



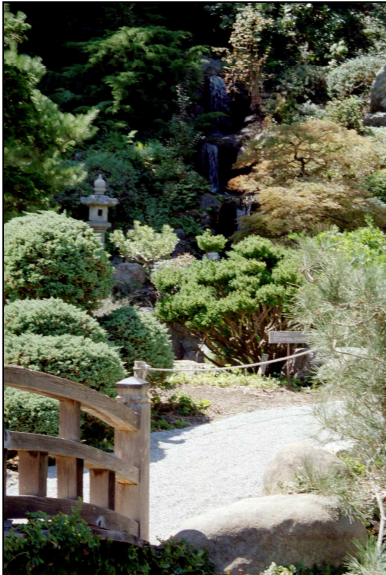
SARATOGA HISTORICAL FOUNDATION

PO BOX 172, SARATOGA, CALIFORNIA 95071

July 2013

- on-going “Betty and Willys Peck: The Heart of Saratoga exhibit” •July 21 viewing of Southern Pacific video narrated by Willys Peck
- Shop the gift shop for cards, books, art of local interest! •September 28 Heritage Day
- September 29, Annual Saratoga Historical Foundation BBQ and fund raiser

Save the Date! September 29 is the Annual BBQ



The annual Saratoga Historical Foundation BBQ is gearing up to be held at the beautiful, historic Hakone Gardens on September 29.

The much anticipated event will include live music, a tasty BBQ dinner, wine, silent auction and more, according to Vice President and BBQ Chair Bob Himel.

Members will pay \$45 each and nonmembers, \$50.

Reservation and

additional information will be in the next newsletter.

The charming 1915 garden is one of Saratoga’s favorite landmarks. Each season the garden looks slightly different making each visit always interesting.

Sister Garden Agreement Blooming

According to Hakone Board of Trustee member Ann WaltonsSmith, in 2011, Hakone Gardens, Saratoga CA and the Northern Culture Museum and garden, Niigata, Japan signed the first ever Sister Garden Affiliation Agreement. The joint objectives are for both gardens to promote appreciation of Japanese gardens, to contribute to the development of cultural programs at the citizen level, to promote understanding of the cultures of America and Japan, and to advance the organizations’ garden management.”

To begin the group travel exchanges, twelve citizens from Niigata Japan visited Saratoga, Hakone Gardens and other

local sites on June 9-10, including a dinner at Ann WaltonsSmith’s home. An upcoming group travel is planned for 2014 to visit the Niigata Sister Garden, Muko Sister City, and much more.

The Northern Culture Museum uses an estate to display the history of the area. The 65-room mansion was completed in 1890. The garden surrounding the estate includes five tea gardens.

Future trips, exchanges and staff gardener exchanges are planned to enhance and promote the two beautiful Japanese gardens. For more information on the Niigata garden, go to <http://www.hoppou-bunka.com/english/hours.html>

Heritage Day is Coming September 28!!!

Heritage Day, that special day in Saratoga when alter egos appear in the form of costumed historic Saratoga figures, is scheduled for Saturday, September 28.

The event is sponsored by the Saratoga Village Development Council (SVDC) and will run from 12-3 on Big Basin Way and 12-4 PM at the Saratoga History Museum.

Activities are planned to take place on Big Basin Way as well as at the Saratoga History Museum. More information will be available in the next newsletter or by checking www.saratogahistory.com.

Come celebrate local history and find out more about the history of your community.



The Ice Harvest

By Alton Pryor

Little Known Tales in California History

As California boomed, so did the need for ice. People in Sacramento and San Francisco were willing to pay high prices for this scarce commodity. This made ice harvesting big business in the Truckee area from 1868 through the 1920's.

The ice harvest, according to the Truckee-Donner Historical Society, in its publication, "Fire and Ice", was indeed one of the important factors in Truckee's development.



Customers wanted their drinks chilled, ice was needed to chill California's produce, and it was used to cool mine shafts in Nevada, where

temperatures reached 140 degrees below ground.

San Francisco and Sacramento were getting their ice from Boston in the early 1800s. The ice was brought by sailing ship. These ice shipments were expensive and undependable and customers welcomed a source closer at hand.

