IOLA WILLIAMS
FEATURED SPEAKER
AT DOCENT LUNCHEON

San Jose City Councilwoman Iola Williams was the featured speaker at the Annual Docent Recognition Luncheon on the Museum grounds on Monday, June 13th. Other special guests included Louis Hernandez, newly appointed Director of Parks and Recreation, and Jim Norman, Deputy Director of Recreation and Human Resources for the City of San Jose.

Councilwoman Williams, who represents District 7, which includes Kelley Park, thanked the Docents for their service to the Museum on behalf of the City Council and the citizens of San Jose. In addition, she recognized the donations of time, energy and effort given by all the other people who have contributed over the years to the development of the Historical Museum and Kelley Park.

In her speech to the Docents, Mrs. Williams announced a significant new policy adopted by the City Council. Under the new policy, city fees will be waived on all donated building projects on the Museum grounds, thus encouraging the growth and development of the Historical Museum. She further reported that she will be asking the Council for $40,000 to be used exclusively for the marketing of Kelley Park.

Councilwoman Williams presence at the luncheon acknowledged the significant accomplishments of the Docent Council during the past year when a total of seventy trained Docents donated 6000 hours of volunteer time to the Museum. These Docents gave interpretive tours to 7600 school children and 1300 adults on scheduled tours at the Museum and the Peralta Adobe in downtown San Jose. In addition, the Docents gave in-classroom presentations of the Victorian School Kit to 2000 school children. Our Museum and the community are richer because of the gifts of time and effort so generously given by all members of the Docent Council during the past year.

On Saturday, July 9th, an Appreciation Brunch will be held for members of the Museum Service Council, the other organized group of volunteers who staff the Museum on the weekends and holidays. They will be honored at that time for their many hours of dedication to the Museum.
DIRECTOR'S REPORT

Construction Projects Bid

The Department of Public Works, Architectural Engineering, has been working on both the Empire Firehouse and the Stevens Ranch Fruit Barn. Money had been allocated in the 10 year plan for these improvements, but the San Jose City Improvement Program for the Empire Firehouse and bids should be opened just as this newsletter is printed. Hopefully the bids are good and the project can be completed and the building function of the firehouse, Due to change in codes since the building was first designed, the building had to be redesigned with massive structural changes. The employees who worked on the project were all very happy and were most sensitive to the Museum's needs. The same holds true for the Stevens Ranch Fruit Barn, which was funded largely through a State Grant. Most fruit barns don't meet public occupancy codes and it was a real design challenge to maintain the integrity of the building while meeting codes and Museum exhibit design needs. The barn has received a $2,000 award and an award will be made just as this is printed.

Elabeth Newfield was the Associate Architect on both buildings and, Omar Baltan, Senior Architect, and Larry Bendish, Principal Civil Engineer, coordinated and directed the different aspects of the projects. Architectural Engineering has appointed Carl Stewart, Associate Architect, to work with the Museum Development Committee, liaison for future projects, and Elabeth Newfield as his alternate. The Museum appreciates their guidance and cooperation.

Doing Better Than Expected

This past year the Association News went to press with the big bold 3-inch letter "CLOSED?" on the front page. That seemed to anger a lot of people and, as a result, the Museum is pleased to announce that the Museum Association has had a bigger membership year, now has a profitable gift shop operation, is seeking the O'Brien's concession, and is more active with both a Development Committee and Advisory Board. The newsletter is determined to help keep the Museum strong.

Due to City Council's direction to become a cost-recovery program, the Parks & Recreation Department has restructured staffing and developed revenue generating programs and positions that relate to the efficient use of volunteers. Both the Association and the City seem to be developing a partnership and the Museum will benefit from each operation. There are many new and exciting ideas that will contribute to this positive movement and keep the Museum alive and growing.

Competition for Newsletter Space

When the Association News changed its format to this large size in September of 1980, the staff had to re-think and even rerouted to clip art. Now, I'm told to "keep it short" because the newsletter has so many contributors, advertisers and so much Museum news that space is precious. I did receive a very nice letter from Gordon Levy of the San Jose Chamber of Commerce telling me how much he enjoys the Association News and I would like to pass the compliment on to all the people who make this letter possible. Thank you contributors and Kathy Muller, our Editor, for coordinating it all.

Mignon Gibson

Museum Director

MUSEUM SERVICE COUNCIL

Our valuable volunteers have come through triumphantly again with 567 hours of service in June. July is still more demanding with a Monday holiday and five weekends. This calls for 450 service hours plus the 220 hours at the Lobby Desk and Gift Shop, Tuesday through Friday. Donors are sought for general public tours for another 200+ hours.

It is a pleasure working with these dedicated, enthusiastic volunteers. Our July Recognition Branch is only a token expression of our appreciation for this outstanding service so graciously given.

