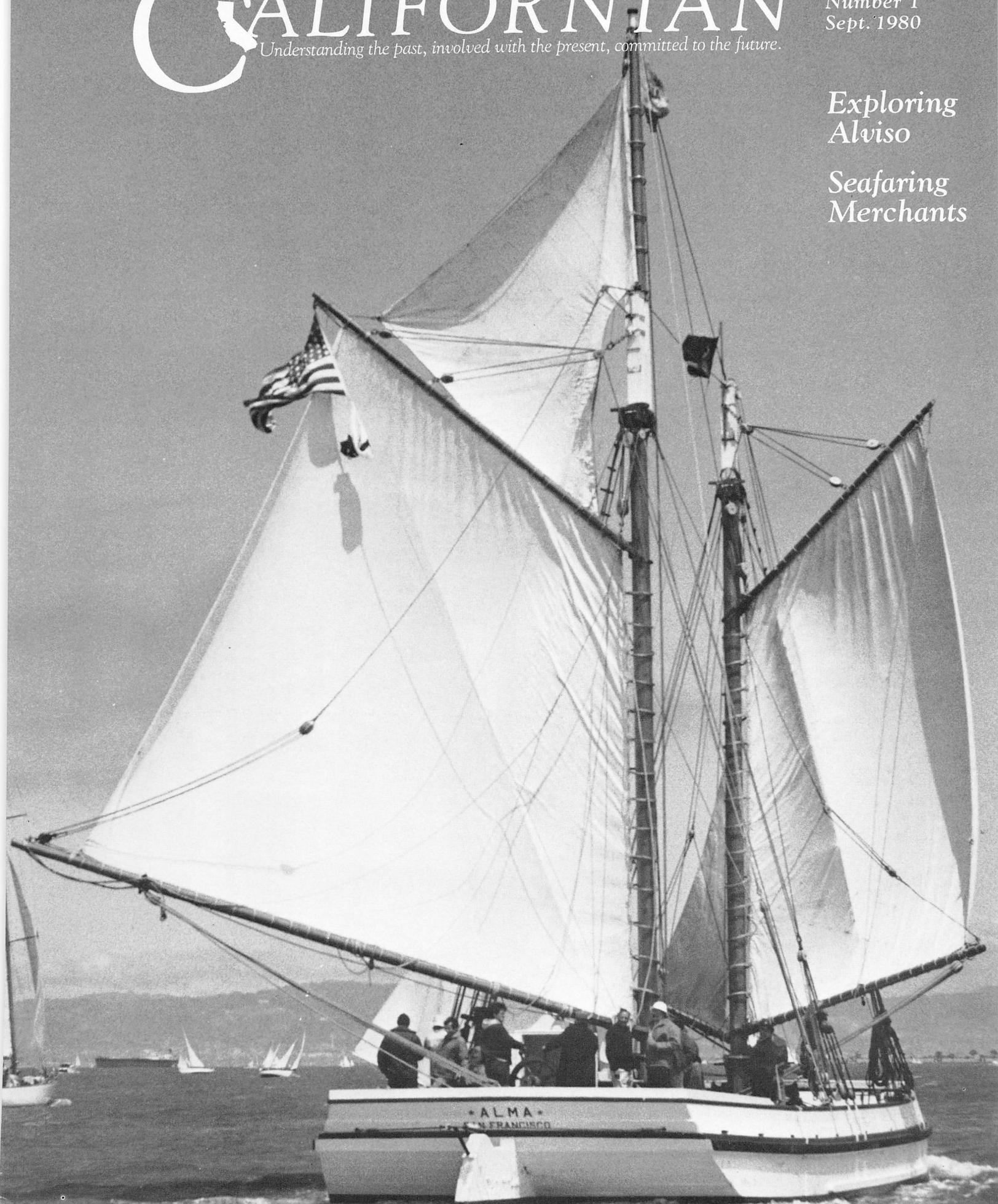


The **CALIFORNIAN**
Understanding the past, involved with the present, committed to the future.

Volume 2
Number 1
Sept. 1980

*Exploring
Alviso*

*Seafaring
Merchants*



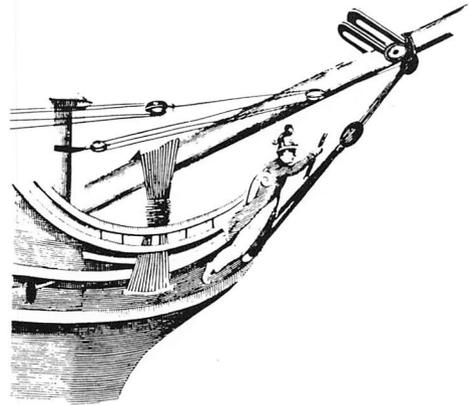
EXHIBITS

Seafaring-Merchants Sept. 29—Dec.19

Early shipping by sail and steam connected the bay to the world and became a lifeline for community growth

If you have ever dreamt of the romantic days of the three-masted schooners with their billowing sails against the wind, then feature exhibit *Seafaring Merchants: Purveyors of Bay Commerce*, is for you. It tells the story of the San Francisco Bay Area's era of maritime glory. Beginning with the Gold Rush, when ships were a major means of reaching California, the exhibit will tell the story of great whaling fleets and the ships that plied the bay and rivers up to the first decades of this century, carrying grain, lumber and passengers.

In keeping with the History Center's philosophy of student involvement with the production of exhibits, *Seafaring Merchants*, was researched by David Hull's Spring 1980 class in Maritime History. Artifacts from the S.F. National Maritime Museum, were located by Hull's students, with assistance from Ted Cohen's Spring Quarter Museology class. These artifacts include actual parts of ships; anchors, tiller wheels and name boards as well as representations



of the ships in paintings and models. Artifacts that reflect the daily lives of the men who sailed these ships include ship's logs, tools, clothing and a display of sailor's knots. Cohen's class used this exhibit as a practicum in exhibit design. Their ideas, recorded in models that they made, were used in the final design which Cohen and his class, as volunteers, helped to set up.

Cover photo: Built to handle bulk cargo, brick, coal sand or hay, the unpretentious, practical 'Alma' is the last remaining San Francisco Bay scow schooner.

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David Rickman is seen hanging the CHC Opulent Era exhibit in the Sunnyvale public library. Head librarian, Mary Jo Di Muccio, sees the exhibit as a great way to bring local history to a public who normally wouldn't go to a museum. The CHC California Indian exhibit will

rotate to the Saratoga Community Library children's section this Fall. The rotating exhibits are offered as a community service and are only made possible through your membership in the CHC Foundation.

Saturday, September 27

Seafaring Merchants V.I.P. Preview of Exhibit and day on the Bay Bus tour to S.F. Maritime Park, gourmet brunch (donated by members and guests) on the historic Sausalito ferry the Eureka, guided tour of Maritime Park with commentaries by Ted Hinckley, Walt Warren, David Hull. Cost \$10 for members, \$15 for guests. Space limited. Phone for advance reservations. 996-4712.

Monday, September 29

Exhibit Seafaring Merchants-Purveyors of Bay Commerce opens to Public Rare collection of scrimshaw, ships logs, models...on loan from the S.F. Maritime Museum.

Friday, October 3

Free Film Festival Features Maritime Lore Visit the exhibit and view classic documentaries from 7:30 - 9:00pm: *Ship Ahoy: Voyage of the East Coast Four Mast Schooner, Sally Wren* (1928); *Hunting the Sperm Whale Aboard the Brid Viola* (1916); *Around the Horn in a Square Rigger; Saga of the Balclutha*.

