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Albretto Stoodley: The Loma Prieta Lumber Company and Santa Cruz in the Early Twentieth Century

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Albretto Stoodley

The Loma Prieta Lumber Company
And
Santa Cruz in the Early Twentieth Century

An Interview By
Elizabeth Spedding Calciano

Santa Cruz

1964



Albretto Stoodley

In his study

December 5, 1963

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Introduction

Along the coastal hills and mountains of Santa Cruz County stand the Sequoia Sempervirens. It was here that white men first set eyes upon these trees. Their majestic height and striking symmetry aroused wonder in the men of the Portola party two centuries ago; no less today do people stand in awe of them. But their beauty is only half the story, for the redwood is an immensely useful tree. Its lumber is prized by men throughout the world.

Santa Cruz County was one of the earliest centers of the redwood lumbering industry. Although the redwood trees in this county never approached the size or magnificence of those in northern California, they had the immense advantage of being relatively accessible. Lumber camps and sawmills were scattered in the uplands and along most of the gulches in the northern and central part of our county during the years between 1865 and 1920. The industry provided jobs for hundreds of men and was almost the sole economic support for a number of small towns and villages.

In its early phase, the Regional History Project of the University of California, Santa Cruz, is concentrating on the growth and development of this area's major industries. Since the redwood lumbering industry was, in many ways, the cornerstone of the county's economic life during the late

nineteenth and early twentieth centuries, it was felt to be a logical starting point.

It was natural for us to turn to Albretto Stoodley for information on redwood lumbering. Mr. Stoodley's ninety years have been active. Born in the Catskill Mountains of New York in 1873, he spent his first working years in the surrounding lumber areas. In his late twenties he heard the call of California and moved to Corning early in 1902. Five months later he settled in Santa Cruz. Just two weeks after arriving here he began what proved to be a fifty-five year career with the Loma Prieta Lumber Company, first as a clerk, later as bookkeeper, and finally as secretary of the company. When the Loma Prieta Company stopped active lumbering in 1922, Mr. Stoodley's work for them required less of his time. In 1919 he had started a fruit box factory on the east side of Santa Cruz; during the twenties he expanded this into a retail lumber yard.

Mr. Stoodley's long and varied lumbering experience was evident in our conversations. We talked about logging, bucking, sawing and wholesaling. He discussed the old-style ox-teams and their successors, the powerful donkey engines. He was particularly careful to give a detailed account of the making of "split stuff" (hand split items such as pickets, posts, and shakes), for this is a rapidly dying art - few men alive today knew the old time piece workers, their way of work, or their way

of life. Mr. Stoodley also provided colorful detail on mule packing, narrow-gauge railroads, the old Loma Prieta Village and the 1906 earthquake.

Since Mr. Stoodley has lived in Santa Cruz for over sixty years, it was natural for our conversations to include Santa Cruz life in general. He provides charming vignettes of the turn of the century immigrants, California customs, the street-cars, roads and mud.

Our conversations were held in July and September of 1963. The Stoodley home is a neat white house surrounded by a carefully tended garden. Mrs. Stoodley, a gracious and intelligent woman, would greet her guest at the door and lead the interviewer to her husband's retreat. His study is a small cottage which he has built in the back yard. The pleasant single room is well lined with the books Mr. Stoodley so frequently consults. His age has not lessened his habit of study. He makes periodic trips to the public library and sighs over the fact that the lack of space and constant reshuffling of volumes make it difficult for him to find the books he wants. His cottage, although neat and orderly, shows the signs of constant use - an open book or two, a well-thumbed dictionary, and a large assortment of pens, pencils, and paper clips on the center of his desk.

Mr. Stoodley sat in his green swivel chair, occasionally rocking back and forth as we talked. He takes great joy in life, and one feels it a privilege to know him. His friends all characterize him as "a wonderful man." Our sessions, which always seemed over too quickly, were frequently punctuated with laughter. His voice, which is that of a much younger man, was both firm and pleasant and was quite easy to transcribe. A portion of the tape is preserved in the Regional History Project Office for those who might wish to listen to the conversation.

Mr. Stoodley spent a great deal of time and care on the editing of this manuscript. He checked closely on the accuracy of names and dates and occasionally changed the wording of a sentence to make its meaning more clear. He also provided valuable additions where an answer was too brief or a subject was covered too lightly. Mr. Stoodley always spoke with the precision of a historian. He was careful to distinguish between the material he knew from his own observation and that which he had been told by others. He kindly provided the lumbering pictures that are reproduced in the appendix.

This manuscript is part of a collection of interviews on the history of Santa Cruz County which have been conducted by the Regional History Project. The Project is under the administrative supervision of Donald T. Clark, University Librarian.

Elizabeth Spedding Calciano

March 12, 1964

Regional History Project

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University of California, Santa Cruz

The Loma Prieta Lumber Company

Calciano: I thought we might start with when you came to Santa Cruz. You were telling me the other day that you were born in New York.

Stoodley: Yes, around the Rip Van Winkle country - the Catskill Mountain part of New York, in the southern part of the state.

Calciano: What made you decide to move?

Stoodley: Oh, I had thought for a long time of coming out here. I knew some people who had moved out to Corning, in the northern part of the state. Our weather was pretty severe back there and I had always thought I'd like to get where it was a little warmer.

Calciano: Did you have any idea what type of work you'd do when you came out?

Stoodley: Oh, I wanted to follow lumber if I could, because I had been doing that work there.

Calciano: How old were you when you came out?

Stoodley: I was about twenty-nine.

Calciano: What year were you born, then?

Stoodley: 1873

Calciano: My goodness, you're ninety! That's hard to believe.

Stoodley: Well, you know, the Catskill Mountains were pretty cold county. People living there had to be tough or

they didn't survive. That's how I happened to live so long.

Calciano: How long after you came here did it take for you to get a position at the lumber company?

Stoodley: About two weeks.

Calciano: How did you happen to choose Santa Cruz? Was this a big lumbering center, or . . .

Stoodley: No, first we were at Corning. We went there in February. Along about June the weather began to get very warm and we thought we would come down and try the coast. The people up there had told us that it was nice down here, but that it would be very difficult to get a job. So many people came here because it was nice. When I came down I looked for anything I could get to do, but the natural thing was to take lumber if I could get that because I was more used to the lumber work.

Calciano: You started out as a clerk . . .

Stoodley: I was a clerk, yes. I was the low man on the totem pole. Later I was bookkeeper and then the secretary passed away and I was elected to take his place.

Calciano: This was with the Loma Prieta Lumber Company?

Stoodley: Yes.

Calciano: Had the lumber company been going for quite a while when you came here?

Stoodley: Yes, they were organized and incorporated in 1883.

Calciano: I see. Did you ever live at the village of Loma Prieta?

Stoodley: No, I never lived up there. I lived at Capitola, or Opal, because that was where the lumber company had their distributing area. All the lumber from the Olive Springs mill came down there.

Calciano: Was the Olive Springs mill the Loma Prieta one?

Stoodley: That was the one they used when I came. They had a mill up at Olive Springs to cut out a lot of timber they had up there, since they were pretty well cut out at Aptos where their original mill had been. They had moved the mill over the Olive Springs. Later on they bought the Bridge Creek timber above Aptos and moved the mill back to the original site.

Calciano: Now is that the land they bought from Frederick Hihn?

Stoodley: Yes.

Calciano: Why was Hihn selling it? Didn't he want to lumber it?

Stoodley: Well, there was only fifteen million feet of it, I think about that, and I don't think that he wanted to put a mill in for that quantity. The Loma Prieta mill was already there and they had the equipment for

logging it. I suppose that would be his reason for selling, I don't know.

Calciano: What year was this?

Stoodley: I think about 1917.

Lumbering Methods

Calciano: When they lumbered up there, did they take all the trees that were any good, or did they leave some seed trees and so forth?

Stoodley: They took all the redwood that was of a marketable size. If it was too small they didn't attempt to cut it.

Calciano: I see. Is there a lot of second growth timber up there now?

Stoodley: Yes.

Calciano: The small ones, I presume, grew and gave seeds, is that what...

Stoodley: They quit operating there about 1922, (I think that was about the date) and since that time, of course, the young timber has grown.

Calciano: Did they move out because they had cut all the timber they could, or did changing market price have anything to do with it?

Stoodley: No, it was due to the fact that the marketable timber was all cut out.

Calciano: When the company opened up a new area, did they have their men logging the whole year?

Stoodley: The sawmill didn't cut all through the year, just in summer. The falling crews worked in the winter, you see.

Calciano: Why didn't they work in the summer?

Stoodley: Well, we ran the mill only in the summer; we didn't run the mill all winter. The mill shut down in November when the rains came. That made everything messy and the men couldn't work to advantage. Also the days were short, so they usually closed down and opened up around the first of April - sometimes it was nearer the first of May if we had a late season.

Calciano: Did the men who worked in the mills during the summer do the cutting in the winter, or were there different crews?

Stoodley: They did if they were capable of it. The falling was kind of particular work because redwood shatters and breaks. It splits very easily. Those fallers had to know just how to fall a heavy tree. If they didn't know their job they could ruin dollars and dollars worth of lumber. Usually two or three worked

together, I think. Following them they had the peeler and one or two men that were called buckers, who cut the tree up into lengths. They all worked together and were called the falling crew. Many of the trees were very heavy and had roots that spread out at the bottom. That lumber down there was not so valuable, so they put in what we called spring-boards and the men would stand up six or eight feet from the ground and cut the tree at that height. I've seen many of the stumps that were eight feet high.

Calciano: Is this what is known as stumpage?

Stoodley: No, stumpage is the term used to figure the value of the stand of timber. The stumpage on a piece of ground might be worth two, three or five dollars a thousand feet. Stumpage refers to the timber as it stands.

Calciano: Did they do the peeling right after the tree fell, or did they wait a few months?

Stoodley: No, they peeled immediately.

Calciano: What did they do with the bark they took off?

Stoodley: That was burned. Their way of logging then was to fall the timber and then peel the bark off and let it dry for a while. This would be done in the winter. In early spring, before the fire season was really

started, the whole area would be burned over. The whole countryside was black.

Calciano: The purpose of it...

Stoodley: To get rid of the rubbish. When they went in, the bark and the small limbs were burned and the trunks of the trees, the logs in other words, were not damaged enough so that it hurt them any. But it made it awfully messy stuff to handle. Black, the men would be - well, you couldn't tell but what they were colored people.

Calciano: How did they stop these fires? Did somebody control the fires they set?

Stoodley: Oh, in the spring everything was always pretty green. The leaves were all green and the grass, if there was any, would be green so there was no risk. They watched it, though. They had men watch it in case anything did happen, but I can't remember that a fire ever got out and ran through the woods.

Calciano: What did the cutting crews who worked during the winter do in the summer?

Stoodley: Usually the falling crews were laid off. Oh, maybe a few would work, but they didn't try to work during the summer much because sometimes it interfered with the operating of the lumbering and getting the logs out.

The men who worked in the woods mostly in the winter worked in the sawmill in the summer - that is men that wanted work. Now there were some of the sawmill crew that didn't want to work in winter. They'd come into town and stay maybe down here at the Swiss hotel, or the Garibaldi, or some other, and board there most of the winter. And many mill men had homes or bought land and used their winters to work on the land. And some of the mill workers made split stuff in the winter. Split stuff applies to all of the lumber that is split up: posts or pickets or anything like that.

Calciano: Did they do that out of damaged lumber?

