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CALIFORNIA THE ORNIAN

Magazine of the California History Center Foundation/De Anza College
A Foundation Supporting the Study and Preservation of State and Regional History



Feature: Cycling In and Around San Jose, 1890-1900

CHCF Back on Track

The history center foundation experienced an exhilarating and successful year. Our labor history exhibit drew praise from visitors and historians alike and was featured at the national Union Industries Trade Show. We released three new books — *Pomo Dawn of Song*, *Uncle John's Stories*, and *Scow Schooners of San Francisco Bay* — and we completed a special book project for the historic Sainte Claire Club of San Jose. We also launched the Santa Clara County Heritage Network, presented a successful annual series of tours and events, produced a new promotional video, and hosted a beautiful exhibition from the Lace Museum of Mountain View.

Unfortunately, our successes were tempered by an unexpected financial setback. Through the year we also experienced an unanticipated decline in donations. At the same time our operational costs increased. It became clear we were going to face a large year end deficit unless we could cut costs and raise extra funds. We therefore revised our budget, eliminating a book and several other projects and cutting back in other areas. In March our members and other friends received a letter asking for a donation above and beyond regular foundation membership, and we sought contributions from other sources.

Your response to this appeal was wonderful. Our members generously gave \$5,505, with over 20% of you responding. **Thank you!** Meanwhile, contributions from the labor community and other friends brought us within \$3,380 of our \$17,000 goal. An added plus came with new memberships from several friends who had helped with past exhibits. As a result, we finished this year with a balanced budget.

While we managed to avoid a deficit, the financial situation the history center faced this past year is part of an ongoing financial support problem common to most non-profit organizations. Unlike sporting events, ice cream parlors and candy stores, most "culture" cannot pay its own way, no matter how good it is. Therefore, the history center must devote a great deal of time and energy seeking financial support for its daily operations and its projects. Fundraising is one of those hidden jobs without which there would be no exhibits mounted or books published and no library and archive program.

One of the areas which the board now is addressing is the question of fundraising. We see it is necessary for the foundation to gear up and draw more funds into our coffers if we are to meet short-term, annual needs. To this end, the board is organizing a major fundraiser for February 1990. Celebrating two hundred years of winemaking in Santa Clara County, we have contacted the well-known wine connoisseur and food expert, Narsai David. He has agreed to be the host for our wine tasting event to be held at the Syntex gallery in Palo Alto. Volunteers for this event are welcome, and we welcome suggestions for ticket sales.

We also see the necessity of building a long-term endowment. Once established, it would help ensure our long-term financial health as well as help us to carry over in times of crisis like the one just experienced. We have the beginnings of an endowment fund for the history center at the Santa Clara County Community Foundation, thanks to Will Lester's generosity over the years. In coming months and years, we will be seeking to add to this, and we hope you will remember us when you carry out your long-term financial planning. Our legal advisor, Austen Warburton, will be sharing some of his insights about wills, trusts and other ways of giving in the winter issue of *The Californian*. We hope you will look for it.

Meanwhile, get ready for a new year of adventures with the California History Center! It will be a year of high-wheeler bicycles and children's California dreams, of exciting tours and events, of newly written stories about our past. Come use our fine library, enjoy our exhibits, find your Christmas presents at our bookstore, and see and learn about California with us.

James C. Williams
Director



Spring quarter's exhibit The Legacy of Lace, curated by the Lace Museum of Mountain View, received a wonderful response from the community and local schools. CHC docents were kept busy giving tours to groups sometimes as large as 90 people. Photo by Roy Grothe.

Cover Photo:

Cyclists setting out from the Sainte Claire Club in San Jose around 1900. The cyclist second from the left wears the fleur-de-lis emblem of the Garden City Cyclers. Photo courtesy Sainte Claire Club, California History Center collection.

CALENDAR

9/5 **CHC opens**

9/20 **De Anza College classes begin**



10/7 **Exhibit opening**

“A Century of Cycling in Santa Clara Valley” opens with festivities and refreshments from 10:00 to noon. Donation requested for refreshments: \$3. R.S.V.P.

10/7 **Wreath Design With Fragrant Herbs and Flowers**

9:30 a.m. - 12:30 p.m. at the Saso Herb Garden in Saratoga. Virginia Saso offers a unique workshop in wreath-making using dried flowers and herbs. Cost: \$40 members, \$47 non-members; includes honorarium and all materials. Payment due 9/22.

10/21 **Native American Living Skills – A Special Family Event**

10:00 a.m. - 2:00 p.m. at the California History Center Trianon Building. Naturalists Fran McTamaneay and Mike Dickerson tell the history and stories of the Ohlone Indians as you learn

to make tule mats and duck decoys. Primitive fire-making techniques will also be taught. The workshop is designed for adults and children over 8 years; children ages 9 to 12 must be accompanied by an adult. Cost: \$18 members, \$22 non-members (non-participating adults accompanying children are admitted free); includes honoraria and materials. Payment due 10/6.

10/28 **McCarty’s Toll-gate Town: A Walk Through Saratoga**

9:30 a.m. - 2:30 p.m. in Saratoga. Restorationist Norm Koepernik conducts a walking tour of the town of Saratoga, including a tour of a private mission-revival style home not normally open to the public. Group luncheon will be at the Country Store Cafe. Cost: \$24 members, \$30 non-members; includes honorarium, museum fees, and lunch. Payment due 10/13.

11/10 **Veteran’s Day observed. CHC closed; De Anza classes do not meet.**

11/23, 24 **Thanksgiving holiday. CHC closed; De Anza classes do not meet.**

12/14 **Last day De Anza classes meet.**

Of Interest to Members

Solano Women, exhibit about the contributions of women to Solano County history from Mexican settlement to the present day, Vacaville Museum, 213 Buck Ave., Vacaville, through September 24, (707) 447-4513.

Westward Ho!, exhibit on the difficult and dangerous life faced by Campbell pioneers as they made their way to the “promised land,” Campbell Historical Museum, downtown Campbell, through October 18, (408) 866-2119.

Never a Dull Moment, exhibit on the wonderful history of the Santa Cruz Beach Boardwalk from its opening in 1911 to the present day, Octagon Museum, 118 Cooper St., Santa Cruz, through October 27, (408) 425-2540.

Almaden Mines and Santa Clara County in the Civil War Era, exhibit, Forbes Mill Museum, 75 Church St., Los Gatos, through February 11, 1990, (408) 395-7375.

State and Regional History

As a benefit of membership in the California History Center Foundation, the center provides registration assistance to members who are taking history center classes only. All other students wishing to take history center classes, or CHC members taking classes in other departments, must register through De Anza College. The center will register members 8 a.m.-noon and 1-4 p.m., Monday through Friday beginning Tuesday, September 5, 1989. For more complete details see the De Anza College fall quarter schedule of classes.

Recording Your Family History: *Bill Helfman*

Recording Your Family History teaches the methods and techniques of oral history. Providing a legacy for generations to come, students will learn to record on tape memories of family members which would otherwise be lost to time. Students will plan, conduct and process oral history interviews suitable for a historical or family archive/library. Instructor Helfman has conducted interviews for the University of California Bancroft Library Regional Oral History Office and the Santa Clara Valley Labor History Project. He is interviewer and editor of *"In the Cookhouse & Fields: The Workers of Patterson Ranch."*

Yugoslavs of California: *Elsie Matt*

Yugoslavs of California explores the unique and fascinating history of Yugoslav-Americans through lectures, films, research and field trips to historical points of interest in the Bay Area and the gold country. The class provides students with an insight into the culture, traditions and contributions of the Yugoslavs to the development of California and the Santa Clara Valley.

Narrow Gauge in a Narrow Gorge: *Bruce MacGregor*

Narrow Gauge in a Narrow Gorge traces the early development of railroads in the San Lorenzo River Gorge, beginning with primitive logging lines in 1874 and expanding — by 1880 — to the first rail connection between San Francisco and Monterey. Through a combination of slides and lectures, the course will explain the relationship between early economic conditions, railroad technology and the difficult geography of the Santa Cruz Mtns., ending with a day-long field trip combining a 9-mile hike and train ride exploring the San Lorenzo Canyon. Back after a four-year absence, popular instructor MacGregor has taught railroad and other classes for the center for many years.