Saturday, August 13th at 9:30 a.m. will be the next Volunteer Meeting. Prospective volunteers are welcome. Please call 297-3290 x 31 for information.

Dulcie Jansen
Volunteer Coordinator

ASSOCIATION PRESIDENT'S MESSAGE

At a recent meeting I attended with the Public Works Dept. of the City of San Jose, the plans were shown for the future improvement of Senter Road from Keys to Capitol Expressway.

The portion from Keys to Phelan is the last portion to be improved to a six lane road. Several alternatives were shown. The one that is most favorable to the Museum zone, Phelan Avenue, which is five which keeps the large trees along the frontage on Senter Road. Included will be a bike path and sidewalk on the Museum side of the road. The improvements for Phelan Ave. are not scheduled and it looks like they might never be implemented. If Phelan were to be improved per the planned schedule it would eliminate the parking currently used and could have been a problem in any future use of the lower rear portion of the park. The Senter Road improvements were designed to begin in the 1985-1986 fiscal year.

By the time this issue comes off the press the Association should have the contract to operate O'Brien Ice Cream Store at the Museum. The previous operator indicated he was no longer interested in the lease and would let the Museum Association take over the operation. His lease was to expire on the last day of June. The store will be under renovation over the 4th of July holiday weekend and we hope to open it shortly thereafter featuring ice cream and sodas. We will be adding to the menu as time goes by with plans of being able to serve sandwiches and other food items. When you visit the Museum be sure to stop by and enjoy a sundae or soda to support your Museum Association.

Eric Bracher
Association President

FROM THE EDITOR

Museum Association members and Museum supporters have a unique opportunity to raise funds for the Association while supporting live entertainment in the San Jose Repertory Company. The REP is available on the lobby desk in the San Jose Marriott. If you already have an application you can help the Museum by writing “San Jose Historical Museum” on the bottom right-hand corner of the application and sending it with, your check, to the San Jose Repertory Theatre, Attn: Ann Atkinson.

Any questions? Call Kathy Muller at the Museum. Thank you for your support.

Kathy Muller
Editor

DOCENT REPORT

A new board for the Docent Council was duly elected on June 6th at the General Meeting. Before announcing the names of the new board, a word of thanks must be given to Mary Ann Herlihy and her board for the groundwork laid for some truly exciting programs. The new board is as follows:

Betty Brown, President
Sally Meyers, Secretary
Jim Collins, Newsletter Editor
Eva Jamrus, Tour Coordinator
Celeste Martin-Melehan, Admissions
Ellen Garboke, Creative Programming
Joan Shomler, Continuing Education
Sylvia Grevelding, Community Relations
Nominating Committee: Bath Rutton, Gay Gunther, Clare Helmman
Dulcie Jansen, Volunteer Coordinator
Mary Ann Herlihy, Past President

In addition, our Docent Council welcomes the thirty-five persons who have finished training and will begin participating in the tour programs this summer. This is an enthusiastic group and they bring many talents and skills to the council activities.

Betty Brown
Docent Council President

San Jose Historical Museum

Association News

The purpose of the San Jose Historical Museum Association is to support the San Jose Historical Museum through membership fundraising, educational and volunteer services, development of the image of the Museum in the community and the acceptance of the responsibility of the Museum.

ASSOCIATION BOARD OF DIRECTORS: Eric Berlant, President, Mary Ann Herlihy, Vice President, Clyde Arbuckle, Board Officer, Todd Dreyer, Virginia Gammon, JoAnn Jenson, John Lassi, Jinx Lazio, Jim Luttrell, Mary Lou Larch, Diane Mendelsohn, Joann Miller, Marlene Pugh, Van Richter, Dr. Judi Snyder, Judge Mark Thomas, Jr.

DEVELOPMENT COMMITTEE: Jim Arbuckle, Marvin Bernbach, Eric Berger, Chuck Bexley, Leonard McKay, Mary Stanseth

AVISORY BOARD: Dwight Bentel, John Clark, Jerry Herron, Jack Howlett, Thomas Fox, Richard Howell, Roberta Janssen, John D. Luchhardt, Leonard McKay, Jack Osio, Nancy Ouad, Art Rushing, Al Smith, George Starbord, Cliff Swenson, Austin Warren

Kathy Muller
Executive Editor

San Jose Historical Museum

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JIM'S
“THE VATICAN COLLECTIONS” TOUR
M.H. de Young Memorial Museum

On Friday, January 20, 1984, the Museum Association is sponsoring a bus trip to the de Young Museum in San Francisco for a viewing of “The Vatican Collections: The Papacy and Art”. This exhibition opened in February at New York’s Metropolitan Museum of Art, travels next to the Art Institute of Chicago, and will arrive in San Francisco in November of this year. “The Vatican Collections” is expected to attract one million visitors in each of these three cities.