Cupertino's Anniversary Celebration

Luncheon / Lectures 12 noon, Trianon
\$5.00 Reserve seats before October 1
by calling 996-4712

Monday, October 6

Pioneer Farmers and Merchants A tribute to early farm families Co-hosts: Kiwanis, Cupertino

Wednesday, October 8

20th Century Technological Explosion Panel discussion of current forms of high technology and products being manufactured in the city. Co-hosts: Rotary, Cupertino

Friday, October 10

21st Century-Directions and Concerns What do we see ahead for transit, pollution, real estate, education...? Co-hosts: League of Women Voters and American Association of University Women-Cupertino / Sunnyvale Chapters



Tuesday, November 4
Election Day - Please Vote

Saturday, December 13

Gala Holiday Party-Villa Montalvo Co-sponsored with Montalvo Center for the Arts, the festive evening is planned for members and guests. Built in 1912, by former U.S. Senator and San Francisco Mayor James D. Phelan, the 175 acre setting for the party was willed to the public as an art gallery and cultural center in 1930.



Tuesday, December 16

Scandinavian Lucia Fest Traditional holiday festival of light and hope presented in the Trianon by students of the Scandinavians in California class. 7:30 - 9:30pm. Public invited.

Other Bay Area and Community Featured Events

National Maritime Museum, San Francisco presents **Festival of the Sea**. Three days at aquatic park filled with stage presentations of old sea ballads, workshops on dance -jigs, reels, hornpipes, films and lectures. Aug. 30, 31, Sept. 1.

City of Cupertino - Silver Anniversary Celebration October 4 - 12 Week-long activities commences with a Tournament of Bands Parade

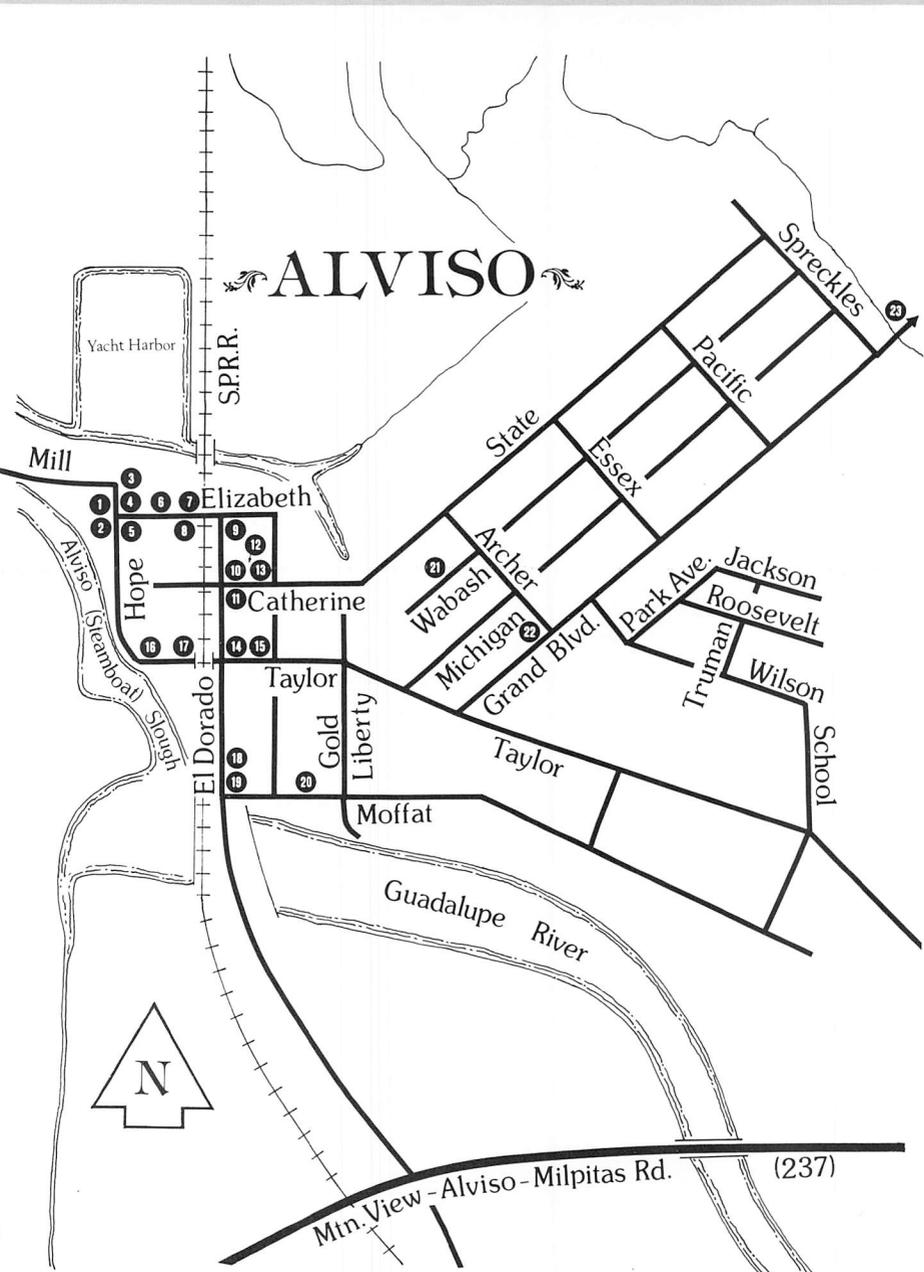
and culminates with a Time Capsule ceremony and an Anniversary Dinner.

Maritime Conference-San Jose State University — Nov. 8. Day-long workshops featuring topic areas: Maritime Administration, West Coast Shipping, Maritime Genealogical Roots and Pacific Ports from Baja to Skagway.

Legendary Alviso

Through community support and interest, Alviso is experiencing a rebirth. Walking tours and the establishment of the Environment Education Center are drawing tourists back to this ancient seaport once again.

Once the busiest seaport and major shipping center of the south end of San Francisco Bay, Alviso now clings to its perch on a sinking terrain and dreams of past glories. With the founding of Mission Santa Clara, **padres** and **rancheros** loaded their cowhides and tallow on barges in Alviso and headed for larger ships at Yerba Buena. With the coming of the Americans and the growth of the **pueblo** at San Jose, more activity was added to this



Map Key

1. Bayside Canning Company (1906-1936). Founded by Thomas Foon Chew and by 1920 became the third largest cannery in the country. His father, Yen Chew operated a small cannery before the turn of the century packing only tomatoes.
2. John Jacob Ortley's Union Warehouse built circa 1860. Later used as a cold storage plant and refrigeration plant by Bayside Canning Company.
3. Site of thirty cottages providing housing for cannery employees.
4. "China Camp", cook house and dormitory for single Chinese cannery workers. It has been remodeled by owner Bob Gross who uses the second floor as his office. First floor is a supply house for marine hardware and supplies. Mudflat refuge.
5. Bayside Cannery Office from 1906-1936. Today owned by Gresham Realty.
6. Tilden-Laine Residence built in 1887 by Susan Ortley Tilden. This Victorian residence is a blend of 'Italianate' and 'Eastlake strip or stick' styles.
7. Laine's Groceries. Formerly Tilden's store during the 1870's. Later served as a saloon and dance hall.
8. Marina Seafood Restaurant. Originally J.J. Pipe's Alviso Hotel built around 1905. Extensively remodeled, it survives as the last of six hotels.
9. South Pacific Coast Railroad station built between 1878-1880. Now a private residence.
10. R. Trevy & Co. store (1897-1840) site. Robert Trevy was an Alviso merchant.
11. Trevy residence built circa 1900. Later home of Alice Huxham, police judge. Her grandfather, Miles Hollister for whom the city of Hollister was named, came to Alviso in 1890.

bustling community. Chester Lyman surveyed the town in 1849-50 naming it Alviso after an early settler. Later it was incorporated by California's first American governor, Peter Burnett, in 1852.

From 1849 to 1864 steamboating was the preferred way of moving both goods and people in northern California. Lumber, quicksilver, flour, grain, fruits and vegetables were shipped from its docks lining Steamboat Slough (Alviso Slough). In 1851 two million board feet of lumber was shipped from here. Boats had a regular run from San Francisco to Alviso with the steamboat **Sacramento** the first to ply the bay regularly in 1849. Later the ill-fated **Jenny Lind, Firefly, Salodina**, and other schooners were added to the route. Many a California **politico** of that period made his way to the source of law and jobs by boat to Alviso and then on by stagecoach to San Jose.