Tragic Crossing: History of the Donner Party: *Bill Helfman*

Tragic Crossing: History of the Donner Party will explore the Donner Party's ill-fated attempt to cross the Sierra-Nevada Mtns. Twenty wagons with over 80 men, women and children, many

of them families from Illinois, left for California in the summer of 1846, the last immigrant wagon train to head west that year on what had proven to be a rugged but successful journey for hundreds of emigrants before them. Only half the people from this last wagon train survived. Their story reads like a Hollywood script, full of sensational bad luck, despair, dissension, defeat and heroism. Students will examine what happened and why by reading George Stewart's classic account of the expedition in *"Ordeal by Hunger"* and by exploring the area in which the story unfolded through a weekend field study trip to Donner Lake.

William Weeks – Architect: *Kay Peterson*

William Henry Weeks – Architect focuses on one of the outstanding architects of the late 19th, early 20th centuries. His designs included churches, libraries, office buildings, hotels, houses and schools such as Sunnyvale's Fremont High School. Weeks resided in the Watsonville area for 18 years and a one-day bus trip to that area will allow students the opportunity to tour such Week's designed buildings as the Watsonville Museum, oldest department store in California, two churches, two homes, one school and one hotel. Students will also visit an historic cemetery and site where the first woman voted in California (long before suffrage laws made it legal however). Bus cost will be between \$12 and \$23 per student depending upon the number of students enrolled in the class.

Parks and Trails of the Santa Cruz Mtns: *Tom Taber*

Parks and Trails of the Santa Cruz Mountains provides an opportunity for the first-hand study of California's natural history. Taught by the author of *"The Santa Cruz Mtns. Trail Book"* and *"Where to See Wildlife in California"*, the class will focus on the general topography, climate, plants and animals of the Santa Cruz Mtns. area. Three Saturday field trips to Purisima Creek and Skyline Ridge Open Spaces and Año Nuevo State Reserve are included.

Neighborhoods of San Francisco: *Betty Hirsch*

Neighborhoods of San Francisco explores the evolution of such neighborhoods as The Mission, Chinatown, Twin Peaks, Haight-Ashbury and Civic Center, recalling important dates and events in their histories. Students will learn about significant people who shaped each neighborhood's identity, the contributions made by the various ethnic groups and analyze how the geography and climate has impacted the growth and development of each neighborhood. Two Saturday field trips are planned.

Bay Area Museums: *Chatham Forbes*

Bay Area Museums presents the history, development, collections, community roles and relationships of representative Bay Area Museums in a diversity of communities. Historical, natural history and art institutions will be studied on site and in the classroom. Museums to be visited include Fine Arts Museum, San Francisco; Triton Museum, Santa Clara; Stanford Museum; San Jose Historical Museum and others.

California's Northern Gold Country: *Bill Palmer*

California's Northern Gold Country is explored through a study of the Northern Mines area, centering on the gold mining towns of Grass Valley and Nevada City. By the turn of the century these towns had grown to be this state's major gold producers and were world leaders in the development of mining technology. Time, circumstances and depletions have taken their toll. Yet, there still remains within these towns, and others nearby, a rich cultural and intensely interesting heritage which centers on mining. A weekend field trip to the area is planned.

Victorian Homes of Santa Clara County: *Mardi Bennett*

Victorian Homes of Santa Clara County will be a "building watcher's" survey course of the existing Victorian-style homes built in Santa Clara County from 1850 to 1905 — their variety of styles, building materials and locations. On-site inspection of Victorian neighborhoods in Los Gatos, San Jose and Santa Clara will provide practical experience in identifying the various local examples of Victorian architecture.

Early History of Moffett Field: *Jerry Ifft*

The Early History of Moffett Field studies the history of this military base in the 1920s and early 30s when it was called NAS Sunnyvale. Topics to be examined include Admiral Moffett and why the airfield's name was changed to honor him, the history of dirigibles in the U.S. and the U.S.S. Macon. This dirigible, stationed at Moffett in the huge Hangar One, could launch, recover and hangar up to four airplanes. When she crashed into the Pacific off Point Sur, U.S. government support for dirigibles ended. Field trip to Moffett Field included.

Maritime History of San Francisco Bay: *Jerry Ifft*

Early Maritime History of San Francisco Bay looks at the Bay in the age of sail. From the first Spanish exploration by ship in 1775, this course extends up through the era of the grain ships which carried California wheat to Europe after the Civil War. Special attention will be given to the clippers when these beautiful vessels vied for the New York to San Francisco record. Other

topics include the distinctive scow schooners, the lumber and fishing industries under sail and Telegraph Hill. A Saturday field trip to the National Maritime Museum in San Francisco and the sailing ships C.A. Thayer, Balclutha and Alma is included.

Story of San Jose: *Betty Hirsch*

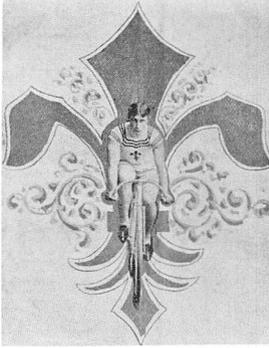
The Story of San Jose covers this city's industrial, historical and political history. San Jose can be described as "a city of California firsts": first civil settlement; first state capital; first public institution of higher learning (San Jose State University) and first symphony orchestra west of the Mississippi. From mission agricultural settlement to Silicon Valley metropolis, San Jose, currently America's 13th largest city, is still leading the way with its massive downtown redevelopment.



Margaret Jenkins, first woman from Santa Clara County to participate in the Olympics (1928/1932) and Dana Hee, 1988 gold medal winner at the Seoul Olympics, shared their experiences as women in competitive sports as part of the center's Women's History Week activities in March. Photo by John Rickman.

Cycling: In And Around San Jose 1890 - 1900

by Barbara H. Houghton



The bicycle, especially the safety bicycle with the pneumatic tire, had a tremendous impact upon the way of life of the people living in San Jose 100 years ago. The safety bicycle was introduced at the annual meet of the California Division of the League of American Wheelmen held in San Jose in 1890. The pneumatic tire was introduced in the same year. Both of these improvements made the bicycle easier to ride

and control for men and especially women. This means of transportation gave the individual more independence. It had a definite effect upon one's health, moral attitudes, social life and manner of dress. The bicycle increased the need for better roads and new city ordinances. This new freedom created by the bicycle was embraced enthusiastically. Statistics show that in 1895, there were 28 bicycle agencies in San Jose and 1,061 bicycles had been sold in the previous year doubling the number of bicycles owned. There were around 3,000 wheelmen in the county.

Riding clubs were as popular as the bicycle, and San Jose had many. A select list of the clubs were the Garden City Cyclers, San Jose Road Club, the Elite Cyclers, the Young Men's Christian Association Cyclers, the Observatory Cycling Club, the Columbus Cycling Club, and the Ladies Cycling Club. In other parts of the county, there were the Campbell Cycling Club, Mayfield Wheelmen, the Tribune Cyclers of Gilroy, the Saratoga Clover Leaf Club, the Franklin Road Club and the Mountain View Cyclers. Although the clubs were organized primarily to promote amateur racing, they also provided a social life for their members.

One of the two most popular clubs in San Jose was the San Jose Road Club. It was organized with the main objective of promoting road racing in Santa Clara County, and its races over the East San Jose course achieved state-wide reputation. The club was organized around 1892 in a little shanty at 75 South Fifth Street in San Jose. They adopted the ivy leaf as their club emblem, and straw and lavender as their official colors. By September of 1894 their membership had grown to 80 members, which created the need for larger quarters. They laid the cornerstone for a new clubhouse on the west side of Third Street, just north of San Fernando Street. A box containing the club's history, photographs of prominent members, copies of daily and cycling papers, and coins was deposited in the cornerstone. The front part of the

building was to be divided into a parlor, reading room, and billiard room. The rear of the hall was to be fitted with temporary partitions dividing it into a gymnasium and training quarters with lockers and closets. The partitions could be removed to convert the space into a banquet hall. The club continuously supported and organized road racing events.