Stoodley: Well yes, sometimes out of trees that would have a few lengths of good timber but that weren't worth logging. Many trees would be left because they didn't consider the lumber good enough. If a tree had some in it that could be split then these men would work it in winter.

Calciano: For their own profit, or the company's profit?

Stoodley: They were under contract to the company for so many cords of firewood or posts at so much a thousand.

Calciano: Who had the highest paid job?

Stoodley: The fallers, I think, that kind of work. All those others were piece workers.

Calciano: Did the piece workers make a good living?

Stoodley: Well, by our standards it wouldn't be, but it made a good winter job for them when they had nothing else to do, because they had no boss. Oh, someone would go through now and then to see that the stuff was properly made, that the posts were full size and so on, so that there wouldn't be any trouble when it came time to selling them during the next year or two. The men liked it because they could work they way they wanted to. Sometimes they'd go out and work half a day. If it was hot in the fall or spring before their other work started, they would go out and work in the evening a while, as long as they could see, or go out in the early morning. You could hear them working very early; then through the middle of the day they'd go to their cabin and lie in the shade and take life easy. They could work good days through the winter and rainy days they could stay in by the fire. It brought in some money for them all the time.

Calciano: Did the money the lumbermen made compare favorably with that of clerks and bank tellers and so forth?

Stoodley: I don't recall that I ever asked the question. I don't know what store clerks and others were making then.

Calciano: But you never thought of lumber workers as being either poor or well-to-do? Were they just in the middle?

Stoodley: Yes, they were just a little above laborers, many of them, but they were not skilled enough to get the best paid jobs, usually.

The Sawmill

Calciano: Who had the best paid jobs?

Stoodley: Well, the salaried men in the mill, like the mill-wright and the superintendent and the sawyer and edger men and a few of them, got above the other wages. They were much better paid because they were skilled and knew the business.

Calciano: What did the mill-wright do?

Stoodley: He kept the mill in order, kept the machines running, made any repairs to the mill building that was required and did things of that sort.

Calciano: Did the edger finish the boards off?

Stoodley: When the boards dropped off from the big saw they were very wide. They would go through the edger and were split up into ten-inch or twelve-inch boards or whatever might be required.

Calciano: Why was this a skilled job?

Stoodley: The edger had to know what he was doing. The edger machine had movable saws and he had to decide to make a six-inch board here and a twelve-inch there and maybe an eight-inch here. He set his saws so that when the big board came through it would come out these various widths. He also trimmed off the edges so that they were square. Then further down they had the trimmer who cut the ends off the board. Besides trimming the ends of the lumber, the trimmer man cut the pieces in even lengths, in multiples of two feet, such as ten feet, twelve feet, sixteen feet, etc. The trimmings were dropped through the floor on a conveyor and were carried over to the burner.

Calciano: About how many men worked in the mill itself?

Stoodley: Oh, twenty or twenty-five. Sometimes they'd have some extra help on the platforms where the lumber came out. The lumber went out to what was usually known as the "green change." It fell onto two moving chains which carried it by the graders. The chain moved quite slowly so the grader had time to mark each piece with the appropriate symbol. The men then pulled it off, placed it on little cars and ran it down the tram road - they had several of those tracks - and piled it up to dry through the summer. They put this strips

between the boards and built up stacks that were often twenty feet high. They had to make them high because the ground area was limited. All the different sizes and grades were kept separate. The tram roads started out three or four feet off the ground at the mill. The place where they piled the lumber was lower than the mill; they couldn't have the tram road slope too much because the little cars would have gone too fast for the men to control. As a result the tram road was ten or twelve feet in the air by the time it reached the lumber stacks. That was good, though, because it made it easier to build the high stacks. The lumber dried there for three or four months.

Calciano: They apparently hired quite a few men. Were there many labor problems in the lumber camps back between 1900 and 1920?

Stoodley: There was quite a lot of difficulty during the war time because the best of the help went to war, you know, but we didn't have strikes or anything like that.

Calciano: And before the war, were there more men wanting work than there were jobs?

Stoodley: Well, I wouldn't say that. Usually they would make their arrangements early in the spring for what they

wanted. The owners knew the better men. They knew they wanted an edgerman and a sawyer and a man to take the lumber away from the big saw and a lumber grader. They knew a few of the men, maybe a dozen, and they might want twenty men. For the lumber pilers they could take good strong men who could handle the lumber. The lumber was very heavy; green redwood is heavy lumber. They could replace those men pretty readily, and moreover, since they had to have eight or ten men, it didn't make too much difference if they had one more or one less.

Calciano: What about the logging crews?

Stoodley: Well, that was another matter. They had to have the donkey engineers, and their rigging setters and the men that would plan how to put the wire lines out to pick up the logs and all. The logging superintendent made his own arrangements for those. He picked out those he needed. A lot of the men came back year after year.

Calciano: Were the contracts of the edger and the mill-wright drawn from year to year, or when they were hired did the men know that they'd have their job permanently if their work was satisfactory?

Stoodley: If they knew they were good men they'd tell them to come back in the spring as early as they could, around April, and that would be all that would be required. They didn't make long contracts. They would generally tell the man that he was wanted the next year.

Calciano: So even the skilled men, the trimmers and so forth, were out of work in the winter?

Stoodley: Yes, because, you see, it gets muddy in the winter. It rains and the logs get full of dirt. As they haul the logs out, stones would get ground into them and dull the saws.

Calciano: Now what did these skilled workmen, the edgerman and trimmer man, do during the winter? Did they just retire, or do piece work?

Stoodley: Well, I don't know. Usually they lived elsewhere. The Sawyer I know lived over at Corralitos. What he did in the winter, if anything, I don't know. Probably he had a place over there and did a little work around it. The mill-wright, the one I remember, was from Fresno. I didn't go to the mill very often because I couldn't get away while it was running. Once in awhile I'd get away and get up there but not often.

Calciano: Well then the sawyer worked for them year after year if they needed him?

Stoodley: If he could, yes. They had one sawyer that they kept quite a number of years. In fact he was the one that was in the 1906 landslide. He had been with them a number of years.

Donkey Engines

Calciano: You mentioned "donkeys" earlier. I gather that these were big machines - what is a donkey?

Stoodley: There were several sizes. A donkey is a large steam engine wither a vertical boiler. It had heavy drums to wind up the wire cables that dragged in the logs.

Calciano: Were they like caterpillar engines?

Stoodley: No, the donkey was a stationary engine. Usually there were a couple of drums, unless it was what we called a yarder. A yarder was a light engine with a single drum that would haul the logs in from near by - it wasn't as powerful. When I came here they had none, or were just beginning to get them. They hauled the logs in with oxen, then. It took several teams of oxen. They would go way buck up with them and make a skid road. To do that they cut redwood logs and laid them down like ties are on a railroad only with the

center scooped out a little. Then they would haul the logs down to that skid road and fasten them together with short chains and hooks driven into each log until they had maybe a dozen or so logs together, or sometimes not so many if they were big. Those were all peeled, you know, so they slipped quite easily. Then a boy, usually a young fellow, would go along in form with a can of grease and swab as the logs moved slowly along. He would dip into the bucket and put some grease on each one of those skids. The whole row of logs would slide easily, then, along down to the sawmill and the pond. That was in the beginning. Then about the second or third year that I was here they began using yarding donkeys to get the logs down to the skid road. The next step was a main line by a powerful donkey down below...

Calciano: What's a main line?

Stoodley: The main line was the big heavy cable that pulled the logs down the skid road. And very soon after that there was a back line. First the men had to haul the main line back to the top, but when they put in what they called the back line a light line was fastened to the end of the main line. It went off to the side through a pulley and off up to a stump or something,

then the back line would wind up on a separate drum and haul the heavy line back.

Calciano: These lines are heavy cables then?

Stoodley: Yes, and they went through heavy blocks, or pulleys, in other words.

Calciano: How long were these skid roads?

Stoodley: Oh, a couple of miles maybe.

Calciano: Oh, my. Did they depend on gravity, too, for part of their power?

Stoodley: Yes, they were all arranged for going down hill.

Calciano: What did they use to get the log to the skid road? The yarder?

Stoodley: They had the little yarder.

Calciano: And before that, animals?

Stoodley: Yes.

Calciano: I didn't realize that donkeys were such powerful engines.

Stoodley: Well, some of those engines were quite expensive.

They were well made and they were heavy. They weighed tons and tons, you know. The way they'd move them... they'd go out ahead somewhere where there was a tree or stump that would hold, put the line around it and they'd drag themselves, you see. They had them on sleds forty or fifty feet long and the sleds were made

of big heavy square timbers, rounded a bit on the underside. They'd just wind the line up and the engine would move right along out to where they had the line fastened. Then they'd unwind some line and go off somewhere else and make fast.

Calciano: How tall were these donkeys?

Stoodley: The main part of the boiler was about ten feet high, or so, and the stack went three or four feet farther.

Calciano: How big were they sideways?

Stoodley: Oh, about eight to ten feet. They made these sleds wide enough so they could mount the drums and all on them and still have a place for the engineer to stand to work all the different levers.

Calciano: The drums were the things that rolled the cable up?

Stoodley: Yes, they wound the cable up and paid it out when it was needed.

Calciano: What was the fuel they used?

Stoodley: Wood.

Calciano: Well, I guess you had lots of it!

Stoodley: We had wood; we didn't have gas and we didn't have much oil and coal, except for what coal came in from Australia or from Wyoming and that wasn't very good so we used wood. You know, on the logging railroad they used donkey engines to help pull the train in the

steep places. They had rollers up the middle of the tracks. That's what guided the donkey line.

Calciano: I see. The engine would chug along until it got to a steep incline and then...

Stoodley: Yes, we had a gasoline engine that would push the cars up to there, then we hooked them on to that line. We had the signal along the side and the donkey engineer would pull them up. We had to lower them down the same way.

The Rubbish Burner

Calciano: Did you have more waste wood that was needed for the boilers?

Stoodley: Oh, yes - we had a rubbish burner.

Calciano: Are those the funny cone shaped buildings I've seen with smoke coming out the top?

Stoodley: Yes, those are the rubbish burners. All the waste material goes in there by either blower or by conveyer. That fire goes on night and day. There are vents at the bottom to let in the air for combustion, you know, and the conveyor drops the stuff in at the top. They're high. Most of them are thirty feet high or more, I guess. They're quite expensive to build, but the rubbish accumulates in such a way and they're

not allowed to run sawdust into the stream as they did years ago. They're not allowed to any more because it kills the fish and clogs up the stream so that sometimes it makes floods. There were several jams even when they had their burners up there. There are still one or two log jams now down in Aptos Creek, below that old saw mill, unless they've gone out. The logs get wedged in, you know, and criss-crossed and the more the water drives against them the harder they are packed together.

Calciano: They're still there from forty or fifty years ago?

Stoodley: Yes.

Calciano: Did they have a burner up at the Loma Prieta Mill?

Stoodley: Yes. That was bricked in right in the side of the hill straight across from the sawmill.

Calciano: What happened to it?

Stoodley: Well, the brick was taken out for one purpose or another. Most all the brick up there I sold to different people that wanted to use brick for something. Most of it was serviceable although sometimes, if they had been exposed to too much heat, they would break easily and were not too serviceable. You know, there has been quite a demand for used

brick. They'll pay almost as much for them as the new, because they want the appearance in their houses.

Calciano: Yes. It's funny, but it's fashionable now. Did they use the energy from all this burning material to run any motors or anything, or did it just go up unused?