12. La Monge residence originally built in the 1890's. Remodeled in 1904 to serve as a boarding house for P.G. & E. employees.

13. Alleged John O. Martin residence built circa 1860. Martin, a native of Scotland, came to Alviso in 1853.

14. Site of former residence of Thomas Foon Chew. Later his son, Charles, occupied the house.

15. San Jose Branch Library constructed in the 1920's and once used as the town hall.

16. South Bay Yacht Club organized in 1896. Clubhouse built in 1906 and has been in continuous use for meetings and social events.

17. Chinese Casino dating back to the 1930's.

18. Wade residence. Pre-cut lumber brought from New England by Ship and reconstructed in 1851.

19. Wade Warehouse constructed in the late 1860's. Stored huge volumes of grain shipped from Alviso to San Francisco. Later occupied by Wells Fargo Company.

20. Two palm trees mark site where Alviso Grammar School stood from 1900-1968.

21. Site of San Jose Watch Factory (1891-1893). Company went bankrupt and equipment sold to a Japanese firm which manufactured watches inscribed 'San Jose Watch Factory California'. Building was dismantled in the mid 1920's.

22. "New Chicago" Subdivision, a dream city episode, in 1891 which actually never got off the drawing board although many of the lots were sold.

23. Environmental Education Center serves schools and Educational groups as a site for outdoor investigations of the Bay environment. Alviso is part of the San Francisco Bay National Wildlife Refuge.

Unfortunately the death knell came with the completion of the San Francisco-San Jose Railroad in 1864 which by-passed Alviso and virtually pushed it into oblivion. It was quicker and more practical to ship by rail.

But not ready to surrender, the San Jose Watch Factory and a booming 'New Chicago' sub-division came into the area in 1891 with high promise of a future manufacturing center. P.H. Wheeler, developer of both projects, envisioned Alviso as a great city. The land development deal was a fiasco and the San Jose Watch Factory went into bankruptcy.

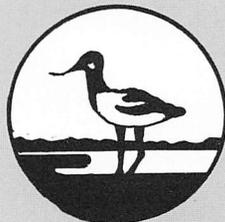
After the turn of the century Alviso was again on the upswing. Enterprising Thomas Foon Chew opened his successful Bayside Canning Company in 1906 and by 1920 it was the third largest cannery in the United States. It not only brought new life to the town but its character was greatly changed. Chew's untimely death in 1931 followed by the decline of the cannery terminated the plant by 1936.

Alviso has indeed had its problems. During the 1920's and 1930's notoriety plagued Alviso with its saloons, Filipino taxi-dance halls and its flourishing gambling casinos which resulted in a Grand Jury investigation. Throughout its history, flooding added to Alviso's problems and was sometimes referred to as 'Little Venice'. A levee was built in 1933 but it was inadequate so the W.P.A. came in to build high, strong dikes.

Yet the tiny community survived and Alviso now seems to be on the eve of another surge for its proper recognition. A county marina was completed in 1966 and Alviso annexed to San Jose with a vote of 189-180 in 1968. The South Bay Yacht Club, organized in 1896, continues to function and its clubhouse, built in 1906, is in continuous use. Alviso is now on a historic district on the National Register of Historic Places and the Department of Interior has included it in its 23,000 acre San Francisco Bay National Wildlife Refuge and constructed an Environmental Education Center on Grand Boulevard. ↘

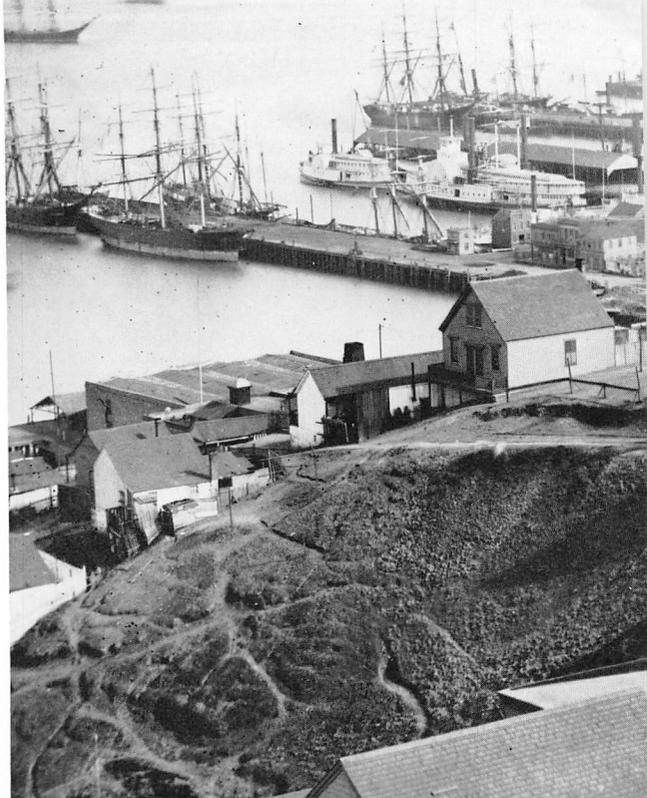
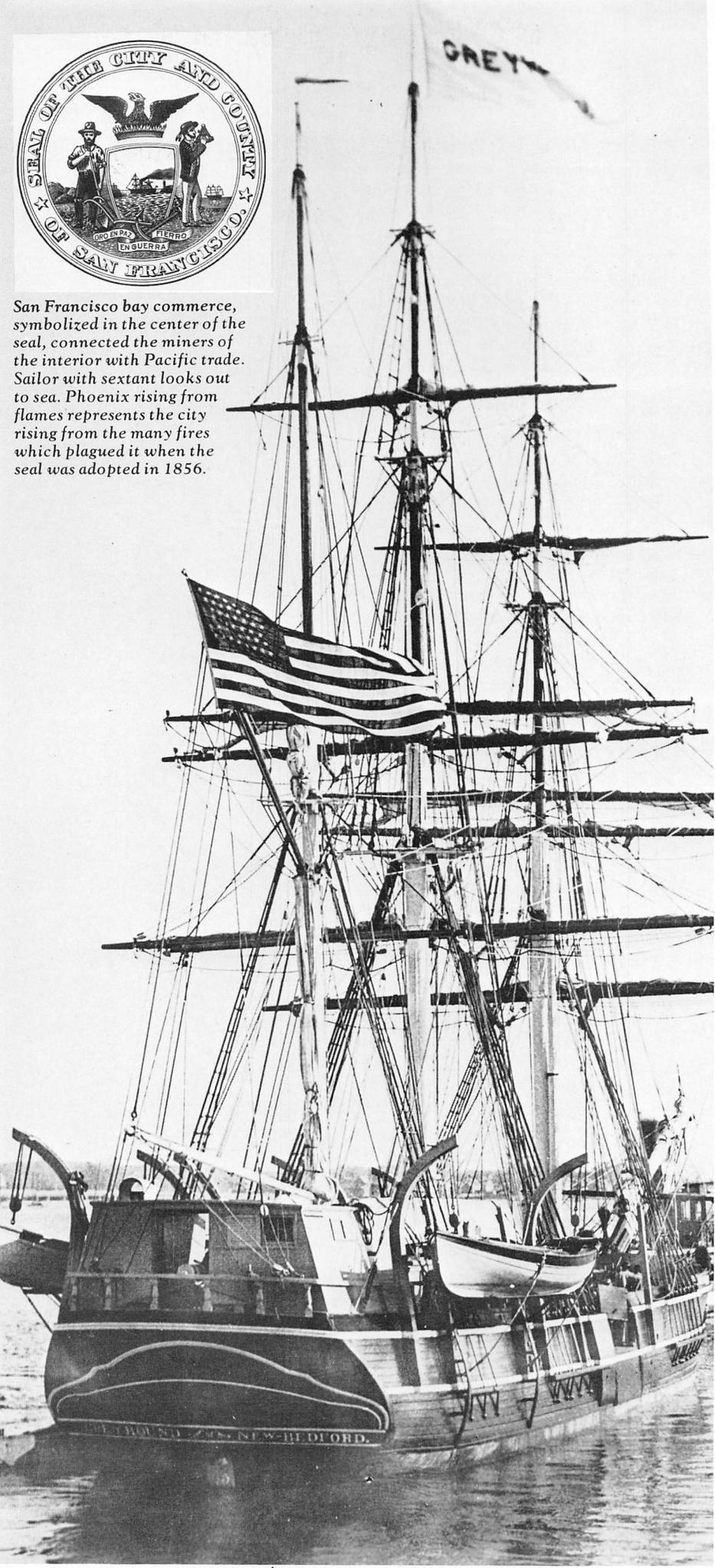
Frances Fox