In 1853, the American-Russian Commercial Company entered the ice-harvesting picture. This company later dominated the ice market. They forced Boston suppliers out of the west coast market. Boston could not compete with Sitka and Kodiak, Alaska.

Ice became a competitive commodity. Horace Hale opened Summit Ice company at Lake Angela on Donner Summit; Joseph M. Graham and the Central Pacific established warehouses and ice ponds at Serence Lake, and Thomas McAuley and Robert Egbert opened Summit Valley Ice Company.

It was the Truckee River Basin that brought down the cost of ice, and the Summit companies and the Alaskan firm could not compete. Even the Summit firms were forced to relocate to the Truckee River Basin when the Central Pacific reached that area.

Saratoga Historical Foundation Officers

The mission of the Saratoga Historical Foundation is to preserve the unique history of Saratoga for the education and enjoyment of the community.

Executive Committee

Annette Stransky, President

Bob Himel, Vice President

Ron Hagelin, Recording Secretary

Judy Johnstone, Treasurer

Newsletter

The Saratoga Historical Foundation newsletter is produced 6X a year. If you have comments or suggestions, please call 408-867-7468 or e-mail: annette@saratogahistory.com

Museum and Gift Shop

The Saratoga History Museum, McWilliams House and schoolhouse are open from 1-4 PM Friday through Sunday.

The Boca Mill and Ice Company used its pond for lumbering in the summer and for ice harvesting in the winter. By 1869, the firm had built an icehouse with a capacity of eight thousand tons. Still, other ice companies continued to crowd the area.

The fierce competition for a market that was limited led to serious attempts to control the ice market. Nevada Ice Company, Summit Ice Company, and Boca Mill and Ice Company, formed an umbrella over a company called Pacific Ice Company, although the three firms retained their individual identities and operation, allowing them to increase profits.

In 1875, the Boca Brewing Company opened, becoming an immediate success, until it was destroyed by fire in 1893. The brewing company is said to have brought more fame to Boca than any of the ice companies ever did.

When experiments showed that ice could be used to cool produce shipments they left California for the east coast, the Great Pacific Fruit Express was born. This created a new demand for ice. The People's Ice Company began operations at Bronco, and the Crystal Ice Company, and Mutual Ice Company, both opened near Verdi, Nevada.

Horses were used to scrape snow from the surface of ice ponds and expose the clear, hard ice. Tony Ghirard, a Truckee blacksmith who died in 1981, told of making ice shoes for the horses so they wouldn't slip while hauling huge blocks of ice.

Once the ice surface was exposed, it was scribed into a giant checkerboard. A common block size, according to historian Tom Macaulay, of Reno, was 22 inches square, but some companies preferred 22 inches by 32 inches.

Ice was usually cut at two-thirds its depth explains Macaulay. For ice blocks twelve inches deep, this meant making a cut of eight inches, leaving a lip on the bottom of four inches, which was necessary to support the weight of the men and horses in the harvest crew.

As the first blocks were removed, it opened a long float channel. Long lines of men would then guide rafts of ice along the float channel to an elevator where steam engines would lift it to storage houses.

Harvesters removed and stored as much as sixty tons of ice per hour. In some years, the Truckee ice harvests stored 300,000 tons of ice.

Bad weather was the greatest detriment to ice harvest. Rain would soften the ice, sometimes destroying the ice crop.

Snow was just as bad. It could submerge the ice sheet, and allow pond water to flow in, covering the existing ice sheet, and likewise ruin the ice crop.

Three strong companies now vied for the ice trade. Union Ice and National Ice companies had the strongest financial backing. Tahoe Ice was small but efficient.

Over the next nine years, these three companies engaged in bitter competition, with the smaller Tahoe Ice playing the two giants against each other. National Ice eventually gained a controlling interest in the stock of Tahoe Ice Company, leaving only two ice firms.

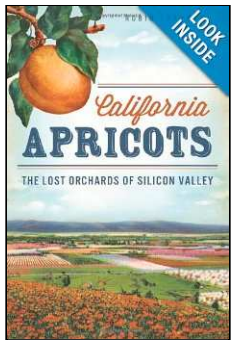
From 1868 until 1927, the Truckee Basin supplied ice for the western markets. It was this ready supply of ice that made the formation of Pacific Fruit Express possible.