Stoodley: Oh, it just went up in smoke. You see, it was just bark, slabs, splinters, and trimmings from the ends of lumber that were unsalable. Sometimes there'd be a two or three foot piece that would come off the end that would have knots in it or be split or something. All that went into the burner. They did use some of it under the boiler because that sawmill ran on steam. They used all they needed there, but they always had a lot more waste than they could use.

Calciano: These boilers ran the saws?

Stoodley: Yes, the main saw and the edger saw.

Wood, Lumber and Prices

Calciano: You did sell wood for firewood, though?

Stoodley: Oh, yes.

Calciano: I read that tan oak cut into four foot lengths was used by Chinese laundries. How did they use it?

Stoodley: It was peeled and was clean nice wood. It went largely to San Francisco where they used it to heat

their irons. Later they used charcoal some and after that gas. When they got the improved irons, they didn't want wood any more. We had no market for it then.

Calciano: Was this the oak that was left after you took the tan bark?

Stoodley: Yes. They'd peel the tan bark when it would peel in the early spring, up till about August. After that the bark would stick to the body of the tree and they couldn't peel any longer. In the fall and winter when the men were not working, if they wanted winter work they could go in there and live in their cabins and cut the wood up.

Calciano: Did they peel the bark off the standing tree?

Stoodley: No, they'd fall the tree and just leave the tree lying there after peeling.

Calciano: Did they just pull the bark off?

Stoodley: Well, they marked it off into about four foot lengths. Then they hacked rings around it to loosen it. Then with any iron they called a spud they just peeled it off. It came off very easily.

Calciano: Are there any tan bark trees left up in that area now?

Stoodley: Oh, yes.

Calciano: Is it like the live oak?

Stoodley: No, it's a different kind of oak.

Calciano: Different from the white oak and all those?

Stoodley: Yes, it's just different.

Calciano: I notice they used live oak for wood yards. What was its use?

Stoodley: In those days there were many who still used cook stoves that burned wood or coal. Most all the towns had wood yards. Gas was not made use of like it is now so the live oak was sold for either heating stoves or for cooking over in the kitchens.

Calciano: Never for paneling or building then.

Stoodley: No, it was never considered a building lumber at all.

Calciano: Was it too hard or too soft?

Stoodley: It may not have had some of the lasting qualities of some of the woods that were used. I don't know why it wasn't used. For one thing, it would be pretty knotty, and the trees were not so large like the soft woods such as the fir or the redwood.

Calciano: Does redwood have to be dried as long as other woods?

Stoodley: Well, it was usually marketable by fall. Although, sometimes for certain uses it was put the dry kilns after it got to where it was to be remanufactured.

Calciano: Was the Loma Prieta mill medium sized or big?

Stoodley: It cut about fifty thousand feet a day. It was a fair size mill for this district through here. As large as any excepting the one that was put in here at the edge of town. The San Vicente Lumber Company mill had a greater capacity. The owners were people from Salt Lake City, I was told.

Calciano: You said that your lumbermill supplied yards over quite an area. How far away did they sell their lumber?

Stoodley: Of their yards, the furthest away were Salinas, Hollister and Monterey. They didn't go any further. They used to sell to other lumberyards further away, but they didn't establish their own yards. I think they had about ten of their own. They were at Gilroy, Hollister, Salinas, Santa Cruz, Seaside, Monterey, Pacific Grove, a small yard at San Juan and of course, Watsonville, which was their most important one. The company also had an interest in a retail yard in Moss Landing for a time.

Calciano: I was wondering if you can remember the price of lumber, wholesale and retail.

Stoodley: No, I don't because we never retailed any to speak of up there. The lumber was just tallied, loaded on cars, and sent to the company's retail yards. I don't

know what the retail prices were at the different yards, because we didn't handle that part of it here.

Calciano: You didn't even have to wholesale it since the company had their own yards?

Stoodley: That's right. They had their own outfit for it.

Calciano: Do you know what they got for tan bark?

Stoodley: Tan bark was usually sold for two or three dollars a cord. That was right on the stump; the contractor had to take it out. Now this is just out of my memory but I think that large split posts, four by five and seven feet long were about eighteen cents apiece laded on the cars. They would cost \$0.75 to a dollar now.

Calciano: Were these fence posts?

Stoodley: Yes, they were fence posts. They went out to the big ranches where they had a lot of fencing.

Calciano: What about fire wood?

Stoodley: Firewood of the poorest quality that was used to dry apples in Watsonville went for about four dollars a cord, loaded on cars.

Calciano: How big is a cord?

Stoodley: Well, that's eight feet long and four feet high and the wood is cut four feet long. That makes 128 cubic feet.

The Piece Workers

Calciano: How long would it take a man to split a cord of wood?

Stoodley: Oh, that was piece work. They paid, I think, ninety cents a cord and the men would work as they liked.

Calciano: How many cords could they split in a day?

Stoodley: I doubt if they'd make more than or cord or two a day, because they took life rather easy through the winter, you know. Often they were elderly men, who were past the age for strenuous work in the logging crew or sawmill.

Calciano: Did they earn enough to live on?

Stoodley: I don't think they made much money at it, but it didn't cost them much to live. They built themselves small cabins near the job and just worked off and on as their inclination and strength dictated. Since it was piece work they didn't have to work regular hours. The pay may have been small, but their expenses were light - no rent, free water and fuel. They only needed a few candles, some inexpensive working clothes and food - just bacon, a few vegetables and such. And it was nice work for them because all that was required of them was that they make the timber up into items that were of full size and well manufactured,

and that they cut all trees in the territory assigned to them.

Calciano: Oh, they had assigned territories?

Stoodley: Oh, yes. They were always given a particular section to work.

Calciano: About how big a section?

Stoodley: It just depended on the size of the gulch. Maybe one man would be given a whole gulch, or if it was a large gulch maybe just one side of it to a man. They just assigned each man a reasonable amount of land that he could do in a reasonable amount of time.

Calciano: How long would that be?

Stoodley: Oh, perhaps a winter. When they went in with their pack mules they wanted to be able to clear the area.

Calciano: How often were the men paid?

Stoodley: The foremen would go through in the spring and measure and count and pay them.

Calciano: Not weekly?

Stoodley: No, the men didn't want it counted oftener, because they might have spots they wanted to finish up. If they needed money they could get an advance, providing the foreman knew they were all right and had enough stuff cut to cover it.

Calciano: Was split stuff profitable for the company?

Stoodley: Oh, yes. Split shakes were the most profitable item.

In fact, the shake makers were often sent ahead of the next year's logging to test likely looking trees for splitting qualities.

Calciano: How could the men tell if a tree would be good?

Stoodley: An experienced shake maker could usually tell which trees would be straight-grained and would split with out waste. They often cut a small piece out of the tree to test it so they usually knew. Occasionally a tree felled for shakes wouldn't split well and had to be left for the loggers the following season. The man disliked doing that since he might have spent a day and half or two days in sawing the tree down.

Calciano: It took that long?

Stoodley: Oh, yes. That is by the methods in use then - a long cross cut saw and wedges. Now with power saws it's much faster.

Calciano: That seems like an awfully long time.

Stoodley: Well, that included preparing a place for it to fall. They called it preparing a bed. The trees were so heavy that they would shatter if the ground was not leveled up some. So the men had to fill in depressions with brush, small limbs and other material. And they had to put spring-boards in to

stand on and it would take a long time to get the tree down. There was a lot of sawing to do with one of those big trees.

Split Stuff

Calciano: How much did shakes sell for?

Stoodley: I don't know how much we got wholesale per 1,000 pieces, but retail they went for ninety cents per bundle of 25 pieces.

Calciano: Was this a lot more money than regular lumber?

Stoodley: Yes, it was even more profitable than clear timber. I remember one tree that they figured out had \$1,000 worth of shakes in it, retail value. There were not too many good shake trees - just one now and then. They had to be split so thin, you know.

Calciano: Just how big what a shake?

Stoodley: Standard split shakes were one-fourth inch thick, six inches wide and three feet long.

Calciano: What did they use to split them?

Stoodley: They used a tool called a froe to split the shakes after the block had been shaped by ax and wedges. Those blocks that they prepared for shakes had to be made up in such a way that the shake, after splitting, would have a vertical grain.

Calciano: I thought the piece workers went in after the loggers, but apparently the shake makers went in beforehand.

Stoodley: Yes, they did, because shakes were so profitable, but other than shakes the piece workers followed the loggers. Usually there were trees that the loggers left because they were not readily accessible or because they were in small gulches that weren't being logged in that year.

Calciano: Why would they leave gulches uncut?

Stoodley: Sometimes winter would come too soon and they couldn't finish up a gulch. The skid road, you know, would often wash out in the winter and it wouldn't pay to put in a new road, so they assigned section of it to each man who was doing split stuff. If they hadn't assigned sections the men would have gone through the woods for their own benefit and would only have taken the trees they could do the easiest and have left the rest for other men. They were supposed to do all the trees in their section that could be split.

Calciano: What were some of the products made besides shakes and grape stakes?

Stoodley: They made a lot of railroad ties. They were eight feet long and had an eight inch face and were six

inches thick. They were hewn smooth on two opposite sides while the other two side were left rough.

Calciano: Why were they hewn instead of sawed?

Stoodley: They sawed ties too, but these hewn ties were made out of wood not accessible to the sawmill. They sold sawed ties too, but some railroads liked hewn ones better.

Calciano: Why were hewn ones supposed to be better?

Stoodley: I never knew. I think they thought sometimes that the hewn ties lasted better, but I doubt if there was any difference.

Calciano: How big an ax did they use?

Stoodley: Oh, it was big, the bit on the ax was ten to twelve inches wide on the broad side. You know, it was surprising what a good eye the men had when they evened up those ties.

Calciano: Did they use the broad ax on the other split stuff?

Stoodley: No, not on the other, unless occasionally there was an order for a timber to be hewn for a building. And of course sometimes heavier ties were required by the railroads. Some demanded a ties with nine inch face and seven inches thick.

Calciano: Why did they ask for such big ties?

Stoodley: Well, certain railroads had lighter equipment and didn't need the heavy ties. The first railroad here had small cars. They could carry at the most 10,000 feet of timber. As they increased their carrying capacity they got up to 50,000 feet in a car. Five times the load. They needed a very heavy tie for those trains. Also, when they were putting in switches the railroads often asked for ties ten or twelve feet long. Those were used under the switch stands and the frogs.

Calciano: What are frogs?

Stoodley: In a switch you have trains going either one direction or the other. Right where they divide, where the roads separate, that's called a frog. We also cut ties for mining tram roads. They could be any size and length that the mine owners ordered. They were made to order only.

Calciano: Were they smaller than regular ties?

Stoodley: Yes, they were narrow gauge. Sometimes they were only three or four feet long because they had to fit into those tunnels and broad gauge wouldn't. Moreover, the loads were higher. But we didn't get much of the mining work.

Calciano: Who did?

Stoodley: I don't know where their material came from. Very often they would buy in the North. At least I was told that Tres Pinos did. They'd send down carload after carload into Tres Pinos. They had a railroad in there then. Now it doesn't go beyond Hollister.

Calciano: Did you usually ship by railroad?

Stoodley: Yes, the ties were usually piled along the railroad track and loaded for the various points as, and when, the railroad company directed. That's something about lumbering. It has a little bit of everything. Some railroading, blacksmithing, merchandising, machinery. That's one of the things I liked about lumbering; the variety of things it touched.

Calciano: Yes, I can see that. Getting back to the split stuff, what other products were made?

