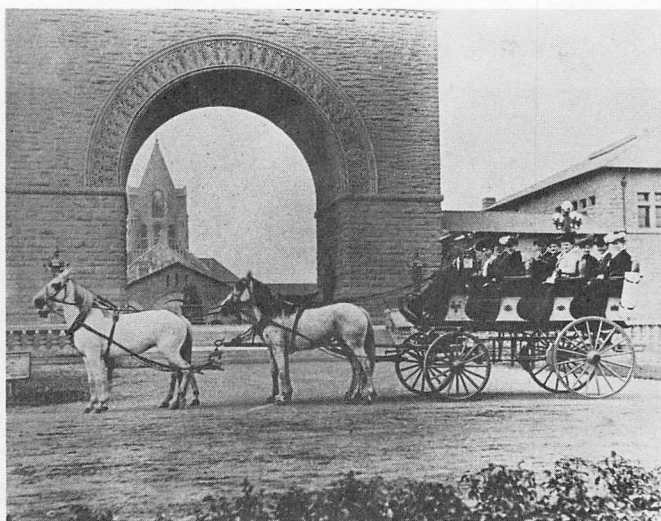


TRAIN STATION Palo Alto



DOWN TOWN PALO ALTO

Turn of the century



ARCHWAY AT STANFORD

## PALO ALTO - A UNIVERSITY VILLAGE

### Introduction

Perhaps the developments in the birth and early years of any town, which are of the greatest interest are those which involve human emotions and the human will. Such human elements are very much evident in the history of early Palo Alto.

Palo Alto was the result of the will of one particular man, Leland Stanford; and the founding of Stanford University was intimately connected with the birth and early growth of Palo Alto.

This historical account must mirror the nature of the information which has trickled down from the late 19th century to the present day. Much outright gossip always surrounds dynamic men, and Mr. Stanford is no exception. Prejudice, pro and con, shades the facts surrounding those early days. Sources persistently disagree with each other and even references to basic financial figures vary by as much as millions of dollars. Faced with these often exasperating, but always interesting conflicts, this author decided to try as often as possible to include all interpretations of the Stanford-Palo Alto story, including, occasionally, some of her own.

### Background of the Land

The name "Palo Alto" (Spanish meaning "tall tree;") was first associated with this area when Sergeant Ortega of the Portola exploration party dubbed the tall redwood tree, which stands at what is now the northern boundary of the town, "El Palo Alto". Although the Portola party passed through that part of the San Francisco Bay Area in 1769, the first settlement did not occur until three large ranchos were established. The first of these was the Rancho del Arroyo de San Francisquito ("the little corner of the San Francisquito Creek"<sup>1</sup>) held by Don Rafael Soto in 1835. Two years later Don Antonio Buelna received the Rancho San Francisquito from Governor Alvarado. This rancho included large portions of the land which eventually became Stanford University. Early roads were built from the rancho lands to the road now known as El Camino Real for the purposes of transporting redwood logs. A third property, Rancho Rincon de San Francisquito, belonged to a soldier, Jose Pena.

When Leland Stanford made his first land purchases in California, the Rancho San Francisquito was among them. This particular rancho had on its land the tree of Portola fame.

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<sup>1</sup>Miller, Guy C., ed. Palo Alto Community Book, P. 12.

El Palo Alto, and the rancho owner had decided to annex the trees name to that of the rancho. Eventually all of the title was dropped except for the tree's name. Thus, the land purchased by Mr. Stanford bore the name Rancho Palo Alto. Mr. Stanford liked this name so much that he decided to keep it and called his new land The Palo Alto Farm.

#### Background of the Man

Leland Stanford, originally from New York State, came to California after his law office in Port Washington, Wisconsin was destroyed by fire. He had five brothers who had made their way to California and in 1852 he also travelled West to join his brothers in the booming mining industry. His success was sure and rapid. The name of Leland Stanford circulated quickly throughout the state. In 1861, less than ten years after first coming to California, Stanford was the winning Republican candidate for governor. From then on, his success soared -- president of the Central Pacific Company at the completion of the transcontinental railroad; Senator; and most personally important, father. To the Stanfords, by then into middle age, the birth of their son marked the fulfillment of their personal dreams.

The parents lavished every physical and emotional affection on Leland Stanford, Jr. It appears that rather than having the effect of spoiling the boy, the attention showered on him drove him to great heights of curiosity. It is a tragic irony indeed that on one of the many trips to Europe undertaken to satisfy the young Leland's intellectual pursuits, he should be stricken with typhoid and die, not quite sixteen years of age. Whether or not the boy's death was the sole or original factor in his father's decision to found a university. It was certainly the catalyst which propelled the plan into action.

#### The University

The information surrounding the founding of Stanford University is, at its clearest, murky. Many rumors exist, undenied and unsupported, to the present day. One interesting rumor relates that Mr. Stanford attempted to "buy" various well-established Eastern schools, such as Harvard, with the provision that the name be changed to Leland Stanford, Jr. University. When his offer was refused, the rumor has it that Stanford stormed away, declaring that he would build his own university. Another story, with possibly greater basis in fact <sup>2)</sup> that when, for political reasons, Stanford was forced to withdraw from a nomination to the Board of Regents at the University of California, he stated that he would found a university that would make the University of California look like a kindergarten. Finally, there is the "official" story, in which the vision of Leland Stanford, Jr. appears to his grief-stricken father in a dream, and tells him to live for humanity. Stanford, Sr. awoke

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<sup>2</sup>Elliott, Orrin, Stanford University, P. 13  
Wilson, Ruth, Palo Alto Historian, Private Communication.

with the words, "The children of California shall be my children".<sup>3</sup> Then, after much planning, the huge endowment was made in 1885 in an amount variously quoted from \$20,000,000<sup>4</sup> to \$30,000,000<sup>5</sup>. At any rate, the endowment was the largest even made to any university at that time.

There is also some debate as to why the present site of the University was chosen. Stanford himself is quoted as saying that the Palo Alto site had an ideal setting and, a climate "conducive to high efficiency".<sup>6</sup> There can be no doubt, however, that at least some consideration was given to the fact that a truly fitting memorial to Leland Stanford, Jr.'s memory would be to build a university on the very land he had enjoyed and loved. And so, on October 1, 1891, the doors of the Leland Stanford, Jr. University opened on The Palo Alto Farm of his boyhood.

The comments and criticisms were fast in arriving. The New York Commercial felt California hadn't passed the "high school period" and certainly had no need for the University.<sup>7</sup>

The New York Mail and Express prophesized the professors would deliver their lectures to empty benches.<sup>8</sup> This attitude was not limited to the East; the prosperous nearby city of Mayfield had sincere doubts about the University's chances of survival.

The city of Mayfield was the home of many laborers who worked to complete the construction of buildings on the new campus. The workers were transported from the city to the campus in open buses provided by the city. Mayfield was, at this time, a truly prospering city. It had many fine ranches and country homes and was a well-known stop on the stage line from San Jose to San Francisco. Aside from the beauty and prosperity of the area, Mayfield was additionally famed for its many thriving saloons.

#### Stanford and Mayfield

The proximity of Mayfield to the college campus, as well as its prosperity made it the choice of the Stanfords when they looked about for a town to act as a university village for the new University. However, the combination of prosperity and alcohol did not mix well with the temperance-oriented Stanfords, or with prohibitionist faculty and students. Thus, when Mr. Stanford offered Mayfield the opportunity to become the university village, he included in the proposal the requirement that Mayfield must shut down its lucrative saloons.

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<sup>3</sup>Elliott, p. 13.

<sup>4</sup>Elliott, p. 76.

<sup>5</sup>Irvine, L., Santa Clara County California, p. 52

<sup>6</sup>Irvine, p. 31.

<sup>7</sup>Elliott, p. 76.

<sup>8</sup>Irvine, p. 31.

\*(Editor's Note: Two years before the death of his son, Stanford received this appointment; however a hostile state legislature dominated by Democrats indicated that it would refuse confirmation. Hence, Stanford asked that his name be withdrawn.)

The citizens of Mayfield were amused by this proposal; they had absolutely no intention of closing their saloons. They also were of the opinion that the new University would not last. Mayfield's rejection of the offer seemingly offended Mr. Stanford, who decided to create his own university town.

#### Stanford and Palo Alto

Precisely what the steps were, which were involved in the establishment of a university village (in what is now downtown Palo Alto) are somewhat unclear. A Palo Alto source<sup>9</sup> states that Mr. Timothy Hopkins, a close associate of Mr. Stanford, trustee of the University, and treasurer of the Southern Pacific Railroad, was directed by Leland Stanford to buy land from the estate of Henry Seale for a new town. This source indicates that Stanford borrowed money from a San Francisco bank in an uncertain amount ranging from \$60,000 to \$300,000 in order for Hopkins to make the purchase. However, a Stanford source<sup>10</sup> indicates that Timothy Hopkins\*, upon hearing of Mayfield's refusal to join the Stanford community, rushed out, and plotted a townsite on land he purchased from Henry Seale and then offered to sell this land to Stanford. Considering the close personal and business relationship between Hopkins and Stanford it seems reasonable to deduce that whatever the specifics of the actual business arrangement in securing the townsite, Mr. Stanford certainly exercised tremendous and vital influence in the purchase of the town land. The first maps of the town were filed with the county recorder in 1889 under the name, University Park. Stanford, however, preferred the name Palo Alto, and in 1892 this became the town's official name.

#### Liquor Ban

The liquor situation, which had prevented Mayfield from joining the Stanford complex, was immediately clarified in the founding of the new town. Very simply, liquor was banned. Palo Alto was born a dry town with no liquor clauses written into every deed on every parcel of land sold by Timothy Hopkins. (This no-liquor clause exists to the present day, and this author was informed by a member of the Palo Alto Police Department that if a citizen who owned a parcel of the original land were to sell a bottle of liquor to a neighbor it could easily become an enforcement test case.<sup>11</sup>) As time passed and the prohibitionist furor slightly subsided, the sale of beer was allowed.

In the meantime, the only available alcohol was either in Mayfield or in the town of Menlo Park.

The Cafe Anzini in Mayfield grew to fame as the "secret" gathering place for all those who chose non-abstinence. To insure privacy and secrecy, the Cafe even installed a back room which was the scene of many a joyful weekend party. Tales of the joys and woes to be found at Cafe Anzini became incorporated in Stanford student songs.<sup>12</sup>

<sup>9</sup>Miller, p. 21.

<sup>10</sup>Elliott, p. 109. \*Foster son of Mark Hopkins.

<sup>11</sup>City of Palo Alto, Police Department, Private Communication.

<sup>12</sup>Elliott, p. 381.



Although Mayfield enjoyed the affection of many a professor and student it could not help but look enviously at its new and by now prospering neighbor, Palo Alto. After much debate and consideration the decision was made to the University administration's good will and in 1903 Mayfield both incorporated and went dry. Although this created some inconvenience, it did not stifle the thirst of its former friends. There to the north of the University was Menlo Park--still unincorporated, within walking distance, and helpfully controlled by a part-time Board of Supervisors which just happened to be most often composed of the local saloon keepers.

The traffic between the campus and Menlo Park was very considerable. The University's pleas for sobriety had no effect on the Menlo supervisors. Finally, the University appealed to the state legislature and in 1909 a law was passed which made it illegal for alcohol to be sold within a mile and a half of the University. Since this boundary included Menlo Park, whose angered supervisors refused to obey the law and immediately contested it in the Redwood City courts. Despite their concerted efforts, the decision went against them. The appeal lost in the state Supreme Court and in 1911 all Menlo saloons were closed by the local sheriff.<sup>13</sup> According to present local police, this law is still actively enforced in relation to the package sale of hard liquor (beer is thereby excepted).

#### Early Days of Palo Alto

The earliest inhabitants of Palo Alto had concerns which were more basic than the question of liquor. The first Palo Alto winter of 1890-91, saw the settlement of only six families, who were completely dependent on provisions supplied from Mayfield and Menlo Park. After the winter, town growth began to increase in size; by the end of 1891 University Avenue had been built, connecting the town with the University. A bank opened, as well as a real estate office; then came doctors, a drugstore and churches. The real acknowledgement of Palo Alto's sturdy beginning came when the Southern Pacific Company announced its local trains to San Francisco would include Palo Alto as a regular stop. (Prior to that the trains would stop when someone standing on the tracks would signal the engineer to stop. Unfortunately, sometimes the engineer wasn't looking and many an early citizen met with an unpleasant end.)

During these times there was no real authority or government in the town and much cooperative work was necessary. A citizens' organization called the improvement Club was formed and they undertook community projects such as the installation of sidewalks and streets. The early streets were, incidentally, named by Timothy Hopkins for his favorite authors and statesmen. The mail was not delivered to the new area until 1892; prior to

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<sup>13</sup>Elliott, p. 384.



that time Palo Altans had to pick up and post letters at either Menlo Park or Mayfield. By 1893 a newspaper was founded. The Palo Alto Times; and a school district was formed. Palo Alto, it seemed, was on its way to a long life. But in 1893 Leland Stanford died.

The death of Stanford weakened the confidence of the University and of Palo Alto. Long probate difficulties and a series of financial problems created the very real possibility that the University might shut down. Palo Alto held its breath until Mrs. Stanford decided to continue the University. The faculty took a pay cut and both University and town pushed harder for success. The very next year, 1894, Palo Alto held its first election in which it was decided to file for incorporation with the California Secretary of State.

We should note that this early growth of Palo Alto excluded all but white settlers. Racism ran high--anti-Chinese, anti-Japanese, anti-Filipino, anti-Negro sentiments were widespread. The Klu Klux Klan had an active membership in Palo Alto. At one time fifty women were part of the women's chapter of the KKK.<sup>14</sup> The town of Palo Alto literally closed its doors to all minority groups and made no secret of this. The townspeople felt that the desirability of Palo Alto as a place to live was protected by this "closed door" policy. The stain of bigotry, however, did not prevent the growth trend of the new town.

#### Palo Alto Stands on its Own

Palo Alto, whose sole reason for birth had been to provide a "village" for Stanford University, gradually began to grow in the direction of what would eventually be self-sustaining independence. Utilities and a new train depot were added to the town. In 1904 a separate city hall was erected. The town attracted not only Stanford people but also San Francisco businessmen, Easterners, and all categories of outside interests. The population went from 1,658 in 1900 to 4,486 in 1910. Palo Alto advertised its climate, its educational advantages, and its temperance. The town became famous for its beautiful homes and the railroad made it an easily accessible suburb.

Palo Alto was becoming the most desirable spot in the area. Then in 1906 disaster struck. The great earthquake along the San Andreas Fault left the Stanford/Palo Alto area hard hit and forced the University to shut down operations. Business in Palo Alto faltered but the residents remained firm and Palo Alto as well as the University made it through the terrible disaster.

Palo Alto hit highs and lows through war and depression but it never really seriously faltered again. Mayfield, the once prospering city became anxious to annex itself to Palo Alto. In 1925, the annexation of Mayfield to Palo Alto was voted in and Mayfield ceased to exist.

The next two decades, the 1930's and 40's, brought in the engineering and electronics industries such as Fisher Research, Hewlett-Packard, Varian,

<sup>14</sup>City of Palo Alto, Historical Files.

Wilson, Ruth, Palo Alto Historian, Personal Communication.

etc. , which have been vital to the area's tremendous economic and population growth. Palo Alto is now attractive not merely as a university village but as a center of technological revolution which has swept the country.

#### Conclusion

When you view Palo Alto today it is hard to believe that fifty or sixty years ago its existence was still a fairly shaky affair. Today without a fatal setback, Stanford University could move away and Palo Alto would continue on its own.

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## HISTORY OF MAYFIELD

By Ken Ellner Kathleen Magner  
Mike Ford Lawrence A. Spivak

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### THE EARLY RANCHOS

One of the important of the early California rancheros was Rincon de Francisquito which was granted to Jose Pena. Pena was an artilleryman for the Republic of Mexico and was stationed at the Presidio of San Francisco during the strife with Spain at the beginning of the 19th century. He was a common man, and he soon tired of the military and moved to the Santa Clara Valley to teach at the local mission. For his services he received permission to occupy a parcel of land north of the Santa Clara mission. The land extended from the foothills to the bay and was bordered by San Francisco Creek and San Antonio Creek. He received this grant in 1841 and lived there in a small adobe shack for the next six years.

Secundino Robles was a soldier for Mexico at the same period of time and had a brilliant career until his retirement in the years following the war. A native of Santa Cruz he traveled to the Santa Clara Valley and decided to stay. While in the army he discovered an outcropping of cinnebar which the native indians had used to paint their bodies red. The outcropping was rich in quicksilver; and Secundino and his brother, Theodore, were soon approached by a mining concern which offered to buy their rights to the

deposit. The two brothers received \$13,000 cash and retained an interest in the mine. The deal was closed under the auspices of Ygnacio Alviso in September of 1847. The two brothers then traded their rights to the mine to Jose Pena for the Rancho and used the \$13,000 they had received to make improvements to the property. The two brothers lived on the Rancho for a long time. They used to have fiestas that would last for days, and there were many descriptions of the fabulous entertainment that was there for the guests to enjoy. Unfortunately, all of this high living was quite expensive, and the brothers would sell parcels of the Rancho from time to time to raise money.

On April 10, 1853, an Elisha Oscar Crosby purchased 250 acres of the Rincon de San Francisquito Rancho for \$2,000 from Theodore and Secundino Robles. This area today is known as Barron Park.

Crosby named his purchase Mayfield Farm. (1) He was a member of the Constitutional Convention of 1849 and is noted in other parts of California for being the founder of one town in Northern California and quite a name in the mining industry and in politics in this state in later years. But he was the man that gave the name Mayfield to the area. The post office was formed two years after Crosby had arrived, and this was named Mayfield as was the railroad station which was established in 1863. As has become the habit in California, the town is invariably named after the nearest post office. In his memoirs, Crosby makes no mention of the time he spent in Santa Clara Valley. Elisha Crosby lost title to his farm three years after he had bought the land from the Robles. "...Crosby's ranch was conveyed by a sheriff's deed, of September 23, 1856, to John W. Armstrong, who paid \$10,701 for the place and built on it the gingerbread mansion which remained as a landmark until destroyed by fire in 1936." (1).

## A COMMUNITY GROWS

A public house was established by James Ottersen on the San Francisco-San Jose railroad in Northern Santa Clara County. This resting place for weary travelers became known as "Uncle Jims Cabin" and marked the birth of the town which took the name of Mayfield. (2) The actual settling of the town took place in 1853. The small community grew rapidly; and by the time of its official layout in 1867, Mayfield could number among its business establishments: a drugstore, bakery, brewy, Wells Fargo Office, several blacksmith shops, two general stores, several hotels, two butcher shops, three dry good stores, and five saloons. At this time Mayfield also had the services of the United States Post Office and the Southern Pacific Railroad. It was William Paul who was responsible for the actual laying out of the town in 1867, with streets named after war heroes: Lincoln, Sherman, Grant, Sheridan, and Washington.