Competition from artificial ice forced the gradual closing of the ice ponds in the Truckee Basin. By 1919, all of the ice harvesting was owned by The Union Ice Company.

2013 Calendar of Events

- May 31-Oct.** Museum exhibit: Betty & Willys Peck: The Heart of Saratoga
- July 21** 2 PM at the Museum, History of the Southern Pacific Coast video, narrated by Willys Peck
- September 28** Heritage Day at the Museum 12-4 PM
12-3 PM along Big Basin Way
- September 29** BBQ fund-raiser at Hakone Gardens
4:30-7:30 PM

California Apricots—The Lost Orchards of Silicon Valley



For those who remember picking ‘cots; canning ‘cots; or just picking a warm apricot from the tree and biting into it with the juice running down your face-- California Apricots—The Lost Orchards of Silicon Valley will bring fond memories.

The book is written by Los Altos author Robin Chapman who recalls growing up in Los Altos and the many orchards in the Santa Clara Valley.

The book includes the history of the area as well as some tasty recipes using, what else? apricots! History San Jose provided some of the interesting photos.

The slim book can be obtained from www.amazon.com.

Former Mayor Don Wolfe

Passes Away



Floating scum on water vs place of the swift water—Saratoga Mayor Don Wolfe settled the issue of the meaning of the name Saratoga with a proclamation in 1997-98. According to Florence Cunningham, author of the book, Saratoga’s First Hundred Years, the name was an Iroquois word describing a mineral spring and meant “floating scum upon the water.” The term had a certain cachet among the residents. Mayor Wolfe, however,

compiled evidence from Saratoga’s namesake, Saratoga Springs, New York and maintained that the Iroquois word actually meant, “hillside country of the great river, place of the swift water.”

Former Saratoga Mayor Donald L. Wolfe (1933-2013) recently passed away in June. Wolfe served on the planning commission, city council and as the city’s 22nd mayor in 1997-1998.

In Memoriam
Corrine Rathjens
Don Wolfe

Changes in the Board of Directors



Three new people are joining the Saratoga Historical Foundation Board of Directors: Judy Johnstone, Sue Barrera, and Bill Ford.

Annette Stransky says, “We are very excited to have three new people

join the board of directors. Their enthusiasm and energy in their new roles adds a big boost to the board.” Judy Johnstone has been on the Heritage Preservation Committee, Cemetery Board, held positions in Foothill Club and in other organizations. She has a financial background and will hold the position of Treasurer. Sue Barrera has held various positions including president and been on the board of the Friends of the Saratoga Libraries for over nine years, held various positions in the Saratoga Foothill Club as well as worked on projects with the Chamber of Commerce. Barrera will take on the position of Social Director. Bill Ford has been active in the community and is a former veterinarian. He will hold the position of director-at-large.

Thank you

Stransky continues, “We’d like to thank Jane Asher who was on the board from 2009-2013 and held the positions of Treasurer, Social Director and interim gift shop manager—all at the same time. She also held the position of fund development in 2009 and to date was our best “rain maker” in the role of fund-development director.”

Bob Loudon retired from the board having served from 1999 to 2013 and is thanked for his many contributions. During that time period he held the positions of president, newsletter editor, program director, and database director.

Executive Committee elected

The Executive Officers for 2013-2014 were elected in June by the SHF board of directors for a term of one year.

Returning in their roles respectively: Annette Stransky, president; Bob Himel, vice president; and Ron Hagelin, recording secretary. Judy Johnstone is new and will be treasurer.

Board of Directors

Katie Alexander, Archives and Collections Dir. & Research
Sue Barrera, Social Events Director

Ray Cosyn, Historian, Volunteer Director, AV, Database
Bill Ford, Director-at-Large

Linda Hagelin, Education Programs and Outreach Director
Ron Hagelin, Recording Secretary

Warren Heid, Emeritus

Bob Himel, Fund Raising and Community Development

Judy Johnstone, Treasurer

Ernie Kraule, Special Projects Director

Jim Sorden, Director

Annette Stransky, Marketing, Publicity, Newsletter Editor,
Special Exhibits

Ann Waltons-Smith, Membership Director

Michael Whalen, Museum Docent Director

Liaisons to the Board of Directors include:

Vice Mayor Jill Hunter, City Council representative

John Cherbone, city representative

Marykay Breitenbach, Correspondence Secretary

Alexandra Nugent Historical Preservation Commission

Jeff Johnson, Webmaster

Jenni Taylor, Museum Docent Coordinator

Gas and Ghosts in the Santa Cruz Mountains

By Sandy Lydon, historian



On the evening of February 12, 1879, the mountains above Los Gatos shook with such force and noise that people all over the region were awakened, thinking that there had been an earthquake. Or perhaps it was the California Powder Works up-river from Santa Cruz finally completely exploding once and for all?