Stoodley: Well, they made corral posts, eight by eight inches in size and usually ten feet long, or whatever was ordered. The posts were usually sold direct to ranch owners, although lumber yards usually carried a few in stock for the convenience of a customer who needed only a few for repairs or otherwise. We made shipments as far east as Nevada and Arizona.

Calciano: The lumber company itself shipped that far?

Stoodley: Yes. Usually they went to the big cattle ranches there. We just had a few customers that were that far away. We also shipped ordinary range fence posts, for by five inches and seven feet long as well as the lighter fence posts that were three by four inches and six and a half feet long. And, of course, they made pickets two by three inches in size and six, seven, or eight feet long as ordered. They were usually set quite close together in a fence so that small animals couldn't go through. It made a very durable fence. Many of the old fences you see today were built that way.

Calciano: Oh, yes.

Stoodley: The pickets were generally sold to lumber yards.

Calciano: Didn't the men also make grape stakes?

Stoodley: Oh, yes. Those were two by two inches and three, four, five or six feet long. Sometimes we'd get a special order for stakes seven feet long. When they set the grape vines a stake was driven by each plant and the vine was tied to it. The stakes supported the main stem upright until it could support itself with its fruit. The owners of large vineyards generally bought carloads directly from us, although the lumber yards kept some on hand for the small buyer. We sold

our shakes almost entirely to lumber yards. Today, I am told that most of the split stuff, of California manufactures, is shipped from Mendocino and Humboldt counties. I wouldn't know where to buy any in Santa Cruz county, excepting from the small stocks carried by lumber yards.

Calciano: You mentioned that the men used a froe to make the shakes with. What other special tools did they use?

Stoodley: Well, first they had a long crosscut saw for falling the tree and cutting it to the proper length for the item desired.

Calciano: How long was a crosscut saw?

Stoodley: The falling saws were usually eight to ten feet long because the timber was large and a smaller saw wouldn't go through.

Calciano: Did two men work it?

Stoodley: Yes, but occasionally one man worked alone at sawing. If he did that he fastened the other end to a sapling and when he finished his pull the sapling would straighten up and pull back.

Calciano: How ingenious!

Stoodley: Yes, but it wasn't as satisfactory as two men.

Usually the men would help each other on the sawing.

Calciano: Didn't the saw "catch" a bit when they got near the center of a big tree?

Stoodley: Oh, they had several wedges of different shapes and sizes that they drove into the cut. They used a big sledge that the men called a "go-devil." One side was for driving the wedges and the other, shaped somewhat like an ax blade but more blunt, was to help in splitting.

Calciano: What other tools were there?

Stoodley: They had the broad ax I mentioned for hewing the two sides of the railroad tie and a double ax, and a lighter ax that was much like a heavy hatchet or hand ax. They used that for sharpening the grape stakes. Grape stakes were sharpened to make driving easier; posts were not sharpened. And they needed a peeling bar to remove the bark from the tree. Only redwood trees were used for split stuff and it had that tick tough bark which had to be removed.

Calciano: That must have been very hard work.

Stoodley: Yes. That bark was tough. You know the experienced split stuff maker was very particular about the shape, weight and temper of his tools. Generally the wedges, go-devils and froes were had made and carefully tempered, and each worker had his favorite blacksmith.

There were certain blacksmiths who specialized in making these tools.

Calciano: Were the blacksmiths in town?

Stoodley: Well, very often they were in Felton or Boulder Creek. Boulder Creek, especially, since there was so much lumbering going on around it. We usually had our wedges made in Felton.

Mule Packing and the Company Railroad

Calciano: Are there other things in old style lumbering that I might not know to ask about?

Stoodley: Well, there are things that people don't know much about now such as the packing, for instance. Now I don't know that I can tell you as much as I should be able to. When I came here I had scarcely ever seen a mule. We didn't use mules up in New York State. I found that they used them here for packing stuff from back in the woods. They would gather up the tan bark and the split stuff. Also, there'd be a tree here and a tree way off somewhere else so they would use pack mules to bring the product out. They had to pack saddles and hooks and they would load the load in the hooks. The mule then went to some common point that was known as the dump, or sometimes was called a

"landing." They kept a man there to unload the mules. There were five mules in a mule train and one saddle animal. Usually two trains worked together; one man, called a packer, and his saddle animal went with the train. He followed them in and he followed them out when the last one was loaded. Then there was a man who helped them load. He was known as a swamper. While the mules were going down to the dump he gathered the split stuff into convenient piles for loading. The man at the dump was known as the dump man. There was also a trail builder. He had to prepare the path for the mules to follow, and he had to know just how to do that. He would dig it just so wide, you know, for the mules to travel, and if he was on a side hill he'd reach and measure so as to be sure the hooks didn't catch as the mules went along. The trail mostly went along the side hills and he perhaps had to build a bridge or two across little gulches. They were made with the material at hand - poles for stringers and short lengths laid crosswise and covered with a little dirt made the bridge. It was a corduroy bridge. Mules don't require a very broad path; it just had to be wide enough for those hooks. As soon as the mule was laded he was in a hurry to be

unloaded. He never waited for the others to come following him. He would start right back for the dump. He'd get to the dump man as soon as he could and when he was unloaded he'd go over in the shade and take life easy until they were all in. Then they'd all go back together for the hooks to be loaded again. Now that was mule packing. Those packers worked at all this split stuff. A great deal of this split stuff came out that way. Hardly any of it was where it could be reached otherwise. At the dump you'd see piles of pickets and grape stakes and shakes and so on. They piled them down along the railroad track. There they'd be loaded onto the train.

Calciano: Did you have machines do the loading?

Stoodley: No, men did all the lading.

Calciano: Was this done one season of the year, or all year around?

Stoodley: They worked anytime - spring, summer, anytime - because they didn't conflict with the other work.

Calciano: Did the men work Monday through Saturday, or did they also work on Sunday?

Stoodley: They worked a six-day week, usually, and when I came here they were working eleven hours a day, from six in the morning until six at night. Soon after that they

began reducing it. It was ten hours and then it went back to eight. Now they're only working a five day week, I am told.

Calciano: About when did it switch to eight hours?

Stoodley: I can't tell you that. It kept dropping back according to the times - in keeping with the way other businesses were working.

Calciano: Later on you had railroad cars going back into the woods, didn't you?

Stoodley: Yes. The cars went back into the woods about seven miles. A donkey engine hauled the cars up the steep slopes.

Calciano: Was this instead of skid roads?

Stoodley: Yes. The skids were used only the first two or three years that I was here.

Calciano: Was the railroad narrow gauge?

Stoodley: No, standard gauge from Aptos to the sawmill.

Calciano: I've read that it was rather primitive, is that right? Or was it quite efficient?

Stoodley: Why, I think that it would stand the heavy traffic all right because they would haul logs and lads of lumber out of there all the time. Of course in those days they didn't have quite as heavy a rail, but I think

that the bridges and all were string enough to hold all ordinary traffic.

Calciano: What happened to that railroad?

Stoodley: The Southern Pacific took it out.

Calciano: Took it out?

Stoodley: Took the rail out, you know, and disposed of the ties. Perhaps some farmer would buy them for posts, but others were just thrown away.

Calciano: The Loma Prieta Mill is right near a stream. Did they have any reason for building next to a stream?

Stoodley: Yes, for the dam, so they could roll the logs into the water.

Calciano: Oh, they built a dam.

Stoodley: Yes, it was about three hundred feet long. It made a little lake in there. For convenience in logging they rolled the logs in there. There was a railroad on the upper bank of the stream, too, and they rolled the logs right down into the water. On the other side they had what they called a "slip." That was a long incline they used to haul the logs into the mill.

Calciano: I see. There's a big trestle that still is there; it goes across a very deep gulch before you get to the mill. Was this the railroad that came up from Aptos?

Stoodley: Well, there were two lines there. The upper line brought in their logs. The other line went down to Aptos, because they had to get the cars in there to haul out the lumber.

Calciano: Were they on separate sides of the road then?

Stoodley: On separate sides of the creek. One line was on the upper side of the creek, up on the mountainside. About a quarter of a mile above the mill the upper line crossed the creek again and the two came together there at the village site. That's where the store, post office and all the rest of the little village was.

Calciano: Well, when they got the lumber all cut up at the mill could the railroad cars pull right up to the mill and be loaded?

Stoodley: Oh, yes, there were several switch tracks in there. That little flat below the mill had several switch tracks and the flat was all piled full of lumber.

Calciano: Does the present road follow where the tracks used to be?

Stoodley: Between the present road and the creek there were two tracks and there were one or two on the right.

Calciano: Oh, they used that many tracks?

Stoodley: For switching, you know. And they had to have a place to store all the lumber to dry. They piled it up there and left it for weeks to dry, and then to save carrying that lumber so far they had the switch tracks go right in past the lumber piles.

Calciano: I see. And did the tracks that went down into the village go about where the road is now?

Stoodley: No, excepting that the road comes very near to it at the upper and where the two tracks came together.

The Village of Loma Prieta

Calciano: I was up at the old mill a couple of weeks ago and couldn't quite tell where the town had been. As you go up that fire road out of Aptos you come to the mill on the left. Where was the village of Loma Prieta in relation to the mill?

Stoodley: The main part of the village was above there about a quarter of a mile and over on the left. There is a little open flat on the left and a few old fruit trees in there.

Calciano: You don't have to go over a hill or anything?

Stoodley: No, it's right beside the road. You drive through it. You drive right along side where the sawmill used to be when it was operating, and then on up where the

schoolhouse stood and where most of the business part of the little town was.

Calciano: What was the village of Loma Prieta like?

Stoodley: There were no streets, of course. The houses were set irregularly, some of them along the railroad track. There was also a Wells Fargo Express office, the railroad station, the saloon or hotel, the post office and a store. There were about sixty houses and three hundred people.

Calciano: Were there a lot of wives and children there?

Stoodley: Oh, yes. They had a schoolhouse there and a teacher from Santa Cruz that taught for some time. The schoolhouse was on above the center of the village where there is rather a cutting, or five, six, seven feet deep through the dirt there. The schoolhouse was on the upper side with a few cottages up there.

Calciano: Did the people come into Santa Cruz on Saturday nights for their entertainment?

Stoodley: A lot of them came down to Aptos. The company was never sure whether it was going to have a crew Monday morning. The company would have liked to have had Aptos dry. I don't suppose they were strong enough politically to bring anything like that about. When the men went out it made it rather bad sometimes

because, you know, when men are working in a team and you take one or two key men out the work doesn't go as well.

Calciano: So the village of Aptos had a lot of saloons?

Stoodley: Well, I don't know how many. You see, then they were running in the early days I wasn't here yet. I didn't come out here until 1902 and the mill began running in '83 so all I know is by hearsay.

Calciano: I see, it was really dying down, then, when you arrived.

Stoodley: Yes, because in 1904 I bought and dismantled the old schoolhouse and one or two houses. I loaded the lumber on a car and brought it to Capitola where I built a house at Opal Cliffs.

Calciano: Oh, really. Is that house still there?

Stoodley: Yes, it's on the corner of Lincoln and First Streets. It is up on this side as you come out of Capitola coming towards Santa Cruz on the Santa Cruz road. It is right up at the top of the hill, within a half a block.

Calciano: Did you do this on your own?

Stoodley: Oh, yes, this was for myself. I lived there for several years.

Calciano: When you became secretary of the company you worked for the trust fund, didn't you?

Stoodley: I worked for the company until the death of the president. The company by that time was dormant you might say, and from that time on the trust department of the Wells Fargo Bank handled all the business affairs that he had had an interest in.