The town received a great impetus to growth when the San Francisco and San Jose railroad extended its tracks to Mayfield. Among the early settlers and entrepreneurs was William Page. He came to Mayfield and set up his own redwood cutting mills on Black Mountain. Page Mill Road was first made of redwood planks. Later he married Sarah Smith, stepdaughter of Ottersen.

Around 1860 the town received the services of a doctor in the person of Doctor Gunning and a judge, one Joseph Sawyer Wallis. Judge Wallis became Associate Judge in the Court of Sessions of Santa Clara County in 1859 and 1860 and was elected to the state Senate by the citizens of Mayfield in 1862. In 1868 the Mayfield Brewery opened its doors as one of the first industries to settle in Mayfield, and thus assured the town of a modest industrial growth.

Along with the "reputable" businesses sprung up an overwhelming amount of saloons which soon became the city's most prosperous establishments. These saloons attracted many transient workers, travelers, and night riders.

Due mainly to these people, Mayfield's reputation was harmed. Several murders occurred in the history of the town, all in the saloons. Regardless of the protests raised by the peace-loving citizens of Mayfield, the number of drinking establishments increased. Some say at one time there were 18 or 20, but this seems a little exaggerated—13 saloons is probably the most Mayfield ever had. (3) Nevertheless, the influence of the saloons was of tremendous importance in the shaping of the destiny of Mayfield, for as the number of saloons grew, it slowed some of the progress in the rest of the town. Many people did not want to establish a home in a saloon town and went elsewhere to settle.

## STANFORD MAKES AN OFFER

In 1886 Senator Leland Stanford and his wife came to Mayfield from their nearby "farm" and indicated to a group of Mayfield citizens their plans to build a university as a memorial to their deceased son, Leland Jr. They wanted to have Mayfield as the university town because of its proximity to the proposed site of the school. There was one condition Mayfield had to meet before this could be accomplished. Mayfield would have to rid itself of the many saloons which would not surround the students with the right kind of influence. A committee of Mayfield citizens was appointed to study the Stanford's offer and notified the Stanfords that Mayfield was willing to keep her saloons and under these conditions could not see their way to accept the offer of becoming a university town.

Hopkins (son of Mark Hopkins, who was one of the "Big Four" of the Southern Pacific) bought 738 acres of land for \$300,000 from Mr. Henry W. Seale (who bought his ranch from Robles). This land was located approximately two miles north of Mayfield. The land was immediately surveyed for a town site which was named University Park. Thus, Stanford had erected his own university town. A map of the town was drawn and filed with the county recorder on February 27, 1889; which is considered the founding date of Palo Alto, the name the town later took. (3) The growth of Palo Alto was rapid in both size and population. Real estate men combined with Southern Pacific to run an excursion train from San Francisco. The fact that Palo Alto was the university town and free of saloons was widely advertised by real estate men.

Although the university students were not allowed to drink on the campus, Palo Alto, or elsewhere, many came to Mayfield for their fun and drinks. The place they used for their drinking was known as the "Little Vendome," and they had a drinking song too. Usually, the students drank behind walls. They were threatened that if caught, they would be dismissed.

While Palo Alto grew rapidly following its inception, the progress of Mayfield was slow because of its reputation as a "saloon town." One area of particular importance to Mayfield was the education of its children. Channing School was established in 1867 on what is now Birch Street. It stood there until 1898. With the establishment of Stanford Kindergarten, concerned citizens were able to include Mayfield's children as students. It was established in 1887 and with its conception a new concern for higher levels of education was prevalent in Palo Alto and Mayfield. Shortly created were other schools: the Sherman School, which is now known as Mayfield School on El Camino Real; Walter Hays School, and Addison School.

In 1898 an election was held for the formation for a high school in the Palo Alto district which included Mayfield. Thus, Palo Alto High School was created. The principal was John A. Longley who was succeeded by A. Morris Fosdick, who then assumed the role of superintendent of schools.

At the turn of the century, the population of Palo Alto grew and business boomed, while Mayfield found itself fortunate to retain its own people and to keep its enterprises on a level operation. Mayfield's civic pride was dealt with a blow in 1903 when it was found that the town wasn't listed on the maps of the San Jose Junior Chamber of Commerce. The Mayfield Daily Republican commented, "one hundred people hear of Palo Alto where only one hears of Mayfield. They think we're asleep... We must act alive or be treated as dead." (4)



## THE INCORPORATION MOVEMENT AND PROGRESS

People realized that indeed their town lacked sewer and water systems and other improvements characteristic of many a progressive communities. They felt that such improvements could not best be contributed under their informal town government, and a movement for incorporation began in 1903. A petition was presented to the Santa Clara County Board of Supervisors asking for incorporation. On May 25, 1903 the Board adopted an ordinance which granted the incorporation of Mayfield township. (5) The progressive minded citizens then began a campaign to educate the people of Mayfield as to the advantages of incorporation and civic improvements.

Although there were some objections to the taxes which would come with an organized town, a majority of the people elected to have the town incorporated on July 7, 1903. On July 17 incorporation was made official when the supervisors and trustees were elected and papers of incorporation were filed with the Secretary of State. (6) On July 20 the first meeting of the Mayfield Board of Trustees was held under the gavel of Mayor Arthur B. Clark. With this began one of the most progressive periods of Mayfield history.

Under the leadership of Mr. Clark, the town began to show signs of progress. The saloons were told on January 1905 to move out and many did so. Popular opinion was favorable. The Palo Alto Times had this statement to contribute.

The assurance that the saloons are to withdraw from Mayfield marks a new era of development for that community. An increase of interest has already manifested in College Terrance properties. Eleven lots fronting on Palo Alto Avenue were sold during the week to a San Jose man-investor, who foresees a bright future for property so near to Stanford University."

Concerned citizens had this reaction which is expressed so vividly in the following statement by Alexander Peers.\*

... "In conclusion, I will say that I have been, as it is well known, resident for over forty years and have had and yet have large property and business interest in the town and am only too aware of the fact of remarkable change that have come over the town of Mayfield during the last four years, and which so many of our old-time friends and business associates are just aware and informed. I stand now, as all times before, for order,

\*Peers Park of Palo Alto is named after his wife.



and decency and the upholding of the ordinances of the town. The provisions which I stated before, were expressly adopted four years ago for the benefit of the town and all of its people, after every point had been carefully considered time and again."

With the saloon problem supposedly solved, the citizens turned their attention to other civic improvements. A temporary library was established, and a volunteer fire department was organized. Homes were painted at the request and with the aid of the Chamber of Commerce, and houses were numbered in order to get house-to-house mail delivery. A Mayfield Boys Scout Troop was formed, and the Mayfield band was given uniforms. The population was increasing because people were attracted to the town by real estate promoters. Mayfield at this time was considered an "ideal home town." (13)

People of Mayfield believed the city would soon take over the neighboring towns and become the dominant peninsula city. When innocently asked if Mayfield would ever consider annexing to prosperous Palo Alto, one Mayfield town leader said in 1907 "...consolidation with Palo Alto? Mayfield is not ready for that step as yet; and since the booming realty values, the town is more inclined to propose to Palo Alto that the consolidation be with Mayfield..." (13) Such optimism, however, was doomed to disappointment. In the early days, "because Mayfield was the saloon center while Palo Alto was the education center, the former locality acquired a stigma that hung for 13 years." (7) In 1911 the fight against liquor dealers broke out anew when Blind pig operation reopened their shops. "A private detective employed by Santa Clara County was assigned by an investigation of the Mayfield's Blind pig after Governor Johnson had signed a bill increasing county administration staff."

Bounded on the north by the San Mateo County line, Palo Alto city limits rapidly expanded southward toward Mayfield. By 1917 the municipal boundaries of the two towns met; and in 1923, when South Palo Alto was annexed by the university town, Mayfield was virtually surrounded by its municipal rival to the North and East and by Stanford lands to the West. (15)

## THE ANNEXATION BATTLE

Although this annexation movement disappeared for a few years, it returned with renewed vigor in 1924. In 1924 two groups emerged in Mayfield which were sincerely interested in improving the community. One group, whose opinions were voiced by the Mayfield Weekly News, wanted to retain the identity of the town and improve it on the volition of its own citizens. The other group believed the only way the community was to improve

itself was to annex with Palo Alto. While the Mayfield Weekly News was clamoring for reorganization of the Chamber of Commerce so that "Mayfield will get on the maps, the other group was organizing a campaign to win support for their "Annexation with Palo Alto" proposal. This group named themselves simply the "Annexation Committe" (16)

The Mayfield Chambers of Commerce reorganized to boost Mayfield instead of joining Palo Alto, but even this supposedly anti-annexation organization was not wholeheartedly against consolidation. (9)

The committee stated many advantages of consolidation: Palo Alto's lower tax-rate--\$1.40 to \$2.29 for Mayfield; more adequate fire protection which would lower the high fire insurance rates in Mayfield; more business for Mayfield enterprises created by an enlarged marketing public; better law enforcement, garbage collection service; and lower water, sewage, and electricity rate. (16) A petition was presented to the Mayfield Board of Trustees signed by 266 citizens. It called for an election on the annexation to Palo Alto proposal. (10)

The trustees called for an election on October 8. Both sides of the issue now campaigned heavily. By October 6 consolidation feelings had developed among the townspeople, and an unusually large vote was anticipated. (14) The election was held the next day in which 590 citizens voted out of a possible 700. Much to the delight of the anti-annexationist, the proposition was defeated by 26 votes. That night the victors held a wild celebration. Forty cars loaded with members of the victorious group drove around the community and up to Palo Alto, where they went down University Avenue boasting of Mayfield victory.

On another try after a month of campaigning, the annexationists finally petitioned the Mayfield Board of Trustees; and an election was set for May 8, 1925. The hopes and spirits of the consolidationists were not to be thwarted at this election. A large number of the eligible voters cast their ballots; and when the results were announced, the annexationists had won by a count of 357 to 288. Nearly every civic organization endorsed the action. Early in June there developed an opposing group and so the petition had to go into another ballot voting. It won again by 1094-441. The reason for upsurge of voters was the statement that Stanford would start a high-grade residential section adjacent to Mayfield IF the petition passed. The victors took the results calmly for the actual consolidation still hung on the decision of the citizens of Palo Alto.

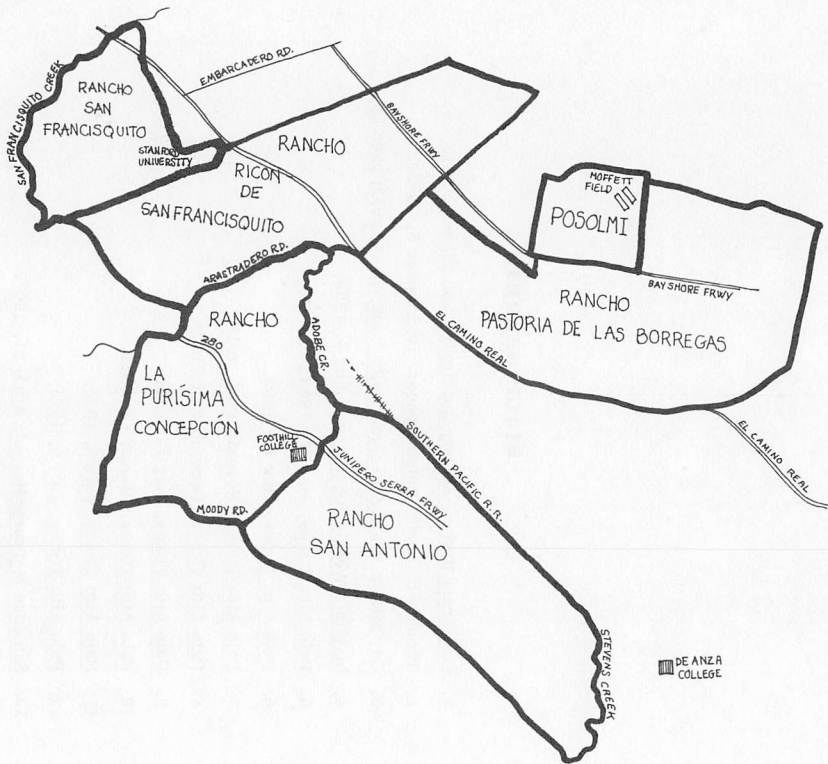
Although the people of Palo Alto were at first hesitant about annexing Mayfield, they voted to do so by an overwhelming majority on July 21, 1925. (11) Not until July 6 were the two communities officially consolidated when necessary papers were filed with the Secretary of State (12). Thus, the

towns which had grown in an area not large enough for two were now one--the older community of Mayfield had lost its identity in a Greater Palo Alto.

By voting to join Palo Alto, Mayfield solved many of its community problems, was able to become, due to the development of Stanford Industrial Park, the most promising section in Greater Palo Alto. And thus it was, the town with a future is now just a ghost from the past.

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### III.

#### LOS ALTOS & THE LAND GRANTS

Santa Clara County has been primarily agricultural from the very beginning. The early development of private agricultural land holdings in the county started, as with the rest of the state, with the development of the land grant systems. Probably the first private grant made was of a 140 vera lot to Manuel Butron near the Carmel Mission in 1775. This same land plot which was shortly abandoned may be of historic significance as the first grant; however, it was representative of the vast landed cattle empires that were to come.

In 1784 Governor Pedro Vages granted Manuel Perez Nieto the 300,000 acre Ranchoe Los Nietos, in West Orange County. In all, Spain gave only 20 grants. One by a Viceroy-de Las Animas in 1802 given to Mariano Castro by Viceroy's Beaumont, ran from the southern end of Gilroy to the Santa Clara County border. Pajaro river and San Felipe Creek formed its southern border. It was over 26,000 acres. Another Spanish grant was Rancho Ysidro. The Gilroy grant was 13,000 acres, and was granted to Ygnacio Ortega by Governor Arguella in 1810.

Spain collapsed in 1822 and Mexico became independent. Under Mexico, some 700 grants were given; most of them after the Secule Act of 1834. Grants were between 4,500 acres and 11 square leagues.

The early grants had a self-sustaining economy. Chief commerical products were hides and tallow. The cattle were processed by taking out hides to dry in the sun, rendering the fat into tallow by melting it in kettles after which it was poured for storage into bags called botas, made out of whole hides. Hides were called the California dollar.

By the Civil War period the economy changed. Wheat became king, shipped through the local ports of Embarcadero de Santa Clara, Rengsdorf Landing. Wine production grew until they were attacked at the turn of the century by Phloxora. The orchards followed the wheat. Santa Clara prunes were world famous.

Santa Clara County became one of the most famous canning centers of the world. Firms such as Libbys and Del Monte exported fruit world wide.

This study by Charles Ahnfeldt recalls some of the details of the agricultural period in the Los Altos area. From it, one may see the general development that happened throughout the area, from cattle empires to farms, to orchards and to real estate development.

## THE EARLY HISTORY OF LOS ALTOS

BY: Charles Ahnfeldt

In the beginning, the rolling, oak-studded hills were inhabited only by the bear, the deer, and trout in the streams. Possibly the first men living here were the primitive Ohlones Indians, a coastal tribe who lived on a diet of cornmeal in huts and caves. Although most of these Indians lived along the San Francisco Bay, mortars and pestles have been found in this area, a fact indicating that the Indians possibly did live here at some time.

The first European known to have visited California was Juan Cabrillo who came here in 1542. During the reign of Carlos V, King of Spain, California was a Spanish province under the control of the King's governor in Mexico City. In 1769, Don Gaspar de Portola rode across the fields of Los Altos in search of Monterey Bay, only to make camp under the Tall Tree, El Palo Alto.

### LAND GRANTS

To encourage settlement in Alto California (and thus increase revenues from the territory, which was linked only by twenty-one widely separated missions) land grants were assigned in 1833. The Secularization Act stripped the Franciscan missions of all their vast holdings, and granted land to men for their political support, army service, or so on. The minimum grant size was 50,000 acres.

Two such land grants form the basis of Los Altos. The first was made on June 30, 1840 to two Mexicans, Jose Gregorio and Jos Ramon, who had lived on the grounds for several years. A few years later (1850), they sold 4,380 acres to Donna Juana Briones de Miranda. Donna Juana owned an adobe on the present North Beach of San Francisco, where she had a job as nurse, midwife, and doctor to the sailors who were in port. Later she moved with her seven children to an adobe built on La Purrisima Concepcion, as she named her land grant. Gradually she apportioned her lands to her children, but sold most of it to outsiders. She died in 1890.

The second grant was made to Don Juan Prado Mesa by Governor Alverado of Mexico City on March 24, 1839. It extended from San Antonio Creek (now Adobe Creek) to Stevens Creek, divided in half by Permanente Creek. Mesa had been a soldier in the San Francisco Company since 1828 and served as a corporal in the Santa Clara Guard. He was later in charge of the San Francisco Garrison. Mesa built an adobe house on a hill near the present El Monte Station, on a site now occupied by a ranch-style house. Two of his sons married two of Donna Juana's daughters. Mesa died in 1845 after having lived in his house for seven years.

## RANCHES IN THE LOS ALTOS AREA

"The main ranches in the Los Altos area were the Taaffe and Hale Ranches."<sup>1</sup> In 1843 Martin Murphy, Jr., originally from Ireland, came to California. A daughter was born in midstream of the Yuba River, and she was named Elizabeth Yuba Murphy. The family settled in the Santa Clara Valley in 1850, founding Murphy's Station (now Sunnyvale). The Murphys purchased a part of Donna Juana's grant lying west of Adobe Creek to Rancho San Francisquito, now the Stanford Campus.

Elizabeth Yuba Murphy married a New York merchant, Taaffe. They were given part of the Murphy holdings. Their son, Martin Joseph Taaffe Jr., brought his wife, Rose May Hoffman, from San Jose in 1888. They were given 2,800 acres, which were planted in wheat and special hay (for the horses being raised for racing in San Mateo).

Martin Taaffe, Jr., died in 1900 and left the busy ranch to his wife. Rose May Taaffe had to run the ranch and raise six children. The ranch then was divided among the sons and daughters, but the largest part of it was sold as the need and the opportunity presented themselves. Up to the turn of the century the Taaffes had been the only residents of the valley. They occupied two houses-- the small house of the Willard Griffin estate, and the large house built by Martin Taaffe on the top of the hills overlooking Moody Road on Elizabeth Avenue. Elizabeth Avenue was named for Elizabeth Yuba Murphy Taaffe, as was Yuba Road.