The Vatican exhibit contains some of the world’s greatest art: tapestries by Raphael, paintings by Leonardo da Vinci, Caravaggio, Fra Angelico, Poussin — and what is perhaps the most important classical Renaissance sculpture, “Appolo Belvedere,” a Roman marble dating from A.D. 140. This exhibit marks the first time in history that the Vatican has ever sent abroad a collection of such magnitude.

The Museum Association has chartered two buses and made reservations for 100 people to view the exhibit. The cost will be $21.00 for members of the Association, and $25.00 for non-member guests. This price includes transportation and admission to the Vatican exhibit as well as the de Young’s permanent collections and the Asian Art Museum. Exact departure and return times have not yet been established, but plan on the entire day. Lunch will be on your own.

If you would like to reserve a spot on this trip, please send your check, along with the reservation form below, to: San Jose Historical Museum, 635 Phelan Avenue, San Jose, CA 95112, Attn.: Kathy Muller. Checks should be made payable to the San Jose Historical Museum Association. You will receive the reservation form by return mail as a confirmation.

VATICAN EXHIBIT 1/20/84

NAME ________________________________
ADDRESS ________________________________
PHONE ________________________________
ASSOCIATION MEMBER? __________
NUMBER OF RESERVATIONS ______
RESERVATION CONFIRMED __________

WINNERS IN THE POST CARD PHOTO CONTEST ARE NAMED

Jeffrey D. Askren and Hazel McIntyre are the winners in the Post Card Photo Contest. Their photographs were selected from among 206 entered into competition for use on two San Jose Historical Museum post cards.

Askren’s superb photo of the Umbrager House will be reproduced on 6000 post cards. McIntyre’s photo of the Light Tower was taken from a perspective point to include an interesting park composition. It too will appear on 6000 post cards, both cards being funded by the Museum Association.

The new post cards will be part of a series of six. The Pacific Hotel card is the first one and is now a popular item in the Museum’s Gift Shop.

The San Jose Historical Museum Association is grateful to all the participants who submitted photos. Many of these beautiful slides will be used in the historical presentations to schools and organizations.

CENTENNIAL OF THE SAN JOSE NEWS

The San Jose News, a daily paper started by an amateur thespian and ex-cop with 30 cents in his pocket, will celebrate its 100th birthday July 23.

The present-day newspaper is planning a special edition for the event and much of the historical data it will contain was taken from the old bound volumes now in the archives of the San Jose Historical Museum.

These are the only copies of the early volumes of the News, originally called the Daily City Item, and were given to the Museum several years ago by then publisher Joseph Ridder.

The News was founded by Hugh DeLacy who eventually sold it to Charles Williams. Other owners included the Hi Baggerly and the Payne and Hayes families. Today it is part of the Knight-Ridder newspaper chain.

Happy birthday to the San Jose News!

Patricia Loomis

HISTORIC LANDMARKS CORNER

A NEW NATIONAL REGISTER HISTORIC DISTRICT FOR SAN JOSE

The most exciting piece of news this year is the announcement that the “Downtown Historic Commercial District” has been officially added to the Department of the Interior’s National Register of Historic Places. This District includes most of the fine historic and architecturally significant buildings on First St. from San Fernando to Santa Clara St.: the south side of Santa Clara St. from First to Fourth and many buildings in between on South Second and Third.

The most significant event of the year is the opening of the National Register Landmark status allows a considerable tax incentive for the owners who choose to renovate their buildings. It also sets guidelines on how the facades of these buildings should be restored and maintained. The San Jose Historic Commercial District will be the City’s third National Register District, the others being St. James Park and the Port of Alviso.

A fourth area known as the Henley Historic District, is presently under consideration. It includes the area north of St. James Park bounded by Julian and Empire; First and Sixth Streets and is the location of many of San Jose’s finest Victorian homes.

A great deal of credit for the new historic district is due to Bonnie Bamburg who, as a Landmarks Commissioner and afterwards, did the research and guided this formidable project to a successful conclusion.

Jack Douglas
Commission President
Many members of the state and local WCTU were present at the funeral and the long procession included not just the entire local community, but WCTU workers from all over the country as well. In fact, the local WCTU and the Fraternal Aid Association attended the ceremony en masse. Isola was buried at Mt. Hope Cemetery in Morgan Hill where her tombstone bears the appropriate inscription placed by the United States Legionnaires. It says simply, "She sacrificed her life battling a lion to save some small boys."