Calciano: I see, and then you said you had a sawmill of your own?

Stoodley: Well, for a short time, yes. Just to cut out a certain amount of logs that were left from the old sawmill there at the dam and scattered logs that had been left when they cleaned up in a hurry to move out.

Calciano: Then what did you do?

Stoodley: Well, I continued with the Loma Prieta work. I did whatever there was to do for them and looked after their properties. I rode to different places, and sold off a little tan bark for them and other stuff like that. I sold off all the houses and buildings at the village site too. Farmers and ranchers around paid ten or twenty dollars for them depending on what the lumber in them was worth. The company told me to clear off everything up there; to sell the bark off the trees if I could! And I did, too! I sold a lot

of tan bark. Following that I had a lumberyard over on the East side, over about where the little library is. I owned an acre and a third there. There's about seven hundred feed of frontage on the different streets. I sold that along about the 1930's.

Calciano: What streets was this between?

Stoodley: That would be Poplar, Soquel and Water.

Calciano: It's quite a central part of town now, isn't it? Was that on the outskirts then?

Stoodley: Yes. When two friends of mine and I started there (we went in there first with a box factory) that tract was seeded to wheat. All that land was hay. The buildings we put up for the box factory was the first one put up there. Later on it grew into a lumberyard, but that's what it was at first.

Calciano: What year did you put the box factory up?

Stoodley: About 1919.

Opal

Calciano: Getting back to the old lumber company, you said you lived in Opal? That's what it was called then, just Opal?

Stoodley: The railroad siding had a sign "Opal." There were switch tracks in there and there was a little shed-

like affair, but what it was ever used for, I don't know. If there was any freight to be unloaded there it would have been unloaded at that place, I suppose, but there was no agent, of course. The Capitola agent across on the other side of town was all the railroad had.

Calciano: How did Opal get its name?

Stoodley: I never found out. We called it "O'pl" usually, but some of the old railroaders called it "o PAL." I don't know why they put the accent on the second syllable. I asked, but I never found out why.

Calciano: Were there houses there at all, or was it just a siding for the lumber?

Stoodley: Well, right there there was just a siding for the lumber and their office, the water tank, a planning mill and a mill for rolling barley, but there were plenty of houses a little further back. Quite a good many families lived on that side then. There was a thirteen acre tract known as Fairview, that had been subdivided.

Calciano: What is that called now?

Stoodley: Well, I suppose they'd call it Opal Cliffs, I don't know. It lies right along side of the Capitola-Santa Cruz road on the side toward the bay.

Calciano: When did they start lumbering behind Aptos again?

Stoodley: About 1917.

Calciano: Did the men of that time come down to Aptos for entertainment?

Stoodley: Oh, a lot of them stayed in; a lot of them had things they wanted to do around their cottages and cabins.

Calciano: Were they as hard drinking a bunch as the earlier men?

Stoodley: I don't think so. I don't think they were, from what I've been told about the earlier ones. I'd say that we didn't have much trouble.

Calciano: Did the Santa Cruz people drink a lot?

Stoodley: I believe some did, from what they told me. I didn't know much about them because I wasn't in here myself. I think from what they told me that there was quite a bit. You know, some of the sawmill workers would come in and live here at the Swiss Hotel and other places in town for the winter, unless they wanted to make wood or posts or grape stakes or something like that.

Calciano: This Swiss Hotel, was it sort of a boarding hotel?

Stoodley: Well, the Garibaldi and the Swiss Hotel and the Railroad Exchange and several others here were. I think the men boarded there a great deal through the winter.

Calciano: These were mostly single men?

Stoodley: Yes. The married men had very often bought their places outside and would go out on their little farms. I know some of them, the Bertorellis and, oh, quite a number of them, had bought land outside. They farmed in a small way. They would go out and work on their places in the winter.

Calciano: Was this around Aptos?

Stoodley: Yes, outside of Aptos. The one I remember had a trail of his own up across Long Gulch and he had a few acres, twenty or thirty, in Tannery Gulch, just this side of Cabrillo College. There used to be a tannery in there. That was why it was known as Tannery Gulch. As you leave the college coming this way, you remember you come down a little grade and go down and make a sharp turn to get out? Well, that's Tannery Gulch, or what used to be that.

Calciano: When did that tannery fold up?

Stoodley: It was never operating in my time. It stood there, but it has since been torn down. I can't remember that it ever ran in later years. Now they call it Porter Gulch, I think.

Calciano: You mentioned the Porter house a little bit ago; is this an old family?

Stoodley: Warren Porter, one of the Watsonville Porters, was a secretary in the company for awhile. He lived up there and he built that house. There was one house that belonged to a San Francisco lawyer and he was also on the company board of directors. Then there was a large house that was called the Director's Cottage. The directors (there were seven of them) used to come down and have their monthly meeting in that. I believe they'd bring a cook with them and stay down maybe two or three days and see how the mill was running. They would have their regular monthly meeting and do whatever they did at directing the affairs of the company.

Calciano: Where was the cottage?

Stoodley: That was over on the same side (the west side) - the second house from the Porter's.

Calciano: Is it still standing?

Stoodley: No.

Calciano: On the road up to the ruins of the Loma Prieta mill there is a great big white house up on the hill. Did that have any connection with the company? It is about two or three miles below where the mill and village were.

Stoodley: No, that is the Mangels' place. I don't know what their business was in San Francisco,, but that was a fine house. That was an old family from San Francisco who lived there. I seems to me that I was told that they were related to the Spreckles in some manner. And Spreckles also had a big house, but that burned. About the first year or two that I was here I was out past Aptos and I know that the Spreckles' private car stood out there on the switch. They had come down to stay over for a day or two, you know, and brought their railroad car with them.

Calciano: Those were the days!

Stoodley: Yes.

The 1906 Earthquake

Calciano: When the 1906 earthquake hit, most of the damage done in this county occurred at the Loma Prieta lumber camp, didn't it?

Stoodley: Yes.

Calciano: What did it look like when you got up there?

Stoodley: Well, I didn't go up while they were working because my work kept me in Capitola. And we were working long days then - we didn't have an eight hour day. I was in the office usually from eight o'clock till six, so

I didn't see much of the damage up there. A man came in from the mill along about ten o'clock that morning. He was a engineer and he said he was standing by his hoisting engine when the quake hit. He was standing by his engine and had just put in a fire to heat it up (it was a little after five) and he hear roaring. It was something like a high wind, he said, and he looked off on the mountain and saw the trees swaying back and forth. Immediately after that the whole side of the mountain began to slide down. It was a little above where he stood so he was in no danger. He said it was a sight to make anyone shiver to see that whole mountain - side coming down then and just crushing those cabins against the opposite side of the mountain. But that wasn't at the mill above Aptos.

Calciano: Oh, it wasn't!

Stoodley: Oh, no. The slide was up above Olive Springs, on the Hinckley Creek which is just a branch of the Soquel. No, nothing was disturbed over at the other mill.

Calciano: Where exactly was the damaged mill?

Stoodley: When you go up the Old San Jose Road, there is a big cement bridge about five or six miles up. It was up that way. The road forks right there at the other end of the bridge and the right hand road goes up to

Hinckley Creek. They were logging out a separate gulch that they couldn't log up at the mill you saw.

Calciano: So the mill I saw was the Loma Prieta Mill and the mill where the damage was the Olive Springs Mill?

Stoodley: Yes, but it was still the Loma Prieta Lumber Company. They had 2,500 acres over on that side of the mountain that they couldn't log over the mountain so they set up the mill up there, or were in the process of moving it up there. Up above Aptos, where you were, they had about 6,500 acres.

Calciano: Well, is there anything left of where the Olive Springs Mill was?

Stoodley: I don't think so, although I don't know because I haven't been up there ...

Calciano: Well, they did rebuild that mill though, and work it for awhile after the slide, didn't they?

Stoodley: No, they didn't do much more with it after the quake. They built a mill then, a small mill, up the coast to cut lumber for awhile. Later on they bought timber in Bridge Creek and opened up the mill where you were again, along about '16, '17. The mill at Olive Springs was in the bottom of the gulch; what they had built of it was all covered over just the same as the cabins. The cabins were built along the opposite side

of the mountain on a little bench up, oh, maybe thirty or forty feet high. They were in a row along there. They were just flattened you see. Dirt, rocks, trees and everything came down this side, filled over the mill, then went right across and flattened the buildings against the other side. The slide all came from one side.

Calciano: From the eastern side?

Stoodley: No, it was the west side. They got the last body out about thirty days later. I guess I told you that while nine men were missing they only found eight. We never knew what happened to the Chinese cook. As people said, you never can tell about a Chinaman - "Like as not," they said, "He was scared to death and went sailing down the road with his pigtail flying." At any rate, they never found him. He would have been one of the first men up, to get the fire going for breakfast, and would have had one of the first warnings of the quake. He had to be up to get breakfast going for all those men.

Calciano: What happened to the families of the men?

Stoodley: Oh, they were about crazy, you know. They kept after the company all the time to keep working. The company thought there was no use after awhile when they didn't

find any more for two or three weeks. They found some the first day, those in the upper cabins, because they were not very deep. We got a good many letters. People were very much distressed, you know. Maybe they had husbands and sons in there - it was a terrible thing for them.

Calciano: Did the company make provisions for the welfare of the widows and children?

Stoodley: In those days not much was done in that way, you know. They didn't carry insurance of that sort against earthquake or anything. I don't know that they even carried fire insurance. It wasn't then as it is now; we didn't even have compensation. If a man was hurt the company usually did take care of him - they'd take him to the hospital and pay the doctor bills. Later on, after the compensation law passes, each industry was supposed to carry its own insurance and contribute enough to offset any damage that might come from any accidents, but at that time that hadn't gone into effect yet.

Calciano: You mention the other day that a horseman came riding down from the mill very shortly after the quake.

Stoodley: Yes, that was the first news we had. He got a horse from the pasture below there somewhere and started

out. He was one that escaped, didn't get caught in the slide, so he hurried down. He didn't know what happened up above. He said it was both camps. There was a logging camp up above there, oh, half a mile or a mile above - I don't know just how far. He said that both camps were gone, but it was just these few men in the small camp down at the mill; the logging camp was all right. I would guess there were twenty-five or thirty men there.

Calciano: And in the lower camp where about nine were killed, how many escaped?

Stoodley: None that were in the cabins.

Calciano: Were very many out of the cabins doing things?

Stoodley: Very few, because it was early. Those that were staying there hadn't got up yet. It was about five o'clock and they didn't have to go to work till seven probably. The whistle on the donkey engine (that was all they had, they had so sawmill whistle then) hadn't blown yet. You know, the whole creek bed was filled in and a good sized lake formed behind the slide.

Calciano: Is it still there?

Stoodley: No, gradually it worked out, but that took quite a while. Right back of where the dam formed, the

company had a donkey engine they needed badly. It was a pretty good sized donkey (two drums) and it had the wire line or cable on it. When the water began to fill up it covered it. It was under about thirty feet of water and they couldn't get it out. They had other donkeys to pull it with if they could get a line on it, but that was the problem. So they had a deep sea diver come down from San Francisco with his diving outfit, and he went down. He fastened wire lines to it and then with their other engine on dry land above they pulled it out, cleaned it up, and set it to work.

Calciano: They did deep sea diving in 1906?

Stoodley: Yes, he came down here with the whole outfit. It cost them quite a little, but then nothing compared to saving that donkey which they needed.

Calciano: I didn't realize that donkeys were quite that expensive a proposition.