The Hale Ranch is believed to be part of the grant originally sold to Don Predo Mesa. Joseph Hale, through his marriage to the daughter of a large Spanish grant holder, was one of the largest land holders in the West. The Hale Ranch extended from Adobe Creek on the West to the present Foothill Expressway on the North, to Permanente Creek on the East and to the hills on the South. "Hale also leased six million acres in Baja California adjacent to Magdalena Bay, from which Los Altos' Magdalena Avenue gets its name."<sup>2</sup>

The portion of Los Altos known as the Country Club properties is thought to have been the Hale Ranch. "Four families lived on the ranch: the Walters, the Coopers, the Wrights, and the Martins. Only the members of the Wright family have survivors still living in Los Altos."<sup>3</sup> Some seven hundred acres of the Hale Ranch were sold to the University of Santa Clara as a possible university site near Loyola Corners. The famous earthquake and fire of 1906 reduced the funds of the subscribers and the land was sold. Hale Creek near Springer Road was named after Joseph Hale.

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<sup>1</sup> "Earthquake and Fire," Palo Alto Times, March 7, 1950, Peninsula Section, pg. 5.

<sup>2</sup> "Early Los Altos," Town Crier, Sept. 17, 1953, pg. 1.

<sup>3</sup> *Ibid.* pg. 2.



The original part of the Rancho San Antonio was bought by William S. Dana at an executor's sale in 1853. Rancho San Antonio was composed of the 800 acres between the Hale and Taaffe Ranches. It was owned by Nathaniel J. Stone and F. G. Sanborn, the latter a well-known publisher of law books. Stone's part of the ranch was devoted to breeding horses. Sanborn put his acre to use growing hay and wheat. The Sanborn homestead on El Monte Avenue is now the property of Mrs. Janet Peck, Mrs. Sanborn's sister. The homestead is a typical New England home which was shipped around Cape Horn.

The Griffin Ranch was owned by a fruit packer who later merged with the California Fruit Packing Company. It was located West of Adobe Creek, adjoining the Taaffe Ranch.

Other ranches were the Madigan Ranch, Campbell Ranch (now the site of Rancho Shopping Center) and the Spalding Ranch.

"During the early 1890's in the Los Altos area, wine making was almost the chief occupation."<sup>4</sup> At one time, wines from eighteen wineries were sent out from Mountain View, the nearest shipping port. Great quantities of highest quality grapes were raised and ranchers produced excellent vintage. The Synder Ranch, which was composed of vineyards and had a very large winery, was the 700 acres immediately South of Permanente Creek.

Ranch life was the way of life. Neither Los Altos nor Sunnyvale existed as towns, Mountain View was the city. The main diversions were hunting and fishing. School and church activities in Mountain View were too distant to permit frequent gatherings. The Taaffe family had a schoolhouse on their property. All the other children went to school every day in Mountain View.

During this time the Spanish used the words "Los Altos," meaning the heights or the foothills, to denote the area. Gradually these words were used to mean the entire area of the ranches covering the original grants of Donna Juana Briones and Don Juan Prado Mesa.

#### THE CITY OF LOS ALTOS IS FOUNDED

An executive of the Southern Pacific Railroad Company, Paul Shoup, first had the idea of establishing a town between South Palo Alto and Los Gatos. This town would be used as a depot on the proposed Electric road linking these cities.

The Electric Interurban Railroad purchased 100 acres on the route of this proposed railway. This acreage was composed of the ranches of Mrs. Merri-man, sister to Mrs. Winchester. Mrs. Winchester did not want the Electric Railroad to go through her fields, and as soon as the surveyors would put in the stakes, she would take them out. Finally she agreed with the railroad to sell the

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<sup>4</sup> Ibid. pg. 3.

right-of-way to the company if they would buy her entire ranch. The railroad passed through and the Altos Land Company was formed in 1907.

The Altos Land Company consisted of Paul Shoup, D. W. Johnston, George Herbert, Walter Clark, and E. N. Petrie. Guy Shoup, a pioneer resident of Los Altos, recalls no connection between the earthquake of 1906 and the subsequent growth of Los Altos in 1907. The railroad just picked a suitable townsite, and put Los Altos on the map. According to advertisements in the "Palo Alto Times" of 1906, a railroad station was erected and the acreage was called a choice residential suburban district, "the loveliest place on the Peninsula."

In 1908 the Altos Land Company laid out the townsite of Los Altos. The original name of "Banks and Braes" had been dropped along the way in favor of the more suitable "Los Altos," formerly used by the Spanish. Los Altos was a pre-planned city. Nearly all the streets existing in 1940 had been marked out on the original subdivision plan.

The Altos Land Company held a barbeque in April of 1908 for interested prospective buyers. Three months later Albert Robinson and William F. Eschenbreucher established a grocery store in Shoup Hall, and a hardware store with a post office in the back.

The Southern Pacific Company established a railroad line from Mayfield, now South Palo Alto, through Los Altos and Los Gatos, along the foothills to Santa Cruz and to the oceanside resorts. The Suburban Electric Railroad, owned by the Southern Pacific, operated a line from Stanford to Los Altos. There was a five-cent commute fare for students.

The beginning of the line was in 1908 with an exciting trip on the steam train from Stanford to San Francisco on Sunday, April 12, followed by a free barbeque to induce prospective buyers to live in "the most beautiful city in California."

At one time plans were made for an electric railroad with half-hour service connecting Mountain View and Los Altos, but these plans never materialized. Los Altos by 1911 had better railroad service than it does today--twelve steam trains a day came from San Francisco, stopping at an old freight car which served as a depot. The electric car came from Stanford and San Jose between 6:00 o'clock a. m. and 12:00 midnight.

The first edition of the first newspaper in Los Altos, the "Los Star," rolled off the presses on August 5, 1908. Walter Clark, editor, publisher, and printer, wrote the first editorial.

"With this, our first issue, we make our manners to the public, and from now on, we expect to shine among the many brilliant stars of Santa Clara County.

"In Politics, we shall be Republican, for it is in our blood and we can't help it--but this will not prevent us from being friends of Democrats; in fact we are of the opinion that Santa Clara has too many Republicans to be in a healthy state of existence, so we can but consistently hope for more Democrats that honor can be more evenly divided, and enough Democrats kept in the field to make a decent fight. Our religion shall be as varied as the ocean, and as wide as the land and our creed shall be 'Success to Los Altos, The Crown of the Peninsula and its Dream of the Gods.'"<sup>5</sup>

Despite its enthusiasm and subscription price of only one dollar a year, the "Star" lasted only a few issues. It was later followed by a few special issues published by some of the townspeople to raise money for a new railroad depot.

#### THE FIRST BUILDINGS

The first building erected in Los Altos may be seen in an alley behind Main Street. The weatherbeaten shack served as a bunkhouse for the men who put in the sidewalks and curbs. A restaurant once stood on the site where the present Standard Oil Service Station stands today on First Street. Later the property was used as a drilling station by the Rathburns who tore it down in 1940 when the present service station was built.

The first community business was the hardware store owned and operated by William F. Eschenbreucher who also was the first Postmaster. Mail came for Los Altos in a mailbag with about 20 or 30 letters a day for the residents. In 1935 there was one clerk and one rural carrier. In 1957 there were 17 carriers and 21 clerks.

Telephone service also came in 1908. Herman Peters was the first subscriber, and his lines were hooked into the Mountain View lines.

Shoup Building was the second one to be erected on Main Street. It was a two-story structure and is now standing on Main and Second Streets. Paul Shoup built the \$50,000 edifice and his brother-in-law, A. S. Robinson, operated the lower portion as a grocery store and bakery. Robinson also had charge of the water works and was the Southern Pacific agent for a time. The upper floor of Shoup Hall was first used as an elementary school classroom from 1908 to 1909. Later it was used for a meeting place for the Methodist Church, and still later for the first Boy Scout meeting.

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<sup>5</sup> "Los Altos in the Old Days," The San Jose Mercury News, Sunday Magazine, March 3, 1957.

The next building was built by the Altos Land Company for the Union Land Company, the Los Altos Water Company, and the Los Altos Building and Loan Company, and the offices of the general agent and clerk for the Southern Pacific. This building still stands on the corner of First and Main Streets. It was later occupied by the First National Bank and presently by Cunningham's Clothing Store for women. Next door, in the same building, was a grocery store operated by John Francisco. The space was later held by Fred Wyatt's Clothing for Men and Boys and is presently incorporated into Cunningham's.

Directly across the street was the \$8,000 building occupied by Gene Tarbell's Store for Children; and a meat market. Above them were apartments which could be converted into flats or a boarding house. The corner store had always been a drug store until 1954 when Sammy Kahn's Corner Drug Store was moved to another location. The first drug store on this location was run by E. T. Johnston for some years; then in 1912 the ownership changed to Mr. and Mrs. Copeland, next to Kahn's, then a meat market, and finally today it is a restaurant known as "La Hacienda."

The Post Office was moved from Eschenbreucher's hardware store to the back of Herman Peter's Los Altos Realty Office. Mrs. Copeland was the postmistress from 1915 to 1924. John Francisco was the postmaster from 1925 to 1935. In 1935 Percy W. Helera was appointed postmaster and in 1955 he celebrated his twentieth year as postmaster of Los Altos.

Main Street in those days had curbs and sidewalks with hitching posts every twenty-five feet. A blacksmith shop, a restaurant, and a carpentry shop made up the rest of the buildings of that time.

On July 5, 1911, Los Altos had 50 houses and the initial part of San Antonio School, erected at a cost of \$12,000. Up to this time all eight grades had been taught in the upper story of Shoup Hall. The building was condemned as an earthquake hazard in 1952 and is now used as the Los Altos Elementary School District Administrative Building.

Mrs. Merriman's two-story house on Orange Avenue became the Chandler School for teenage girls. It was a privately owned outdoor school stressing healthy living for its students with classes and study out of doors. The school raised its own vegetables, fruits, eggs, butter, and milk. The house still stands as a private residence. Purissima School, owned by the Taaffe's since 1865, joined the Palo Alto school system in 1901 and was sold back to Los Altos in 1948.

The lots in Los Altos around 1911 were 50' by 142' with a 16' alley for utilities, pipes, telephone poles, etc. The deeds included building restrictions and the price of the lot included water pipes, sewers, curbs, and sidewalks. If liquor was sold on the premises the deed was violated and revoked. Prices were from \$400 to \$600 a lot with rates at \$150 down and \$10 a week. Larger lots with dimensions of 100' by 400' and fronting on Adobe Creek were ordered.

The first house on State Street, at the corner of State and Third Streets was the home of F. W. Rathburn who bought the lot in 1908 and finished the house in 1911. Today the Purity Market stands on the property. Rathburn came from a San Francisco plumbing establishment to start a well-drilling business and later his own plumbing shop.

Another early home was the Macrum home, now an interior decoration and furniture shop on Main Street. It was built in 1912 and served later as a restaurant.

The "Mayfield News" of February 27, 1913 stated that "In a transaction between the Altos Land Company and Paul Shoup, the railroad man, the latter is to be trustee of the three acre trust of land beautifully situated on Adobe Creek, to be used by the city of Los Altos for park purposes." By the terms of the deed, the property was conveyed in a trust for the use and benefit of the people of Los Altos and subject to such regulations as Shoup or the trustees set down. When Los Altos incorporated, the title was transferred to the municipality and the land was transformed into a park. The deed prohibits the sale or manufacture of liquor on the property.

#### AND THEN . . .

In the forties, during World War II, the great growth of Los Altos began. The orchards, groves, and estates were cut into subdivisions to accommodate the influx of people from all over the United States. The population doubled and redoubled, and there were new schools, homes, and businesses. Today the apricot and prune orchards are all but replaced by the long, low ranch-style houses which mark the boom of Santa Clara County.

#### IV.

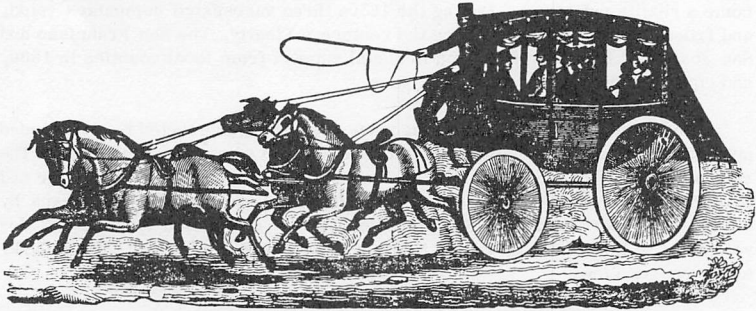
### THE RAILROAD COMES

The farmers of the Santa Clara Valley had talked of a railroad to San Francisco since 1849, when San Jose and San Francisco began cooperation in planning such a project. A route was surveyed in 1851; however, the rail link did not become a reality until 1864. During the 1850s three successive companies tried, and failed, to organize and finance the venture. Finally, The San Francisco and San Jose Rail Road Company won financial support from local counties in 1860, and construction was begun the next year.

The first train into San Jose (January 16, 1864) was greeted by widespread public celebrations, including a 36-gun salute and a community barbecue. The railway operated at first with two locomotives and three dozen passenger and freight cars, providing Santa Clara farmers with a fast, convenient means by which to transport their produce to market. It also stimulated the sale and development of land along the route. New towns appeared: San Mateo, Menlo Park, and Mountain View.

In 1865 the Southern Pacific Railroad company was chartered. Under a contract with the San Francisco and San Jose Rail Road, this new company extended the rail link through the valley from San Jose to Gilroy. To celebrate the arrival of the railroad, citizens of Gilroy voted to incorporate their town.

# Pioneer Stage Line



LEAVE

N. Y. Exchange, San Jose,

**DAILY, AT 10:15 A. M.,**

Connecting with Morning Train from San Francisco at Santa Clara.

**FROM SANTA CLARA,**

To Los Gatos, Lexington and Way Stations.

N. B.—The Finest Mountain Scenery and the Best Mountain Road in the State is by this route. The Coaches are driven by old and experienced drivers.

**FARE, - - - - \$2.50.**

**WARD & COLGROVE, - - - Proprietors.**

AGENTS:

W. O. BARKER, San Jose; A. B. MOFFITT, Santa Clara:

P. V. WILKINS, Santa Cruz.



## AWALT AND MOUNTAIN VIEW

By: Robert McRoberts

In the 1840's the journey from San Jose to San Francisco was not one to be undertaken lightly. There was no road worthy of the name. A traveler might have to spend hours searching for a passable route, "and just when you thought you'd found one, the fog would roll in. Then you had a gloomy choice to make. You could keep on going and probably spend the night driving blindly around in circles, or you could just stay put until the fog lifted the next morning." (1)

This was the El Camino Real between San Jose and San Francisco when the first Legislature met during the close of 1849. How wonderful it would be to build a railroad connecting the two cities, the citizen's said; but nothing was done. However, an engineer named William J. Lewis did go so far as to make a cost estimate for such a line without even examining the route. (1)

In May of 1850 a stage connected the two towns. It took a day's journey and a fare of \$32 to reach either point. This was far from satisfactory and once again people wondered about the feasibility of a railroad. With a railway, it might even be possible to make the trip to San Francisco and back in the same day!

The problems of building a railroad, however, were not easily overcome; financing was to prove a difficult task. Judge Davis Divine, who later proved to be "the life and spirit of the whole undertaking," set out to raise the needed capital. The Vanderbuilts and Rothchilds were approached but soon lost interest. Judge Divine was finally able to interest Commodore Garrison, Mayor of San Francisco and president of the Sacramento Valley Railroad project. Two million dollars was needed; however, the railroad would pass through some of Commodore Garrison's land by the Mission Dolores and this was possibly in his mind when Garrison agreed to subscribe the railroad. But the financial panic of 1855 destroyed this scheme and spelled the doom of the fledgling Pacific and Atlantic Railroad Company. The dream however did not perish.

A new company was formed in 1860 to take up construction of the road. Judge Timothy Dame, Peter Donahue and Henry Newhall were partners in the new scheme, now called the San Francisco & San Jose Railroad. The real power behind the plan was Peter Donahue, the founder of California's first foundry and machine shop, The Union Iron Works.

Donahue was a man of action. He soon made a deal with Charles McLaughlin and Alexander H. Houston to build and equip the road for two million dollars. Crisanto Castro, the holder of a Spanish land grant in the area extend-

ing from present-day Sunnyvale to South Palo Alto, granted the railroad a right-of-way through the land. He reserved in his deed however, the right to flag down trains when any of his family wanted to go to San Jose! (3) After much ballyhoo and several years of construction, the line was completed to San Jose on January 16, 1864.

At this time the railroad was doing a good business in freight hauling, Awalt recalls. The fruit orchards were particularly heavy rail users, with as many as 10 carloads daily from the local orchards being loaded at Mountain View. All the fruit grown in this area was choice and apricots were the biggest item.

When Awalt was station agent, the various Southern Pacific stations were rated according to the amount of tonnage they shipped. All carloads had to be full and Mountain View was able to maintain its good rating by the large fruit shipments and by shipping sugar beets to keep the weight up. Lumber was shipped in to the two lumber companies in the area, Minton's and Dunfield's. Wineries were also a frequent user of the rails with wine going all the way to Vermont from Pichetti and Gemello's wineries. Sizable quantities of milk were also shipped, but that went by passenger train.

A daily task of the station agent was weather reporting, temperatures and amount of rainfall. As Southern Pacific representative, he made his report to San Francisco as part of his job.

The passenger service was good and a fare of \$10.85 for a monthly commute ticket to San Francisco. The rate from Mountain View to San Jose was \$6 monthly. There were more crossing accident cases then than there are now Awalt recalls. Southern Pacific appointed two city doctors, J. C. Bynum and A. H. MacFarlane to represent them.

During World War I, the government took over all the railroads and Awalt was retained as station agent, only he worked for the government instead of Southern Pacific. There were no local troop movements, but freight was heavier and most of the war shipments occurred at night. (8)

In 1918 Mountain View was hit by a great flu epidemic along with the rest of the nation. As a precautionary measure all persons holding jobs where they were in contact with people had to wear cloth masks. Awalt as station agent had to do this. (8)

Mr. Awalt ran for the school board in 1921, was elected, and held the job for many years. In 1962 a high school was named after him, and in 1954 he was named Mountain View's Man of the Year. (9)

He quit his job as station agent in 1923 to work for the Farmer's Merchants State Bank, which later became the Bank of America at Mountain View.

The old Mountain View Station has been demolished, although it was regarded by the citizens as a local landmark. It passed the way of too many historical sites; with inadequate funds to maintain it, it became an eyesore and was finally torn down.

The railroad was a success from the very beginning, carrying two hundred passengers a day. The former all-day journey was reduced to three-and-a-half hours, and the fare was only \$2.50 - quite a comedown from the \$32 fare of the 1850's!