The Garden City Cyclers were the leaders in promoting track racing, in addition to providing many social events for their members and hosting events for other clubs. In 1894 their membership went over the 100 mark and at that time, the members decided to incorporate. It was reported on August 15, 1894 that Directors Lamkin, Carey, Lewis, Ravlin, Herndon, Alexander, Chase, Pollard, Macaulay signed the papers for incorporation and sent the papers to Sacramento. Ground had been broken in July 1894 for new club rooms to be built on San Fernando Street between First and Second streets. The club would occupy the upper story of the building with a room for the directors, a parlor, billiard room, reading room, gymnasium, bathrooms, and a wheel room. The furniture cost the club \$2,500.

The Garden City Cyclers built a track on South First Street in 1892. It was a quarter-mile track and was banked at the curves. The track was covered with crushed rock, rolled and watered. The surface was rough enough to offer resistance to the broad tires on the bicycles. Grandstands were built to seat 1,900, and there was sufficient room on the north side of the grandstands to park the buggies. The track was said to be the fastest in the state, and was ready for the first race.

The new track was used for the inaugural races of the consolidated racing clubs. It was an all-day affair with a parade in the morning, and races in the afternoon. San Francisco and Oakland clubs chartered a special train which brought in over 500 visitors for the event. In the morning there was a parade through the business center of town. It was a grand affair with Second Street decorated with flags and bunting. Each club rode in formation and used fancy movements. The parade was headed by Grand Marshall Thomas R. Knox and J. Delmas, president of the Garden City Cyclers. Twenty-five hundred people witnessed the afternoon races.

If the quarter-mile gravel track built in 1892 was good, the cement track built by the Garden City Cyclers was better. The track was 1/3-mile in circumference, and was built for a 2-minute track, which meant that the wheels would stand at right angles with the track when the bicycle was traveling at a speed of a mile



San Jose velodrome used for bicycle racing, circa 1890. Photo courtesy Clyde Arbuckle.

in two minutes. The cost to build the track and the grandstands was \$9,000. The bicycle tournament, which was held to celebrate the opening of the cement track, was billed as “the greatest event in the cycling history of the Pacific Coast.” The races drew cyclists from all over the country. Many businesses closed so that everyone could attend the races, and it turned into a holiday for the citizens of San Jose.

Another innovation in racing by the Garden City Cyclers was the electric light race. A large number of electric lights were suspended over the track, and night racing was initiated. The track was a bit dark in places, but the home stretch was brilliantly lighted.

In addition to the competitive races, informal and social runs were organized for the enjoyment of the members. Relaxing rides such as a watermelon run and picnic ride to Alum Rock were planned. A fun race called the Hare and House Chase was planned by the Stew Bums of the Garden City Cyclers. The hares, given a two-minute start, led the hounds on a merry chase through the city, leaving a trail by dropping small pieces of paper behind them. One group of hares made the trail difficult to follow by crossing the bed of the Los Gatos Creek twice. The race took one hour and covered 20 miles. The winning hare was awarded a luggage carrier.

The Garden City Cyclers also entertained other clubs, which helped strengthen friendly relations throughout the communities in the Bay Area. They hosted a barbeque and run to the Blackberry Farm for the Reliance Club of Oakland. After a sumptuous picnic, the Reliance Club Quartet gave a musicale for everyone’s enjoyment.

The ladies of the day were also acknowledged as being expert road riders and they formed their own bicycle club. The club was very succinctly called the Ladies Cycling Club. They adopted the emblem of the wheel and crescent for their own. The club members had an active membership and social life including meetings, runs and picnics. In the Sunday edition of the San Jose Daily Mercury on July 8, 1894, it was reported that they were, “becoming more enthusiastic under the efficient guidance of popular captain, Miss Wana Miller.” On the night of July 4th, they entertained the members of the Garden City Cyclers with a bicycle run around the city, watching the fireworks display at the City Hall, and ending the evening at the Hotel Vendome listening to music.

It added to the credits and popularity of a cycling club to have a crack rider as one of their members. Otto Ziegler, Jr., one of the charter members of the San Jose Road Club, established many records in track and road racing. His successes began in 1893. At a meet in San Francisco, he won the one-mile Northern Division Championship sponsored by the League of American Wheelmen. On July 4, 1894 at the Stockton races, he lowered the two-mile record to 4:46 1-5, and won first place in the 1-mile handicap. San Joseans were certain that they had the fastest wheelman on the coast. Ziegler added road racing to his credits when he and his trainer, C. C. Hopkins, broke the record from Fruitvale, Oakland to the San Jose townclock. They traveled the distance in two hours and seven minutes, breaking the previous record by four minutes. In addition to being paced by several unnamed wheelmen, they were paced by the Hayward electric cars.

For Ziegler and his fans too, the height of his glory was reached when he attended the national racing tournament of the League



LEFT PHOTO: Five cyclists round Butcher's Corner (El Camino, Fremont and Wolfe roads) on a relay race in the early 1900s. This 100-mile race began at City Hall in San Francisco, came down El Camino Real through San Jose and

of American Wheelmen in Denver in August 1894. He won the two-mile national championship, and was given a standing ovation by the crowd. On the closing day of the race in Denver, he was dubbed with the title, "Ziegler, the Little Demon from San Jose, California" and was the hero of the day. He had won the quarter-mile, mile and 2:20 national championship races.

San Jose gave Ziegler an enthusiastic and elaborate welcome when he arrived home from Denver. He came in on the train from San Francisco, and was met by his own club, the San Jose Road Club, and rival clubs who had put their rivalry aside for the occasion. A parade formed at the depot headed by four cyclists of the San Jose Road Club, and they were followed by Parkman's Band. Following the band were 150 bicyclers, all riding in twos, and then came Ziegler, riding in a carriage drawn by four white horses. The parade ended at Eintracht Hall which Ziegler's lady admirers had decorated with many flowers.

In essence the bicycle and its rider was challenging the horse for speed, and of course, it had to be proven which was the faster. The logical way to prove the speed of the bicycle against the speed of the horse was to stage a race between the fastest cyclist, Ziegler, and the great pacer on the West Coast, W. Wood, who was owned by John F. Boyd of Oakwood Park Stock Farm. The one-half mile race drew a great number of spectators who were both cycle and horse enthusiasts. Ziegler was the favorite at \$20.00 against the horsemen's money in \$8.00 lots. The betting was reported as not being brisk. Ziegler's prize was a gold medal and W. Wood's prize was a liberal purse. It was an exciting race, and it looked like W. Wood driven by M. Sanders was going to win. In the last seconds Ziegler moved ahead and won by a distance of six feet. His time was exactly one minute. W. Wood's time was 1:00 ¼ which the judges declared was the fastest one-half mile race ever paced.

Ziegler was the most popular and most successful rider in the San Jose area, but he was not the only cyclist that broke records.



back up to Alameda. There were 10-man relay teams, each traveling 10 miles. The race took about four hours. Photo courtesy Robert Butcher.

RIGHT PHOTO: Victor Cyclery, San Jose, 1894. Photo courtesy Clyde Arbuckle.

Joe Carey of the Garden City Cyclers rode from San Jose to Marysville, a distance of 215 miles in 20 hours and 35 minutes. He broke the record for that distance by 1 hour and 25 minutes. That ride had to be classified as an endurance record. Carey started at 12 midnight at the intersection of First and Santa Clara streets. His route took him from San Jose to Irvington through Mission San Jose and over the mountains to Sunol. He had to do a considerable amount of walking to get over the mountains. He went on through the Sunol Valley and up through the canyon to Pleasanton to Livermore and on to the San Joaquin River. From Livermore he had to cross a steeper range of mountains. He had another delay between Mountain House and the San Joaquin River because he had taken the wrong road. After passing Lathrop, the roads became almost impassable because of deep sand. Between Stockton and Sacramento he encountered terrific headwinds. From the report of Carey's trip, it seemed miraculous that he reached his destination, let alone break the record.