Stoodley: Oh, yes. It was probably worth \$4,000 or \$5,000.

Calciano: What happened to Santa Cruz during the earthquake?

Stoodley: Well, it made everyone very nervous!

Calciano: I understand there were a lot of aftershocks.

Stoodley: Yes. No one knew what was coming next. I don't think the men minded so much, but the women and children were very nervous and uneasy because they feared that

something might happen to their houses. A good frame house is pretty safe. A brick house, when it shakes, can break right loose from the plaster that holds it, but with a well-nailed frame house that is properly built, I don't think there is much danger.

Calciano: Were there a lot of brick houses?

Stoodley: No, not very many here. You see wood was too common and cheap here. A brick house cost more.

Calciano: The chimneys, I guess, were all brick and that's why they fell down?

Stoodley: Wherever there were brick buildings they'd be likely to separate along their cracks. Lumber if well nailed together ... Someone said that you could take one of these houses and roll it over and it wouldn't come apart.

Calciano: The courthouse go it pretty badly, didn't it?

Stoodley: Yes, that had to be repaired.

Calciano: They were able to repair it, though? It didn't need to be rebuilt?

Stoodley: No. They just took more material and patched it up.

Calciano: Did you see downtown Santa Cruz shortly after the quake?

Stoodley: Not much, no, because my work was near the telephone. I had to be at the office most of the day because a

great deal of the time the secretary (I was bookkeeper then) was up at the mill where they were digging to get the bodies out. Since I was situated at Capitola where I didn't have firsthand knowledge of all this, a lot of it has come to me from others.

Calciano: It's funny about the rumors that went around...

California under a tidal wave, Denver buried under the Rockies...

Stoodley: Well, in the East everyone was worried because they didn't know what had happened to us here. The rumor was that a tidal wave had just ruined the town.

Calciano: Was there any wave at all from the ocean?

Stoodley: I never heard of any of any consequence.

Calciano: By far the greatest damage in the Santa Cruz area was up at the Loma Prieta mill then?

Stoodley: There were only two other lives lost, so far as I know, and that was up above Boulder Creek at that slide up at Deer Creek. It left its mark, though! For example, up on top of the hill when we went up there two weeks later, there were cracks in the ground that would run along for a quarter of a mile, maybe, and that were three or four feet deep. And there was one place up there where the earth settled right along

a straight line and made a little bluff four, five or six feet high.

The Sawmill and County Industries

Calciano: Coming back to the sawmill, I was wondering if they used the sawdust for anything?

Stoodley: They sometimes mixed that up with the wood under the boilers. It helped it burn. They would put in a wood fire and then shovel in a few scoops of sawdust on top of it. It helped make a hotter fire.

Calciano: They didn't sell the sawdust to anybody then?

Stoodley: Not there. They do now in many places. They sell it in the East quite a bit by the bushel. They have the bushel measurement there. That's something that still persists in the East, you know, in New England and up through there. They sell the sawdust for, oh, four to six cents a bushel; a bushel is thirty-two quarts.

Calciano: What is it used for?

Stoodley: For bedding the live stock and as a mulch around plants.

Calciano: The pressed logs that one can buy in the stores now are made from sawdust, aren't they?

Stoodley: Yes. But usually those are made out of fir or pine sawdust, not redwood. Hardly ever redwood.

Calciano: You mentioned selling firewood to Watsonville for drying apples.

Stoodley: Yes. For several years after I came here many of the fruits were dried. We used to ship off three or four thousand cords of cheap firewood, four feet long, to Watsonville for the driers down there. They had many apple driers, but since freezing there isn't much of that done. They made a lot of dried apples and dried prunes. We used to make a tray about seven feet long and we used shakes three feet long, crosswise. Lay down two stringers, you know, and then lay the shakes across. When the apricot crop (cots they used to call them) were ready they would have women and girls cut them and lay out the halves. They would spread them out neatly on the trays. I have driven out to Corralitos where they had a lot of those trays out and over in Aromas. It was a pretty sight -- all yellow -- an acre pretty near covered with those trays drying in the sun.

Calciano: It must have looked lovely. They still do this somewhat; I was reading an article in the paper about "cot" drying the other day. The article said it takes from four to five days to dry them depending on the reliability of the sun. I understand that they dip

them in some type of bug and bacteria killing agent before they put them out to dry.

Stoodley: Fruit and prunes were all sun dried. I guess they dry the prunes now in some kind of a drier. They used to spread those out. And if the rains came up in the fall, or if the weather looked uncertain, everyone hurried to get those trays in because they mustn't be wet. They put them under cover.

Calciano: Did you sell any wood or pulp to paper mills?

Stoodley: No. Well, we sold some wood to the paper mill in Soquel, but that was fuel for the steam. They had to have steam in the paper factory. But I was told they used wheat straw and waste cloth from San Francisco. Bales and bales of that used to come in on the old steamer, the Gypsy. I suppose they mixed that with the straw - at least that's the way they told me it was done; I was never in there. They put it all together and turned out this brown butcher paper. Do you remember, years ago, how the butcher used to use paper that cracked? It sapped and was brittle. That's what they made largely.

Calciano: How often did the Gypsy come down here?

Stoodley: Oh, I don't remember how often. I used to see her come in at Capitola. She made regular trips. She was

about the only boat that did come in to the Capitola Wharf when I lived out there.

Calciano: When did she stop coming?

Stoodley: I don't know whether she was wrecked or whether she just wore out. She was just an old tub. I was told (I don't know whether it was the truth) that the companies wouldn't insure her anymore. Whether they took her off the run or she ran up on the mud flats somewhere, I don't know. I don't think she went further south on her run than Moss Landing and Monterey. She started out in San Francisco.

Calciano: Did a lot of steamers go into Santa Cruz?

Stoodley: Not the largest, but there were some pretty good sized ones. The lumber men used to have loads of lumber come in from up north, but later it got so it wasn't so advantageous to do that because you could get mixed truck loads out of San Francisco. That enabled them to get along with lower inventories because they could get just what they wanted in those mixed truck loads, you know -- so many thousand feet of this and the other. Another thing was that it made the wharf so crowded. Supposing they came in with three hundred thousand feet and one lumber company took some and several others took the other, it made it quite a job

to keep it all separated and to unload it quickly. They couldn't hold the boat long, and since they had to get that lumber off, it sometimes left it in rather a mixed up condition. It got so they just abandoned it entirely.

Calciano: About when did they stop running the steamers?

Stoodley: I don't know the date of the last one. Possibly you could get that from the wharfinger.

Calciano: You mentioned trucking the lumber in; did the railroads also cut into the steamers' business?

Stoodley: Well, they did some, because people could get mixed carloads and they only had to buy...well, in the old days on the narrow gauge they'd only have to buy about ten thousand feet for a car load. When it got so they could carry forty and fifty thousand feet, and more, then it wasn't quite so good. And trucks were quicker anyway. I suppose the truckers met the rate. I don't know because I never had any dealings with them. Then there was another advantage to trucks -- if it came in on a railroad car we used to have to send trucks and a man down to unload it, where a truckload would bring it right into the lumberyard. They could just roll in and drop it at the back end of the truck. That way

they could put it right in the yard and right in the alley where they wanted it.

Calciano: When did trucks first start being used a lot?

Stoodley: Well, I remember it as about 1920 on.

Calciano: After the war, then?

Stoodley: Yes, about that time. The reason I remember that is because they used to haul fruit up there and bring back fruit boxes. Over on the East side where I had the lumberyard I had the machines for making boxes. The truckers would bring back second hand boxes for very little (it was a light load, you know), so I finally quit making them after awhile because people would buy the clean used boxes in preference to new ones. Speaking of county industries, did you know there were many tanneries here in the earlier days?

Calciano: Were the tanneries located here because of the tan bark?

Stoodley: Partly that and partly because there was no end of hides up and down here. You'll remember that if you've read some of the early books on California that told about the shipping of hides.

Calciano: Yes, hides and tallow.

Stoodley: Hides and tallow.

Calciano: Were there still a lot of cattle in the early 1900s?

Stoodley: Well, yes. It was sort of a hangover from the earlier days. There were not as many hides because there wasn't as much stock kept, but there were still enough to justify the tanneries. But one by one they went out. There's still this one of Salz up here and they make some special kind of leather.

Calciano: Yes, California saddle leather, which is a very high quality leather. Does tan bark grow all over California?

Stoodley: I've never seen any up in the Sierras; I don't know whether it grows up there or not. It's mainly up and down the coast here.

Calciano: Does it go clear up to northern California?

Stoodley: Yes, up into Oregon, I guess, because one of the men who used to work at Salz (it was the Kron Tanning Co. then) told me that they would get the most beautiful tan oak trees up in Mendocino County. He said they were very tall and went way up high, and they'd get a lot of oak bark off one tree. Down here they were usually short bodied; they don't grow very high.

Calciano: Is this lack of water, do you suppose?

Stoodley: Well, that might be; we have drier seasons down here.

Private Railroads

Stoodley: A thing that has interested me because it was so close to the lumber business was the small railroads. We had a narrow gauge railroad up to our mill. It was thirty inches wide. That is not standard since three feet is the regular. But, due to peculiar conditions up there, it was much cheaper to use a thirty inch gauge. The rails came from near Berlin. Essen, Germany. They came by boat.

Calciano: From Germany? Rather than Pittsburgh and that area?

Stoodley: Yes, although the cars came from Pittsburgh or near there. But the rails were shipped by boat from Essen to San Francisco. And they were a little different from the rails you get here. They were only fifteen feet long; lots of the rails that they rolled here were longer than that.

Calciano: Why did you get them from Germany?

Stoodley: Because there was an advantage in price to us. We didn't pay as much probably by five dollars a ton for them.

Calciano: You say that there were a lot of these little privately owned railroads?

Stoodley: The company had one up at Boulder Creek. I used to go over in there because the Western Shore had the same president as the Loma Prieta -- Timothy Hopkins, from

San Francisco. He had a great deal to do with Stanford University. I told you the other day that he was very interested in the Convalescent Hospital there. Anyway, I was over in the Boulder Creek area and he asked me if I would sell some old rails that had been there. They told me to sell anything that I could sell of the property up there -- scrap iron and old brick and such. I sold a great deal of the stuff for them. I told them I'd sell the rails and I went up there to see what they were doing. Way back up in the woods there, it didn't look like anything that would be a railroad, they had a team of oxen hauling out some rails and I found some old bridges and trestles and so on. It had once been a logging road of some sort. I haven't yet found out whose it was. Then, of course, there was the Daugherty road from Boulder Creek that went off up the San Lorenzo Valley for probably ten miles. And there was a railroad up in the Gazos Creek. I don't know how far it went up there, or who built it. You can lose sight of them and it is hard to find anyone who knows the history of them.

Calciano: Were most of these railroads abandoned and sold for scrap?

Stoodley: Yes, the rails were sold for scrap or for relaying in some other locality where someone had a small railroad and wanted to use some secondhand rails. If there were curves in them they ran them through a rail straightener to put them back straight again.

Calciano: There was a railroad that went up towards Davenport, too, wasn't there?

Stoodley: Yes.

Calciano: Was that built before you came here?

Stoodley: No, it was the Ocean Shore. But that went out of business. They failed. The earthquake did something to it, affected the financing, I was told.

Calciano: I understand that the right of way on that railroad is now the coast highway.

Stoodley: I think that for a considerable distance it is. I don't know how it is around Point Pedro, that rocky place up near Half Moon Bay. Half Moon Bay used to be known as Spanish Town.