The completion of the San Francisco & San Jose Railroad (later incorporated as the Southern Pacific) was important to the development of the peninsular towns, many of which sprang up along the railroad tracks. Mountain View was no exception. (2)

The "Old Town of Mountain View" originally consisted of a stage station of the San Francisco Road which had been built by James Campbell in 1852. He constructed the station on the site of a hotel owned by a Mrs. Taylor, whose husband was one of the first settlers in the township. Taylors Hotel and the stage station was a meeting place for scattered grain and stock ranchers in the area. By the way, before it was planted into orchards this area was a fine hunting ground for quail, pigeons, and ducks. One of the complaints the old-timers had of the new-fangled trains was that the smoke and fire from the smoke stack had a tendency to set fields and crops on fire. Also the fact that livestock and horses often had a very annoying habit of running into trains, usually with disastrous results for the former. In fact, train schedules were hard to keep because so much time was spent clearing cattle from the railroad tracks. (1)

Mountain View derives its name from the splendid hilly prospect which meets the eye at that point. Old Mountain View at one time promised to be a center of considerable importance, but the railroad passed it by. Instead, the railroad had its ticket office in the corner of a Mr. Dale's (one of the farmers in the area) fields. The ticket office was superintended by a Mr. Shirey, who was the first station agent. In 1864 Mr. Shirey got together with a man named Hanes and built a saloon, which was purchased by the railroad for its ticket office. This event is said to have commenced the present town of Mountain View which was then called Mountain View Station.

A new ticket office was constructed in September of 1888. Records of this period are not complete, however, because the Southern Pacific lost all of its documents in the earthquake and fire of 1906. This natural disaster helped to populate the towns further South from San Francisco, for many refugees from the disasters took up residence after all was lost in San Francisco.

Probably the best known of all the ticket agents for Mountain View is Mr. Chester Awalt who held the post from 1912 to 1923. Mr. Awalt recalls that there were five or six agents before him. (8) Mr. Awalt was born in Hanford, California in 1883. He was in his senior year at the University of California in Berkeley when the 1906 earthquake struck. In 1912 he came to Mountain View as the station agent. (8)

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V.

MOUNTAIN VIEW

The Way It Really Was presents us a picture of the Mountain View area during the 1920's. It is hard to think of the time when the total population of Mountain View was only 2,000.

The Castros still lived there. We can see from this report the importance of the canning industries, around which was centered the area's economy of the time. The average worker had an eleven hour, six day week, at twenty-five cents an hour.

During this time Mrs. Vojkovich worked for Shuckel Cannery. The industry was booming in the valley. Some forty canneries were at this time going at full speed. The old hand operated Flickinger type of cannery and its glass jars was on its way out. The new canneries, which were the wonders of the machine age, where washing, grading, cutting, sorting, pitting, peeling and cooking took place mechanically had now taken over the industry. In the new canneries the major action of the hand was the pressing of a lever. Further, this story gives us an interesting picture of the social life in the 1920's.

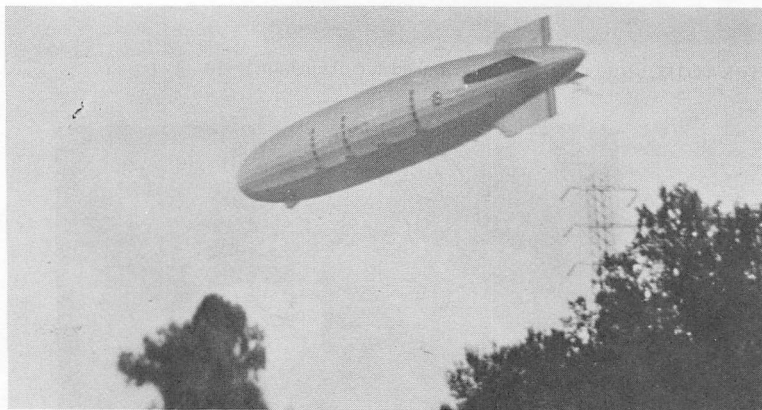


EL CAMINO REAL, MT. VIEW

Al Martel, pioneer rancher in front of his home



MIKE, MARY & RIDO  
Beside their 1918 Chevy



ZEPPLIN AT MOFFET FIELD  
One of the first to fly in the bay area





THE VOJKOVICH HOME



THE VOJKOVICH RANCH    Trays used for drying apricots



SUNDAY BARBECUE  
Vojkovich Home

## THE WAY IT REALLY WAS

By: Bob Kimbell

Electronic Firms, gas stations, hamburger stands and shopping centers, this is how we live today, in an age of advanced technology. We live in houses that are spaced twenty feet apart on paved roads, serviced by power-lines and fast automobiles. We work five days a week, eight hours a day and are paid high salaries for menial jobs. Life has changed since 1911, when times were much harder and money was scarce. Times have changed for the town of Mountain View, which in 1928 had a population of 2,800, and only three streets. Times have changed, and Mary Vojkovich has lived through them when they were bad and good. This paper is the history of her life in Mountain View from 1911 thru 1935.

Mary was born in Yugoslavia in the late 1880's. When she was in her early twenties, she came to San Francisco to seek a better way of life, a life that would have more opportunities for her. She came to San Francisco in 1911 with two other friends, Mike and Rido. Two years later she married Mike, but Rido stayed with them as a close friend.

Shortly after they were married they bought a little house on Dolores Street. It wasn't a big house, but it was a roof over their head. Mary's mother told her that the most important thing to do when they got to America was to get a roof over their heads, and that's just what they did.

While they lived in San Francisco, Mike and Rido worked for White Brothers Lumber Company. Mary worked in a department store and spent her spare time at home doing housework and preparing the meals. When there was no work for Mike and Rido they would have to come down the peninsula to the Mountain View area, and try to get a contract picking the fruit that was in season at the time. They always succeeded in getting a contract because they were hard workers, and the fruit bosses knew it. Whenever the three of them had free time on a weekend they came to Mountain View to visit friends. Eventually, they saw a ranch in Mountain View which they liked, but they didn't have enough money to buy it. Another problem arose in that they couldn't speak English too well, and they were afraid of the real estate people. Their friends told them that they would loan them the money they needed to buy the ranch and would help them to get a fair bargain. In 1922 they finally bought the ranch and moved to Mountain View.

In 1922 Mountain View was not a very big town. It had only three streets, and on the main street there were only a few stores. The population of the area was about 2,800 people and all of these people were pretty well spread out. You could look for miles in every direction and all you could see were fruit trees. What a fantastic sight that must have been!

None of the roads were paved, which made traveling very difficult. In a day's time you might see two or three cars drive by on El Camino, which was the main road of California, and still is.

During my interview with Mary, she showed me an old telephone book from 1929. It was very worn and aged and was not very big, as you can imagine. It was interesting to see that there were only ten or twenty names under each letter, and that the phone numbers only had three to four numbers.

Getting back to the Vojkovich group now. The ranch they moved into was fairly big compared to today's standards, but in those days it was not much. The ranch was six acres in size and was located on Easy Street. It was where the expressway is now, down by the Minton Lumber Yard in Mountain View. The ranch was not big enough to support the three of them, so they had to seek work elsewhere. Mike went to work for the Minton Lumber Company which was not far from where he lived. Rido went to work for the Santa Fe Railroad in San Francisco, and he used to commute the distance every day by horse. The men worked ten hours a day, then came home and tended to the chores on the ranch. They primarily grew apricots on the ranch, but they had some peaches, pears and almonds, which were planted along the side of the road. When the fruit was ripe they would pick it, cut it in slices and put it out to dry on big flats. Besides growing the fruit they raised chickens and rabbits on their ranch.

The one modern convenience that Mountain View did have was sidewalks. Although they were not paved they were wooden and nice to have.

In Mountain View there were only three or four major businesses. There was the Shuckel Cannery, the Stedler Lumber Company and the Minton Lumber Company. People in 1922 did not live close to one another as we do.

Mary, too, went to work. She got up at five in the morning, and had to be at work by five thirty. And if you have ever been up that early, you know that it is not very light outside. The workers at the cannery worked in the pitch dark until it got light at around six thirty - seven o'clock. Mary's job at the cannery was peeling the pears. She was paid twenty-five cents for every box she did. The boxes were filled with six cubic feet of pears, and it took quite awhile to peel that many pears. A week's wages amounted to nine or ten dollars, which is not too good when you consider laboring ten hours a day, six days a week.

At twelve-thirty Mary had her lunch break, which was one-half hour long. During her break she would jump into her old 1918 Chevrolet sedan and run to the nearest grocery store to buy the meat and bread for supper. After work was over at four o'clock, Mary went home and cooked the evening meal. She would cook the meal for the next night instead of cooking it for that night. It made it easier on her to have each evening's meal ready on time. After dinner was over, and all the chores were taken care of, they would retire usually around ten o'clock. The next day always began bright and early at five. I could never make it with that little sleep.

Mary's job at the Shuckel Cannery lasted eleven years. When she finally quit because the machinery that was introduced was too dangerous. Many of the workers lost fingers in these new devices, which required quick and accurate placement of the fruit. When she quit her job she went to work for a Stanford Professor and his wife, cleaning their three-story house in Los Altos Hills. She worked for Professor and Mrs. Eurich for a couple of years, until Professor

Eurich was sent to Washington D.C. for a new job. Mary liked this kind of work better, as it involved fewer hours and she made a little more money, about thirty five cents an hour. All in all, Mary, Mike and Rido, working together, made enough money to keep them happy and living.

The social life and social activities of the Vojkovichs was one that sounded like it might be fun . Socializing was usually done on Sunday's, this was the only free time they had. They would go to church every Sunday at St. Josephs. It was the only Catholic Church in the immediate area. At church Mary said she would see Mrs. Castro every Sunday, but did not know her well enough to talk to her. Mrs. Castro was the wealthiest lady in town and she only socialized with the other rich people. After church Mary would go and pick berries to make a little extra money. Then at eleven o'clock she would come home and all the people would be there. All their friends from all over the Bay Area would come and bring what was needed for an outdoor party. The cooking mostly consisted of barbecues, usually roasts of lamb.

At the parties there was much wine and food and everybody had a great time. One time they had a big party for a man who had bicycled all the way from Soladad to San Francisco. He did it all on dirt roads that measured up to 180 miles. Quite a feat for their time. Another attraction to Mountain View were the Zeplins at Moffet Field. They had two or three of these big blimps over at Moffet that used to circle over their orchard, flying very low at times. The people used to come from miles around to see these strange things fly. It is still exciting to see them fly today. These parties or barbecues usually lasted till about six or seven in the evening, when everybody had to go before it got too dark to drive.

The Vojkovich's did not do much vacation traveling, because the roads were bad and there was so much work to do around the ranch and there was not much money. But once in awhile they would go to Santa Cruz and spend a few days there. They only went a few times because the roads were always in bad shape and the old car had a struggle in making it over the mountains.

The Vojkovichs' later sold their ranch to a Japanese man, who built a tract of houses on the property. When they sold the ranch they moved into a duplex on Mercy Street in Mountain View.

Mary still lives there by herself as Mike and Rido have both passed away. I am sure she will be there for many years to come. When she came to San Francisco a lady told her that they would not live long enough, but one day San Francisco to San Jose would be like one big city. Mary did live long enough to see it and she is happy to have seen so much progress even though she was sorry to see the ranches and orchards go. I enjoyed this interview and learned a great deal about our surrounding area. It sure has changed from those days of a flourishing valley.



MURPHY HOUSE, SUNNYVALE

Shipped around the horn in 1851

MARTIN MURPHY JR.. 1807-1884

By. Harry McBrien

"We are the boys of Wexford, who fought with heart and hand,  
To burst in twain, the falling chain, and free our native land."

R. Dwyer Joyce, M.D.

For hundreds of years, the Irish lived under, but never accepted, British rule. They spent their lives hating the British, and praying that some day they would gain their independence. Others decided to leave the 'Ould Sod' and seek their freedom in other lands.

One of these was Martin Murphy of Balnamough, Co., Wexford. In 1820 he took all of his family, with the exception of a daughter Mary and his eldest son Martin Jr., to Quebec, Canada. It was April 1828 before Martin Jr., and his sister joined the rest of the family in Canada.

Martin Jr. worked hard after his arrival in Canada.<sup>1</sup> Soon after, he met an Irish girl, Mary Bulger, who was also from Co. Wexford. He courted her for about a year and was married on July 18, 1831. With the outbreak of Cholera the following year, he moved to the Township of Frampton, South of Quebec where he purchased some land and began to raise wheat. He farmed there for ten years, then decided to join his parents and the rest of his family, who had moved to Holt Co., Missouri two years earlier. His father did not feel that the political freedom he sought was to be had in Canada. This could also have been caused by the death of his first two children in Frampton, creating a natural desire for parental sympathy.

In 1842 he arrived in Holt Co., where he purchased 320 acres. The land was rich and he had good yields of corn and wheat. All of the Murphys were satisfied that this might very well be the place to settle. However, educational facilities were very poor, and to a staunch Irish Catholic family, the lack of a church was also a major necessity which was not available. The following year the area was besieged by a type of Malaria which was prevalent around the Mississippi. Mrs. Murphy Sr., and Martin Jr.'s 6 month old daughter died in this epidemic. At this time of grief the family encountered Father Hookins, a Jesuit priest who was administering medical and spiritual comfort to the afflicted people of the county. This missionary priest had spent some time in California; he described the strong influence of the church there, the fertility of the soil and the favorable climatic conditions. After a family counsel the Murphys decided to move to California. They sold off all of their land, and purchased wagons and oxen and other equipment necessary for the trip West. At Council Bluffs, Missouri they formed with about ten other families. Martin Murphy Sr. was elected



head of the party with an Elisha Stevens as Captain. This eleven wagon train set out in early May, 1843 for California and was the first wagon train to make a successful crossing.<sup>2</sup>

On their arrival at Sutter's, most of the men were pressed into the service, and marched South to Soledad in the Micheltorena-Pio Pico Conflict. However, when they reached Soledad they were released and returned to their families. Several months later Martin Jr. and Mary Bulger Murphy had a daughter, Elizabeth Yuba Murphy, the first white child born in California.

Martin Murphy Jr. and his family now settled by the Cosumnes River in Sacramento County. Here he raised wheat and made very lucrative profits in this venture. He continued to prosper on the Cosumnes growing wheat, but a need for cattle took him to Santa Clara Valley. On a visit there for this purpose, he became enchanted with the area; so, in 1850, he purchased almost half (4800 acres) of the Pastoria De Las Borregas Grant. After he arrived in Santa Clara Valley, he designed a house and sent his plans and specifications back East. This framed house (the first in California) was later shipped from Bangor, Maine and ready to assemble on the Murphy property which is now Sunnyvale. This became a 'half-way' house for priest, Bishop or politician. Bishop Alemany, San Francisco's first Bishop, stayed overnight during his visits around the Valley churches. One room, the 'Bishop's Room' was kept for his use. Mass was said there, since there was no local church. The Murphys were Godparents for many children as Baptisms also were performed in their home. Miss Margaret Duckgeisel relates that her mother, Mary Ellen McDonald was baptized there in 1875. This home was a happy place; the Murphys were hospitable and friendly.

So Murphy prospered, and with prosperity his fame became wide. Still the cause of education was prominent in his mind and he was instrumental in establishing Santa Clara College, and had the biggest part in the beginning of Notre Dame College for women. His sons and daughters all were educated in both of these institutions.<sup>1</sup>

Martin Murphy, Sr. died March 16, 1860 at the age of 80. Martin Murphy Jr. and his family were very wealthy, and very well respected. His son, Bernard was four times Mayor of San Jose, and had several terms in the state legislature, and the family was in the center of the valley's important people.

July 18, 1881 brought the Murphy's Golden Wedding Anniversary - knowing so many people, and not wishing to offend anyone by not inviting them, they advertised that 'Everybody is Welcome' but bring no gifts! Preparations began on Sunday, July 17th by digging a barbecue trench 115 feet long, four feet wide and four feet deep. The fires burned logs of wood that heated the sides of the trenches and finally reduced to glowing coals. For six hours assistants turned the spits, while the chef, Captain Ike Branham, applied his secret basting with a small mop and a can. He was finished by noon and he turned over the carcasses to the carvers.



Meanwhile, wagons and carriages rolled up and special trains with hundreds more arrived at Murphy Station. At this time there were about 5,000 people on the grounds. Adding to the fare was a wagon load of hams, another load of roasting chicken and a freight car of champagne! For the thirsty there was also many kegs of whiskey, 15 barrels of lager and 500 gallons of coffee!

About 12:30 the toasting began, led by many of the prominent people of the state including Senator Peter Donahue, General P. Murphy, Mrs. Dr. Bascom, and others.

As the day wore on, the San Jose Board of Supervisors arrived, having adjourned their meeting because of the party. Also, the jury, witnesses, and counsel of a Superior Court trial appeared. The judge suspended proceedings in order that he could attend, so everybody else went with him! The guests still came from San Francisco and every corner of the valley. By night fall it was estimated that 7,000 people had been there. It has been said that almost all of Santa Clara County had a "Hang Over" July 19, 1881.

When Martin Murphy Jr. died in 1884 he had accumulated 100,000 acres of land, including 65,000 in San Luis Obispo Co., 12,000 at Point Concepcion, 5,000 of the Purissima Ranch and 5,000 in Milpitas.

The quest for religious and educational facilities for his family were won, and not only did he achieve the political freedom for his descendants, but he also saw two of his sons, Bernard, and Patrick as State Legislators.<sup>1,5</sup> This was surely the culmination of his dreams.

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In 1846 San Jose fell into American hands. In 1847 the city was surveyed and properly laid out in streets and blocks. Americans now stepped at once into the conduct of public business and affairs. It became the first State Capitol.....

From this time forward the progress of the city has been rapid, and improvement has been the order of the day. Little remains to be seen of the universal Mexican taste in architecture, that joint product of shiftlessness and mud, the adobe."

The "advance guard" of overland emigration undoubtedly refers to the first wagon-train of settlers to cross the Sierra Nevada in 1843-1844, which was led by Martin Murphy and Captain Elisha Stevens. Many of these settlers came to the Santa Clara Valley. Stevens himself is recognized as the founder of Cupertino; Martin Murphy Jr., as founder of Murphy's Station (present-day Sunnyvale).

\* The San Francisco Bay Area: A Metropolis in Perspective, 1959, p. 3.

\*\*Hand-Book and Directory of Santa Clara, San Benito, Santa Cruz, Monterey and San Mateo Counties. L. L. Paulson, publisher, 1875.

## VI.

### SUNNYVALE & THE EARLY SETTLERS

The first American had arrived in the valley in 1816, prior to the end of Spanish rule. He was a Bostonian, Thomas Doak. Settling in the southern part of the valley, he enjoyed the good fortune of marrying into the powerful Castro family.

In the next decade, "foreign settlers" began to come in larger numbers - and their presence evoked the distrust of the valley natives. Jedediah Smith, the first American to come overland, had trouble with local authorities when he arrived in San Jose in 1827.

By 1840, the political intentions of foreigners (especially Americans) were suspect. In that year, the Alcalde in the Pueblo de San Jose ordered the arrest of about 160 Americans and Britons. Attempts by Americans to hoist the U. S. flag over the rich lands of California occurred in the following years in Monterey and in San Jose (1841-42). Americans seemed convinced of their manifest destiny to rule in place of the Mexicans. As Mel Scott\* describes the situation:

"The unprepossessing appearance of the few little towns and the run-down state of the missions and the presidios evoked the ill-concealed disdain of American immigrants who came overland in good-sized parties in 1843, 1844 and 1845. They referred contemptuously to the Mexican population as indolent "greasers" and waited for the day when the United States would take over the country. Some even dreamed of creating a new, independent nation on the Pacific Coast."