Henry Smith of the Garden City Cyclers made the fastest road ride on record on the coast, riding 21 miles in 57 minutes. He rode from Briar's Ranch, two miles north of Centerville to First and Santa Clara streets in San Jose. He carried 25 pounds of luggage and rode a 19-pound Lovell Diamond racer.

All cyclists were interested in promoting the bicycle, and the importance of it. In July 1894 there was a railroad strike which disrupted the mail service in the Bay Area. Considerable interest was taken in cycling for carrying messages and newspapers between the cities in the area. The cyclists could travel almost as fast as the railroad. On July 8, 1894 the Garden City Cyclers ran a newspaper relay from San Francisco to San Jose. From San Jose they branched off, one group riding to Gilroy, Hollister, San Juan, Salinas and Monterey, and another group riding to Santa Cruz, demonstrating the importance of the bicycle in times of an emergency. Additional relays were organized to carry mail and newspapers. The average speed between San Francisco and

continued on page 9

ANNUAL REPORT

1988-1989

Yearly Reflections: President's Report

Exhibits

The year began with one of our most sophisticated exhibits, the Santa Clara Valley Labor History Project, celebrating one hundred years of labor unions in our county. Over two years in preparation it showed care in planning and a richness of detail associated with fine quality.

The budget of \$46,950 illustrates the increasing cost of excellence. When we mounted "Passing Farms: Enduring Values" as an exhibit, ten years ago it cost us \$18,500.

Due to the costly nature of original exhibits it is useful to schedule an exhibit which comes ready made to us, such as spring quarter's "Legacy of Lace."

If our fall exhibit celebrated the local history of labor, the lace exhibit illustrates intensive labor of the most painstaking type. The illustration of the technique of lace making by the members of the Lace Museum Guild fascinated those of us who watched. It also enriched the exhibit itself and added a living dimension to this ancient art form.

Work on the bicycle and children's exhibits set for the 1989-90 year is well underway.

Tours & Events

Over the last year we have had different heritage events available to the community. These have included events in "Ugly Duckling Restoration" in San Jose to "Christmas in the Adobes in Monterey," to Jewish history in the Gold Country. Tours included jaunts to New Almaden Mines, Yosemite, Napa Valley, Filoli and the Monterey Bay Aquarium.

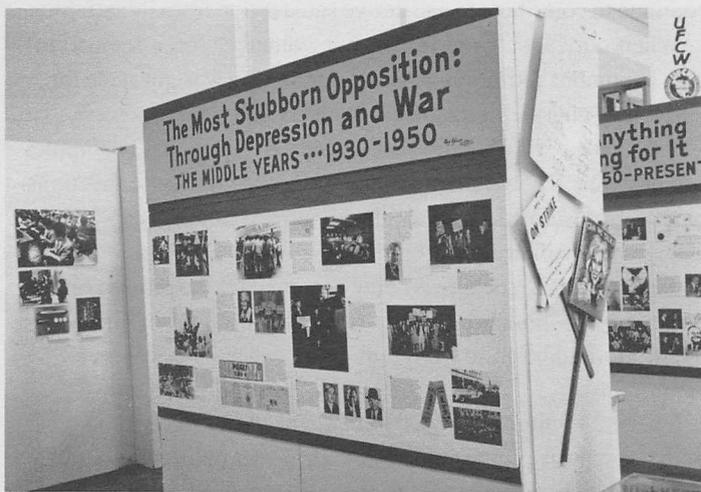
In winter we organized the Santa Clara County Heritage Network and Conference, one of our most successful events of the year. The purpose of the networking conference was to bring together the many organizations in Santa Clara County who have as their aim the preservation of history. Invitations were sent to over 55 organizations and 26 responded. The enthusiasm generated for this idea guaranteed that the organization will continue to flourish into the future.

One of the most useful tools to come out of the conference is the directory of historical groups in the county. Listed are the names, addresses, phone numbers and a brief description of what each group does. The directory is available by calling the history center. There is a charge of \$8.00 plus postage.

This year's Woman's History Week was filled to overflowing with outstanding events. Margaret Jenkins, the first woman Olympian from Santa Clara County enthralled her audience with her stories of the 1928 and 1932 Olympics. Dana Hee dazzled us with her Gold Medal from the 1988 summer Olympics in the exotic sport of Taekwondo. Ken Bruce moderated a discussion on "Miss or Myth" having to do with women and beauty pageants. A slide presentation on California women inventors rounded out the week.

New Video

The history center is always looking for ways to get out the word of what we do to a wider audience. To this end a video is in the works which the immortal Wallace Stegner agreed to narrate in part. The tape will be available for showing at meetings and conferences in the fall.



Fall quarter's labor history exhibit was on display for four days in June at the AFL-CIO trade show held at the new San Jose Convention Center. Photo by Dean Carpentier.

Financial Crisis

What would the year be without a few problems! One of the crises which we faced this year is our budget. A call for extra funds went out to our members after the board and Executive Director Jim Williams, decided we would be short of operating capital. The board agonized over this problem, looking for an explanation of why we found ourselves with too few funds to meet our budget needs. The answer is not complicated. First, things and services cost more than was anticipated. Second, we had less money from donor sources than we expected. (Turn to page 2 of the *Californian* for an update on our budget and fundraising efforts.)

New Board Members

We are fortunate to welcome Audrey Butcher and John Richter as members to our Board of Trustees. Each brings a special knowledge of local history to our table and a deep concern for the history center.

At the same time that we welcome these two members we mourn the passing of two dedicated people from the history center family. Will Lester, who passed away in January, served on our board for ten years giving generously of his time, effort and money.

Bette Tuttle, who died in the fall, was always a willing and generous volunteer whose warmth and good will made her a welcome figure at the history center. Both these dedicated people are missed.

Publications

Three new books came out during the academic year: *Pomo Dawn of Song*, by Lois Stevens and Jewell Newburn. The book, which features the art of Grace Carpenter Hudson, won a national award from the Western Heritage Hall of Fame. The *Scow Schooners of San Francisco Bay* has just been released to early praise and will be sent out to our members who renew at the new \$45 membership level. *Uncle John's Stories for Good California Children* is a facsimile reproduction of a wonderful book of children's stories first published in 1860. Of course all of these books are available at the CHC with a new 20% member's discount.

Thank you

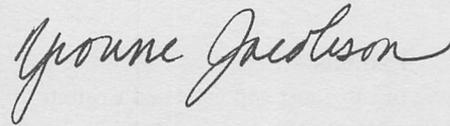
As you can see we have had a full year. I want to thank the staff and Board of Trustees for all the help I received during my two years as president. I will be stepping down to make way for a new president. But I look forward to continuing on as a member of the board.

So what have we learned? Our programs have been well received by the community. They fill a need to keep local history in the eye of the public. They address the needs of a variety of groups but they cost money. We must put our heads together to ensure the financial security of the history center. But we must recognize that our most important resource is people. The history center functions with a unique combination of individuals: our staff, volunteers, teachers, board members and specialists who come in to help us. Dedicated people at all levels combine to

make us what we are. These special people and special relationships need to be nourished constantly.

We recognize our funding must come from a variety of sources: membership, industry, foundations, private and public. We encourage those of you so inclined to remember us in your wills and to spread the word of what we do. We recognize our debt to our membership and the special relationship we have with you. We welcome your suggestions so that we can continue to serve you, the community and history to the best of our ability.

Thank you,



Yvonne Jacobson

Library Has Successful Year

A library annual report does not normally focus on the financial "bottom line." More money goes in to a library than is produced as revenue; other fruits (beside monetary ones) are counted and valued. But events of this year, the closing of the California Historical Society Library (due to lack of funds), the CHCF's own brush with red ink, and on the plus side a tremendous show of community support for the CHCF and a volunteer program that is our real wealth, have shaken our complacency and have given us a clue to our strength. This annual report will not focus on a precarious financial situation, but we are reminded that a minimum level of financial support is necessary to preserve the California History Center, its library and other programs so that we may continue to contribute to and derive satisfaction from its activities.