The cause of the noise was no mystery to the Chinese railroad workers who had been working in the projected 6,157 foot Summit railroad tunnel being drilled through the Santa Cruz Mountains. For weeks they and their white supervisors had been afraid that the mixture of oil and natural gas in the tunnel might explode.

And explode it did. A sheet of flame roared out from deep within the mountain, the tunnel acting like a huge canon, burning all those unlucky enough to be inside and tossing railroad cars and equipment like toys as it exited the tunnel mouth with a roar heard as far away as Santa Cruz and San Jose.

Five of the Chinese railroad workers inside the tunnel eventually died of their injuries, and those who survived believed the tunnel to be haunted and refused to resume working.

Gas and Oil beneath the mountains

The railroad tunnel that the South Pacific Coast Railroad began drilling into the mountain in 1878 was part of a huge construction project that would eventually link the Bay Area with Santa Cruz. The railroad company did not realize at the beginning of the tunneling that they were also drilling a large horizontal oil well.

Early on in the construction, the Chinese workers noticed small streams of oil running down the tunnel walls, collecting in pools at their feet. When one of their colleagues fell unconscious at the tunnel heading, they quickly understood that there was a dangerous, odorless gas coming out with the oil. They were drilling sideways through an oil field. Not far downhill from the proposed tunnel was the Big Moody oil field that had been producing oil on and off since the 1870s.

The railroad company's objective was neither oil nor gas. All they wanted to do was punch a railroad tunnel through



these mountains and provide

Santa Cruz with a direct connection with the outside world. The oil and gas were an unintended consequence, an obstacle to overcome.

The railroad company settled upon a system of gathering the oil from the tunnel floor and carrying it out, and then periodically "flashing" off the accumulated gas. When Chinese workers changed shifts, a crew supervisor would place a burning rag at the end of a long pole, and slowly enter the tunnel until the gas mixture was strong enough to explode. (Not unlike when you turn on a gas burner and then wait too long bit before lighting it and singe all the hair off your hand—or eyebrows.) The gas would burn off with a loud "whump" and the crew could then work for a while before the procedure had to be repeated. That process combined with raising their wages from 77.5 cents per day to \$1.25 per day was enough to lure a new crew of Chinese back to the tunnel face. After performing a ceremony to exorcise the evil spirits that included pasting lucky red papers on the timbers that framed the tunnel mouth, the drilling resumed.

Eventually the company installed a system of pumps that brought fresh air into the tunnel and expel the gas. Most of it.

The Fires of Hell -- November 17, 1879

The Chinese had been right all along – the tunnel was cursed. Fearful of using the open flames of candles or lanterns, the Chinese men worked around the clock in 12 hour shifts in almost complete darkness. Approximately a half-mile into the mountain, on the evening of November 17, 1879, a crew of 21 Chinese and 2 white supervisors were working at the tunnel heading when an undetected gas pocket was ignited by a small dynamite charge. This time the tunnel sent forth a column of flame that "shook the mountain from base to summit." The 2,700 foot-long canon poured forth the fires of hell.

As soon as the flames subsided, twenty Chinese who had been asleep in a nearby bunkhouse raced into the tunnel to rescue their comrades deep in the mountain. They were greeted by a second explosion – "a sheet of lurid flame"—that consumed everything in its path.

Rescuers who came to the tunnel mouth after the second explosion crawled through the timbers and twisted metal and were overpowered by the smell of burning flesh and gas pouring from the tunnel. The cries of the still-living but horribly burned Chinese filled the air. Before it was all over there were thirty-one Chinese bodies laid out beside the tracks, each one dressed in white cotton with an incense taper burning at its head.