Beth Wyman

Running boards and rumble seats, rakes and skirts (memories of the cars of the 40's and 50's in San Jose)

Summer - 1947

An uncle — probably an old man of 17 or 18 — came by one day in his 28 Chevy and offered to take all the cousins and neighbor kids for a ride. Four or five of us piled in, a couple brave boys claimed the running board and I got to sit in the rumble seat. In my nine years of life this was the closest I'd ever been to a convertible — an open air seat that pulled out of the trunk of the little car. As we spun through the neighborhood streets, I thrilled at the warm summer wind blowing my pigtailed against my cheeks. Sherlock Holmes houses went by in a blur (we must have been going at least 30 miles an hour!), and at our house, someone asked me if I was crying, and I replied, too just excited — those were my "rumble seat tears."" 1946-56

My brother got a 1940 Ford when he was about 16. He paid $300 for it. It was a rust-colored — an orangish primer color — he never did get around to painting it. It had four doors and a curved top which gave way to a squared off hood that jutted out suddenly behind a toothy chrome grille. It leaked oil and it never started. My brother always had to get a push, usually in the morning as I was going to the bus stop on my way to school. "C'mem, Marcella, just a little shove," he'd tell me persuasively. "See, I'll roll down the driveway and then we just have to get up a little speed for me to hop in and get it started." So I'd put my books down and try to find a non-dirty spot on the trunk or fender and start to push. We'd roll down the driveway, then I'd slip in the old drippings that were always there under the car. By the time I'd gotten up, an ugly oil stain all over my full skirt and three petticoats, my brother had jumped into the driver's seat, gunned the engine and driven off with a wave which I guess meant thank you. When this happened for the third or fourth time in a row, I had to stop getting angry at my brother and start blaming myself. To think I actually helped him more than once!

In high school, only a few rich kids had their own cars. We were lucky to have one of those "rich kids" in our little group. Her father owned a local business and gave her a 1945 Nash Metropolitan for her birthday one year. It was two-toned green and convertible, which made it much easier to stuff the eight of us girls into it. We called it the "Pregnant Peanut" and would giggle nervously at theisque sound of the name. Every day at lunchtime we'd pile into the PP (as it soon came to be called, amid more giggles) and head for the Burger Bar on 4th and Julian. There we'd eat some of our bag lunches, order cherry cokes and smoke cigarettes. We weren't "off campus" and couldn't be caught by the snoopy Dean of Girls. Dentyne gum would supposedly cover up the smoky breath once we got back to San Jose High.

The PP also took us to football games on balmy autumn nights — with its top down we could sit high on the back seats and wave our pom poms and SUH Bulldog pennants as we screamed, "Beat Linda" or "Whip Willow Glen" or "Lick Sucks". Sometimes we'd trade cars with these paper streamers — maroon and grey clashed a two-toned green, but somehow that hardly mattered. We sure had fun in that little car.

Dangling the Main was, of course, the main occupation on weekend nights. This was before the San Jose City Planning Department turned First and Second Streets into one-ways. We'd start at First and Santa Clara, by the Bank of America building, slowly driving down First, past A. Hirsh and Sons, Woolworth, Curt's Linens' Stationery Store, Squire's restaurant, the Petroleum theater, then the State (later, the UA) theater, Appleton's Dress Shop where Original Joe's (now stands), the Fox California theater, and we'd turn around past Goldie's at San Salvador, then start back up First, this time passing Hala's, Newberry's, Dottie Dunn's, Coast Radio, Long's Drug Store, The National Dollar Store, Grant's, Montgomery Ward's, the Mission theater, Gray's Drug, Zephyr's, Blum's Department Store, then we'd be at Fountain Alley, and the Bank of America building, where we'd start all over again.

But we really didn't watch the sides of the street when we cruised — we watched the cars — and the people in them: cars that were shining and polished to gleam seductively under the street lights, cars that invited "oooh" and "ahhah" and soft exclamations of "real fine, man, so fine." Some cars were raked off the road, their rear ends riding high on oversized tires, their fenders trying vainly to perform their original function. Some cars were lowered, with skirts partly covering their bonnet whitewalls — so low to the ground that their taillights would...
throw off sparks when they went over bumps. There were lots of two-toned cars — pink and white '53 Oldsmobiles, low and sleek and full of chrome, green & yellow '54 Chevys, boxy and sharp-angled; Buicks with their portholes gleaming — these were usually two shades of the same color, maybe soft green or creamy yellow. Tailfins and chrome flashed everywhere; convertible tops were always down and people hung over the sides or sat on the top of the back seat — six to eight people, sometimes.

The object was to avoid driving back up First Street in the same car — a carload of four guys would encounter a carload of four girls and by the time they reached Hales, there were two cars holding four couples. That was the ideal we arrived for, but of course we all spent many neck-craning hours in the same car, usually in the backseat filled with cigarette smoke and stale evening in Paris perfume.

The real place to "pick up cute guys" was later, at the Drive-in when there was time to sit under the neon lights that flashed "MEL'S" or "SPIVET'S" or "JOHN'S". The chrome and two-tone paints glistened brightly then — even the '47 Dodges with dull primer coats looked good under those neon lights.

The car hop would bring us cherry or chocolate cakes and fat french fries with lots of ketchup, and we'd smoke and sip and lick the grease off our fingers as daintily as possible — availing at all costs getting anything on our Wondersweater sweaters. All the while we'd try to catch the eye of the guys in the next car — perhaps they were "college men" with their school jackets and crevices so short their bald spots would shine under the lights.