Calciano: Why was that?

Stoodley: I don't know unless it was due to the fishermen. Although there weren't many Spanish fishermen down here. Nearly all the fishermen here were from Genoa.

Calciano: The Stagnaros and...

Stoodley: Yes, there were three or four different families.

Calciano: You mentioned that a lot of the workers up at the saw mill were Italian.

Stoodley: They were Italian Swiss. They spoke Italian, but they were from the two southern counties of Switzerland. They were used to the mountains and to the type of work.

Calciano: They were good workers then?

Stoodley: Oh yes, they were very good and good to get along with. Very agreeable. We like them very much.

Calciano: Did they learn English fast, or did you talk to them in Italian?

Stoodley: Most of them were very good in English. The worst that we had were the teamsters and some outsiders. They were Portuguese. The Portuguese did terrible things to the language, but the Italians soon learned and were very good.

Calciano: There were quite a few Portuguese in the area, weren't there?

Stoodley: Yes, quite a good many. Many afterward went over into the San Joaquin Valley, and went into the dairy business at Los Banos.

Santa Cruz in the Early Twentieth Century

The Immigrants

Calciano: When you first came here, what were the main national breakdowns? A large Anglo-Saxon group, the Italian group and the Portuguese, and what other?

Stoodley: I can't give you the names of all the families, but there were the Mullers and the Goldmans and the Myers and others who were in grape growing and wine making up toward Loma Prieta Peak. They were German families. They seemed to understand the making of wine and growing grapes. They must have come from the Rhine River area or somewhere where they raised grapes. There were a few English that drifted in one way and another and, of course, a few Hebrew. The Abrams, the Harrises and the Rheins -- there were four or five families. They didn't do any business outside. Rhine was an insurance man, Abrams was a clothing man and one ran a shoe store. The Hebrews go mostly towards merchandising.

Calciano: Was the biggest outside community Italian, then?

Stoodley: Yes. I talked with Judge Scoppetone about it one time when he first came over from San Jose. He said people told him he would probably do better to locate at San Jose, but he made kind of a survey and found that in Boulder Creek and up and down the country-side here, there were about six thousand Italians. He thought

that justified an Italian lawyer. Some of the Italians thought they could make themselves understood a little better with him. He's a very nice man and a very good judge.

Calciano: Leask was a Scot, wasn't he?

Stoodley: Yes.

Calciano: Were there many Scots here, or was he the only one?

Stoodley: There were not very many. He was probably the outstanding one.

Calciano: Were there a lot of native born Santa Cruz people by the time you came here?

Stoodley: No, most all would say they were from this place or that place. They were always from somewhere. There were very few natives, excepting the Spanish. Now some of the people here rather despised the Spanish and called them all Indians -- many of them were mixed, you know, half-breeds. But there were quite a good many of the Spanish and we have a lot of their place names still, like Corralitos -- "little corral." There are any number of Spanish names in San Benito County. The Etcheverrias were Basque.

Calciano: Basque! Were there any Indians left when you came?

Stoodley: I don't know of any real Indians.

Calciano: Had all the Indians just vanished? Only sixty years before you the area was filled with Indians.

Stoodley: You know, that's always the case. When the Indians came up against the white races they just faded away. I think the Navajos are perhaps the only ones that are increasing in number.

Calciano: So even by 1900 there was no real remainder of the Indians?

Stoodley: There were none that I knew of that were real Indians. Down south there were. In 1896 or '97 I was down there one winter visiting an aunt of mine and we used to see Indians down there.

Calciano: Was that down near Los Angeles?

Stoodley: No, that was up around Hemet, back of Riverside. You know, it was thought by some that the foreign-born residents often took advantage of the immigrants from their native countries. However, until the newcomers became familiar with the customs of California and learned some English, they were usually contented. I remember one coast-side dairyman who specialized in cheese making. He complained loudly about his milkers. He expected them to rise at three o'clock in the morning, milk cows until six, breakfast, work in the hayfield until three o'clock in the afternoon, and

then milk until six. After a year or so in California his helpers objected to the hayfield work. They contended that milking was their job and that that, along with some barn work, should be considered a day's labor. He said they worked long hours in the old country and why shouldn't they do the same here, but he lost out. It was a case of losing his milkers or working them fewer hours.

Calciano: My, I guess those were long hours!

Stoodley: Another instance of old-country customs was an Italian split stuff maker who also owned a ranch. He had been very poor during his earlier years in California. In fact, he said that when he and his wife first came they slept on the floor. They had no bed or furniture hardly, and they had an awfully hard time getting along. As a result of this he was a very thrifty man. He had a large family, mostly boys, and he began early training the boys in the farm work, and in woods work also. He worked them hard, and they never received wages for their work or had much spending money, and there was no time for recreation.

Calciano: Things are certainly different now.

Stoodley: But you know, he had the old way of looking at things. He thought that the boys were his boys no matter how

old they were. Even when they got up to be thirty years old he never paid them any salary. But the boys finally teamed up against their father and demanded better working conditions and a share in the family income as well as some pay for the work they'd already done. Their father was shocked by the ingratitude of his boys. He said they should work for their board and clothes until such time as they left home and the proceeds of their work should belong to him. That was the custom in the old country. So the boys went to court and finally got a settlement. They got a certain amount in allowance for the time they had worked for him. But he wasn't for paying them anything, you know. They were his boys and they should work for him as long as they stayed single.

Calciano: For the most part did the foreign people blend in quickly and adapt to our customs?

Stoodley: Oh yes, but they ran into problems. One amusing thing happened at the beginning of World War I. A man not long over here from his native land had a barber shop on Pacific Avenue. Along with the rest of us he registered for the draft. And he was a badly frightened man even though his friends told him that since he was then past forty and married that it was

very unlikely he would be called. He was short and very plump and he doubtless had visions of what the enemy bayonets could do to him. After he registered he went down the avenue to his shop, drew the curtains, locked the door, and sat down to await his doomsday.

Calciano: He closed his shop?

Stoodley: Yes, he just pulled the curtains down and that was the end. He was sure he didn't have long to live. He never opened up his shop again, either.

Calciano: My, goodness! And was he drafted?

Stoodley: No, he never was. I was told that he went back overseas soon after the war ended.

Calciano: Do you remember the Japanese influx from 1900 to 1920?

Stoodley: Yes, they were working up there near Japanese Camp making split stuff around '14, '15, and '16. I can't recall the exact date, but it would be around that time.

Calciano: There was a lot of animosity towards them in some parts of California. Was there also in Santa Cruz?

Stoodley: There wasn't so much at that time, but that came up during the war.

Calciano: Yes, but even in the twenties in some parts of California there were strong feelings.

Stoodley: Well, I never heard much about it. There were not so many here as there were in Watsonville. Oh, most people, you know, when we were at war had plenty to say against the Japanese. A lot of the Japanese were sent off to the concentration camps located further inland. Some of the people were well satisfied by that. Our report was (probably some people wouldn't say that this is true, and that may be) that they were not strictly honest in their dealings. For instance, in making a pile of wood they'd put in short wood and make it look as though it were a long stick. They might put a couple of blocks here and a block there and pile it up and till you took the pile down you never knew it wasn't all there, but that might not have been true. You know, people sometimes invent stories when they get feeling like that towards a race so you can't tell. I always like to discount a bit.

Calciano: What other big groups of people were brought in for seasonal labor? We have the Mexican braceros now and, of course, the Japanese were brought in for field work. Were there any other groups that arrived in the Santa Cruz area? Filipinos or Hindus?

Stoodley: No, I don't know of any that were brought in for labor like the Mexican Nationals, or braceros, as the call

them. However a good many people located here on their own, such as the Yugoslavs. There are a lot of those in Watsonville. They've been the fruit dealers and businessmen there. There's even a four story building known as the Lettunich Building.

California Customs

Stoodley: I would imagine that you would like to know what a man coming from the East noticed out here -- what he saw, and the things they did differently here.

Calciano: Yes.

Stoodley: Well, for one thing, men here used an awful lot of Spanish words in their everyday talk. I was from the East and didn't know what the people would mean. They would use reata instead of rope and manaña for tomorrow. And when people would meet each other they would say "Como esta" instead of "Hello" or "How are you?" It was all strange to me.

Calciano: These were the American and English and German people, as well as the Spanish?

Stoodley: Oh, yes, the Americans. They'd been associating with the Spanish people, and the Mexican people, for so long that they just used those words naturally. People don't do it anymore. So many new people have

come in that these Spanish words just aren't used now. There were other words, too, words that weren't Spanish, that people would use and that were strange to me. For example, men used to come up to the counter and say, "I want to pay my bill. This is a steamer day." Well, I inquired about "steamer day." They told me that in San Francisco, in the earlier years, steamer day was the general day of settlement. When the steamer returned to port, the sales people settled their bills. I had never heard of such thing.

Calciano: What did the work derive from?

Stoodley: Well, people shipped out stuff from San Francisco and when the boat came in it brought mail and returned the money for their sales, so then they had the money to put in the bank and pay their bills. I told you about the gold and silver...

Calciano: Tell it again, it was interesting.

Stoodley: There was very little paper money. Hardly any to be seen. Oh, a little was brought in from the East by tourists, or by people who came out here for some purpose. All the men here like gold and silver and, of course, the small change that went with it to make it come out right for their payroll. I knew men to push back the paper money. We always used to like to

get rid of it if it came into the office for any reason. We didn't like it either, but the men would push it back and were mad if they couldn't have gold or silver.

Calciano: Now people push back the silver dollars!

Stoodley: Well, back then they felt it was likely to get lost or torn or have something happen to it and the other was better. Another thing that seemed strange to me was that we had nothing smaller than nickels. In figuring lumber bills or figuring lumber, if it came out over three we called it five, if it was less we called it a ciper. We didn't use anything between the ciper and five. In the long run it came out just about the same. The same way with the sales in the stores; sometimes they'd add the two cents, sometimes they'd take it away.

Calciano: This intrigues me since the penny was worth so much more then.

Stoodley: Yes, that's so. Also the stores measurements were different than they were in New York. There we used the quart, peck, and bushel as a measurement for potatoes and things that could be measured that way. Here it was all by the pound. That was new to me. In the East, we had a company store there, everything was

sold by measurement. Dry measure was used as much as it could be.

Calciano: Was it a company store here?

Stoodley: Yes, right there by the tracks and by the office. We sold to the different people around who lived near by since they patronized the store some, but the main advantage to the company in having the store was buying for the cook house. You see, they made quite a saving in buying through the store.

Calciano: Oh, buying wholesale...Did you have anything to do with the store?

Stoodley: Yes, the books were kept in the office which adjoined the store. There was just a doorway through. The storekeeper would bring in his tags to the office to be figured up and posted.

Calciano: What kind of records did you keep?

Stoodley: Double entry bookkeeping. And we used a system that was rather unusual. It was a voucher system. One of the auditors looked it over and said, "You know, I never saw anything like that, but it's good." He was an Englishman who was doing auditing here. I think it was patterned somewhat after the Southern Pacific system of vouchers because when I got Southern Pacific

vouchers I noticed that they were printed very much like ours.

Calciano: What did this voucher system involve?

Stoodley: Every bill was put in a folded voucher and all the information about it was written down the side. Those were all put in a box about six by six by twelve. They were indexed and numbered and you could look up anything pertaining to a man's bill in that voucher. We also had a large book, ruled properly, but only the totals were posted at the end of the month.

Calciano: So the voucher was sort of a ledger card, only it was an envelope instead.