The tunnel is completed – April 1880

After replacing the air pumps and installing electric lights to cut down the possibility of explosion, the company found that they couldn't induce Chinese to re-enter the tunnel. They brought in a crew of Cornish miners to continue the work on the north end while Chinese crews continued to work on the less-volatile south end. Finally, in April 1880 when the tunnel was daylighted, a constant breeze blowing through it dispersed the gas that continued to issue out of the tunnel walls. Later, when the company began running trains through the tunnel they inserted pipes into the gas fissures and installed lamps that were kept lighted day and night.

The lights deep in the mountain flickered like votive lights for the over three dozen Chinese who had died to help connect Santa Cruz with the outside world.



Above is an artist's rendering of the May 23, 1880 accident that killed 15 passengers on the newly-completed South Pacific Coast Railroad. Some say it was part of some cosmic score-evening carried out by the hungry ghosts of the Chinese killed in the tunnels in 1879

The Chinese immigrant believed that if one of their fellow Chinese were to die away from their families that their untended and neglected spirits would become hungry ghosts. Hungry ghosts were believed to be malevolent forces, capable of doing evil until their bodies were reunited with their families. Most of the men who died in the November 1879 explosion were buried alongside the railroad tracks above Los Gatos Creek as their graves were visible from passing trains for years afterward. It is not known if their bodies were ever removed and shipped back to China, but the dark and violent subsequent history would suggest not.

The celebrations of the completion of the over the mountain railroad made no mention of the dozens of Chinese who had died in its construction. So, as some kind of score-evening karmic retribution, on May 23, 1880, the new railroad had a horrific train wreck that killed fifteen passengers and injured fifty more. The accident put a dark cloud over what would have been an otherwise happy event in Santa Cruz's history.

And, who is to say that the continuing toll of death and dismemberment on present-day Highway 17 isn't the work of the hungry ghosts who still might haunt those mountains?

The Ghosts Emerging from the Portal

Residents in the neighborhood of the fated north portal of the Summit tunnel often told of hearing and seeing ghosts in that vicinity for many years following the explosions. One rainy night in the 1890s, a journalist traveling through the area found himself opposite the tunnel mouth when his horse

reared and snorted and refused to proceed. The man turned to watch in horror as a procession of men mounted on white horses and dressed in white formal Chinese clothing filed slowly out of the tunnel mouth. As they trotted slowly into the darkness down Los Gatos Creek, he counted thirty-one riders.

The Myth of the Railroad Tunnels and the Japanese Invasion, 1942

By Sandy Lydon, historian

There are a number of myths that have their origins in the early weeks of World War II following the Japanese attack on Pearl Harbor on December 7, 1941. The myths that have persisted include Japanese sailors coming ashore in Capitola armed with shotguns and a Japanese submarine hidden in a cave on the coast north of Davenport. And, perhaps the most pervasive one is that the Southern Pacific Railroad blew up their trans-Santa Cruz Mountain tunnels to prevent a Japanese invasion.

There were Japanese submarines operating along the California coast in late 1941, and in one instance, the submarine I-23 surfaced off the coast on December 20 and chased an oil tanker into Monterey Bay as local residents watched in horror. The tanker was damaged, but escaped. The image of that submarine stayed in the local consciousness for many years, fueling stories of invasions and submarines hidden in caves. Neither the US military or Japanese military records support those stories.

One event that got woven into this Japanese invasion business was the destruction of the Southern Pacific Railroad's two long tunnels in the Santa Cruz Mountains in early April of 1942. Constructed almost entirely by Chinese railroad workers between 1876 and 1880, the tunnels had served as the primary railroad connection between Santa Cruz and San Jose for sixty years. Declining rail traffic and the severe winter storms of early 1940 brought the over-the-mountain railroad to an end and the last train through the mountain ran on February 26, 1940.

For the next two years the tunnels sat, open and abandoned. The Southern Pacific Railroad became increasingly concerned about the potential liability should the tunnels collapse, so in the early months of World War II they invited the US Army to practice their demolition work and collapse the ends of the tunnels. This they did on April 4, 1942. The explosions were heard throughout Santa Cruz County and were serious enough to be recorded on a seismograph at Santa Clara University. In the public's mind, the collapsing of the tunnel mouths was somehow connected with the continuing concerns about a Japanese invasion, and the myth developed that the tunnels were destroyed to prevent their use by invading Japanese. It wasn't so, but the myth does reflect the very real fear that residents of the Pacific Coast felt during the early years of the war.