Fox, instructor for the CHC, has been a member of the San Jose Historical Landmarks Commission, San Jose Historical Museum and Pioneers of Santa Clara Valley. Author of many books and articles including "Land Grant to Landmark" and "Luis Maria Peralta and His Adobe."





San Francisco bay commerce, symbolized in the center of the seal, connected the miners of the interior with Pacific trade. Sailor with sextant looks out to sea. Phoenix rising from flames represents the city rising from the many fires which plagued it when the seal was adopted in 1856.



San Francisco Bay Gateway to Pacific Trade

Before white men came, only the tule rafts of the Costanoan Indians plied the waters of San Francisco bay. Thus began the maritime saga of one of the greatest natural harbors of the world.

European explorers touched their ships on the California coast while seeking trade routes around the world, but most did nothing more than stake a claim. Some missed the Golden Gate entirely because of foggy weather or by the fact that the gate is disguised from the sea by the 'contra costa' mountains. Cabrillo came in 1542, Drake in 1579, Cermenho in 1595 and Vizcaino in 1603. History tells us Lt. Ayala first sailed through the gate in 1775 to beach the **San Carlos** on Angel Island. DeAnza arrived from Mexico by an overland route the following year to found the first settlement of a Presidio and mission at Yerba Buena cove.

For the next seventy years, San Francisco was just a drowsy Mexican trading post where a few whaling ships would stop for wood and fresh water, or hide and tallow ships made their exchange.

Gold Discovery

The consequences of the discovery of Gold at Sutter's Mill changed San Francisco Bay forever. A frenzied rush to California made San Francisco one of the world's busiest seaports. During 1849, some 775 vessels docked in the harbor, creating a "forest of masts". The gold mines were an irresistible attraction. Crews didn't wait to stow the sails or even be paid off. They deserted their ships and hurried directly to the gold fields. Many of these deserted ships became San Francisco's first hotels, saloons, offices, restaurants, stores, warehouses, hospitals and even a prison.

Vessels sailing from the East coast around the Horn had a 17,000 mile journey, which took 6 months. Speculators on the East coast were deeply



Waterfront, from Telegraph Hill. Vallejo St. Wharf left, Front St., below hill facing the water. Probable date of original negative is late 1860's.

interested in the output of the mines. They couldn't predict how long the gold run would last. Consequently speed meant everything to them. A week's delay could mean heavy losses.

Clipper Ships

Thousands wanted passage to the gold country. This demand stimulated the ship building industry. The newly designed 'clipper ships' with their sharp, long graceful lines were so popular they sometimes paid for themselves in one passage. Donald McKay of Boston was a shipbuilding genius and his clipper, 'Flying Cloud' broke all records sailing around the Horn in 89 days. There was wild excitement in building, owning and racing these vessels. Everyone with capital wanted to invest in a ship.

Departure of a clipper from New York harbor was a community event. People gathered to see the ship get underway and listen to the sailor's chanties. Singing was an important part of sea life adding a cheerful note to a long and boring journey.

Sailing day was an anxious one for the mate. It was no easy task to get the crew and their dunnage aboard. Sometimes sailors were "shanghaied," drugged, robbed and put aboard a ship they had never heard of with no idea where they were bound. Some captains were lucky to have $\frac{3}{4}$ of his crew who could stand up, haul on a capstan or pull a rope.

On the western shore of the continent, so great was the interest in these vessels that brought news, friends, and cargo from the far away East Coast, that the residents wanted early announcements of the ships' arrivals in order to be on hand at the docking. Since the city is separated from the open sea by sheltering headlands, the firm of Sweeney and Baugh erected a signal station on Telegraph Hill in 1849. A lookout sighting an approaching ship would signal to indicate whether it was a ship, bark, warship or steamer. Once sighting the signal, everyone raced for the waterfront shouting for joy and throwing their hats in the air.

Telegraph Hill played another curious role in our

maritime history. After ships unloaded their cargoes from faraway ports onto the docks of San Francisco, they needed ballast for their return journey. The base of Telegraph Hill was blasted away for this purpose. This same ballast became road beds in far away cities around the world.

The era of the Clipper ship ended about 1860. Their fate was finally sealed after the Civil War, with the advent of the railroads and the larger English steel ships which could carry more and be handled by fewer men.

About this time the fertile soil of California valleys yielded something better than gold. Wheat was cultivated for the world markets. The holds of the square riggers were bulging with grain in jute sacks to be auctioned at Liverpool. The grain trade flourished for the fifty years between 1860-1910.

Steam Power

At this same time steam power had mastered the open sea. Gone were the days when ships were slaves to unknown winds or currents or were helpless in either calm or storm. The Pacific Mail and Steamship Co. began its traffic along the Pacific coast across to the Orient, and up from Panama. With steamers available on either side of Panama, passengers crossed the Isthmus first by mule and canoes. Competing companies for this passenger service brought about rate wars. Although the regular fare was \$1000, at times one could get a ticket for as little as \$35.

The Down-Easters

By 1890 San Francisco was the 3rd largest sailing port after London and New York and the Down-Easters were the ships of the day. Most were built in Maine near the source of timber and cheap labor. These American Built ships set standards for smartness, seamanship, speed, and low operating costs. They traded in grain, Alaska salmon, case oil from Pennsylvania, coal from British Columbia, and general cargo. This general cargo might include locomotives, hemp, rice, silks, Chinese laborers or nitrate from Chile. An unusual aspect of the Down-Easters was the family unit on board. Instead of facing the "loneliest waste of the Pacific," the Captain often had his wife and children aboard.

As settlements grew up around the shores of San Francisco harbor, their lifeline lay in the transportation of goods to their various landings. Riverboat connections to Sacramento and Stockton were an important segment of this traffic. Scow schooners served the function of the trucks of our day. These busy scows carried hay, farm products, shells, tanbark, bricks, or eggs in small lots to the various communities. In 1900 there were 200 scow schooners operating in the bay.

San Francisco Bay has had a varied and colorful maritime past. From the first ships of the explorers to the magnificent clipper ships to the scow schooners, all have played a part in making San Francisco Bay a major world port. It was those ships and their crews which helped to chart the Maritime History of the San Francisco Bay Area. \

BAY PORTS

SAN FRANCISCO:

In the early years whaling ships came to San Francisco Bay to winter. Many ships came to trade for the hides and tallow of the rancheros.

Originally, all of San Francisco's present streets below Montgomery between California and Broadway were wharves. In 1848, Central Wharf was built between Sacramento and Clay Streets and later extended 2000 ft. into the Bays. Pacific Mail Steamer and other large vessels anchored there.

From 1849 to 1854, San Francisco harbor contained more tonnage than any other part in the world. Many of the ships were abandoned to clutter the Bay. Some of the vessels were put to useful purposes as storage ships to store merchandise, or as one, the **Euphemia**, to be used as a prison ship.

REDWOOD CITY:

EMBARCADERO DE LAS PULGAS.