At the Drive-in or dragging the Main, always you'd hear car radios playing music, "Stranger in Paradise" and "Mr. Sandman", "Little Things Mean a Lot", and "Let Me Go Lover". Or, from the Oakland station, and the "Sexta Serenade with Jumpin' George", came wonderful Western strings or tunes or songs like "WPL" and the real version of "Sh-Boom" and "Earth Angel". We were incensed when the Crew Cuts made "Sh-Boom" popular, and we refused to listen to that watered down "white" version.

The music and the cars — always and often inseparably blended in my memories. "American Graffiti" came close, but nothing will ever be able to recreate the joy and brightness and surety of those days before we had to grow up — when we were kids in beautiful cars, listening to great music and living in California.

Marcella Flynn

Marcella Flynn is a member of the Museum Service Council and she is currently employed at Lockehead.

CRIPPLED CHILDREN'S SOCIETY GREAT AMERICAN CONCOURS D'ELEGANCE

On Sunday, August 14, 1983 at the San Jose Historical Museum from 10 a.m. to 4 p.m., the Packard, along with 30 classic cars, will be honored and on display. There will be live entertainment, food, and a day of family fun set in an atmosphere of San Jose 100 years ago. Everyone is also welcome to tour the restored and reconstructed buildings and see History come alive.

Family admission is $12.00 in advance (this includes 2 adults and 2 children under 16 years of age) and $5.00, Single Admission. At the gate, Family tickets are $15.00 and $8.00 Single Admission. Discounts are available for Senior Citizens, Corporations, Businesses, and City Employees. For ticket information call the Crippled Children's Society at 408-243-7861.

TUESDAY UNDER THE STARS

July 27, 1983 "Texas comes to the San Jose Historical Museum" will be continuous entertainment from 7 p.m. until 2 a.m. Headlining the entertainment will be the "COSMOPOLITAN COWBOYS" from Texas. This is the band that appeared in the movie "THE COWBOY" and also are featured in the video release "SUGARLAND EXPRESS". Also appearing will be the "GEM CITY JAZZ BAND" and the "FIDDLE KIDS". These kids range in age 4-14 years old.

A Santa Maria style BBQ will be served along with appetizer, homemade chili beans, salad, and garlic bread. There will be an open bar for your thirst quenching after doing the Texas Two-Step.

For ticket information call the San Jose Historical Museum at 287-2290 (Terry). Tickets are $5 per person and are tax deductible.

Vinous Vignettes

THE ITALIAN INFLUENCE IN SANTA CLARA COUNTY WINEMAKING

In my last two articles on the European influences in the history of local winemaking I stressed the importance of the French and German winemakers in relationship to their total numbers. After the dust had cleared from the vineyard planting and winery building boom of the 1880's, one could discern some general ethnic patterns in Santa Clara County winemaking.

The statistics given below show that two thirds of the vineyardists were of British or Anglo-Saxon origin, so far as their last names indicate, not a totally accurate system of identification, to be sure. Yet commercial winemakers with names indicating a continental European background account for more than a third of the actual winemakers. The typical grape grower here probably had European or native tongue. The typical winery owner did not.

These statistics represent my own analysis of 1891 county story data and the percentages are only for those persons with names with a clear linguistic or national origin. There were about 600 vineyardists in Santa Clara County in that year and a few more than 100 commercial wineries.

Charles L. Sullivan
4th of July Celebrations in old San Jose

In San Jose an old fashioned Fourth of July began when a cannon fired at dawn. It was the kind of patriotic celebration that was familiar in the city most summers during the last quarter of the nineteenth century and the early years of the twentieth, especially before World War I. Through the years it developed into a joyful, city-wide pattern of parades, picnics, literary exercises, games, music, races and fireworks.

The grand Fourth of July parade used to begin at ten in the morning, originating near First and Santa Clara streets, snaking through the center of the city, and then usually disbanding at St. James Park. One hundred years ago Company B, the local National Guard unit, led the march. They were followed by veterans of the Grand Army of the Republic. By 1910 Company B was still marching regularly in the parade, but the Civil War veterans who were left rode in floral carriages.

Some years the parades were led by drum, fife and flag. The San Jose Woman’s Club float, which carried a prominent woman dressed as the Goddess of Liberty, was an annual feature. The police department was always represented either on foot or horses, as was the fire department on their fire wagon. The Native Daughters and Sons of the Golden West marched each year as did high school bands, fraternal groups and unions. Hooded riders waved from atop their mounts, city officials passed in carriages, and clowns delighted the children. For several years 6’7” Bill Bernardt of San Jose walked in the parade dressed as Uncle Sam.