The continuation of this American attitude towards the "Mexicans" long after the accomplishment of California's statehood can be witnessed in the following excerpts from the 1875 Santa Clara County Directory: \*\*

(Before the arrival of Americans)... "The growth of San Jose was as slow and gradual as even a Mexican could desire, unless, indeed, he would prefer a perfect standstill, as, after a lapse of fifty-four years, the total population numbered but 524.... The little colony had the honor of welcoming the advance guard of overland emigration, a party reaching this place from Missouri, after a tedious and perilous journey across the plains, in 1844.

## SUNNYVALE

By: Jane Johnson

The area around Martin Murphy's estate had become known as "Murphy's Station" when the Southern Pacific Railroad was built in 1864. After Martin Murphy Jr. died (1884), the land in this area became known as "Encinal." Encinal is a kind of oak tree. Oak trees were very thick in this area when the early pioneers started to settle the land. Encinal was also the name of another city nearby, so in 1897 when W. E. Crossman subdivided this area and opened the town, he used the slogan "The City of Destiny" and he changed the name on March 24, 1901 to Sunnyvale, meaning "sunny valley."

Poppies, buttercups, and pansies grew wildly in the downtown section of early Sunnyvale. In the early 1900's the community only had a few blocks of businesses. The area was mostly a grain field with beautiful groves of oak trees.

The first roads in Sunnyvale were dirt and usually very dusty. A typical scene in this area about 1898 was a water wagon sprinkling a road. The next day another road would be sprinkled. This process of watering the roads continued long after 1898.

Sunnyvale provided a couple of schools for the children. The children had to walk to and from school. Classes were very small and often a school would have only two teachers. One primary teacher and one secondary teacher. The first school was established on February 8, 1890. The district was called Encina even though the town was called Encinal because Coyote already had established a school called Encinal about 23 years before.

The recreational facilities in Sunnyvale were very limited. Most of the entertainment was home made. There was one dance hall on Murphy Ave. At first Sunnyvale did not have any saloons. The city of Mountain View was famous for having a bar on every corner. The different churches of Sunnyvale did provide some recreation but most of the churches were in Santa Clara. Church functions included plays and holding parties. Hayrides and singing were very popular for the early pioneers to pass their leisure time. The first church in Sunnyvale was the Methodist Church followed by the Congregational Church.

Sunnyvale's first police force consisted of one man. He was the Constable and his name was Mr. McGinis. He used to ride a two-wheeled buggy pulled by a horse up and down the streets checking on the town. Later the force increased to two men. When the city was first getting started the women and children that were arrested were taken to San Jose. The men arrested stayed in the Sunnyvale jail unless they had committed a very serious crime, in which case they were taken to San Jose also.

Sunnyvale was incorporated on December 24, 1912 and on May 10, 1949 it was voted to place the city under a charter. The city adopted the Council-Manager form of government. Seven members serve on Council for a term of four years. Terms for either three or four of its members expire on odd numbered years. The City Council selects one of its members to serve as mayor for one year.

The history of Sunnyvale today is posted on the streets. Many streets have been named in honor of its pioneers, original Mexican and Spanish land grants, and agriculture crops. Examples are Olive Ave. and Orange Ave. Murphy Ave., which is the main street of Sunnyvale, is named in honor of Martin Murphy Jr. Pastoria and Borregas Avenues are named in honor of the Mexican land grants that Murphy purchased in 1850. Bayview Ave. is named in honor of his home. Children were honored by the naming of the streets Elizabeth, Taaffe, Mary, Carroll, Helen, and Arques. The grandchildren honored were Mathilda, Maude, and Evelyn. The lovely oak trees were honored in the streets Oak Ave. and Oak Court.

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## INTERVIEW WITH MRS. ELMA MAGINNIS

Mrs. Elma Maginnis was born in Sunnyvale and has lived here for over 80 years. She lives at 378 Carroll Street with her husband Arthur. Her phone number is 739-0729. Her maiden name is Cochrane. Her family was active in civil and fraternal organizations in Sunnyvale for many, many years. She is well known throughout the area. She is the sister of Mrs. Edwina Benner, the first woman mayor of California.

Mrs. Maginnis talks about her early life in this area. She also mentions the development of the city of Sunnyvale. She includes a little about her sister. Mrs. Maginnis was also a police matron for Sunnyvale for over 20 years, and she mentions a little about law enforcement in Sunnyvale.

Where were you born?

She was born off Wolfe Road. Today it is the Sunken Gardens Golf Course. She received her mail from Santa Clara and she had to go into Santa Clara to pick it up. There wasn't any town or railroad station.

What was the occupation of the people that lived around this area?

Everyone was in agriculture of some sort. The land was used mostly for vineyards and hayland.

What schools did you attend?

She attended Milliken School for 12 years. Then she went to Santa Clara High School. At Milliken Grammar School there were only 2 teachers. One primary and one secondary. Some of the other schools in the area were Cupertino Grammar School, Mountain View as well as Santa Clara High School, and San Jose Normal College which is present day San Jose State College.

What sort of transportation did you have as a little girl?

Horse and buggy and the bicycle were her only means of transportation and a little later they used the train to go to San Francisco to visit her uncle who was a dentist in the city. Traveling was a long journey and the trip to San Francisco took the whole day.

What were some of the local churches names?

At first all the churches were in Santa Clara, but the first church in this area was the Methodist Church. Later the Congregational Church came. The Catholic Churches were located in Mountain View. When the Catholic Church spread to the Sunnyvale area, there was a priest named Father White who was well liked by all the people in Sunnyvale. He visited the sick and called on the families who had a death regardless of their faith.

Can you relate anything about your experiences in law enforcement?

The first force had only one man and then later there were two. The men that were arrested in Sunnyvale were jailed here, but the women and children were taken to San Jose and dealt with from there. Of course, if the men arrested had committed a serious crime (which was the decision of the law enforcement regulations) the men were taken to San Jose.

Was any member of your family ever active in Sunnyvale's city government?

Her sister, Mrs. Edwina Benner, was mayor of Sunnyvale a couple of times. She also served on the City Council for many, many years. She was also the first woman mayor of California

Was there any type of recreational facilities?

Most of the entertainment of the early days was home made. There was a dance hall where the present day Armanini Drug Store stands today. Mountain View had dance halls also but there was a bar on every corner and it would not be very safe for a girl in those days.

Do you recall the names of any hospitals in the area?

The only hospitals around were O'Connor Hospital and San Jose Hospital.

Was there any division of races in Sunnyvale - did each race live in a certain section of town?

The only division in Sunnyvale was that the old time Spanish lived on the other side of the railroad tracks. This wasn't because they were outcasted, but simply because the land was cheaper on the other side of the tracks and they could afford to buy this land.

Did Sunnyvale have any other names before it was called Sunnyvale?

The original name of this area was Murphy Station. Later it was changed to Encinal. The man who opened Sunnyvale, W. Crossman, changed it to Sunnyvale.

Are there any remembrances left of the prominent people in Sunnyvale today?

The first erected house in California still stands on Sunnyvale Ave. Also many of the streets in Sunnyvale are named after members of the Murphy family. The Murphy family was very large.

What type of work did your husband do?

He was in the Trucking and Gravel business. He paved the first street in Sunnyvale - Sunnyvale Avenue.



## VII.

### CUPERTINO

One of the most striking changes that has taken place in the agricultural communities of the area occurred in the town of Cupertino. Here one has seen the transformation from strictly agriculture economy, dependent upon the vine in the orchard to a community of shopping centers, auto agencies, residential tracts, and industrial parts. Yet this town is still vibrant, growing and extremely proud of its past.

The exploring expedition of Portola and De Anza once trod within its borders. Cupertino land was also part of two of the land grants of the Mexican periods - Juan Proda Messes, San Antonio, Fernandez, Noreiga, and mighty Quito.

The West Side Story written by well-known historians Ralph Rambo and Louis Stockemeyer give us a detailed picture of the growth of Cupertino. No one else could have given us a finer picture than these two outstanding historians, who once lived in the area. This article is a reprint from an earlier quarterly. The Death of a Land Mark highlights a single incident that tells of the disappearance of one of the old Cupertino land mansions. It gives some indication of the problems faced by those attempting to preserve the past. It is often a lonely and difficult task.

## WEST SIDE STORY

By Ralph Rambo  
Louis Stocklmeir

Three-quarters of a century ago, West Side was a quiet country crossroads village. Today it is known as Cupertino, another population-explosion city so typical of many Santa Clara Valley early settlements. This limited area account could interest only a few. But because of the writers' acquaintance and because it is so typical of early Santa Clara Valley, it may be worth retelling. What happened here at West Side is not unlike the transformation of other communities in the valley. These pioneer settlements all enjoyed a long stretch of placid, slow-growth years before our Roaring 1950's and 1960's.

"This place of San Joseph Cupertino has good water and much firewood, but nothing suitable for a settlement because it is among the hills very near to the range of cedars I mentioned yesterday and lacks level lands." It was on March 25 and 26, 1776 when Padre Petrus Font, Cartographer of Col. De Anza's second expedition made this entry in his diary. He had then stood on the plateau of land on the present westerly boundary of Monta Vista High School overlooking the plain of San Bernardino. He was gazing down on the Llano de los Robles (Plain of the Oaks) and the southern arm of San Francisco Bay. For many years the plain was shown on Spanish maps, not as Santa Clara Valley, but as San Bernardino Valley.

Moving northward from Monterey, on March 23, 1776 Col. De Anza, Padre Font, and Lieutenant Moraga, with 17 soldiers and vaqueros, had skirted the western Valley foothills and on March 25 and 26, 1776 made camp near a stream traversing what was later to be named Blackberry Farm. Later, this water course would be named Cupertino Creek and still later Stevens Creek, however, Padre Petrus Font, Col. De Anza's Cartographer and Diarist wrote that they "halted at the Arroyo de San Joseph Cupertino." He depicts on his map for this region, compiled at Tubutama in the year of 1777, the arroyo and the adjacent hills.

This entry which recorded the original and proper naming of the Arroyo, "Cupertino," was the correct spelling in the seventeenth century of the Italian city, which became the birthplace of San Guisepppe (St. Joseph). The spelling of the Italian town was changed later. Factually, Italian historians relate the name of "Cupertino" back to the tenth century at which time a leader named "Cuperio" united the Italian southern districts of Puglia into an area called "Cupertino" and in honor of their leader his followers named the area "Cupertino" or "Cupertini," the Latin form. Semantics of the spoken language during the eighteenth century introduced a change whereby "Cu" which was pronounced originally "Ku" reverted later to "Ko" and thus

by reason of pronunciation and usage, the present-day spelling of the name of the Italian city eventually was written "Copertino." See special Italian research at end of this thesis.

It was springtime and Col. De Anza must have seen painted acres of lupines, larkspurs, buttercups, mariposa lillies, yellow violets, blue-eyed grass, golden poppies and many other flowers on his "Plain of the Oaks." Perhaps for this reason, derivation of the name Cupertino has often been romantically but erroneously associated with the golden poppy (*Eschscholtzia Californica*). Poetically, the common name which has been given by some to the golden poppy is *Copa de Ora* (Cup of Gold). The derivation, however, of the name Cupertino (Cupertini) is definitely Latin, and bears no relationship to the golden poppy or its several names.

"Thy Satin vesture richer is than looms  
Of Orient weave for raiment of her Kings!  
Not dyes of Olden Tyre, not precious things  
Regathered from the long-forgotten tombs.  
Of buried empires, not the iris plumes  
Could match the golden marvel of thy blooms.  
For thou art nurtured from the treasure-veins  
of this fair land; thy golden rootlets sup  
Her sands of gold--of gold they petals spun,  
Her golden glory, Thou! On hills and plains,  
Lifting, exultant, every Kingly cup  
Brimmed with the golden vintage of the Sun.

Ina D. Coolbrith

We can abide by Father Font's original diary and his devotion to his patron San Guiseppe (St. Joseph) of Cupertino, Italy, who also was the patron saint of students and of flight(levitation).

That Col. De Anza "was here" has been definitely established both by the meticulous two diaries and the maps of the Franciscan Padre Font and the independent diaries of three others; namely, Col. De Anza, Father Garces, and Father Eixarch, all dealing with and kept on Col. De Anza's second expedition.

Discovery of an inscribed leaden plaque near the "Cupertino Winery" shortly after the 1906 earthquake definitely marked Col. De Anza's camp-site. Unfortunately, this plaque has been lost or misplaced; but proof of its existence has now been established by the notarized statements and through recorded tape of those who had it in their possession and who studied the object for several weeks. Among these pioneer witnesses were Susie Alice Corpstein, Mabel Noonan, and David Everett and others.

Strong evidence from the diary of Padre Font bears out the assertion that Col. De Anza's first view of San Francisco Bay was from the westerly boundary of the newly constructed Monta Vista High School. This site's

historical background carried on this early observation for in later years it was given the name of "Bay View Farm" by its first pioneer owners. To Cupertino newcomers this location is defined as the first sharp right-angled left hand turn as one travels West on McClellan Road and is located directly in front of "The Cupertino Winery" (John T. Doyle Winery).

It must be remembered that the above site was the epicenter of what was known as the original "Cupertino" Village and District. The use of this name was adopted at a later date by the crossroads village of West Side and made official by the Post Master General on July 20, 1900 when West Side Post Office changed its name to Cupertino Post Office.

Col. De Anza, the greatest historical and most colorful figure of all our early Spanish explorers, was born at the Army Presidio of Fronteras in the province of Sonora in 1735. He entered the Army of Spain as a volunteer in 1752 and in 1759 was given the rank of Captain and put in command of the Presidio of Tubac. He was the son of a Spanish Army Officer serving in the Army of New Spain. He married, on June 24, 1761, Senorita Dona Ana Maria Perez Serrano. In 1777 he became Governor of the province of New Mexico. In 1788 Col. De Anza became Captain of the Presidio of Tucson, (now Tucson, Arizona).

On December 19, 1788 Col. Juan Bautista De Anza died at Arispe and his remains are now interred in a marble sepulcher (the gift of the people of San Francisco) in the Cathedral de Nuestra Senora de la Asuncion in Arispe, not far from the Presidios of Tubac and Fronteras which he once commanded.

On this particular expedition, which was Col. De Anza's second expedition into Alto California, he was to establish the site for the Presidio of San Francisco as well as select the site for the Mission Dolores (Mission San Francisco de Asis). This occurred March 27, 28, and 29, 1776. On his return journey Padre Font would note and record the height of the twin Palo Alto redwood trees at the San Francisquito Creek-Southern Pacific bridge crossing. Col. De Anza skirted the Alviso marshes, named and crossed the Guadalupe Creek, all while Padre Font was mapping, most precisely, the journey. He traversed and explored the East Side of the Bay as far as the present town of Antioch, saw the two great Central Valley rivers, which belied statements of earlier explorers that these were arms of the Colorado River, saw the snowcovered Sierra, thence skirting Mt. Diablo he entered the Livermore Valley.

Following the Livermore Valley he entered San Antonio Valley, (then known as San Vicente Valley), east of Mt. Hamilton. Then following the East fork of the Coyote River and passing near Gilroy Hot Springs, he and his party reached the Presidio of Monterey on April 8, 1776. All this was done in rough, relatively unexplored country in a time period of only 16 days. He returned to New Spain April 14, 1776.

With Col. De Anza's departure, the Old Valley slumbered another 75 years, little disturbed by either the placid Mission period or the care-free Spanish-Californians and their lazy leagues.

It was not until after the gold rush days of 1849 that Eastern settlers began to establish themselves in the Valley's West Side. One exception was Captain Elisha Stephens, who blazed a Sierra trail through ice and snow to this western region. He arrived in California in the year of 1844, and in 1848 he settled on the easterly creek bank of the Arroyo de San Joseph Cupertino and which he later named Blackberry Farm. This area was mostly located in the dip of the Arroyo on Stevens Creek Boulevard west of Monta Vista at the first crossing of Stevens Creek. (Actually, Elisha spelled his family name Stephens). Elisha Stephens was born in North Carolina, sojourned several years in Georgia, learning the blacksmith trade, then tried his hand as a trapper and frontier man in the Rocky Mountains. He came to California in 1844 with the Murphy-Shallenberger-Greenwood-Townsend party as Leader-Captain of it. Although he brought his party over the Sierra in the midst of winter snows, he suffered no casualties as occurred during the like traverse of the Sierra by the Donner Party two years later. Stephens' party gave Lake Tahoe its name.

The Captain was followed by such settlers as Martin Ball who came in 1850 and who bought several parcels totalling 350 acres near what is now the intersection of Sunnyvale-Saratoga Road and Prospect Road. Like so many others, he discovered his holdings were complicated by an earlier Spanish Grant (El Quito Rancho). To keep his litigated Rancho holdings he had to recompense El Quito owners. At this writing his property has been subdivided into hundreds of lots occupied by tract homes and commercial ventures.

W. L. Blabon crossed the Isthmus in 1860 and bought 130 acres on present Saratoga-Sunnyvale Road which also has been subdivided. His father, Dr. Otis Blabon, bought 100 acres in 1848 on the southside of Stevens Creek Road between Miller Avenue and Blaney Avenue. There were other early overland, Cape Horn, and Ishmian emigrants who selected this likely looking Old Valley area. Tom Kerwin who came in 1875 at one time possessed about 600 acres at McClellan and Saratoga-Sunnyvale Roads. He came to Cupertino in 1854. In 1861 John Snyder purchased 1160 acres in the Permanente Creek area about three miles south of Mountain View and which is now partly occupied by the Saint Joseph Seminary. Some other early West Side settlers whose names are almost forgotten and the years in which they arrived were S. R. Williams (1850), Dan Sutherland (1869), Louis Portal (1860), Grimes, Alexander Montgomery (1865), John T. Doyle (1882), Larry Selinger (1881), Nathan Hall (1852), William Regnart (1874), and Benjamin Craft (1858). Dan Sutherland was Trustee of the original Collins School for about 20 years.

One by one, beginning in 1880 and ending 1888, an unusual group arrived to populate this western section. They were mostly sailing vessel sea captains or mates. Each bought about 40 acres or more of land and all of them immediately planted vineyards or bought established vineyards. They also built wineries on their properties.

This rather mysterious influx requires some researched reason. One can be produced although not totally explanatory or satisfying. These retired men of the sea built sturdy homes, in architecture reminiscent of the eastern seaboard. They all became prominent residents and successful viticulturists and horticulturists.

But why did they all congregate in the Cupertino and West Side Districts? Perhaps it was for the same reason certain present Valley localities harbor colonies of retired Navy Officers while another section attracts concentrations of Army Officer personnel. One came, saw, and beckoned to the others.