A natural shipping point was formed by a Creek running through Rancho de las Pulgas and emptying into the bay. In 1850, the point became an embarcadero or wharf from which scowschooners collected hundreds of tons of lumber which was brought out of the Woodside and Searsville mills. Shipbuilding, wagon-making and blacksmithing created a busy city which grew quickly to service the goods being hauled out of the mill.

ALVISO:

From 1835 to 1850 Yankee ships traded with the ranchos bordering San Francisco Bay. Each rancho had its embarcadero and Embarcadero de Santa Clara (Alviso Slough) was one of the most important.

In 1845, with the development of the New Almaden quicksilver mines Alviso's shipping industry grew. With the subsequent discovery of gold at Colma in 1848, trade increased so substantially that a steamer ran from Alviso to San Francisco.

In 1865 trade was diverted by the railroad and Alviso soon was deserted.

NEWARK:

Dumbarton, as Newark was known in the early days, was a wharf from which goods were shipped to the surrounding country side.

In 1876 a large tract of land near the point was purchased by A.E. Davis, as a representative of an investment company connected with Southern Pacific Coast Railroad Co. The railroad name its station Newark after the former home (in New Jersey) of Davis.

OAKLAND AND ALAMEDA:

Rancho San Antonio included the present cities of Oakland, Alameda, Berkeley, Albany, Emeryville, Piedmont and a part of San Leandro.

The Oakland Estuary originally called San Antonio Creek, separates the cities of Oakland and

Alameda. In the 1880's the 'Creek' provided the largest haven for sailing ships on the Pacific Coast. The whaling ships also wintered there.

The town of Oakland was incorporated in 1852. Adequate shipping facilities were necessary at once and the town trustees granted the right to all the town's waterfront to Horace W. Carpenter. Here he built three small wharves and ran the first steam ferry boat on the Bay, the Kangaroo.

BERKELEY:

The first settlers of the Village of Ocean View or West Berkeley were mainly farmers expecting to raise truck crops to satisfy the food needs of San Francisco. This village sprang up around the mouth of Strawberry Creek.

In 1851 Captain James Jacobs purchased a small sloop and began to freight goods on San Francisco Bay. In 1853, he began to anchor at the mouth of Strawberry Creek, built a wharf and started to carry passengers.

In 1856, Jacobs Landing, as this area was known, began a period of expansion with the development of a lumber yard. This led to the construction of a substantial wharf where lumber could be landed for local sale or shipped to other bay ports.

RICHMOND:

In 1847 the district known as Point Richmond was separated from the mainland by a slough. Jacob Tewksbury acquired the waterfront from Point Richmond to Point San Pablo and dammed up the slough to form a peninsula.

When Richmond was made the western terminus of the Santa Fe Railway, a settlement was started that became one of the largest East Bay cities.

Richmond is one of the West Coast's major oil shipping terminals. Before its present line of tankers, the Standard Oil Company had a fleet of square-riggers to ship case oil.

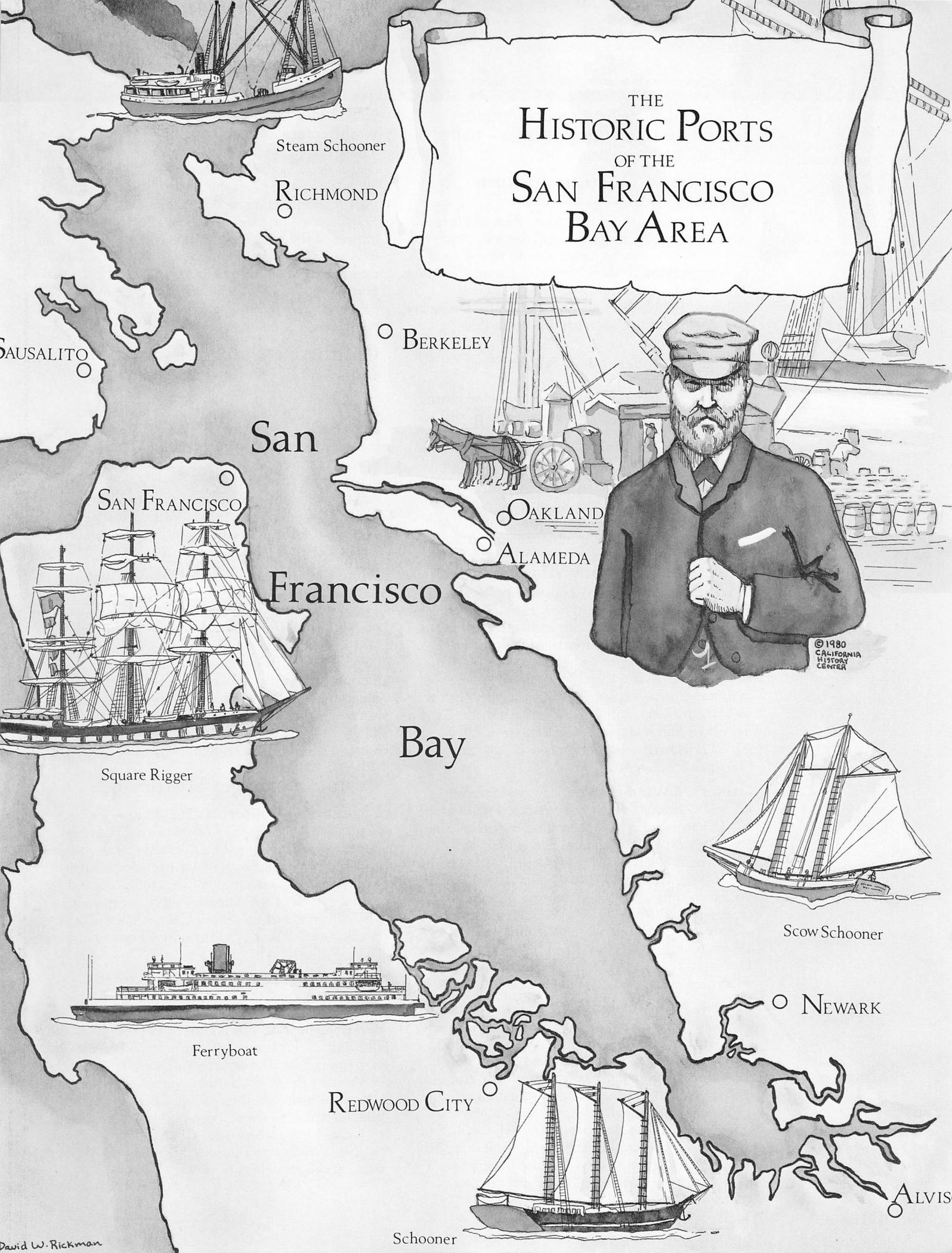
In 1941 more than one hundred thousand workers were brought to Richmond by construction of the Kaiser shipyards. The port of Richmond that year ranked fourteenth in the volume of her tonnage as compared with other major American seaports.

SAUSALITO:

When California was under Spanish and Mexican rule whaling ships anchored at Sausalito to take advantage of the good water from hillside springs. In 1838 Rancho Sausalito was granted to William Richardson. He piped water from the plentiful hillside springs and supplied it, not only to vessels, but to San Franciscans who had a very poor water supply.

Sausalito was a favorite port of rum-runners during prohibition. Its closeness to the Golden Gate and the fogs which often cut it off from the rest of the bay, made it a perfect port for bootleggers. 🐙

THE HISTORIC PORTS OF THE SAN FRANCISCO BAY AREA



Steam Schooner

RICHMOND

Sausalito

BERKELEY

SAN FRANCISCO

San Francisco Bay

OAKLAND

ALAMEDA

Square Rigger

©1980 CALIFORNIA HISTORY CENTER

Scow Schooner

NEWARK

REDWOOD CITY

Ferryboat

ALVIS

Schooner

Courses designed around community interest visiting Historical sites - with Credit/No Credit option.

California Documentation: History 30.