Sometimes the Fourth of July celebration would actually begin the preceding night with an illuminated parade. In 1907 a brightly lit auto parade began at City Hall and went as far as First and Twelfth streets. In 1883 the night parade was lit with rockets and Roman candles. It included two military bands.

By turn of the century standards, huge crowds always lined the parade routes. Ten thousand people saw the 1883 parade, according to newspaper estimates. San Jose had two of its biggest Fourth of July celebrations in 1906 and 1907 when San Francisco was recovering from the earthquake and fire. Extra trains brought people from the Peninsula, the East Bay and the San Joaquin Valley. Crowds lining the parade route were estimated at up to thirty thousand. Following the parade, literary exercises were often held at St. James Park. Prayers were said, poems recited and student essays read. The Declaration of Independence was read. Then the Mayor would introduce the orator, who could be counted on to mention “old glory,” “unparalleled prosperity,” and “the constitution.” In 1923 United States Senator Samuel Shortridge, speaking between sips of lemonade, called America the “most righteous” nation ever. In 1907 Governor James N. Gillett emphasized the importance of family life in a more subdued speech. Mayors, civic leaders and clergymen gave the grand oration in other years.

Sports and races were always part of the old fashioned Fourth. Horse races ran in the afternoons. In 1883 a fifty mile horse race was held with riders changing their mounts every few miles. By the 1920s auto races at the Fair Grounds speedway had become the rage. In 1907 the San Jose Prune Pickers played a double-header against the Alameda baseball club at Luna Park. Frank Arralances threw a no-hitter for the local nine in the first game, but the Pickers were trounced in the second. Many picnics were held at Alum Rock and other parks, complete with relay races, bicycle races and softball games.

Music was always an important part of the celebration. Band concerts at St. James Park or the Fair Grounds were common in the late afternoons and evenings. Sousa marches and patriotic music, including “The Star Spangled Banner,” were played. In 1909 the grammar school children of the city gave a concert at St. James Park and sang, according to one report, like “brave little soldiers.” At the rather subdued 1918 celebration, groups performed music and dance representing each of the Allied nations of World War I.

During the old time Fourth of July celebration firecrackers and torpedo cars were as common as cigarettes and sometimes as harmful. Burnt fingers and singed eyebrows were routine; fires common. A few serious injuries were reported and over the years more than one house burnt to the ground despite the best efforts of an harried fire department. Local newspapers began editorializing against firecrackers in the early years of the century and by 1910 they were banned in San Jose.

The evening of the Fourth brought special entertainment. One year it was a daring tight- wire walker who performed death-defying tricks high above the crowd at the City Hall plaza. Other years brought hot air balloon rides and dare devil parachutists. And then after dark came the public fireworks display — the beautiful burst of brightly colored rockets over the city. Sometimes the evening concluded with a grand ball at the California Hotel on Second Street or at the Civic Auditorium.

After World War I, San Jose’s Fourth of July celebrations seemed to diminish. By 1923 the Mercury-Herald was editorializing that the “real meaning” of the day was missing from the celebration. The grand celebrations became less frequent and were increasingly held in other parts of Santa Clara county, especially in Santa Clara and Gilroy. San Jose’s old fashioned Fourth of July trailed away at last like a skyrocket and has not been seen again.

Guge McKinney

CIVIL WAR ENACTMENT AND ENCAMPMENT

The Civil War Association of America Inc. is cosponsoring with the San Jose Historical Museum a step back into time with authentic Civil War Battles — The North vs. The South. The dates are August 6 & 7, from 11:00 a.m. to 4:30 p.m. Battles will be staged at 12:30, 2:00, and 3:30 p.m. each day. For a small donation the North and the South will shoot their cannon for you. Along with the battles each side will have an encampment set-up in which they will stay overnight on the Museum’s grounds. There will be a full two days of fun family activities. Admission is $1.00 for adults, and 50¢ for children under 18. There is $1.00 charge for parking. For more information call the Museum at 408-287-2230.
The new Campbell Historical Museum Association was incorporated July 12, 1952, as a California non-profit public benefit corporation in the operation and management of the Campbell Historical Museum. The Association is currently accepting charter memberships.

Benjamin Campbell, founder of the City of Campbell, was born October 16, 1826 in Kentucky. He was 19 years old when he crossed the plains and rugged mountains between Missouri and California in 1846 traveling with the legendary Donner party part of the way.

He and his father left their mark throughout the Santa Clara Valley during California’s early Statehood days. Benjamin purchased 160 acres of land from Juan Galindo in 1851, but claim jumpers took over when he went back to Missouri to get married in 1852. It took him six months to return, bringing with him many friends and relatives. Upon his return, between 1852 and 1870, he had to repurchase his property three more times because of quit claims deeds, Galindo’s grant rejection, and District Court’s reversals. Finally in 1870, he came into undisputed possession of his land.