And so in the early 1880's, West Side and the Cupertino districts became a retirement haven for seafaring men with names almost forgotten. On Stelling Road was Aaron Wood, Captain of the *Sovereign of the Seas*, and Captain John C. Merithew, born in Searsport, Maine in 1822, whose last voyage in the "John Bright" was to the Society Islands and who came to Cupertino in 1887. Captain Merithew bought a vineyard and built a home on McClellan Road near Bubb Road. His neighbor across the road was Captain John P. Crosley, born in Connecticut, who came to the Cupertino area in 1886. Captain Crosley transported munitions, mules, and supplies by sea for the Union Army in Civil War days, being in government service and operating mostly with McClellan's armies.

Along the Homestead Road (Young Road) area were Captain Blake, born in Searsport, Maine in 1829, sailed the *Harriet H. McGilvery*, came to Cupertino in 1885, and Captains Ross, Porter, Harriman and C. J. Gibson similarly had their respective vineyard holdings. Captain Dunbar, the son-in-law of Captain Merithew, lived on Prospect Road, West of Saratoga-Sunnyvale Road.

It was the custom in those days for captains to take their families shipboard on voyages. They met and visited one another's vessels in foreign ports. Some of them, most likely one of the wives, might have been acquainted with this western "Paradise Corner" of the Old Valley. She could have done some promotional work, evidently enticing enough to encourage such a final group anchorage.

As to why they all planted vineyards is more easily understood. Despite Padre Font's notation in his diary here was perfect soil for culture of grapes, the success of orchard fruit had not then been fully established.



The entire West Side in the early 1880's was almost solely planted to grain, vineyards, and some prunes.

In 1882 John T. Doyle, a San Francisco attorney established a post office in a residence near his McClellan Road "Las Palamas Winery." His foreman, Alexander Filipello, was the second postmaster of the original Cupertino Post Office. This nucleus of houses and wineries was given originally the name of Cupertino. However, in June of 1894, the Post Office was moved to the southwest corner of the present intersection of Stevens Creek Boulevard and Saratoga-Sunnyvale Road. The office renamed The West Side Post Office occupied the same building as a small general merchandise store which was a branch store of the San Jose Home Union and which was built in 1892 on property of Alex Montgomery.

In 1895 a woman resident, Fannie Snitjer, petitioned the Post Office Department for a name change from West Side Post Office to Cupertino Post Office. There were many West Sides in California and the mails between them were in a sorry state. In 1905 the Peninsular Railroad's route cut through this Home Union site owned by Alex Montgomery, and the Post Office and old store were moved to and enlarged on a site on the north-east corner of the intersection and incorporated under the name of "The Cupertino Store, Inc," May 16, 1904. Here it remained for many years. The Post Office as an independent unit, later, was again moved to a site on the east side of Saratoga-Sunnyvale Road close to where the First Valley Bank building now stands.

The sixth and last move of the Post Office was to a location the South side of Stevens Creek Boulevard east of Stelling Road. This new building was opened west of the "Corners" February 23, 1963.

The story of early West Side would be incomplete without detailed mention of one of West Side's early citizens, Alexander Montgomery (1865). Mrs. Pauline Grove Wilson, wife of Arch Wilson, nephew of Alex Montgomery, tells of some of the early details of her husband's uncle.

Alexander Montgomery was born in Ireland in the year of 1840 and came to America in 1859. For a short time he was furnace tender in a Pittsburgh Mill. In 1865 he came to California via the Isthmus. He was on his way to the mining country with his principal objective being devoted to the search for a long-lost brother John "gone West." He hunted the entire Sierra country. It was not until some years later that a renewed search was sadly rewarded. With only a faint clue, and mainly by chance, on a remote trail in British Columbia the brothers finally met. The lost one was desperately ill and the reunion was grievously short. Alex spent some time in British Columbia, but finally decided that California was more to his liking.



In 1867 Alex Montgomery bought 40 acres on the Mountain View-Saratoga Road for \$10 an acre (recently 33 acres of this property sold for a rumored \$400,000). Bothered by predatory deer, covotes, and mountain lions, Alex cleared his land of brush and chaparal. In 1870 he planted his first "dry farming" crop of wheat. On this virgin soil and with favorable spring rains the result were amazing. Settlers came from all parts of the valley to see his record-breaking field of grain. "It stood as high as a man's head and yielded 1 1/2 tons of clear wheat to the acre."

In 1874 he purchased 100 acres of land bounded by the present McClellan, Stelling and Sunnyvale-Saratoga Roads. Dan Sutherland, a partner of Alex Montgomery, had purchased 60 acres of land adjoining north of Alex's parcel facing on Sunnyvale-Saratoga, Stelling and Stevens Creek Roads. The total price for Alex's 100-acre tract, encompassing the heart of present day Cupertino, was \$5,000 or about \$50 an acre. Alex later made a trade with Dan Sutherland whereby Alex obtained the 60 acres of Sutherland on his north boundary to Stevens Creek Road and Dan Sutherland in return got 80 acres of the south east corner of Sunnyvale-Saratoga and Stevens Creek Roads. On the 160 acres Alex planted 60 acres to vineyard, built a winery, prune brandy distillery, and produced prune and grape brandy and cream of tartar. His liquor shipments in later years were in carload lots, and he annually paid as much as \$18,000 in U. S. Revenue tax. Mr. Montgomery also made sacramental Koshier wine for the Jewish trade, and a Rabbi was in supervision on the premises when Koshier spirits and wines were produced (end of Mrs. Pauline Grove Wilson's remarks). Continuing on with other historical data: when the distillery was in operation and on account of its proximity to Stevens Creek Road you could hear, day and night, the chu-fu, chu-fu of the steam pumps slowly considering the spirits.

A great tragedy struck the wine industry in Santa Clara Valley when an imported parasite known as phylloxera attacked the wine roots about 1895-1900. This European parasitic microbe, accidentally imported from France on vine plant cuttings, destroyed most of the vineyards of the Valley by the year 1900. The vine trunks were piled like haystacks on vineyard properties which had flourished a few years before. Eventually they were burned as household firewood.

One of these phylloxera victims was J. D. Williams. He had one of the earliest vineyards and a winery. His acreage was located at the S. E. corner of Stelling and Stevens Creek Road and some of his vines were planted as early as the 1880's. Some survived but many were replanted. When prohibition had its turn, the wine industry outlook again darkened. One day a pair of vagrants asked Mr. Williams for work. He handed them shovels and told them to start digging up the vineyard.

Then came repeal, and price of grapes shot sky high (\$100 to \$110 a ton). Such were the trials of early vineyardists. Alex Montgomery and Joe Williams replanted with the now well-proven French prune or Blenheim apricots, as did most of the West Side and Cupertino settlers.

Mr. Montgomery built his second West Side residence on the South side of Stevens Creek Road about one-eighth of a mile west of the "Corners." The new two-story residence had seven bedrooms, one especially furnished, including toothy bear and tiger rugs. This bedroom was called the "William McKinley Room" and was kept in readiness should Alex be favored with a visit from his admired President. The house had a golden oak staircase and the customary musty parlor of the period, with drawn blinds. These cold and formal rooms were universally calculated to be of useful purpose only for weddings, funerals, and the minister's call. The grounds of the Montgomery home were handsomely landscaped with a number of California Live Oaks (*Quercus Agrifolio*) of De Anza Days here and there, and for additional color a flock of eight or ten gaudy peacocks always paraded in the gardens. You could hear their raucous calls for miles when they elected to roost in the live oaks at sunset.

Alex, the Irishman, was heavy-set with a red beard. He was considered quite gruff. The red beard had turned to white when these small boys knew him, but we still thought of him as a rather fierce old gentleman. Actually, he was not. Alex was such a "soft touch" that his fences and mail-box post always carried the distinct hobo "X" mark that steered every passing vagabond down the Montgomery driveway.

He smoked Dills Best in his pipe and Warner Wilson, Alex's nephew's son, in later years, used them for his school lunch pails. They were yellow. Mine were red. My father chewed Union Leader--or was it Dixie Queen? Alex had fine horses and enjoyed buggy races with his neighbors. Following a very common Old Valley sport, he kept a kennel of those now rare, tall, gaunt greyhounds. These were regularly taken out in the many large open fields to chase jack rabbits which were numerous in those early days.

Mr. Montgomery was a most generous man, both to individuals deserving help or to community needs. He gave about one acre each of ground for the H. V. A. Hall and for the Protestant Church and the Catholic Church. He died in 1922 at the age of 86. Alex Montgomery could well be called "Mr. West Side," as his able nephew successor, the late Arch Wilson, was called "Mr. Cupertino." The O. W. Groves arrived in Cupertino in 1901, and their orchard home was on Stelling Road--Pepper Lane is a part of their subdivided property.

Cupertino in 1898 boasted only the West Side Store and Post Office on the S. W. corner of Stevens Creek Road and Saratoga-Sunnyvale Road. Alex Montgomery's first home was in the rear of same, as was also the 1878 Blacksmith shop of Dan Sutherland. William Baer's blacksmith shop and home were directly across Stevens Creek Road on the N. W. corner of Saratoga-Sunnyvale Road. With the adjacent Union Church Parish and H. V. A. Hall, this was West Side, and these were the only buildings at "The Corners." Alex Montgomery was materially helpful to all of them

excepting the Baer blacksmith shop. Dan Sutherland's vineyard occupied the southeast corner of the intersection of Saratoga-Sunnyvale and Stevens Roads. Old photographs show not a sign of telephone poles or automobiles; only buggies, spring wagons, carts, one-horse mail wagons, four-horse wood wagons and bearded or moustached men with uncreased, suspended trousers.

Arch Wilson became postmaster in 1904 and was manager of the Cupertino Store in its two locations for 42 years. As one of his post office duties in early days prior to 1905, Arch drove to Santa Clara for the mail was delivered via high-speed interurban electric cars to the Cupertino Post Office from San Jose.

One of the most important aids in development of this later and larger Cupertino District was advent of the Peninsular Interurban Railroad. In fact, during the life of this transportation company (about 24 years), the entire Valley enjoyed efficient high-speed public transportation, far superior to our present-day facilities.

These larger, very fast electric cars first ran from San Jose to Campbell, Los Gatos, and Saratoga via Meridian Corners in 1904. In 1905 the line was extended to Cupertino and Monta Vista. In 1909 work was started on an extension to Palo Alto and complete Valley service was established in 1910. The grades and fills on this last branch were partly made with 1906 earthquake debris from the ruins of San Francisco and partly from material taken from Stevens Creek embankments. Popularity of the automobile finally ended this finest of all Valley transportation. Some time in the future, intolerable Valley traffic conditions will undoubtedly necessitate promotion of some such past similar public travel convenience.

Of interest in this western section is De Anza College with its Le Petit Trianon, the original being famous in French History as the summer residence of Madame Du Barry and Queen Marie Antoinette. It was built by Louis XV. De Anza is a most pleasing and highly appropriate name for the college since its location is about one-half mile N. E. of California State Landmark #800, which commemorates and marks Col. De Anza's trail and camp ground.

This particular De Anza College site has always been of interest, particularly to local residents. In 1892 Rear Admiral Charles S. Baldwin purchased this acreage. Besides his residence, stables, servants' quarters, guest houses, and winery, the millionaire built Le Petit Trianon, replica of a miniature palace Louis XV built for Madame Du Barry near Versailles. The surrounding ten acres of garden was also a reproduction of the French original. Admiral Baldwin married Miss Ella Hobart of the Hobart family, who contributed so much to San Francisco's early history. The Baldwins lived in sumptuous luxury. He called the place "Beaulieu," (good earth). Its gardens were also referred to as Millefleurs (thousand flowers).

Here was Cupertino's first swimming pool, first polo grounds, and later, its first real princess. Such grandiose scale of living was of constant interest to the "natives." One might say our observations at times reached consternation. We could be excused for our prying curiosity, considering here was strictly a rural community with most settlers in quite modest circumstances. A millionaire neighbor's habits were well worth watching.

Small boys (or even their parents) could be pardoned for open-mouthed amazement and surprised stares at the sudden appearance on some dusty road of a tallyho! It was complete with liveried coachmen, four-in-hand team and, for country-store, pot-bellied stove debate, the horses' tails were bobbed! Imagine our first-sight impression of teams of polo players galloping over a freshly cut hayfield owned by Lowe.

Admiral Baldwin owned an imported French automobile, one of the first such juggernauts to foul up old Stevens Creek Road. One of the authors remembers it was bright yellow and had a forward-sloping, curved hood. That indicates it might have been a Renault. The Admiral took no chances. He imported a French Chauffer to tool this monster around the countryside. Immediately there was an epidemic of runaway horses. They drove their old nag far off in some orchard to avoid a meeting. Others blindfolded their trembling steeds. They had plenty of warning. This road menace could be heard coming for two miles. They could gauge the distance because there was ample time to run a quarter of a mile from his Miller Avenue home in time to climb a fence and watch the "Yellow Peril" chug past on Stevens Creek Road. A law in those early days required the driver of an automobile to stop his vehicle when meeting a horse drawn vehicle and help the owner lead the horse safely around the monster.

One of the authors remembers also one unforgettable day, "a day of infamy" that still shines memory bright. He heard the distant explosions of this monstrous machine, and with several small companions perched himself on the fence (which carried ads for "Queen Lilly Soap," "Lydia Pinkham's Pills," etc.) in pleasant anticipation. (Remember, except for Doc Durgin's one-cylinder, upwar-curved-dash tiller-steered Oldsmobile with rear seat facing to the rear, this Baldwin beauty was the first elegant automobile they had ever seen).

The sound died and they were about to depart in disappointment when the strangest and most amusing sight Stevens Creek Road will ever witness hove into view. To say automobiles were "not perfected" in those days was the height of understatement! This complex French production was no exception. Despite the French chauffeur's tender nursing, this homesick automobile was highly temperamental.

Mr. Enoch J. Parrish delivered meat to the West Side and Cupertino residents by horse-drawn covered wagon fully equipped with scales, meat

chopping block, long sharp knives and meat-bone saws. Old timers will remember this two-horse drawn covered-wagon type. The backdrop raised to expose the meat and allowed sawing, chopping, and dealing out the chops, round steak and free bologna only to small onlookers gathered about.

Mr. Parrish lived across Stevens Creek Road from Mr. Baldwin. On this particular day, their friendly butcher was doing his neighborly good deed. Behind his butcher-wagon, Mr. Parrish was towing the Admiral's indisposed, great yellow car homeward to Le Petit Trianon!

Would that the expressions on the faces of owner, his touring guests, and the embarrassed French chauffeur could have been preserved for posterity! For the moment the jubilant row of little railbirds lost all respect for wealth and position. Here was Stevens Creek Road's "Fall of the Bastille!" With no originality, but with hilarious glee and gusto, our shrill little voices chorused the popular chant of the day, "GET A HORSE!" Mr. Parrish knew us all by our first names, but he warningly shook his whip in our direction. This carried little weight because along with this admonition he threw us a wink and grin.

Mrs. Baldwin became what was known in those days as a "Consumptive" and they, as was the doctor's recommendation in those days, made a new home in the high altitudes of Colorado for climate change. There Mr. Baldwin died; and evidently, his wife recovered her health. At the age of 70, she married a young Balkan prince; and Cupertino had its first and only real princess. Of course, this was in an era before we grew our own festival and commemorative Princesses, since this event took place in the 1920's.

The place was sold to Francis Carolan in 1925, whose wife had been Harriet Pullman, heiress to the Pullman fortune. Mrs. Andrew Christensen was the next owner. She enjoyed Beulieu only a few years; and in 1941 her estate was purchased by E. F. Euphrat, President of the Pacific Can Company.

From now on we shall watch with interest the great De Anza College activities. One of the carry-over projects from Baldwin days now initiated is the preservation of Cupertino's most elegant building! Le Petit Trianon, facing on the sunken swimming pool and its garden landscaping.

Thus West Side became known as Cupertino, and Cupertino will surely some day become the western Valley's most sought after gracious living area. With its soothing Western ocean breezes which actually caress the blue evergreen Western Santa Cruz Mountains, climate of the Valley remains in most part delightful the year around.

#### ADDENDUM

The writer of this study in an endeavor to trace the origin of the word "Cupertino" or "Copertino" thinks it may be of interest to explain the possible derivation and historical background of the current names.

The name used to designate the arroyo by the early Spanish explorers of what is now known as Stevens (formerly Cupertino) Creek was "Arroyo de San Joseph Cupertino."

This arroyo (rivulet) was named after Saint Joseph of Cupertino, C. O. Conv. born at Cupertino, diocese of Nardo June 17, 1603. Family name "Desa." Beatified 1767. Feast Day September 18. Canonized 1767. Authority "Biographical Dictionary of Saints" by Rt. Rev. F. G. Holweck, Page 564.

"Copertino" a present day town in Southern Italy is situated in the heel of the "Italian Boot" in the region of Puglia, Province of Lecce, about 90 miles from Bari and 50 miles from Taranto.

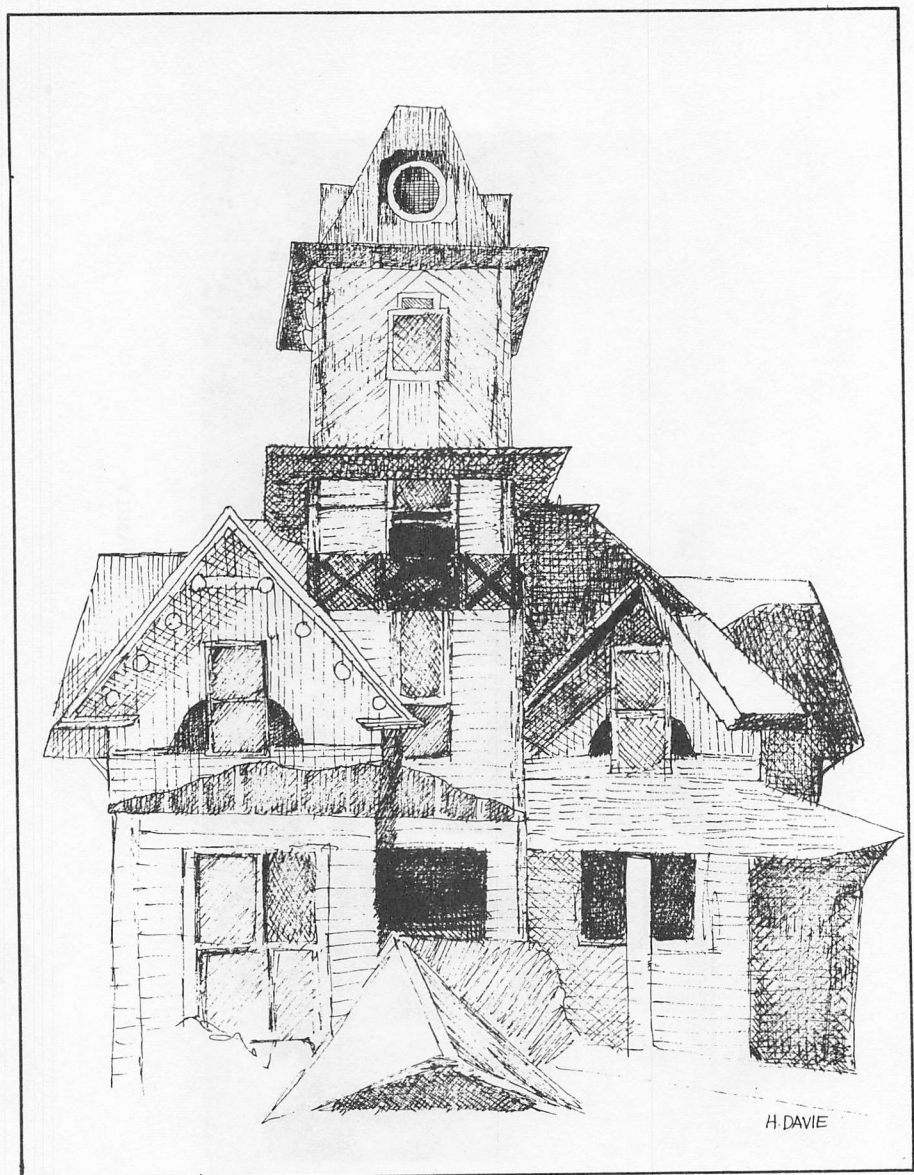


Cupertino  
BOLLINGER HOME



1 THE BOLLINGER FAMILY  
Cupertino Home





PORTAL HOUSE  
Cupertino

## DEATH OF A LANDMARK

By: Edwin Lewis

In "West Side Story", Ralph Rambo and Louis Stocklmeir tell of the discovery and founding of Cupertino. They also mention the early settlers and the seafaring men who settled in the Western area of Santa Clara County between 1880 and 1888. Among these seafaring men was a Captain Portal.