When our funds were fewest our volunteer force seemed to gain in number and strength. Book purchasing was put aside for the winter and spring quarters. Projects and progress were accomplished with hundreds of volunteer hours. The pamphlet file now has a new look and structure; our archival collections have been described for cataloging. The card catalog is undergoing changes that will bring uniformity to subject headings among all collections and a brochure is being designed for the promotion of the library. A library duplicate book sale brought in almost \$400.00 in addition to giving us more space, a priceless commodity.

Over 824 volunteer hours were spent in the library this year with the majority going to reorganizing the pamphlet file, a project that is still to be completed. While this reorganization filled many weeks, the daily needs of patrons and the library were being met. Cecilia Anderson, Nancy Bratman, Marge Carrere, Harriet Duzet, Betty Petersen, and Helen Riisberg were indispensable in the accomplishment of these tasks.



The Stockmeir Library has seen a significant increase in its patronage this year, thanks in part to having Librarian Lisa Christiansen available during peak hours, five days a week. Photo by Roy Grothe.

Janet Ilacqua, who catalogs student research papers for the library, fulfilled a field work internship here in conjunction with her Library Science studies at San Jose State University. As a result, along with her regular cataloging work, Janet analyzed and described for cataloging our archival collections, such as donated personal papers and manuscripts. She also started a revision of some subject headings in the card catalog so that they will conform with those suggested by Library of Congress.

Retired De Anza teacher Helen Windham continues to work with us on the maintenance, use and expansion of our photo archives.

Sam Winklebleck was welcomed as a new and versatile volunteer working not only for the library but on other CHC projects as well.

Another new volunteer, Kathy Diercks, contributed time between career and school, and Dee Liotta, also new this year, was a dedicated weekly volunteer.

The intense participation of volunteers and staff in the library program results in a product that those in education define as service to patrons and the community. The enjoyable work of finding answers to questions, new subjects to study, photographic and written evidence of the past for educational, entertainment and commercial use, is the reason for the library's being. Among our patrons this year were open space groups seeking photos of the valley as it was, junior high school students doing research in preparation for "history day," and museum exhibit designers looking for photos and documentation. Hundreds of patrons, students, researchers, teachers, visual media artists and writers were helped in their tasks by using materials in our library. By continuing to provide and improve these services we hope to earn a permanent place in the historical and educational as well as our local community. That is how we define success.

Lisa Christiansen
Librarian

A Year of Progress for Volunteers

The 1988-1989 school year saw the CHC Docents/Volunteers grow in number from approximately 35 to 52 and we had a wonderful time in the process. Besides all the areas where we volunteer our time — the library, leading tours, receptionist, exhibit assistance, committee work and laying tiles (a new job) — we visited Santa Clara County museums (Palo Alto Community Center, Forbes Mill, and San Jose Historical Museum). Yvonne Jacobson and Ken Bruce were generous with their time at two of our monthly meetings, so combined with our Christmas tree trimming party and our June picnic in Cupertino's Memorial Park we had a varied and interesting year.

The docents/volunteers gave a total of 1615 hours to the center this year, with the following volunteers giving over 40 hours of their time:

Jewel Altman	Marge Carrere	Helen Windham
Cecilia Anderson	Harriet Duzet	Jenny Wright
Lily Bauer	Lorene Speth	

Nancy Bratman, Mary Jane Givens, Dee Liotta and Betty Petersen gave an incredible 100+ hours each. And one person, Helen Riisberg, gave an unbelievable 283 hours. The center can never adequately express its appreciation for this kind of dedication.

The docents led close to 500 children and adults in guided tours of the history center and its exhibits.

It is very satisfying to know that we have such a loyal group of people giving unselfishly of their time and energy to the history center. Thank you for making the past year successful and fun for me. Now it is time to look forward to a bigger and better year in 1989-1990.

Mary Jane Givens

Docent/Volunteer Coordinator

We Appreciate You

We would like to thank the following people for volunteering time to the CHCF during 1988-89:

Irv Altman	Ken Givens	Helen Riisberg
Jewel Altman	Eric Harp	Eloise Rosenberg
Cecilia Anderson	Lola Hellman	Ann Scheilch
Lily Bauer	Janet Ilacqua	Ann Shreve
Jeff Boehm	Gertrude Jacobs	Fritz Sperling
Nancy Bratman	Betsy Kennedy	Jackie Sperling
John Breuner	Farida Khera	Frank Speth
Roger Buel	Willa Leonard	Lorene Speth
Sally Buel	Joe Limon	Genevieve Tobiassen
Marion Card	Deanne Liotta	Evelyn Turkus
Marjorie Carrere	Diane Markus	Marguerite Turner
Jim Cochrane	Elsie Matt	Hope Tyler
Helen Driscoll Coughlin	Walter Matt	Nell Ward
John Cox	Sandra McKee	Melinda Willett
Kathy Diercks	Tess Moore	Helen Windham
Harriet Duzet	Betty Petersen	Sam Winklebleck
Helen Ewbank	Kay Peterson	Jenny Wright
Mary Jane Givens		

Financial Summary

Revenue Category Definitions

Membership – new and renewing memberships

Donations – general donations

Tours & Events – heritage tours and events

Publications – books/resale; sale/CHC books; restricted publications

Exhibits – exhibits; restricted exhibit funds

Donated facilities and services – facilities, services, salaries and benefits provided by De Anza College and volunteers

Miscellaneous – subscriptions; library/photo fees; library endowments; interest

Expenditure Category Definitions

Administration – general printing; postage; telephone; salaries; equipment repair; cost of goods sold

Donated facilities and services – facilities, services, salaries and benefits provided by De Anza College and volunteers

Publications – Californian; printing; restricted publications; salaries; design

Tours & Events – events; public relations/advertising; field trips; printing; salaries

Exhibits – design; fabrication; openings; printing; salaries

Library – library supplies; books & photos; periodicals; salaries

1988-1989 BALANCE SHEET

Insured Cash Fund*	\$ 32,020
Inventory	25,315
Endowment Fund	24,404
Fixed Assets	7,278
Other	1,358

TOTAL ASSETS \$ 90,375

*Includes revenue for projects in progress.

1988-1989 REVENUE

Memberships	\$ 18,355
Donations	19,686
Tours & Events	16,489
Publications	66,246
Exhibits	15,939
Donated facilities and services	129,506
Miscellaneous	8,444

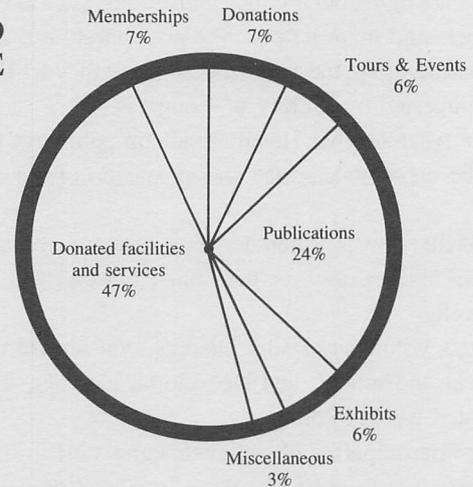
TOTAL \$274,665

1988-1989 EXPENDITURES

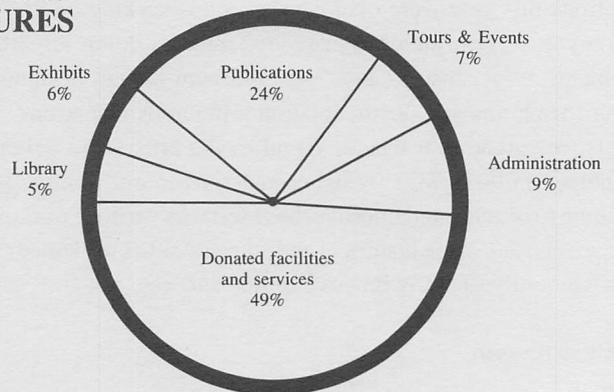
Administration	\$ 24,077
Donated facilities and services	129,506
Publications	64,737
Tours and Events	19,119
Exhibits	16,317
Library	12,598

TOTAL \$266,354

1988-1989 REVENUE



1988-1989 EXPENDITURES



Hollister and Monterey was 16 miles per hour.