Scandinavians in California: *Ruth Sahlberg*
Scandinavian traditions of food, festival, dress, arts and architecture from mountains to towns to cities. Absorb Scandinavian culture two Tuesday evenings: 9/23, 11/11; Saturday 9/27 Sveadal; Uvas Canyon, 10/11; Seaman's Mission, S.F., December 16 culminates the class with the Lucia Fest celebration.

Geneology, Independent Study: 'Shona McArthur'

A self paced, independent study course permitting you to begin, continue or complete the record of your family's past. Record grandmother, organize photographs, make that important effort before it's too late. If you are seeking a fuller understanding of your ancestry, this course will lead you through practical techniques. Orientation 5:00 p.m. September 29, CHC. Four sessions: Santa Clara, L.D.S., Sutro and San Bruno geneological archives.

Industrial History - History 37

Maritime Man - An Introduction: *Ted Hinckley*
An exciting exploration of how Eurasians developed their nautical understanding and extended Europe's global maritime power after the 15th century. Emphasis on the historical evolution of types of ships employed and the color and folklore of the mariner. Course begins 9/27 with lecture/bus tour to Maritime Park and lunch on the historic Eureka ferry boat. Thursday evening lectures 10/9, 10/16, 10/23. Field trips: San Francisco 10/28; S.J.S.U. Maritime Conference 11/8.

California Wine Harvest: 'Shona McArthur'
By 1890 Cozzens Wine Press predicted California would become the world's leading region of wine production. By 1925, disease and prohibition destroyed the wine market replacing it with bathtub gin. Today, California is the nation's leading producer of wine and is presenting a serious challenge to Europe. Follow the vicissitudes of the industry, learn the myths and realities of wine. Mon. eve's at Mimi's Rooftop Cafe, Los Gatos, 11/3, 11/10, 11/24. Trips to Napa Valley 11/15 and Santa Clara Valley Wineries 11/29.

The Big Four - Driving the Golden Spike: *Chatham Forbes*

Four men, Stanford, Hopkins, Huntington and Crocker became rich and famous because a fifth, the unfortunate Judah had a dream. The story of these five men and their transcontinental railroad is a classic of 19th Century American entrepreneurship; vigorous, unfettered, rough, but equal to the needs and challenges of the formidable Western frontier. Tues. eve. lectures. Four Sat. trips to Stanford, Sacramento, San Francisco and Monterey.

Grand Old Ladies of Commercial Architecture: *Walt Warren*

The grand old ladies of San Francisco's turn of the century commercial architecture - William Ralston's 400 California Street, the Realto Bldg. and Phelan's First National building will be featured. San Francisco as the gateway to the Pacific, and the impact of the gold rush, railroads, and silver boom will be discussed. Orientation 9/30, CHC. Tues. lectures. Fri. field trips: 10/3 San Jose; 10/17 San Francisco; 10/31 Winchester Mystery House; 11/14 San Jose; 11/28 San Francisco; 12/12 homes of commercial giants.

California Gold: History 38.

Grass Valley - Nevada City: *Jerry Mann / Bill Palmer*

At the turn of the century, Grass Valley and Nevada City had grown to be California's major gold producers and were world leaders in development of mining technology. Time and depletion of the mines have taken its toll. There remains with these towns a rich cultural heritage and many reminders of their historic past. Eight Tues. eve. lectures beginning 9/30. Weekend trip, Grass Valley/Nevada City 10/24, 25, 26.

Homes of the Commercial Giants: *Walt Warren*

Those who came with little to pioneer California, profited in new found opportunity and wealth. To celebrate this new wealth, the finest architects, builders and artists were employed to build monuments to those who monopolized California's economy. CHC orientations 9/30, 10/7, Tues. lectures in Los Gatos, Fri. and Sat. trips, 10/10 Filoli, 10/18 Montalvo, 10/24 James Lick, 11/1 Ralston Mansion, 11/8 Nob Hill, 11/14 Crocker.

Ethnic Heritage: History 42.

Yugoslavs of California: *Elsie Matt*

Unique and fascinating history of the Yugoslav-Americans explored through lectures, films, research and field trips. The experience provides students with an insight into the culture, traditions and contributions of the Yugoslavs to the development of California and the Santa Clara Valley. Thurs. eve. lectures. Three field trips; San Francisco, Santa Clara Valley area.

Jewish Heritage of California: *Betty Hirsh*

Since the days of the Gold Rush, Jewish people have made significant contributions to the development of California; from Levi Strauss, clothing manufacturer, to Anthony Zellerbach, our first paper manufacturer, to Anthony Fleischacker, of Crocker Bank. Study these men and others who strove to maintain their cultural heritage while building the new state. Tue.eve. lectures. Sat. trips to Judah Magnus Museum, Chabad House, Pacific School of Religion, Temples Emanuel and Sherith Israel and Sutro Heights.

Nob Hill Irish: *Walt Warren*

San Francisco, the instant city, was built on mining and railroad fortunes, largely through the contributions of ethnic immigrants. Many Irish immigrants had been urban dwellers. They adapted easily to the rough and tumble city environment, quickly gaining political control. Gwinn, Broderick, Flood and Phelan are just a few commercial giants who will be discussed. Tue. eve. lectures. Sat. trips: Nob Hill 10/4, Los Gatos 10/11, St. Mary's 11/15, Carmel 11/22, St. Patrick's 11/29, Sunnyvale 12/6.

Field Studies: History 45

Docent Training - Maritime Exhibit: *David Rickman*

A class to familiarize docents with the maritime history covered in the fall exhibit, artifacts displayed which express that history and the environment in which that history was made. Class will participate in an in-depth discussion of the artifacts, opening day events and post exhibit analysis. Meetings 9/24, 26, Trianon; 9/27, San Francisco; 12/17, Trianon.

Ships that Sail No More: *Marion Card*

Trace the 100 year history of San Francisco's activities from the Gold Rush era to the 1950's. Explore ships of old: The Thayer, the Alma, the Eureka, and the Ark. Experience a cruise to Larkspur on San Francisco's newest ferry service. Thurs. 10/9 lecture Villa Montalvo; 10/16 trip to San Francisco; 10/23, lecture CHC.

Sir Francis Drake: *Hugh Thomas*

Sir Francis Drake plundered the Spanish treasure ships, defeated the Spanish Armada and sailed around the world 1577-1580. Find out about Drake's life and times and visit Drake's Bay and other Drake sites in northern California. Wed. eve. lectures 10/1, 10/15, 10/18 and 10/22.

People and Early Buildings of the Coast: *Pat Dunbar*

Enjoy the lively story of San Mateo County's coastside development while viewing many historic buildings still standing. Wed. eve. lectures 10/1, 10/15. Sat. trips, 10/4 San Mateo County Museum, Pacifica, Half Moon Bay; 10/11, Ano Nuevo, the Steele Ranches, Pigeon Point Lighthouse, Pescadero, San Gregorio.

Introduction to the San Francisco Bay Area: *David Rickman*

From the mystic world of the Costanoan Indians through the romance of the Hispanic era to the booming days of the Gold Rush and Electronics Rush, the Bay Area has had a long, colorful history. New arrivals to California or longtime residents will discover the main features of the history which is all around us. Thurs. eve. lectures, 10/2 - 10/17, at Moffett Field. Sat. trips: Coyote Hills, 10/4; Carmel/Monterey 10/11 and San Francisco 10/18.

Streetcars and Interurbans: *Paul Trimble*

History of electric railway lines in the nine Bay Area counties beginning with the development of electricity for city streetcars. Interurbans, and attendant streetcar, ferryboat and riverboat systems provided the Bay Area with its first opportunity for large scale population and commercial growth. Orientation 9/25, CHC. Class meets Sat. in San Francisco. Trips to San Francisco carbarns, Railway Museum, Rio Vista, and local Peninsula, San Francisco Area points of interest.