In 1887 Captain Portal acquired forty acres between Blaney Avenue and the present day Wolfe Road. On this property, Captain Portal built a magnificent mansion which stood, a ghostly landmark, off Stevens Creek Boulevard for over seventy years. It was one of the most notable structures in the area, with many of its fixtures imported from Europe and brought around the Horn. Artists came frequently to paint its portrait.

The house and property were purchased by George Yamoaka in 1954 from Mr. and Mrs. Michael Caputo who had owned and lived in it for seventeen years. "We did so many things to fix it up," Mrs. Caputo said sadly, "my husband planted an orchard there, and we fixed up the inside. Finally, with taxes going on up, it just didn't pay to keep it up." (1) The Caputos remained on Portal Avenue, and for the next five years the neglected old house fell to ruin.

In 1959, George Yamoaka sold several acres of the property, including the mansion, to the Rousseau Development Company, and in September of 1959 it was rezoned by the Cupertino City Council for residential building. On October 6, 1959, the old mansion was felled to make way for modernity. A large housing tract stands there today.

Mr. Yamoaka retained approximately four acres of frontage on Stevens Creek Boulevard, and in 1961 the Portal Plaza Shopping Center was constructed by Yamoaka, a local contractor, and named for the original settler, Captain Portal. This thriving shopping center provides jobs for over fifty people.

The Portal Plaza Shopping Center is just one of the many enterprises owned by George Yamoaka. His story, in itself, would be an interesting local study series. He came out of the humiliation of the internment camps during World War II to become one of the most successful businessmen in Santa Clara County.

It is interesting to note that the forty acres he purchased in 1954, cost him approximately \$49,000 dollars; the seventeen acres on the corner of Stevens Creek Boulevard and Wolfe Road were recently sold to Sears Roebuck and Com-

pany for one and a half million dollars. (2) So, very near to the once peaceful estate of Portal, there has been built the largest Sears store west of the Rockie Mountains.

It is unfortunate that this old landmark was not preserved as a museum in order to give people today an idea of what it was like in Cupertino in the 1800's. The famous weathervane, with the initial "P" stamped out, was removed, along with metal grillwork along captain's walk and stained glass windows, by former owner G. Yamoaka. All the rest was lost to the bull-dozer and cables of the wrecking crew.

Mr. John Marduick, a long time resident of Cupertino, remembers the old house and the attempts to preserve it. "Not enough of the right people got behind the effort" (5), he says. Mr. Marduick remembers when this part of the valley was filled with orchards and old landmarks such as Portal House. He tells of the time when his family and the Caputo family farmed and ranched the area around the old house and remembers the stories of Captain Portal and other original settlers, told by "old-timers" who were around in the forties and fifties, and have since passed away. Herein in the value of local history studies such as this: to give people today a small idea of how life was in earlier years on the sites of modern day commercial ventures, such as the Portal Plaza Shopping Center. Even though we have lost many of the old landmarks, we can be thankful for institutions such as the Cupertino Courier which have had the foresight to record history before its landmarks are destroyed in the name of progress. The demise of old landmarks punctuates the recent growth of the Santa Clara Valley.

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## VIII.

### THE MOUNTAIN AREAS

The next three selections, Saratoga, Lexington and Almaden areas represent historical slices from the Mountain and Foothill communities of the valley. These areas form a unique economic and social, plus cultural entity all of their own.

Originally lumber was a major economic factor. With the lumbering operation having started as early as the Spanish period as seen by the Corte Madera land grant of the 1830's. Later during the American period we have the growth of the lumber empire of Charley McKernana along Mt. Charley road in Santa Cruz, where eventually the valley floor developed into light industries and the bedroom communities of the California ranch house suburbia.

The Mountain areas developed economically and had an individual life style of their own. The smaller towns protected by more difficult access often kept a sort of village life, more reminiscent of an earlier age, longer than any other part of the county. There are fast disappearing areas in the mountains where one can still buy a four bedroom house for under \$13,000 and be able to look in any direction without seeing one's neighbors. With the improvement of transportation however, this will shortly be a thing of the past.

The article on Saratoga well illustrates the transition of a foothill community from timber to vineyards to orchards to recreation and finally, in our time, to the growth of suburbia. To a great extent Saratoga retains its little village charm, but as one sees the new building tracts one wonders....

The Lexington and Alma story tells of the death of a village not by a growing suburbia, but as a result of a need for water in the valley. The building of the Lexington Dam results in water skiers and small boats in a thoroughly enjoyable recreation area. One wonders if they realize that several feet under them, in the water, lies a little bit of Santa Clara County history where people were born, lived, worked, and died.

The story of the Almaden Mine is a story of one of the largest and oldest economic ventures in the valley. The mine operation started there over 125 years ago, and is still being carried on. The little villages and communities of Almaden with Spanish Town, the Welsh community, and the Chinese are all gone; however, the mine remains along with a few historic landmarks.

## SARATOGA HISTORY

By: Mary Jane Hoffecker

I have lived in Saratoga now for almost 15 years, just down the road from the area once covered with the apricot and prune orchards of John Cox. Saratoga's population has doubled, almost tripled in that time, and the area, as all towns, has changed. When you grow up with changes, and they're happening all the time, you don't really notice them very much. But then I went away to college; and with each visit home, I felt more and more like a stranger in my own childhood surroundings. Cox Avenue and Prospect Road were once lined with orchards, which have all been replaced with tract homes. The orchard at the end of our street was one of the last to go. When it did, it made me think back on all the changes that have taken place in the community. A community that adapts well to change.

Saratoga has worn three faces. The first was that of a manufacturing town supported by the area's redwood timber and its industries. The second was of agriculture, with vineyards, apricot and prune orchards yielding the most successful products. And the third pace is cultural and creative; one with great charm. I am hoping this one will never be lost.

The first record of activity in the Saratoga area was in 1847. An observant man by the name of William Campbell, saw a great future for a lumber industry once the Mexican War was over. He had learned from his refugee years at Mission Santa Clara that living in adobe homes was like living in a moldy cellar. Americans would want to live in wooden structures and he figures there would be a demand for other buildings, besides homes in this expanding frontier.

Having drawn up plans, Campbell chose as a site for his mill, a spot two-and-one-half miles beyond what would later become the town, or at the present Saratoga Springs picnic grounds. It was then an untouched wilderness area where the Arroyo Quito was covered with tall redwoods.

Manual Alviso was at this time owner of the Rancho Quito, which covered 13,590 acres of the present Saratoga-Cupertino-Campbell area. He had purchased it three years earlier from Jose Noriega and Jose Zenon Fernandez, the original grantees by Governor Juna B. Alvarado on March 6, 1841.

Having respect for the property rights of the Californios, W. Campbell studied Quito's boundaries and made a contract with it's Mexican owner. This pact gave him the right to build a mill and remove timber from the Arroyo Quito Canyon.

Assisted by his two sons, David and Benjamin, Campbell started the slow job of building a water-powered mill. In the late Spring, however, news reached them that gold had been discovered in the Sierra Nevada. David, who had been in charge of the mill project, decided to grab his pick and shovel and head north to gold country. Fortunately, in the fall of 1848, concluding that the future looked brighter in the lumber business, David returned home and the mill was completed. Because of young David's adventures, the Campbells mill was the second in the Santa Clara Valley. Issac Branham and Capt. Julian Hanks, who apparently were not afflicted with gold fever, built the first mill in nearby Arroyo de Los Gatos.

For many years the mill area at Arroyo Quito was known as Campbells Redwoods. The creek, originally known as Quito creek, was renamed Campbells creek; the settlement at the mouth of the canyon was commonly called Campbells Gap. As settlers came into the area, the lumber business flourished. With the added cost of transportation through the wilderness areas, the cost of lumber ran around \$400 per 1000 feet.

Among the settlers to come into the area was Martin McCarty, a clever Irishman and former wagon-master under General Winfield Scott. Martin, realizing that a town would eventually grow in the mill canyon area, filed claim for 230 acres, one-fourth of the land upon which Saratoga now sits. He leased Campbells mill and equipment for two years. Better transportation was needed for the lumber so McCarty built a road up the valley, financing it with \$12,000 from his own savings. At the lower end of the valley he built a toll gate, so that his road would pay for itself. Profits ended when Santa Clara County took over his road one year later.

A need for flour in the Santa Clara-San Jose region prompted William Campbell to set up a successful, though primitive, grist mill at Campbells creek. In 1852 he sold his mill and equipment to his junior partner, William Haun and his brother-in-law, John Whisman. They went on to build an updated grist mill on the flat just above the mouth of the canyon.

Meanwhile, other lumber mills were beginning operations in Campbells redwoods; and on Martin McCarty's land "a pleasant village was growing up at the Tollgate." This new village became McCartyville in 1855, when McCarty first had the area surveyed.

While Tollgate was still in infancy, an open-air, social religious idea came to the community: the camp meeting. It became one of the most influential in California, and provided the pioneers with religious and emotional fulfillment. These meetings later declined as churches grew in the area.

The Sons of Temperance, the community's first fraternal society, was established June 12, 1854, a year after the Tollgate campground was established. The society's main objective was temperance, but it also helped sick members, a service which was desperately needed in this wilderness area. Their first



club house was just a shack, but served as the village center for social, cultural and religious life for years. Also in 1854, the first school was built on present-day Oak Street, the site of Saratoga School. This same year, the first Sunday School was held, with James P. Springer as Superintendent.

With a growing population, flourishing lumber industry, grist mill, public school, church, and fraternal organization, McCartnsville was ready for a post office. It became the sixth in Santa Clara Valley with Levi Millard appointed postmaster.

Though manufacturing had gained an early foothold in McCartysville, there were those who still had a mining fever and attempted to find valuable ores in the canyon. The Campbell Creek Copper Mining Company organized by David and Frank Farwell, proved a failure as did coal mine operations by Elizha Hughes. But a lime kiln one mile south of the village did come to be of some importance. First owned by Martin McCarty, William Haun, and Henry Jarboe, the kiln was sold in 1856 to John Hutchinson. The kiln remained in operation only two years before Hutchinson turned to farming, but during this time the lime produced was used in construction of brick buildings in San Jose and Santa Clara, and also used in the repair of the old mission church.

The community's first successful candidate for state or county office was James P. Springer, a friend of Stephen A. Douglas. He came overland in 1841 with the Bidwell Bartleson party. He spoke and wrote about the wonders of California and brought out several emigrant groups to establish themselves in Saratoga. In 1858, he was elected to the State Assembly. In 1862, another McCartysville man, Charles Maclay (a former Methodist circuit preacher, turned promoter and politician), purchased Hauns' Redwood Mills, which he renamed Bank Mills. In fact, he even changed the community's name from McCartysville to Bank Mills. But this name remained officially only from December 22, 1863 - March 13, 1865.

During the civil war, the town had divided its sympathies and gained a reputation of being a stronghold of Secessionism. Union supporters, concerned with this reputation, voted to change the town's name once again. Because the mineral springs up the canyon had the same chemical contents as the famed Congress Springs of Saratoga, New York, the new name chosen was Saratoga. The post office was changed by the Government on March 13, 1865.

As if the civil war uprisings were not enough, disaster struck the small community in the torrential floods of 1861-62. Then a fire on November 13, 1863, destroyed Bank Mills, the grist mill and the tannery, which was rated as one of the best in the state. But it was not the end of Saratoga's industrial era, not yet anyway.

Despite the problems of the 60's, a new enterprise was being developed that eventually brought international fame to the area. Apparently the news of



the mineral springs had spread. A group of San Francisco millionaires, Darías Ogden Mills, Alvinza Hayward, and several associates purchased the 720 acres on which the springs were located for \$2,000 from its owners, David and Elisha Hughes. They organized a company and began bottling and marketing the water, which became a popular drink along the California coast. Next, they built a hotel, Congress Hall - named after the largest and most luxurious hotel at the New York resort. The spacious hotel was situated on a protected plateau of the mountainside with an awesome view. Shade trees, extensive lawns, rare tropical flowers, good hunting, fishing and a romantic setting enhanced the resort's reputation. On January 29, 1872, Lewis P. Sage and his son bought the entire resort for \$25,000. Under young Sage's management its popularity soared. The Sages' own dairy, orchard and vineyard provided butter, milk, fruits and wine for the hotel. The mineral springs were advertised as a cure-all for all of man's problems and illnesses.

Meanwhile, in the lumber business, the trees were disappearing from the eastern slopes of the Santa Cruz Mountains. It became necessary to extend the toll road in order to bring in lumber from the headwaters of the Pescadero. Under the organization of Maclay, construction was started on the extension of the road from the summit on down to the San Lorenzo River. This would open up even more timber area and would provide a direct route from Saratoga to Santa Cruz and Felton. June 7, 1871, marked the celebrated opening of the road, which came to be known as the Big Tree State Route in 1872.

Development made Saratoga's future look very bright in the early 1870's. The Saratoga Paper Mill opened in the fall of 1868. Then in 1870, a pasteboard mill was set up on the opposite side of the creek. (A few years later under the new management of the Brown Bros., the California Pasteboard Mill outgrew its Saratoga plant. The machinery was shipped to Correlitos, near Watsonville, and the mill was torn down.) However, the Saratogans still ran their paper mill. It's history is one of varied reorganization, leasing and mergers; but it continued to send regular shipments of butchers paper to San Jose daily. On April 15, 1883, in a spectacular fire, both mill and straw stack were completely destroyed. This probably ended forever Saratoga's industrial dreams.

Saratoga's existence had not been tied to any one of these industries. In the 1880's newcomers arrived in Saratoga with the goal of raising fruit. At first there was experimentation to discover what would grow best in the Saratoga soils; by a process of elimination many types of fruit trees disappeared. The cinderella of the grove turned out to be the French prune, started by Louis Pellier. With the first harvests came the marketing problem, which was soon solved by Captain William Warren and Albert Van Fleet, owners of the area's first two driers and evaporators. These driers provided employment for the local women and children during the summer months. Experience proved that dried fruit brought good prices. Included among the well known dryer and packing plants were: the Warren Dried Fruit Dryer and Packing Plant, Russell's, Hoggs, McGuires, Gordons, Bells, Glen Una, Saratoga Packing Plant, Van Fleet and Soros. Many of these names were popular throughout the country.

Among the pioneers in Saratoga fruit-growing were Ebenezer Cunningham, John Cox and Vince Garrod, who devoted many years to the betterment of farm life. Glen-Una, a model self-sufficient farm brought fame and distinction to Saratoga.

To obtain the greatest financial gains the wine grower had to convert his grapes to wine. In the 1880's, when wineries were said to be as plentiful as modern supermarkets, the old stone Bank Mills building was remodelled into a winery by the Saratoga Wine Co. They used the huge water wheels along the Saratoga Creek for power. After the turn of the century, however, the stone mill was once again idle, and in 1906 it became Saratoga's worst Earthquake casualty. Paul Mason, the leading wine producer of the area, had the stones carried to his properties for use in his famous stone buildings.

By the turn of the century, the lumber industry was on it's decline and with it ended Saratoga's Industrial Era. Fruit growing was now the dominant activity.

The foothills at Saratoga produce fruit of very excellent flavor. As a rule the crops are not as large as are secured in the valley, but the fruit is remarkable for its firmness and flavor. Prunes and apricots, particularly thrive. In the higher altitudes, where the elevation and heavy forests bring about a lower temperature, apples and cherries reach their greatest development. Saratoga is one of the best cultivated sections in the country. New orchards are being planted, and every year the vineyards reach further up onto the hillsides. The equable temperature, the beauty of the scenery and the fertility of the soil makes it an attractive locality.

This article from the San Jose Mercury of 1895, points out that the same factors of climate and location that favored agriculture also made the town desirable to many visitors. Congress Hall had taken on the reputation as a health spa and resort. With the building of the Interurban Electric Railroad, 1903 promised to be a most profitable year, but on June 15, 1903, the hotel and annex were destroyed in a fire. Many people believed the hotel would be rebuilt. Instead, only a combined restaurant and clubhouse were set-up for social activities.

Also at the turn of the century the traditional Blossom Festival was started. Saratoga shared its spectacle of mile upon mile of orchards in springtime bloom. The idea was originated by Reverend Edwin Sidney "Everlasting Sunshine" Williams in 1899, following the welcome end of two years of disasterous drought in California. It was a celebration of Thanksgiving. The first festival was held March 20, 1900, and the custom was continued in the community for many years.