Combined meetings of clubs were always popular. On July 4, 1890 the California Division of the League of American Wheelmen held their fifth annual meeting in San Jose. It drew participants from all over the State with the greater majority of the cyclists coming from the Bay Area. The meeting started with a parade of 500 cyclists. In the afternoon races were held at the League of American Wheelmen Park on Julian Street opposite the First Ward Schoolhouse. The day's events ended with a lantern parade in the evening. On the following day a series of tours were arranged for interested cyclists. The meeting closed with a grand ball at the Hotel Vendome with the wheelmen in uniform and all other gentlemen in full dress. It sounded like a grand affair.

Another popular event was the annual picnic of the California Associated Cycling Clubs. In 1895 it was held in Niles Canyon. The day was reported as perfect for picnicking, but a little too warm for bicycling. It didn't seem to deter the cyclists though, as 500 people attended including 85 members of the Garden City Cyclers.

A popular race that the San Jose clubs always participated in was the annual relay race around the bay. It started in San Francisco and ended in Oakland, with San Jose being the turning point. The distance of the race was 100 miles, and each club entered 10 riders who would ride 10 miles each. The trophy was a silver cup, and had to be won three times by a club to become its personal property.

With the increasing number of cyclists, the need for good roads increased. Based upon various reports the need must have never been completely satisfied. Cyclists complained that the streets in the city of San Jose were worse than the roads in the county. Yet in the *Santa Clara County and Its Resources; A Souvenir of the San Jose Mercury*, the city roads were described as miles of level streets paved with asphaltum.

The impact of the increasing number of bicycles brought the need for city ordinances, too. Five unfortunate wheelmen from San Francisco were arrested and put in jail for riding their bicycles on the sidewalk. Their excuse was that they didn't know that San Jose had such a city ordinance. In 1895 policemen in San Jose notified wheelmen that they must lean their bicycles on the outer curb and not against the fronts of the buildings on the sidewalks.

The proper attire for cycling was the concern of both men and women. For the man, it was a straight-forward issue of what he

should wear, and fashion prescribed both material and make-up. In 1898 the following costume, in harmony and contrast, was recommended. For country riding, a man must wear a full suit of tweed or cheviot in plain checks or gun-club checks, and a matching cap was in order. For riding in town, the breeches would be of fancy worsted or cheviot in black and white and fancy checks. The coat would be of black or blue worsted. The cap would match the breeches in the town style. Large plaids for suits were not permissible. The shirt was flannel or oxford cloth. Starch was confined to the neckbands which were of stripes or plaids. Wristbands were substituted for cuffs. The gold scarf had to be of washable material. A cardigan vest was recommended to be in golf red or hunter's green. Correct cycle hose were of cotton, lisle, or wool in medium or lightweights. The latest cycling shoes were low cut of russet leather or black kangaroo.

The proper cycling attire for women was more complicated because it involved a moral issue. The issue of whether or not women should wear the bifurcated garments was one of open debate. In July, 1894 it was noted that the national craze had not struck the members of the Ladies Cycling Club. It was hoped that the wearing of bloomers would be left to their husbands and brothers. It was thought that the San Jose ladies were always perfectly dressed, and they didn't need the new craze of bloomers to make them attractive. But the costume did appear in San Jose, and was eventually accepted as the proper cycling attire. One of the first to appear in bloomers was Mrs. George Owen, who was described as a graceful and accomplished rider. Her bloomer costume was of navy blue storm-serge. The waist was covered with a neat fitting jacket. The bloomers reached half-way between the knee and the ankle. She wore tan canvas leggings, and a white cycling-style cap. The ladies were ready for dress reform.

Cycling in the San Jose area in the 1890s seemed to be surrounded with an aura of lively interest. It offered something to everybody. To the cyclist, it gave better health, a new sense of personal independence, and a new sense of social involvement. To the spectator, it gave the excitement of the races and parades which added a new dimension to daily life. The bicycle era must have passed by too quickly for many people. Today, however, we are seeing a great resurgence in cycling as it becomes increasingly popular as a healthful, recreational sport.

CULTURAL PRESERVATION

What Are Wheelmen?

by Randy Mitchell

What are Wheelmen? According to the cover of the *Wheelmen* magazine they are “Dedicated to the Enjoyment and Preservation of our Bicycling Heritage. Riding, Collecting, Restoring, Research, and History.”

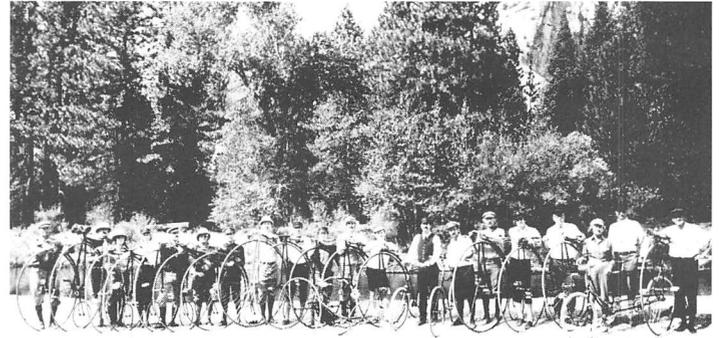
Members of the Wheelmen spend many of their waking hours talking to other wheelmen or looking in junk shops, old bicycle stores, garage sales, and flea markets. All this energy is expended in the pursuit of finding old bicycles or related paraphernalia. The desire is either to repair an old find (bicycle, part, or accessory) or to add to a growing habit, the riding, collecting, and restoring antique bicycles.

My first encounter with an honest to goodness Wheelman was in 1985, when, after purchasing a replica high-wheel bicycle, I made a few phone calls and managed to meet the then Northern California Captain of the Wheelmen, Richard Katz. Richard introduced me to the “real thing” at San Jose Historical Museum’s Living History Days. Other members like Morris Grace allowed me to ride their original bicycles, the real thing. I was in trouble, the originals were so neat. Beautiful, and built with better workmanship than my “new made” old bike. I wanted to have one for myself.

The first step was attending a Wheelmen meet in Yosemite, California. Carl Edwards of Oakland loaned me his original 56” Victor and I rode my first “Official High Wheel Tour” (a ride of at least 10 miles ridden on an antique bicycle) there. People on antique bicycles from all over California and Nevada were there. Everyone was great and treated me like an old friend.

Now I absolutely had to have one for myself. But, first, my wife got lucky and obtained a tricycle from Ralph Iglar, another Wheelman from Palo Alto who heard that I was looking for bikes for my family. Ralph not only sold me the trike, but gave me an original headlamp from the correct period to go with it. As for my own bike, it took 4 months and about \$30.00 worth of long distance calls to find a high-wheel bicycle that was the correct size (54” to 58”), in rideable condition, and within a very over-extended price range.

Although the bicycle was originally from the mid-west, the person I purchased the bike from lived in Florida and it had to be shipped from there. When the bike arrived in the Bay Area it was not quite what it had been advertised to be. The handlebars were bent down so far that I was unable to pedal without hitting my thighs against them. The machine was advertised as not needing any restoration, yet much of it was covered with rust.



Wheelmen Tour, Yosemite Valley, 1986. Photo by G. L. Grulkey, Vallejo, courtesy Randy Mitchell.

The original tires had been replaced as had the seat leather, but the front seat clip was missing and the seat was unuseable because of this. Carl, who drove to the airport and picked up the bike for me, was so disappointed by the missing clip and general condition of the bike that he made a clip for me and cleaned up the bike before I had a chance to see it.