This land was originally covered with wild grass and oaks as high as a man’s head with fine old live oaks here and there upon it. In the beginning, Campbell raised grain and stock and later set out about 20 acres of fruit. In 1877, when the South Pacific Coast Railroad was building their line from San Jose to Santa Cruz, Benjamin set aside one acre in his grain field for a flag stop to be called Campbell’s Station. With easy rail transportation, the dried fruit and canning industry began in the Campbell area with the Fleming and Alnay enterprises. Campbell was to become the major fruit drying area in the world.

Benjamin shaped the town of Campbell from the time he subdivided a portion of his ranch in 1887, becoming its first Postmaster and first Justice of the Peace. Mr. Benjamin Campbell, very much respected and admired, died in 1907. The museum collection pays tribute to this true California pioneer family.

Museum visitors can view early farm and canning equipment which illustrates the importance of Campbell as a prime fruit and growing area. Although the orchards are now gone, Campbell’s “Agricultural Pacific City” remains an important part of its history.

The end of World War II signaled the influx of newcomers in search of a desirable place to live, and by March, 1952, Campbell became an incorporated City.

The museum is presently open from 2:00-4:00 p.m. Tuesday through Saturday in the lower level of the Campbell Library. The museum will move to its new location this fall at 51 North Central Avenue, Campbell, when hours will be expanded.

BOOK REVIEW

THE CAPITAL THAT Couldn’t STAY PUT
THE COMPLETE BOOK OF CALIFORNIA’S CAPITOLS

JUNE OXFORD

During our California’s early statehood the capital wandered as restless as a miner chasing rumors of gold. Many dubbed it “the Capital on wheels” and even after it was settled permanently in Sacramento, others continued to maneuver for capital status as late as 1883, including San Jose, Oakland and San Francisco.

An fascinating story is told in the recently published book, The Capital That Couldn’t Stay Put, a 102 page book with 68 rare illustrations, bibliography and index. This is the only known documented and complete book of California’s Capitols. Retailing for $10.00 in our gift shop, Museum Association members receive a 10% discount.

With a rich vein of newly discovered and re-discovered historical gems, The Capital That Couldn’t Stay Put covers the period from the Constitutional Convention in Monterey through the $68 million dollar Capitol restoration completed in 1978.

The age old question of which spelling is correct, the state capital or the state capitols is explained. Capitol refers to the city that serves as the location of government while capitol is the building in which the Legislature convenes. Sacramento is the capital of California but the Legislature meets in the Capitol in Sacramento.

Writing with verve, insight and narrative skills, the author presents a host of anecdotes of early day politics when bribery and chicanery were elevated to a fine art during the first years of statehood.

Parties printed and distributed their own distinctive colored ballots and provided their own poll watchers. Since there was no new Register of Voters in the counties until 1866 or secret ballot until 1891, parties voted their members ‘early and often’ as well as voting the passenger lists from passing steamboats and state coaches. Even names from tombstone lists came in handy.

One of our early governors was a “gentlemanly alcoholic” while another’s office was marred by corruption and misadministration has been evaluated as among the poorest in the nineteenth century.

Meanwhile, early day campaigning meant traveling by horseback, talking and hand shaking wherever the candidate found a small group. In his capital, the first and second some of his experiences in reaching the miners vote when running for governor. At Mad Springs he found sleeping quarters in a large canvas tent hotel. A sudden, severe storm during the night collapsed the tent and Burnett stood hugging the center tent pole until daylight trying to keep dry, under the flapping canvas. This is one of many entertaining anecdotes found in the book.

Flower lovers will be delighted with the chapter on Capitol Park with its 110 acre arboretum of over 40,000 trees, shrubs and flowers, replanted immediately after restoration. Among today’s flowering magnolias is the famous Pink Perfection willing to the state by a San Jose woman so it would have good care. Her heirs sprayed the leaves with paraffin to retain moisture, and transported it to Sacramento by flatbed train for over $5,000. The camellia is a legacy from the Chinese who brought the flower to California when they came to mine gold and build the transcontinental railroad.

While there is much misconception about the location of our capital, the first and second session was held in San Jose in 1849-1850 and again in 1851, the third session in Vallejo in 1852, the fourth session in Benicia in 1853 and fifth session in Sacramento in 1854. The dignified red brick courthouse in Benicia is the only one of California’s peripatetic state houses still standing and today known as Benicia Capitol State Historical Park.

Every facet of history is covered including the worst flood in Sacramento’s history when 24.36 inches of rain fell in January, 1862. The Legislature had to use rowboats to transport members to and from the capitol. Immediately bills were introduced to re-locate the seat of government to another city. But the State Supreme Court ruled that this action was invalid.

Several chapters describe the painstaking restoration which involved a team of historians, architects, contractors, structural engineers, craftsmen besides 2000 plus people who worked on the essential project. Each step is a book itself. For instance, the thatched fireproof ceiling in the museum rooms, the Senate and the Assembly were done by using a commercial plaster mixture squeezed through a pastry tube. Photographs by historian Leonard McKay illustrate various techniques used.