In addition to Congress Springs and the Blossom Festival, there appeared other resorts and attractions, such as the Toyon Lodge, Saratoga Inn, and Nippon

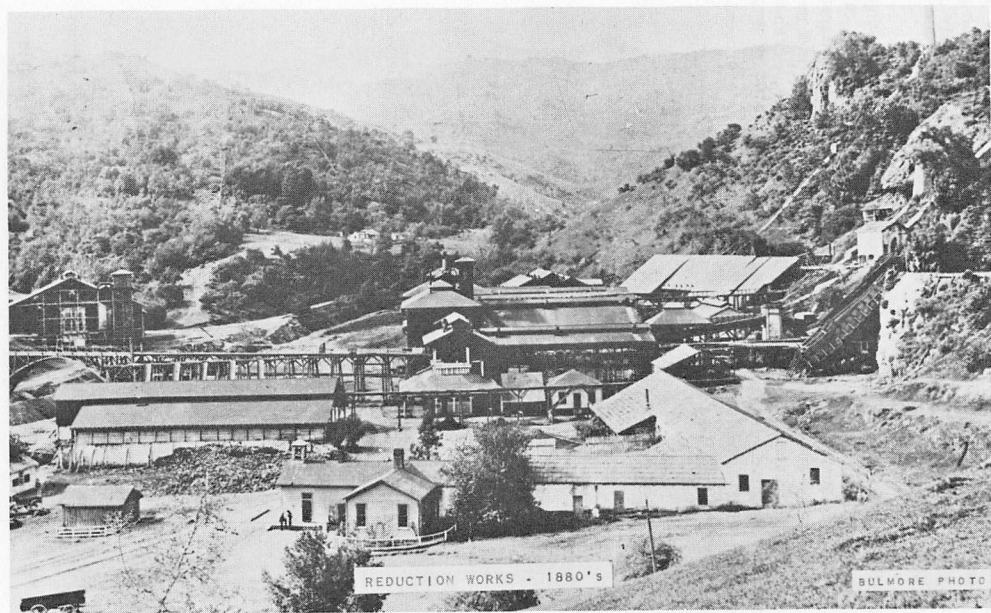
Nurma. The Electric interurban line now looped through the valley and was able to transfer vacationers from miles around directly to Saratoga.

With the vacationers came the public figures, writers, poets and artists. Among them was the late Senator James Phelan, who settled his palatial estate, Montalvo in 1917. Today the Villa Montalvo is a cultural center for the entire area. Even those not interested in art will be enchanted by the beauty of it's surrounding gardens.

With the onset of World War II, the popularity of Congress Springs and of the Blossom Festival waned. However, the creative traditions and cultural attitudes of the community have not faded. This spirit is reflected in Saratoga's multitude of antique and specialty shops, which give the town a distinct personality. I guess this is what most enchants me about Saratoga today: even though the trend towards replacing orchards with houses seems to be here to stay, the town itself retains that "small-town feeling." This is Saratoga's present face and I hope she never loses it.

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## RED DUST TO QUICKSILVER

By. Francis Christensen

In 1845 a fabulous cinnabar deposit was discovered at what would become the New Almaden Mines. The Spanish word Almaden means "the mine." Prior to this time, there was only one known Quicksilver mine in the world. The discovery of Quicksilver in California created a rival which would soon surpass that great mine of La Mancha in Spain. The New Almaden was so rich in ore that it broke the monopoly of the English banking house of Rothschild, which controlled its rival in Spain. The New Almaden Mine was also the first mine to be registered in California.

The early population of the Santa Clara Valley were scattered Indians named by the exploring Spaniard as Olhones or Costanoans. They were of average build, black-haired, of medium-dark skin; and, compared to tribes further south, they were mild-mannered and seemed inferior in intelligence. The dyes which they used for decorative purposes were limited, and derived from natural sources. One special color was vermillion, which was obtained from a secret place in the hills, known only to the local Indians. Later it would be learned that the source of this dye was actually cinnabar, the ore of quicksilver.

Secundino Robles is believed to be the first Californian to discover the location of the red rock which contained the natural red dye used by the local Indians. However, lacking knowledge about minerals or methods of identifying ore, he failed to recognize the nature of the rock. He did mention his "find" to Sunol and Luis Chabolla.

In the year 1824, Sunol and Chabolla entered the area, pulverized much of the red rock in hopes of finding a rich ore. They also were unknowledgeable in the field of minerals and gave up. Little did they know that the rock they had been working with was high grade Quicksilver ore.

In 1845 a Captain in the Mexican military, Andres Castellero, came to visit northern California. He rested at Mission Santa Clara and visited with Father Joseph Maria del Real. Castellero had received training in geology, chemistry, and metallurgy at the College of Mines in Mexico City. He was greatly attracted by the vermillion coloring used by the Indians and seen on parts of the Santa Clara Mission. Castellero examined available rock samples, which reminded him very much of the ore he had seen at the quicksilver mines in Spain. He became convinced that he was dealing with cinnabar, the ore of mercury, or quicksilver. In the fall of 1845, Andres Castellero registered a claim to the site of New Almaden. Within a month, he was granted a certificate of possession. However, lack of finances, equipment and supplies presented problems for Castellero; and he journeyed to Mexico to seek help from the Mexican Government.

While Castellero sought assistance from the government in Mexico, conflict between the U.S. and Mexico mounted. When hostilities reupted into war, Castellero's hopes of returning to his mine were ended. In 1846 he sold out to the Barron, Forbes and Co. of Tepic, Mexico, an English firm. The original name given to the mine by Castellero (Santa Clara) was changed to New Almaden.

After the Mexican Territory of Alta California was conquered by North Americans, there were some fears that the area might eventually revert to Mexico. Consequently, peoples of other countries were encouraged to settle the land; Mexicans were generally discouraged from settling. However, the subsequent discovery of gold in California brought so many new settlers into the territory that thereafter there was small reason to fear it would ever again belong to Mexico. The majority of Mexicans who were in California in 1848 were native Californians, and became citizens of the U.S. by the treaty of Guadalupe Hidalgo (unless they individually rejected the opportunity).

There became a need for people who would work the New Almaden mines for wages. The North American would rather mine "on his own hook" and take the chance of discovering gold for himself. Thus laborers were recruited from among the available Mexicans, Chileans and Peruvians. They usually did the manual labor while the Americans became specialists in handling machinery and equipment. The Mexicans also hauled supplies such as water and stove wood; this task was most frequently done by young Mexican boys with the help of their mules. Some of the rancheros in California saw the possible profits that could be obtained by supplying the miners. Whenever trouble broke out in the area of the mines, the Mexican usually lost his goods, as the Americans were quick to take advantage of their social position. The majority of the mule drivers, however, remained Mexican, as they were skilled from years of experience.

The Mexican population increased as time went on and "Spanish Town", as it was known by non-Spanish speaking people, flourished on mine hill areas.

The daily life in the Mexican camp was typically expressed in the customs and traditions of native Mexico. They were an easygoing type of people who saw little excitement of variation in their daily life with exception of special religious or political celebrations. One special day however was a big event which happened on the last day of the month. This was pay day, which brought music, singing and drinking - as well as visiting *Senoritas* from San Jose just twelve miles away.

A better understanding of these folk would be to contrast them with the English speaking camp, many of whom in the latter 1800's were Cornish miners. "Whenever a party came to visit the mines a custom was to pass a bottle of whiskey among the men. The Cornish men drank in a hearty, unconstrained fashion enough, but, each Mexican, before raising the bottle to his lips, turned to the women of the party with a grave inclination and a Buena Salud, *Senoras*." ... "Crudeness of voice or manner is almost unknown among them," so noted one observer of the time.

By 1899 ore production was not great enough to warrant the working of Almaden with any real hope for further success. "As the new century approached, borrasca was slowly descending upon the working of Mine Hill. Borrasca was a common term in many mining camps and signified the reckoning day when paydirt became harder to find. The rich ore of the Cinnabar Hills had run its course." (5:107)

The future of the Mexican population at the mine was to be similar to that of Andres Castellero. They also were forced by circumstances to leave the Almaden, never to return.

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4. A. C. Innis, Almaden Fifty Years Ago. 1945
5. Milton Lanyon & Laurence Bulmore, Cinnabar Hills, The Quicksilver Days of New Almaden. 1967



## LEXINGTON AND ALMA

By: William F. Williams

Nearly 125 years ago, Zachariah Jones first arrived near the site of the village of Lexington. Known as "Buffalo Jones" (because of his looks and his speech) he was one of the first Americans to set foot in the Santa Cruz Mountains.

No one knows where "Buffalo Jones" came from; it is a mystery where he went after the area became crowded. Not bothering to take up homesteading, he "squatted" on all available territory and laid claim to all the trees in sight. In 1852 he built a small sawmill; but because of legal entanglements regarding the property (on which Jones had "squatted"), his mill slowly died out and he left the area.

"Just when Jones' Mill became Lexington is not clear, but it was not long after California was admitted to the Union, that the place began to be noticed as one of the booming communities of Santa Clara County." (1) By 1867 Lexington was one of the county's most active centers of commerce, while Forbes' Mill, soon to become Los Gatos, was a place one had to go through to get to Lexington. In 1867, the Pacific Coast Business Directory listed the following businesses in Lexington:

"George N. Adams, pipe manufacturer (Redwood pipe used  
at the mines at Guadalupe and Almaden)  
Wm. H. Elledge and Seanor, blacksmiths  
S. H. and J. W. Chase, lumber dealers  
W. Scott Hall, wheelwright  
J. W. Lyndon, lumber and groceries  
Issac E. Paddock, blacksmith, hotel keeper, and postmaster  
The Santa Clara Petroleum Company"

There were also eight mills in 1867. John McMillen operated two, the Moody brothers each operated one, S.H. and J.W. Chase, Martin Cover and brother, William P. Dougherty, and C. Thomas all operated one. All of these mills were run by the water from the main streams that ran into the Lexington area, excepting those owned by E. Fremont and the Moodys, which were run by steam.

Just where Lexington got its name is almost pure legend. It is speculated that John Logan, who moved from Lexington, Kentucky in the early fifties, may have named it. A conflicting account has it that J. P. Henning named it after his home town of Lexington, Missouri.

By the late 1860's Lexington had become a very important city. So of course, when Mr. Holiday started the San Jose-Santa Cruz stage coach run in 1865, Lexington became a major stop. Charley Parkhurst, an extremely ugly, cold, and unfriendly person, was noted as the best stage driver in Lexington. When Charley pulled up "with a beautifully equipped twenty passenger Concord coach drawn by six mustangs...it was an inspiring scene." No one suspected for a moment that "he" was a woman. The fact was discovered after "his" death. (2) Sidney Conover was another stage driver in Lexington. Although he was not as qualified a driver, he had an advantage over Charley, in that he looked much better. But, because of numerous holdups, Sid stayed only for a few years as Lexington stage coach driver. He then decided to go to work for W. J. Counce's Monterey to Frisco stage line in order to avoid getting his head shot off.

As the town of Lexington grew, so did the crime and violence. William P. Renowden and Archie McIntyre were cold-bloodedly murdered on the outskirts of Lexington. On March 10, 1883, the San Jose News reported, "Flames from the little mountain cabin on the Dougherty Mill Road attracted several residents of the region to the scene early Tuesday morning." Renowden and McIntyre were found shot full of holes and partially burned. An investigation of the "McIntyre-Renowden murder" was launched at once. L. L. Majors a saloon keeper, "implicated one Joseph Jewell, " as the murderer. It was later found that L. L. Majors had given Jewell a gun and a Flask of whiskey to steal a large sum of money which was hidden in the cabin. After the trial, Jewell was hung at San Quentin (November 30, 1883). L. L. Majors met his death in a prison break at Folsom.

While Lexington was at its high point a more quiet, but nonetheless significant, community was springing up a mile to the south. In the 1860's, Lysander Collins, his wife, Elisa Taylor, and their five-year-old son, Joseph, came to California to make their fortune. His first summer in California, Collins worked for Mr. Howe, who owned a mill above Lexington. In 1862, he bought lumber from the Howe Mill and built a home, which included a saloon, hotel, and dining room all rolled into one. His home was the first important structure in the town of Alma. It stood two stories high, with four upstairs bedrooms, and the saloon, kitchen, and other bedrooms on the ground floor. Louis Hebard, a New York carpenter who came to California during the Gold Rush, built a little one room school house near the Collins' home. Thus, the town that was to become Alma started to grow. The first real boost came in 1872 when the Lexington post office was re-established in Collins' home. The post office had previously been located in the same building as the saloon, and the church-going people were forced to pass through the bar-room of the Lexington saloon when they wanted to go to the post office. Many people complained, so the post office was re-established. Patchen, a postal inspector, dubbed the Collins' home (which now included the new post office) Alma, thus giving a name to the new town. (3)

As Alma grew, Lexington suffered. For three decades over thirty mills had been changing the landscape from towering Redwoods to a thicket of shrubs and rocky gullies carved by erosion. By the 1880's, the lumber business in Lex-

ington started to die out. Also, when the Southern Pacific Railroad by-passed Lexington, stopping only at Alma, Lexington seemed headed for disaster. Alma became an agricultural center, which produced mainly grapes, apricots and other fruits. Over eight hundred tons of grapes alone were shipped from Alma by railroad in 1894.

By 1890 Alma consisted of a store (owned by John Stewart), a blacksmith (John Floyd), a shoeshop (John Herlinger), a hotel, two saloons, and about ten homes. Gabriel Beal was self-elected as the first mayor of Alma in 1890.

Alma hit its high point around 1904. After the 1906 earthquake, which killed one person and collapsed two buildings, Alma started a downward tread. There were many reasons for this decline. Alma was a small town with no big industries other than the grape industry, and the land wasn't yielding enough grapes to keep all the farms going. Another reason for the downfall was the business competition: in 1904 there were twelve saloons, but by 1906 there were just plainly not enough people to keep twelve saloons going. However Alma did not disappear completely, because it became a popular picnic spot. Since the highway went through it, many people stopped to have a picnic on the lovely hills surrounding Alma.

A large estate was located near Alma. Captain Harry Knowles bought up forty-nine acres, and built a beautiful home. In 1894 James L. Flood, son of the "bonanza king" bought the land from Knowles. By 1906 the estate consisted of more than eight hundred acres, which had been developed at a cost of over a million dollars. When Flood died in 1906, the estate had a value of \$5,500,000. (4) The estate then passed into the hands of Dr. Harry L. Travis. When Dr. Travis died on July 19, 1931, he had acquired two thousand acres, erected new buildings and employed a staff of 25 to 100 servants. However, with the death of Dr. Travis, and the depression underway, Alma almost hit total disaster. By 1933 almost all the farmers had sold out, or gone broke. The Southern Pacific Railroad had stopped going through Alma, and the Santa Cruz Road (Highway 17) had been re-routed around Alma.

After 1934, Alma was home for about two hundred people, most of whom held jobs outside of the town, working for the few rich people who had summer homes in the area. For practical purposes, Alma was dead.

In 1940 the town contained a one-room combined school, cafe, bar (owned by Jimmy Welter, once a boxing referee), a grocery store (owned by George Osmer), a post office, a filling station and car garage, and six small homes. By 1952, Alma had neither grown nor expanded. It still had the same school, cafe shop, bar (now owned by Ben Blankenship), grocery store (now owned by Mr. and Mrs. Ellis Green), one-room post office (run by Mary Feehan), filling station, car garage, and six small homes.

In 1951 Reginald C. Parry, President of the Board of Directors of the Santa Clara Valley Water Conservation District proposed the construction of a dam to be located at the north end of the Lexington Valley, above Los Gatos. Early in 1952 the proposal was voted upon by the cities that would most benefit from the water: Campbell, Los Gatos, Willow Glen, and parts of South San Jose. The bill passed and the planning for the construction of the dam began. In August, 1952, the San Jose Mercury headlines read: "LAST DAYS OF ALMA--IT DIES AUGUST 31!" And that is exactly what happened. Buildings in Alma and Lexington were torn down; landlords were paid for their property and told to leave or move to higher ground. Within four months a 190 foot dam was built, and by the time the winter rains came in 1953, a four-and-one-half mile lake had formed over Alma and Lexington.

The Lexington Dam covered a city that produced more than its share of great and important people, including: Violinist Yehudi Menuhin who now lives above the dam; Victor Lockheed of the aircraft family; Artists Gerge Dennison and Frank Ingerson; and singer Emma Eames. The dam also covered the two largest madrone trees in the world, which had stood in Alma.

Lexington Dam is now the home of the San Jose Water Company, and a recreation area for waterskiiers, swimmers, and picnics. It is a little sad that most of the people who use the lake know nothing of the two towns that were once below it.

- (1) San Jose Mercury Herald
  - (a) June 17, 1934
  - (b) June 24, 1934
  - (c) July 1, 1934
  - (d) July 8, 1934
  - (e) July 15, 1934
  - (f) July 22, 1934
- (2) San Jose Mercury
  - (a) August 15, 1952
- (3) Los Gatos Times
  - (a) September 13, 1960
- (4) Interview with Mrs. Beatty on:
  - (a) April 18, 1971
  - (b) May 3, 1971

Important Events: Spanish Period

- 1769 The first Europeans enter Santa Clara Valley: the expedition of Don Gaspar de Portola.
- 1776 Don Juan Bautista de Anza leads an expedition of settlers into the Bay Area. Led by Anza's second in command, Moraga, Mission Delores is founded.
- 1777 Founding of Mission Santa Clara.  
Pueblo de San Jose founded as an agricultural settlement.
- 1795 California's first school established in San Jose--with compulsory attendance for children 7 to 10 years old.
- 1797 First Mass celebrated at Mission San Jose.  
Pueblo de San Jose moved to its third and final location
- 1802 First large private land grant in the Santa Clara Valley--to Mariano Castro
- 1814-16 "Foreigners" arrive: John Gilroy (1814), Thomas Doak (1816), and Robert Livermore (1816)
- 1822 Mexican Independence: end of the "Spanish Period"

Important Events: Mexican Period

- 1824 Colonization Law encourages settlement of upper California.
- 1833-34 Mexican Congress secularizes mission lands, which became available for land grants in the valley
- 1841-45 American emigration increases: arrival of overland parties, including the Murphy-Stevens party.
- 1845 Discovery of quicksilver at New Almaden
- 1846 Bear Flag Revolt: Americans assert control of the area

Important Events: American Period

- 1848 Gold Rush begins; San Jose is virtually emptied of men (even the jailor heads for the hills, taking his wards with him)
- 1847-48 William Campbell builds his mill ("Campbell's Redwoods")
- 1849 San Jose becomes the Capitol of California

- 1849-50 City of Alviso is laid out as a land venture
- 1850 Pueblo de San Jose incorporated as the City of San Jose
- 1850 Martin Murphy settles in the Santa Clara Valley.  
(Murphy's Station becomes Sunnyvale in 1912)
- 1851 State Capitol moved from San Jose to Vallejo
- 1851 College of Santa Clara is opened -- first institution of  
higher learning in the Bay Area
- 1854 Discovery of artesian water in San Jose and its vicinity  
(This stimulated new agricultural ventures in the valley.)
- 1855 McCartysville surveyed (Later becomes Saratoga)
- 1861 The "Settlers' War" -- over disputed land claims
- 1864 Completion of the San Francisco and San Jose Rail Road
- 1867 Santa Clara Valley begins fruit shipping, around the Horn
- 1871 Beginning of the Valley's canning industry by James Dawson
- 1885 Leland Stanford endows Stanford University; the University  
opens in 1891
- 1887 University Park is laid out; soon renamed Palo Alto
- 1899 Closing of the New Almaden Mine
- 1900 The Town of Cupertino gets its name
- 1907 Town of Los Altos laid out
- 1925 Mayfield is annexed by Palo Alto