When I arrived at Carl’s to pick up the 54” Volunteer Columbia, I was met by Richard Katz, Jerry Grulkey from Vallejo, and Katy Edwards, who is Carl’s wife and fellow Wheelman (Wheelper-son?). All of them helped to straighten out the handlebars and get me going. They all made suggestions as how to, and not to, restore the bike.

These people and the many more I have met through a truly wonderful organization have introduced me to the world of antique bicycles. They have also hooked my wife and children on the sport as she now has not only the circa 1910 trike, but also a 1895 Hartford bicycle. My youngest child is impatiently awaiting a growth spurt so that she may ride the all metal 24” tricycle, circa 1890, that her old sister now rides with some effort.

The question is, “Why the long introduction?” The answer is that to understand the love and involvement that collectors, historians, and restorers of old bikes possess, one must understand the type of people involved. Five of the most active members in the Northern California section of the Wheelmen were college level art students at one time, and most of them are still involved in the art field in some manner. Other members were or are engineers, architects, doctors, lawyers, etc. Wheelmen are people generally well educated, and often with some art background.



Randy and Jeri Mitchell participate in the 1987 Wheelmen Tour in Sacramento City. Photo by G. L. Grulkey, Vallejo, courtesy Randy Mitchell.

Most Wheelmen have a love of bicycles because of their appeal as an art form as well as their part in our heritage. The esthetic value of the bicycle and its history has as much impact on these collectors as the value of the machines or paraphernalia associated with them has in dollars and cents. Wheelmen love to share their love of the machines with the general public. Wheelmen ride and display their bicycles in many parades, take them to schools and tell the children about the bicycle and its history, and participate in many other community events.

Most of the local Wheelmen I know started their "addiction" with the high-wheel, and as collectors do, moved on to other areas of collecting. There may be two reasons for the change to other bicycle types. Some have family members who wanted to join in

the hobby, but were either reticent to ride a high-wheel or unable to, so other types of cycle transportation had to be explored. Also, as the hobby gathered momentum, the high-wheel became more and more scarce. (The reason that many old bikes are now unavailable is because some were used as scrap during the wars, this is especially true of the "old" high-wheels and hard tired safetys, making them desirable.)

The lack of some of the older bikes has brought about a renaissance in the collecting of the pneumatic tired safety, a bicycle very similar to today's bike, only with slightly different variations. Most often they possess wheels with wooden-rims and have wooden fenders and chainguards. Sometimes the bicycle has a lot of aluminum parts. The weight of these bicycles is often around twenty-six pounds. Lighter than one would expect for an old bike.

Once a Wheelman has found a machine he may spend months looking for a part that is missing or damaged beyond repair. He may run an advertisement in the state Wheelman newspaper or in the national newsletter. Both have columns designed to assist people who have that need. Articles have been written to assist in the restoration and rebuilding of spare parts, these are available through the organization or have been printed in the newsletters or magazines. Some Wheelmen have shared dimensions and measurements, or even mailed another Wheelman a much need part to be copied.

Wheelmen in this area collect and restore bicycles that date from the 1860s to rare or unusual bicycles of the 1980s. Bicycles are saved from the dump, rusting in old barns or garages, and being added to or subtracted from by people who do not have the proper knowledge to work on them. Local Wheelmen have even been participants in a law suit involving the improper restoration of an antique high-wheel bicycle by a so-called expert.

The Wheelmen is a national nonprofit organization and was established in 1967. We are devoted to keeping alive the heritage of American cycling as a part of modern living. Membership is open to all persons interested in antique bicycles.

Mitchell is a former professional stunt man who now teaches 5th grade in the Evergreen School District. His interest in history came about from doing "Wild West" shows in his former career. He has always been a cyclist, but obtained his first antique bicycle in 1985.

PIONEER PROFILE

Living Out of the Ordinary

Information for this pioneer profile was obtained through an interview with Mala Etta Helm Jenkin's younger daughter, 85-year-old Margaret Jenkins, first woman from Santa Clara County to participate in the Olympic Games (1928-1932).

Mala Etta Helm rode bicycles before it was fashionable for women to do so. Mala Etta Helm was considered a “tomboy” during a time when young ladies were supposed to be “prim and proper.” And Mala Etta Helm raised a daughter who competed in the Olympic games before women in competitive sports were truly accepted. Mala Etta Helm was no ordinary woman.

Mala Helm was born in Illinois in the late 1870s, but spent most of her young life in Kansas. She was the youngest child in a large family, born when her parents were past 40.

The Helm family came to California and Santa Clara when Mala was 14 or 15. According to daughter Margaret, one of Mala's sisters (“the prissy one”) was already married and living in the valley. Mala's brother-in-law happened to be the owner of Mitchell Cyclery, and was the driving influence in encouraging her to start riding bicycles. He did have an ulterior motive however. He and Mala's sister had two little girls and by supplying bicycles for all three, Mala was able to keep the girls company.

While her bicycling career was short-lived, she didn't bicycle much after marrying Frank Jenkins in the late 1890s, she embraced it enthusiastically. Mala was always very athletic and strong and thought nothing of riding up Oakland Road, taking the ferry to San Francisco, doing a little shopping and riding home. Of course this was all in one day.

She also did some racing for the San Jose Cycling Club and was a member of the Garden City Cyclers for a number of years prior to her marriage. Margaret recounted one story where her mother was scheduled to go to Kezar Stadium in San Francisco to see a woman from the east coast demonstrate the “art of bicycling” for women on the west coast. Mala took her own bicycle, made for her by Desimone's Cycles of San Jose and the demonstration turned into more of a race between the two women. There were other races for Mala at Kezar with her Desimone's built cycle, and while Kezar Stadium has been razed, Desimone's Cycles is still in business after nearly 100 years.

Margaret remembers her mother taking her and her sister for walks up into the mountains when they lived on the ranch in Saratoga. Both girls had bicycles and even though Mala was no longer heavily involved with bicycling, she often did her shopping by bicycle.



Mala Etta Helm, far left, is pictured here with other members of San Jose's Garden City Cyclers Club. She is dressed in the casual bloomer costume suitable for bicycling in the park, while her contemporary on the far right is dressed in a racing costume more suitable for serious bicycling. Photo circa 1895, courtesy Margaret Jenkins.

Both of Margaret's parents supported her in her athletic endeavors, from baseball to tennis to track, at a time when not a lot of parents went in for athletic involvement, especially for girls. Mala kept the box scores in baseball, knew the score in tennis and always attended track meets. She even managed to see Margaret compete in the 1932 Olympics in Los Angeles.

Mala was “pushing 90” when she died in the 1960s. She had always been very active throughout her life. She always wanted things to get going. She always did things with a great deal of energy and enthusiasm. And she was a pioneer.

Mala Etta Helm would often say she was a good winner. However, it is the generations that have come after her that are the winners. For it is due to the example of women and men like her, those who were willing to take a chance, to step out of the expected, encourage the extraordinary, that the way has been paved for the rest of us.

FOUNDATION NOTES

Pomo Book Wins Award



Pomo Dawn of Song, a collection of poetry published by the history center and sent to members in October, 1988, received the 1988 Western Heritage Award for outstanding poetry from the National Cowboy Hall of Fame in Oklahoma. Authors Lois Stevens, left, Jewell Newburn and CHC Director Jim Williams representing the history center, flew to Oklahoma for the awards banquet in March. The Western Heritage Awards are presented each year in seven literary and five western film and television categories. The book is available through the history center for \$15.95 plus tax, shipping and handling. Photo by Mary Sylvain.