Author June Oxford, a native Californian, graduated from San Jose State University and received her M.A. from Oklahoma State University. A former librarian, she began writing upon her retirement and is widely known for her travel, history, and personality articles which appear in leading magazines and Sunday supplements. Recently she has moved to San Diego with her husband, Bill, after living in the Bay Area most of her life.

This fall the California History Center at De Anza College, will honor her at a autograph party on September 9, commemorating Admission Day, from 7 to 9 p.m. The public is invited to attend.

Life in the Mines of New Almaden, San Jose Historical Museum Association, San Jose, California. Hardcover, 108 pages, including photographs. $10.00

A book of collected articles relating to life in the New Almaden Mines, this volume was a 1976 premium for membership in the San Jose Historical Museum Association. Three of the articles contained here were written for popular consumption in the 1860's and 1870's and originally appeared in Harper's Magazine and Scribner's. A fourth article appeared in a publication of the Helping Hand Club of New Almaden. Photographs were drawn from the Laurence and Martha Julmore collection: preserved here at the Historical Museum.

This book provides a unique glimpse of life in the New Almaden Mines. It will make an excellent addition to your library of local historic books. Available in the Museum Gift shop.
CALIFORNIA PIONEERS ESSAY CONTEST

This year’s winners in the California Pioneers of Santa Clara County Historical Essay Contest were announced and presented at the Society’s quarterly luncheon at Lou’s Village, June 4. The first prize of $200 in the student division was awarded to Diane Durbeck whose topic was the Electric Light Tower, the famous landmark of San Jose’s halcyon days.

Karen Freyne received the second prize of $50 for her essay, “Triburico Vasquez”, and Suzanne Lam, $25 for her article on “Infamous Administrations of Santa Clara County Sheriffs”.

First place, $200 in the Open Division was awarded to Lawren F. Giordano. Her subject was J. H. Flickinger, an early day fruitcanner and orchardist in the Berryessa district. Rudy Calles, the only man in the winner lineup, received second prize, $50, for “Dark Shadows in the Valley of Heart’s Delight”, a review of the Hart kidnapping in 1903. For third place, $20, the delightful “Ramblings of the Live Oak Creamery” by Betty Jane Sachara brought to life the story of dairies in the Gilroy area, a part of Santa Clara county which until now has been overlooked by most historians.

The Historical Essay contest has been an annual event for 24 years with the Pioneers. Students and adults should be thinking and preparing right now for next year’s contest.

Winning papers are placed on file at the Historical Museum and the California Room of the San Jose Public Library.

Helen Arbuckle

AN INVITATION TO OLD VALLEY RAMBOLINGS

The public is cordially invited to an exciting new exhibition of original Ralph Rambo works entitled “Old Valley Rambolings” at the Forbes Mill Museum in Los Gatos.

Ralph Rambo was born “across the tracks” from that once South Pacific Coast Railroad, in the year 1894. His brand is two R’s back-to-back on a few thousand cartoons!

He spent his entire boyhood on the so-called and so-named West Side. Then, it was only a country crossroads with a small grocery store, a church and a blacksmith shop; now it is today’s important trading center, Cupertino.

For 50 unbroken years, Ralph was employed by a color printing firm principally engaged in the production of canned fruit labels and packaging. His art ability, though untaught, was discovered and with the growth of the company, he became the art director. During these long years devoted to special commercial design, he had literary and illustrative ambitions. Finally, Father Time and retirement solved the delay.

The Old Valley’s history has always interested him and his evocation is in growth and characters. He read well-written histories but found one element in great scarcity. It was the atmosphere of the Old Valley, the way of life, the intimate nostalgia.

So he wrote a book. It was for his grandchildren — only 50 copy handmade edition given away to friends. They liked it and Ralph suddenly realized that life could begin at 70! For the next ten years, he wrote a book a year —self-illustrated and even self-lettered.

Over the years, a collection has been made by Ralph’s family — collections of cartoons used in the books, many large detailed maps which took weeks to draw, rare old photographs and artifacts dating back to boyhood days and the one-room Doyle School which he attended. Immense albums with handsomely-mounted anthologies, personal content required 20 years of collection by an interested daughter-in-law. The collection, and exhibit, also includes personal letters from a third-grader’s reactions to Ralph’s works to that of President Ford’s thanks for his manuscript book gift from the City of San Jose. These will be displayed at Forbes Mill in a manner so that over an extended period, the curator will turn the pages at intervals. Thus the show, which is on for the next six months, will have a steady change of scenery about a truly living Santa Clara Valley legend—Ralph Rambo.

The Forbes Mill Museum, located at 75 Church Street in Los Gatos, is open Wednesday through Sunday, 12 noon to 5 P.M., free of charge.