Old Houses and their Stories: *Ilse Gluckstadt*

Explore and visit many old houses and their gardens, learning about owners and the history they represent in the development of the Bay Area. Lecture, Thurs. Mountain View Senior Center. Tues. trips: 10/30, Stanford; 10/7, Campbell; 10/14, Mountain View; 10/21, Cupertino; 10/28, San Francisco; 11/4, Hayward; 11/11, Redwood City; 11/18, Los Gatos; 11/25, Carmel; 12/2 San Jose; 12/9, Belmont.

Cultural Heritage - History 47.

Passages to California: *Brian Smith*

Thousands of people came to find El Dorado Gold. Each held the very personal dream of quick wealth. Many came by land and faced a massive natural barrier known as the Sierra. Explore passages to California used for the past 180 years. Wed. eve. lectures. Trips: New Almaden, Hangtown, Westside Historical Park and an evening with Charlie Red.

Impact of Latin America on California:

Chatham Forbes

Mexico, Panama, Chile, Peru, Argentina — in her early days California was inseparable from Latin American relationships. Hispanic and Indian cultures to the south were a definitive influence, as were the political and economic ties. Learn of these associations; gain a background for understanding these lands. Tues. eve. lectures. Sat. trips: San Francisco, Sonoma, San Antonio de Padua.

An 1890 Autumn in the Valley of Heart's

Delight: *Brian Smith*

Before the 747, six lane freeway and credit card, families sought sanctuary from the work-a-day world closer to their homes, Alum Rock Park, Golden Gate Park, San Jose and Santa Cruz. Explore the "Valley of Heart's Delight." Mon. eve. lectures. Trips: San Jose area, Lick Observatory, Capitola and Los Gatos/Saratoga.

San Francisco Opera: *Mary Jean Clauss*

Opera in the San Francisco area has a vigorous tradition that reaches back to Gold Rush days. Examine cultural, social and economic conditions which fostered the local manifestations of an international art form, 19th century opera. Six Tues. eve. lectures. Trips: Archives of Performing Arts, San Francisco Library, backstage tour plus 4 performances: San Francisco Opera, West Bay Opera, Pippin's Pocket Opera and Bocce Ball.

Cultural Currents: *George Roberts*

A tracing of the major trends in California art from 1850 to 1950, from the artist, to the environment to technological advances, to social climate of the day which affected that art. Mon. eve. lectures. Sat. trips: Oakland 9/27; San Francisco 10/4; Stockton 10/18; Peninsula 11/1; Sacramento 11/8; Monterey 11/22; San Francisco 12/7.

Living out in Old San Francisco: *Frank Clauss*

An independent study program which enables the student to move at his own pace through the history of old San Francisco. A study guide will be utilized for the study of the hotels, restaurants, theaters and other aspects of 'living out' in San

Francisco, from the Gold Rush to the Roaring Twenties. Orientation meeting's CHC, 9/29 at 5:00 or 7:00 p.m.

San Francisco's Champagne Years: *Frank Clauss*

In-depth study of San Francisco's history from 1870 to 1906; from the princes and paupers to the Comstock Lode to the establishment of San Francisco's elite areas of Nob Hill and Pacific Heights; from the building of distinctive neighborhoods to 'French' restaurants and free lunches. Wed. eve. lectures, Greenmeadow Community Association, Palo Alto. Three Saturday trips to San Francisco.



P. Prudhomme & Son Liquor Store in San Jose (1910) carried a fine selection of local wines. Customers would bring in a gallon raffia covered bottle (seen upper right)

and fill them at the barrel of their choice. Join the California Wine Harvest class to explore such topics and local wineries.

New Faces

Four new instructors will be teaching this fall, each bringing a new expertise to the instructional program.

Marion Card, Chairwoman of California History Studies for the American Association of University Women, will be teaching "Ships that Sail No More", a look at ships and crews which traded around the Bay. Card is a former columnist for the Los Gatos Times, has served as travel lecturer in countries throughout the world and is a trustee on the CHCF Board and a participating member of the docent program.

San Mateo County Coastal history will be the topic for new instructor **Pat Dunbar** of Half Moon Bay. Dunbar has served on the San Mateo County Historic Resources Advisory Board and San Mateo County Museum Board of Directors. She has taught

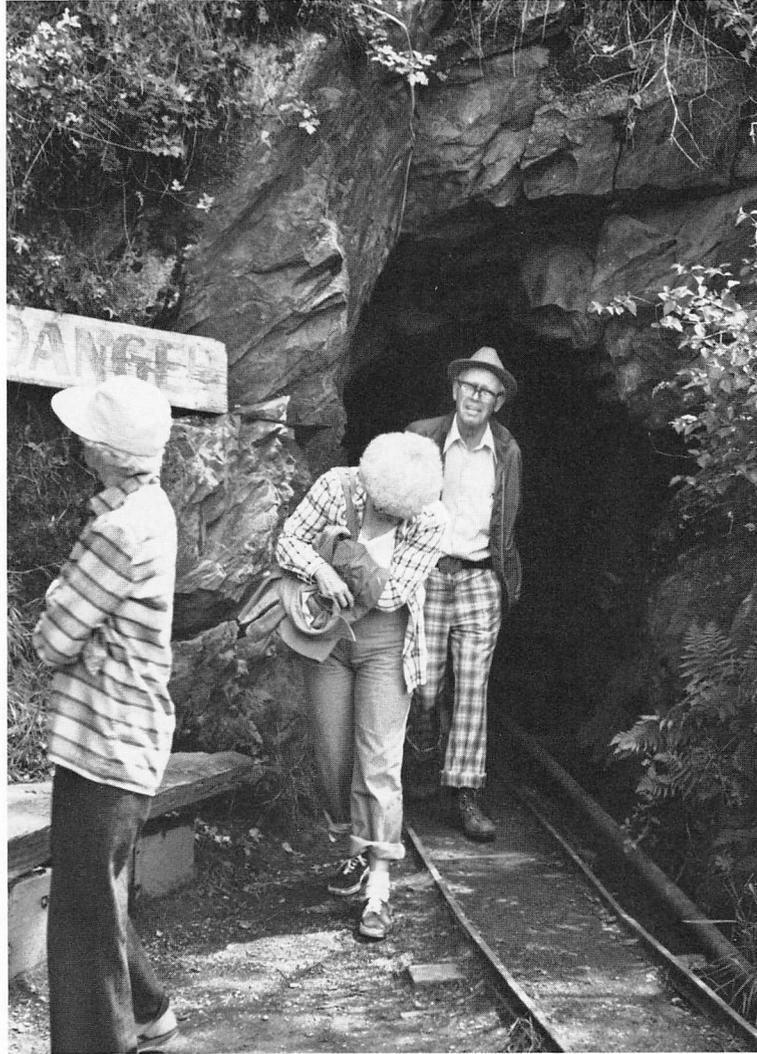
classes on coastal history, for both the county Museum and College of San Mateo. Her course is titled "Early People and Buildings of the Coast".

"Maritime Man" will be the focus of the class being taught by San Jose State Professor **Ted Hinckley**. A professor at San Jose since 1959, Hinckley received his Ph.D. from Indiana University. He served as director of the Sourisseau Academy in the early 1970's and serves on the editorial board of 'Journal of the West'. Author of 'The Americanization of Alaska 1867-1897' (Pacific Books, Palo Alto, 1972).

Teaching two classes this fall, one an "Introduction to the Bay Area" for Moffett Field personnel and the other "Docent Training for the Maritime Exhibit" is **David Rickman**, exhibit designer for the History Center. Rickman received his B.A. in history from U.C. Berkeley and has worked extensively as a graphic artist. 🐾



Students listen attentively as the guide talks of the bygone days of gold mining in an old Sonora mineshaft.



Students were participating in Jerry Mann's and Bill Palmer's Spring Quarter class.



Crowds of people eagerly wait for auctioneer, Doug Alman of Monday's Antiques to open the next bid. Almost \$13,000 in sales was brought in during the CHC's first antique auction.

Antiques and Donations...Please!