Peck Reception A Hit!

Over one hundred people came to the reception for the Betty and Willys Peck exhibit last month held at the museum. Friends enjoyed a short ceremony, the sounds of the 10th Avenue Band, good food, and maybe even had some “cultural change through conversation.”



Field Representative Leslie Bulbuk presented Betty Peck with a huge plaque from Assemblymember Paul Fong noting the many achievements of the couple. Additionally

Bulbuk said, “On April 25th, Assemblymember Fong adjourned the California State Assembly Session in memory of Willys Peck. Doing what is called an Adjourn in Memory or AIM is one way members of the Legislature can pay tribute to those in their Districts who have had a profound impact on the community. It was Assemblymember Fong’s honor to be able to adjourn in memory of this wonderful and inspiring man.”

Senator Jim Beall, who was unable to attend, sent a commendation letter noting in part, “As a couple you created much of the foundation that makes Saratoga so great today, and Mr. Peck will be missed, not just for his remarkable achievements, but also for his warm and caring demeanor. He was one of the pillars of this community who put Saratoga on the map. From his humble beginnings, he was a fighter, but more importantly, he was a hard worker, dedicated to improving his community. “

Vice Mayor Emily Lo congratulated Betty on all her good work for the community as well as that of Willys.

Another highlight was when family friend and troubadour Mark Wallace sang and read an original poem he wrote about Willys Peck.

SHF President Annette Stransky noted that Betty and Willys Peck have set the benchmark for community service. The number of organizations Willys served with diligence during his lifetime was inspiring along with Betty’s continued work in early education. Stransky encouraged everyone to see their work chronicled in the exhibit.

After the short presentation, people videotaped memories of Betty and Willys.

The 10th Avenue band played rousing Broadway tunes and snappy music from the 40’s. Couples danced to the music while others just hummed along.

Wildwood Market owner Frank Duto also donated replica vintage Saratoga-themed postcards for handing out at the event.

Thanks to all who helped make the day a success: Joan Bose and her crew of cooks, Sue Barerra, Laurel Perusa, Bob Himel, Dick Angus,

Bill Ford, Bill Allison, Dona Tobiason, Nancy Lee, Dorsey Braunstein, Katie Alexander, and Tom Soukup.

Thomas Campbell once said, “to live in the hearts we leave behind is not to die.” The Saratoga History Museum preserves those memories.



Resting on Their Laurels— Saratoga Oaks Lodge



Once upon a time, Saratoga Oaks Lodge was known as Laurel Motor Court. Located in the same location on Big Basin Way, the motor court was named after the resident laurel tree.

Motor court is a term that became popular in the 1930's. As automobiles became more popular, people turned to roadside camping to escape city life. Roadside camping evolved into more sophisticated offerings—indoor plumbing, electricity and maybe even a diner. The term motel came into being around the 1940's—usually meaning lodging with a parking lot with the doors to the rooms facing the parking lot.

Lea Ann Hernandez whose family owns Saratoga Oaks Lodge said, “Originally, the property was a sort of conglomeration of tents on top of wooden floors in the logging days of Saratoga, back in the late 1800's and up to probably the 1920's or so. Then more elaborate buildings replaced these structures.

“My parents bought the property in August of 1955 from Mr. and Mrs. Lloyd Wixom. The property had 8 rooms and the residence. At that time, there was a huge, fragrant laurel tree whose branches extended to the middle of Big Basin Way. Hence, the establishment was called, “The Laurel Motor Court.” The accommodations consisted of 4 rooms with their own bathrooms and 4 with a common bathroom: ladie's on one side, men's on the other with a tub with shower in between.”