In Memory of Will Lester

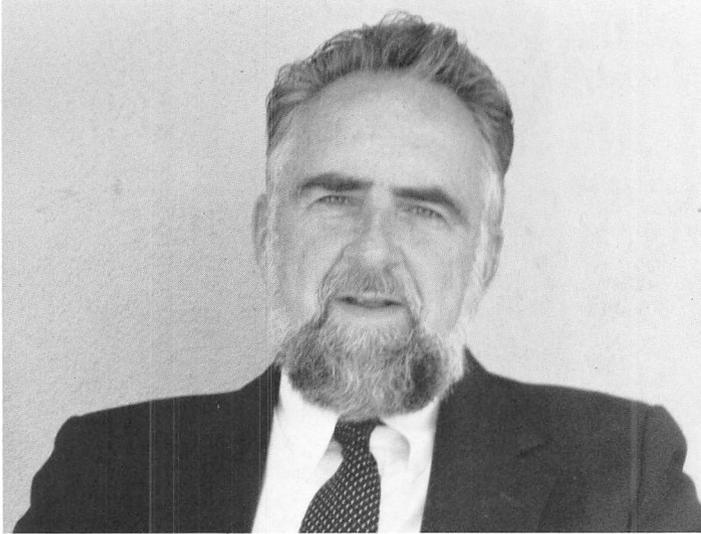
Former CHCF Trustee and long-time history center supporter Will Lester passed away in January. The Lester Family generously designated The California History Center Foundation as a recipient of gifts in Will's memory. We would like to thank the following individuals, businesses and organizations for their contributions to the center in honor of Will:

Cupertino-Santa Clara Republican Women, Federated	Vicky Katz O'Brien
The Board and Members of the Cupertino Chamber of Commerce	Nicol and Tom Legan
Ernst and Whinney	Mr. Burrel Leonard
Duke of Edinburgh	Leonard and Agnes Locher
Mark Thomas and Co., Inc.	J. E. Longinotti
Cupertino de Oro Club	Anthony Lopina, Lopina Enterprises
Judy Allen	Mary Lusk
Glenn and Betty Barnes	A. Kay Malloy, AVP Manager, Wells Fargo Bank
Mr. and Mrs. Robert Butcher	Sharen Metz
Albert and Loraine Campbell	Charles and Deborah Newman
Mr. and Mrs. George Cilker	Mr. and Mrs. C. J. Olson
Edward E. Colby	LaVerne L. Prentice
Charlotte Darius, Assistant Manager of The California Apricot Advisory Board	Gene and Dianne Ravizza
Dean DeCarli	Mr. and Mrs. P. F. Rogers
Don and Rosalyn Frolich	William and Aloha Ohm Seyman
Francis M. Goodill	Eileen Snider
Mrs. Jeanne Gottesman	Mrs. Alice Jean Stelling
Mr. and Mrs. William Jacobson	Miriam C. Stelling
Frank W. Juszczuk, Senior Vice President, Grosvenor International California, Ltd.	Mr. James G. Treybig and Friends of Will Lester, Tandem Computers
	Stephen and Lois White
	Shelley and Hazel Williams

CHCF President Yvonne Jacobson, center, talks with history center volunteer Jenny Wright during a special March tour of the "Passing Farms: Enduring Values" exhibit. The exhibit, curated by Yvonne, first opened at the history center in 1981 and now has a permanent home at San Jose Historical Museum. Photo by Jim Cochrane.



Richter Joins CHCF Board



Illinois native John Richter's educational and career paths have been in the field of medical chemistry but he has had an interest in history dating back to his childhood. Born in Chicago, John attended parochial schools, graduating from College of St. Mary's in Winona, Minnesota in 1948. During the Korean War he served as a pharmacist in a Mobile Army Surgical Unit.

Prior to moving to Saratoga in 1963, John married, began his family and obtained a Master's Degree in business administration. Only one of his and wife Marilyn's five children is a native Californian. John was widowed in 1981.

Remarried in 1985, John and wife Joan live in Los Gatos and between the two of them have 11 children and eight grandchildren. According to John it makes for a very interesting family!

John retired as president of MedaSonics, Inc. in 1986 but finds that investments, learning Russian, travel, hiking and jogging keep him busy.

A foundation member since 1982, he has taken numerous history center classes and boasts of several CHC publications in his "small but interesting" history library. Welcome to the board!

Business/Organization Donors

Asset Management Co.	Mitsubishi Electronics of America, Inc.
Building & Trades Council of Santa Clara, San Benito & Santa Cruz Counties	Older Adult Services, De Anza College
Butchers Union Local 506	Operating Engineers Local 3
California Federation of Labor	Pacific Gas and Electric
Central California District Council of Carpenters	Plumbers and Steamfitters Local 393
Coalition of Labor Union Women	San Jose Newspaper Guild
De Anza Associated Student Body	Sourisseau Academy, San Jose State University
IBM Corp.	Teamsters Local 296
J. C. Penney	TRW Foundation
Laborers International Union of North America Local 270	UFCW Local 428, AFL-CIO
	Union Label and Services Trade Department, AFL-CIO

Donors of Goods or Services

Carol Verbeeck Illustration and Graphics
Cookie Jar Bakery, San Jose
Cupertino Pizza Hut
Gloria Jean's Coffee Beans
Margaret Thompson
Vienna Pastry Shop/Saratoga
Westminster Lace/Valley Fair

Please Take Note

During the summer a new telephone system was installed on the De Anza College campus, and all telephone numbers have been changed. Please note that the history center's new telephone number is **(408) 864-8712**.

New Members

Sponsor

James and Pat Compton, John and Joan Richter, Pauline Woodruff, Dianne and Regis McKenna

Supporter

Ted Manley, Lynn Rohrer, Maxine Wilson

Family

James and Virginia Burgess, Fran and Wayne Crownover, Frederick and Martha Davis, Al and Mary Jeanne Fenn, Dennis and Elinor Heintz, Judith Johnson, Leo Lawrence, David McKinney, Cesar Perez, Ruth and Glenn Reed, John and Marilyn Rooney, Steven Ross, Dave Sorem, The Kocir Family, Same and Mary Winklebleck, Florence and Richard Woike

Individual

Helen Adamson, Marjorie Amelia, Edith Braley, Trish Chambers, Catherine D'Ardenne, Joy Desai, Joanne Franklin, Loretta Grambsch, William Grant, Neil Grenzbech, Los Altos Hills Historical Society, Ruth Horn, Franklin P. Johnson, Betty Jones, Pat Jorgenson, Evelyn Lackey, Lyndall Landauer, D. C. McDonald, Lois McWhorter, Maureen Murphy, Dewitt Hogle, MVPHA, Dave Nelson, Betty Nevin, Berta Pace, Stephen Payne, Irene Perkov, Janet Rindfleisch, Ben Rockefeller, Florence Romeo, Winifred Simpson, Janet Smith, Jo Ann Stensaas, Nancy Valby, Mary Ellen White-Vondran, Melinda Willett

Renewing Members

Sponsor

Eleanor Cameron, Mrs. Doyle Doyle, Edward and Artemas Ginzton, Joseph and Judy Houghteling, Burrel Leonard, Ken and Bette Manning, Martin and Marie Morgin, Bradley and Renee Sonderman, Darlene Thorne, Lester Tikvica, Helen Windham, Ludine Woodford

Contributor

Charles Duckwald, Marie Smith

Supporter

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The sunken garden in front of the Trianon provided a beautiful setting for the June 11 Victorian fashion show. Sponsored by the history center, the clothing was from Vintage Reflections of San Jose Historical Museum. Members of the Lace Museum modeled a variety of lace collars. Photo by Roy Grothe.

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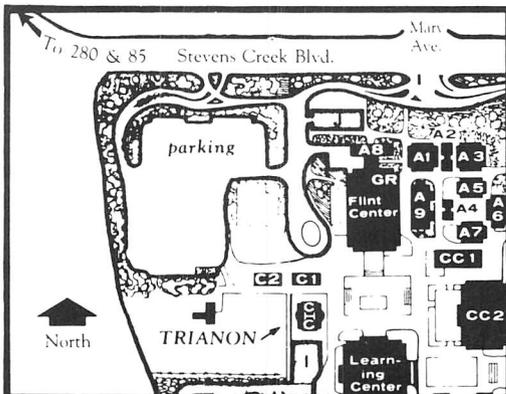
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