The antique auction, held this June 1st was so successful that we plan to make it an annual event. Please think of us if you have an item to donate. We will be collecting items all year. Be Creative!! Along with the antiques, maybe you can think of something new or unique to auction. Please call Mary Jane Givens at 296-7734.

Childrens Saturday Programs.

So community children can meet, enjoy and learn about the local environment, the CHC has arranged with Environmental Volunteers (a nonprofit Palo Alto based organization) to develop three free Saturday programs for elementary age children. The children will have a short presentation given at the Trianon then take special guided tours. Key ideas taught by the specially trained volunteers are sensory awareness, dependence of life on earth, air, sun and water, adaptation of organism, habitats and community interdependence, recycling of living and non living things, stewardship of man. Fall schedule:

Oct. 4 Field Trip: Bay Environment

Oct. 18 Field Trip Forest and Foothills.

Nov. 1 Field Trip Urban Environment. Explore DeAnza

Time: 10:00-1:00 p.m.

Participating children's parents are asked to assist with at least one Saturday. Phone to reserve a place.

New Members

Sponsor:

Robert L. Mezzetti
J. Bradley Sonderman

Family:

Robert & Phyllis Andrews
Doris Swales

Regular:

Harold Anderson
Arthur & Maria Blomseth
Benjamin R. Bryant
Mrs. Eleanora D. Joseph
Willia Leonard
Margaret Matthews
David D. McKinney
Mrs. Ursula Ramos
Mrs. Elizabeth Tree
Nancy Yamane

Renewing Members:

Contributor:

Lawrence A. Brown Jr.

Family:

Mr. & Mrs. Melvin Hawley
Carl E. Jones
Mr. & Mrs. Lawrence A. Mason
Mr. & Mrs. E.W. Preston

Regular:

Mrs. Lennie Beard
Walter & Elsie Matt
Charlotte Fey Meisenbach
Grace Marie Ogden
Betty J. Reed
Margaret Trefren
Jewel R. Stabler
Lorin Trubschenck
Beth Wyman

Subscription:

Hubert Semans Library
Los Angeles Public Library
San Jose Public Library
San Jose State University Library
Santa Cruz Historical Society
Santa Clara Public Library
Sunnyvale Public Library
Wisconsin State Historical Society

CHCF Association News

May was a busy but rewarding month thanks to the generous donation of time by our volunteers and docents. The three events, The Otis Champagne Reception & Exhibit Preview, the Old Fashioned Political Rally, and the DeAnza Auction, were successful and fun because of their help.

On May 23rd, the George DeMont Otis California Landscape Artist Exhibit opened. **Grace Hartley** niece of the artist, loaned the paintings and furniture for exhibition. Prior to the opening, she graciously gave her time to teach our docents about her uncle's professional and personal life. **Zee Tieger** and I served punch and champagne to a thirsty crowd while **Dorothy Davie** passed around the delicious hors d'oeuvres, some of which were made by **Ken Givens**. All of the guests were warmly welcomed by **Ann & John Lyle, Marion & Bud Card, Lida Kluzek, Edith Hinman, and Virginia Florentine**.

Next came the Old Fashioned Political Rally on May 30th. The CHC looked quite festive, decorated with flags and bunting on loan from **Garrod Farms Riding Stables** and **The Sunnyvale Chamber of Commerce** respectively. The 23 candidates present all managed to stay within the 3 minute speech limit which I imagine was one of their more difficult tasks. **Ken Bruce**, one of our favorite historians, held forth with many stories of past elections. As the sound of Sousa marches filled the air, the visitors munched on hot dogs and talked with the candidates. Again the docents and volunteers came through in fine style to insure the 150+ visitors a good time. What would we do without people like **Betty Reed, Carol Prentice, and Cathie Lusk**.

Two days later, June 1st, was the De Anza Day Antique Auction. The CHCF membership table was manned by CHCF trustees and I'm sure their enthusiasm will bring some new members to the growing CHC Foundation. **Hazel Lester** was one

of the many volunteers who informed visitors about the CHC building, le Petit Trianon.

This September will be the opening of a Maritime history exhibit at the CHC in which we anticipate great interest. **David Rickman**, CHCF Exhibit Designer will be teaching an intensive course for docents with tentative dates set for September 26th - 27th.

The City of Cupertino will be celebrating its 25th anniversary in the Fall and CHCF is planning three luncheon/lectures so it looks like the volunteers and docents will have plenty to keep them busy starting in September.

Mary Jane Givens
Director of the CHC Volunteer Services

Grants Boost Exhibition Program

The National Endowment for the Humanities, through the California Council for the Humanities in San Francisco, has made a commitment of \$30,000 toward *PASSING FARMS: ENDURING VALUES*, a project concerning the history of the Santa Clara Valley. The project is co-sponsored by the California History Center at DeAnza College and the Santa Clara County Historical Heritage Commission. This Operational Grant follows a \$5,000 Planning Grant awarded in December of 1979.

The money is to help finance two separate projects. The first is a photo-farm exhibit covering the history of farming in Santa Clara Valley from the Indian, Spanish-Mexican settlement through the orchards. Primarily the exhibit will document the family farm and will circulate through four Valley locations. Syntex Gallery (in Palo Alto) and San Jose Art Museum have expressed an interest in opening the exhibit in their facilities. The show will also exhibit at the California History Center, DeAnza College.

The second project is a color, 16mm film which will trace the changes in the Valley from farming and agriculture as a way of life to a high-technology culture. The film will document a Valley caught up in transition from a settled community to one of mobility.

The grant stipulates that the sponsors raise matching funds. Hewlett-Packard has made a donation of \$1000 toward the photo-farm exhibit. Work cannot begin until the budget is completed. Anyone interested in contributing to either project may contact the California History Center.

The Center also received \$500 from the Associated Students of DeAnza College (ASDAC) and \$1500 from the Continuing Education Students of DeAnza College (CESDAC). The funds will aid the community exhibition program. ↴



Ken Bruce, DeAnza's stand-up historian, regaled a standing room only crowd with tales of our political past at the CHC's Old-Fashioned Political Rally held in May.

Over 20 local candidates attended the pre-primary rally, which was co-sponsored by the League of Women Voters, to present their views to the local electorate.

California
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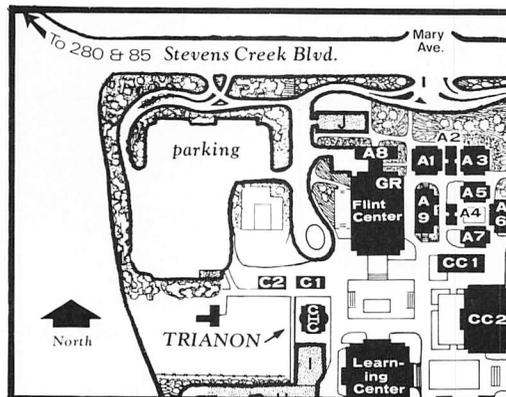


California History Center & Foundation
A Center for the Study of State and Regional History
DeAnza College

21250 Stevens Creek Blvd. Cupertino, Calif. 95014 (408) 996-4712

Trianon Bldg. Hours:
Monday—Friday:
8:00 am—noon, 1:00—5:00 pm

Exhibit Hours:
Monday—Friday:
9:00 am—noon, 1:00—4:30 pm
Docent Tours may be scheduled
by calling 996-4712.



Foundation Board:

President - Will W. Lester, Founding President - Louis E. Stocklmeir
Trustees - Marion Card, Carl Estersohn, Morton I. Levine,
Anthony Lopina, Dave Martin, Sharen Metz, Seonaid McArthur,
Carole Pavlina, Oscar Ramirez, Robert C. Smithwick,
Walt Travis, Dorothy Varian & Walt Warren.

CHC Staff:

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Director - Seonaid McArthur
Development / P.R. Coordinator - Sharen Metz
Media—Field Trip Coordinator - Kathi McDavid
Art & Exhibition Department - David Rickman, J.W. Valadez
Community Services - Hilda Bryant