Laurel Motor Court dating to 1875

Hernandez estimates the residence was at that time about 80 years old and with single wall construction. She said, “My mother set a fire in the fireplace only once, until the wallpaper glowed. Soon my parents embarked upon a building program, starting with 4 rooms, then 2 more, then 6 more, then 4 more. And in 1960 we got a new home in which to live! “

According to Hernandez, “The rooms were built with about half having kitchenettes. At that time, Silicon Valley was just beginning to burgeon and Saratoga was the coveted destination of many engineers, airline pilots and business people from parts east. We housed many of these families as their homes were being built or finished and there was no such thing as “fast food.” My brother and I were in the first classes at Saratoga High School, having attended what was at that time the only elementary school, Oak Street.

Famous people also stayed there including Don DeFore (of Ozzie and Harriet television fame), comedienne Lily Tomlin, comedian Robin Williams and singer Ziggy Marley.

Hernandez said, “In the late 1990's my mother, Gladys, brother Paul and I decided it was time to reconfigure and

rebuild the operation. We sequentially and extensively remodeled our rooms 4 at a time, eliminating the kitchenettes and providing under counter refrigerators and microwave ovens in each room. As I had traveled around the world as a stewardess, I never cared too much for the idea of being unable to enjoy a small meal at any time. As there are some of the finest restaurants at many price points in Saratoga Village, it seemed a good idea to enable our guests to go home with a doggie bag and be able to enjoy some dining autonomy. With the collaboration of our talented architect and creative and capable contractor, we also built six bungalow's at the top of the property. This upper complex is crowned by a waterfall and cozy upper patio. The uppermost bungalows are accessed at street level on St. Charles Street. These rooms have amenities such as fireplaces, steam showers, home theater sound, slate balconies or patios and cathedral ceilings.

Third generation hotelier

“We continue to love Saratoga Village and our little Lodge. Paul's son, Joe is the third generation to be involved in the hospitality endeavors.”

Hernandez said, “A few years ago I mentioned to my mother, Gladys the upcoming 50th anniversary of our establishment. She replied, “Yeah. That was the beginning of the ‘Gladys P. Hernandez full family employment act.’”

Favorite memories of Saratoga

Favorite memories of this well-travelled former Saratogan? Says Hernandez, “My favorite memories of Saratoga in the 60s include riding my bike along Saratoga-Los Gatos Road when I was 11 or 12 years old. There was not very much traffic in those days. Most of all, swimming almost every day in the summer in the pool and the old Saratoga Inn. The pool is still there at the condominium and it still looks the same, so when I go there I feel like I'm 11 years old again. Even Geritol won't do that! I just spent this afternoon with three friends from my grammar school and high school days in Saratoga. There's nothing like old friendships!”

Student Receives Award



SHF recently presented the Louise Garrod Cooper Award to Nina Jayashankar at Saratoga High School. Jayashankar was given a letter of achievement and \$250 for her work at the Saratoga History Museum by Education Director Linda Hagelin. The student volunteered many hours at the Saratoga History Museum by working in the resource files and as well as creating a master index of the files to aid researchers. The award was established in 2008.



Saratoga Historical Foundation
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Be sure to visit: www.saratogahistory.com or
[www.facebook.com/Saratoga](https://www.facebook.com/SaratogaHistoricalFoundation) Historical Foundation

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Local Artists Featured in Gift Shop

Stop by the Saratoga History Museum gift shop and see a new, wide selection of Saratoga-themed cards and artwork created by local artists. Artwork currently for sale includes art created by well-known artist and water colorist Kay Duffy who donated the items; colorful photography by Felicia Pollock; and striking black and white prints by the late Victor Zane.

Great gifts for your Saratoga-themed gift basket, for thank you cards, or for framing!!

The gift shop also has a wide selection of local history books, postcards, and bookmarks.

The Saratoga History Museum is located at 20450 Saratoga-Los Gatos Road in Saratoga. Open from 1-4 PM Friday, Saturday and Sunday—cash or check, please.



Wedding Belles



Long time Saratogan Amy June Currier Jorgensen recently donated her grandmother's wedding dress to the museum. Pioneer Eliza Bilton Smith came to Saratoga in the late 1800s. Amy June can be seen wearing the brown striped satin dress when she was 15 years of age for her grandmother's 60th wedding anniversary in the photo on the left. Her daughter, Rilla Jorgensen is shown at the age of 15 wearing the same 1870's dress in 1967 in the photo on the right. Rilla was wearing the dress for a Foothill fashion show. Plans are to display the dress in the McWilliams house as an example of a special occasion dress.