Stoodley: That's right.

Streets, Sewers, and Electricity

Stoodley: I told you about the road sprinkling, how the county maintained a tax in the different parts of the county and hired sprinkling carts --maybe they owned them, I don't know. At any rate, they let contracts for a man to sprinkle certain roads during the summer because they got very dusty.

Calciano: There was very little paving then?

Stoodley: No, no paving. I don't know of any outside of the city and only part of the streets were paved in here.

Out on West Cliff Drive they had a wave motor and a tank up high; the motor was worked by the tides. The waves worked in through those caves and pushed the water up into the tank. The county drew water from there. I was up in there not long before they dismantled it. It got so it was shaky, especially when the wind blew strong. I didn't stay up on it long. They dismantled it for fear someone would get hurt; they thought it was risky. Moreover, they were paving the roads then and they didn't need the water anymore.

Calciano: This was salt water then?

Stoodley: Salt water, yes. Of course there was a tank at Camp Evers and at various other places. I think they would make arrangements to draw water from springs, too. Usually it was a two-horse tank wagon.

Calciano: Where is Camp Evers?

Stoodley: Camp Evers is just the local name for a little part of Scotts Valley. Camp Evers is the junction where the road turns and goes to Felton and the main road goes over the mountain.

Calciano: Oh, what about sewers? When did you get sewers instead of outhouses?

Stoodley: Oh, I don't know, there were no sewers around Capitola when I lived there. There were sewers here, but I don't think that they served all the town. The usual way was the "Chick Sale" that was built outside.

Calciano: What did you call it?

Stoodley: Do you mean you never heard of the "Chick Sale"?

Chick Sale called himself a specialist -- he always built outhouses with a sloping roof and a crescent cut in the side. They were sold all through here. They were advertised a lot. He was on the radio for awhile and was in the newspapers. They always called them a Chick Sale.

Calciano: When did most places stop using the Chick Sale?

Stoodley: Well, most as quickly as they could connect with the sewer.

Calciano: Do you think that most of Santa Cruz was rid of them by 1910?

Stoodley: Well, anyplace that I knew of in Santa Cruz when I came in here, was connected with the sewers,

Calciano: When did gas start being used a lot here in cooking and so forth?

Stoodley: It wasn't available for a long time. I don't know when they put in gas, but in the earlier days gas

wasn't available. I think we probably had electricity before we had gas.

Calciano: When did electricity come to Santa Cruz? Was it well established by the time you were her?

Stoodley: They were just...I don't think it had started at all yet in the country. There was a small power house up the coast which served Santa Cruz. It was a long time, probably 1908 or nearly that, before we got electricity out at Capitola.

Calciano: Did Santa Cruz seem backward to you compared to New York?

Stoodley: No, because the Catskills, the southern part of New York, was rather thinly settled for some time.

Capitola

Calciano: There was a trolley car between here and Capitola when you first came out, wasn't there?

Stoodley: Not at first, but soon after.

Calciano: Was it horse drawn or electric?

Stoodley: Electric. There was a horse car line here, of course, down Pacific Avenue, but later it was electric. They went to Twin Lakes and later they went to Opal. A few months later they built the line into Capitola proper. They went down by the beach and made a loop and came

out again. The cars ran every hour. I used it for some little time since my house was there at Capitola. I always ate my meals with my watch at my plate because I had to catch that car or else I'd have to wait an hour and would be late to work in here. That was when we had moved the office into Santa Cruz.

Calciano: You remained in Capitola. Though?

Stoodley: For a time, yes. I had my home there, you know, but later on I moved in here.

Calciano: How much did the trolley between Capitola and Santa Cruz cost?

Stoodley: I cost ten cents from Capitola to the long trestle at Twin Lakes and from there on in it was another ten cents. They collected two fares. People who lived just across the trestle told me that they used to get off on that side and walk across to save ten cents.

Calciano: When did the trolley stop running?

Stoodley: I can't remember. There was talk of discontinuing some of the lines along about the late twenties, but I can't recall just when they took them out.

Calciano: When you came in 1902, of course, there were almost no automobiles, if any...

Stoodley: No, the first one I saw was a Stanley Steamer that came through Capitola. The attention it got!

Calciano: What year was that?

Stoodley: I think it was about 1903 or '04.

Calciano: Was Capitola quite a watering place?

Stoodley: Yes, it was. Many San Jose people had cottages there.

The families would sometimes stay most of the summer.

The men who were in business would drive over on

weekends to be with their families, although many came

and stayed all summer. Then others just spent their

two-week vacation there. People stayed in one place

more because there were no automobiles to carry them

from place to place like there is now. They came on

the train, or sometimes they had their teams and would

drive over. Of course that meant a number of hours of

travel.

Horses and Roads

Calciano: People relied on horses then. I wondered if it were

just the wealthy people who had horses or if the

middle class or everybody had them?

Stoodley: Plenty didn't. I had no place to keep one so if I

wanted a horse and a wagon to go anywhere I would go

down to the livery stable and hire one. For what use

I had that was a lot cheaper than it would have been

for me to keep a horse.

Calciano: So it was only the wealthy that had their own stables?

Stoodley: Well, I don't know whether one had to be wealthy, but it was more profitable to rent a horse unless one wanted to go horse back riding a lot and drive his own rig. And then a lot would depend on whether one had a bard or stable to keep a horse. And a horse required daily care and feeding.

Calciano: How many horses did livery stables have? A lot?

Stoodley: Oh, they had to have quite a lot because some people would want a rig that would hold four people, you know, or six, and those would take two horses. But I think people more often just rented a buggy.

Calciano: Did the livery stables turn into different kinds of businesses, or did they just fold up and die when the automobile came?

Stoodley: Well, some of them gradually worked into garages. They kept right on, but it was an altogether different thing. I don't see how they could do it. A man who could take care of a horse couldn't always take care of an automobile.

Calciano: What about blacksmiths? Were there a lot of blacksmiths around?

Stoodley: Yes, there were more than now. I remember the one that used to be over on Soquel Avenue. He knew how to

get business even when it got so that blacksmith shops were not so much in demand. He had a truck and a horseshoeing outfit. He went around the country right to the farms, and if they had any of their work to be done he would weld or do horse shoeing right there. If it was something that he needed his shop for he would take the work in. He said that he got quite a lot of business that way.

Calciano: Were the railroads standard or narrow gauge when you came here?

Stoodley: The railroad between Santa Cruz and Watsonville was standard gauge by the time I got here. But the narrow gauge over the mountains still operated. They came in down Chestnut Street where the railroad comes through that tunnel. That was continued until the big earthquake in 1906. Then it was opened for a time after that and was converted to a standard gauge. But later on they had so much trouble with the tunnels and slides and all that they abandoned it. They thought the traffic didn't justify it.

Calciano: Do you remember when the highways came to Santa Cruz?

Stoodley: Yes, but I don't know the dates. I can remember getting stuck in the mud going to Watsonville from here. I had my first car in 1915 and I tried to go

over there in winter. Moss Landing was another place -- mud to the hubs. I can remember the "improved road," as we called it, over the mountains to San Jose. The signs on the curves said "15 miles per hour." I think the road was cement, but it was awfully crude. I remember coming over there one night in the fog -- the clouds had settled right down on the mountain -- and up ahead, around one of those curves, I saw a lantern coming. I pulled off the road enough so it could pass. There was a woman driving the car and her husband was walking ahead carrying the lantern.

Calciano: Oh, no!

Stoodley: That fog could get awfully thick around Woodwardia.

Calciano: Where is Woodwardia?

Stoodley: It's right at the top of the mountain. As you go over the new road now, you cross the mountain somewhat higher. Woodwardia's on the old road. That whole place used to be known as Shulteis Pass. There was a family by the name of Shulteis that lived in there.

Calciano: Before this improved road what did they have? Wagon track?

Stoodley: Oh, yes. They had a little wagon road over there, but it wasn't an all weather road.

Calciano: Did people ever go over it in automobiles?

Stoodley: I don't know. I can't remember whether I ever drove the old road or not. I do recall going up the coast and over to Watsonville and Hollister.

Calciano: How long did it take to get to San Jose on the improved road?

Stoodley: Well, I'm rather a slow driver; I don't take those curves as fast as some do, but I think that it took me about forty-five minutes.

Calciano: Oh, that's not bad. You could go fairly fast on the old road then.

Stoodley: You could go pretty fast as far as Sand Hill School. From there it was quite crooked for a ways, then once you got down to Los Gatos, on the other side of the mountain, it was all right again.

Calciano: Was San Jose the city where people shopped, or did they usually go all the way to San Francisco to shop?

Stoodley: Well, I think all of them went to San Jose some. I know the merchants here complained quite a little, but I never felt they lost very much that way because their losses were offset by the people who came in from Fresno and other places and would say, "Well, let's buy something here to take home." People do that when they're away from home. They buy something

in the town they're at. Pacific Grove would come over here and buy at Leask's and people here would go over and buy at Holman's, the department store over there, and so forth.

Calciano: Did the women ever go clear up to San Francisco to shop?

Stoodley: Many times, if it was convenient. You see, we had good train service when I first came here. You could go up on the morning train at seven o'clock and it didn't leave to come back till four in the afternoon. It gave the whole day, nearly, up there. And the rates were not bad. I think it was \$2.80 round trip.

Calciano: About what year was this?

Stoodley: Well, that would be, oh, 1902 to '05. After 1906 there was a time when the railroad was closed. The earthquake shook down some of the tunnels. After it resumed service we continued to use the railroad some, but after I got a car I didn't use the train so much. Although there were times when rather than drive a car up there I'd go on the train because I could have all day for business up there. You see, the company's office was in San Francisco, and when I wanted to go up and see about something I would very often use the train rather than do the driving. Driving wasn't as

bad as it is now, but then it was quite a little bit of driving for one who wasn't driving every day. I was working in the office and it was only once in awhile, on a Sunday or holiday, that I'd get out in the car.

Entertainment and Education

Calciano: Speaking of Sundays, when you first came here what did people do in their spare time? Did they garden much, or was it mainly gardening vegetables for eating?

Stoodley: Well the people of 1902 didn't garden so much. Oh, they had some flowers and they had vegetables, but they didn't make a hobby of gardening like now. A lot of it depended on the water supply they had. And then when the street car road was completed out to Capitola a lot of people went into Santa Cruz and went to the show. They had the five and ten cent shows, you know. Those pictures weren't very good, but they were a place to go. There were three or four of those at one time.

Calciano: Was baseball a big sport?

Stoodley: Baseball? Yes, I think so; they played baseball quite considerable.

Calciano: Was there a home town team?

Stoodley: They had a baseball club here and I think they had one in Watsonville.

Calciano: What did people do with their Sundays?

Stoodley: Well I think most people in reach of the beach went there. They had good music down there and they had bands; the bands changed every week. And then from San Francisco they had a special train, the "Daylight" or "Suntan Special" they called it. That came in by way of Watsonville. In the early days, before the road was closed, it came in over the hills. It wouldn't go out till six o'clock at night so the people had all day at the beach. I think the beach was a very important thing in people's lives.

Calciano: There was an Opera House in Santa Cruz. Was it busy?

Stoodley: I don't know. It was over on Vine Street -- I saw it advertised, but I wasn't there more than once or twice.

Calciano: About how many newspapers did a family subscribe to? There seemed to be so many papers in town.

Stoodley: I don't know whether people took more than one or not, but there was the *News* and the *Surf* and the *Sentinel*. The *Sentinel*, way back in the early days, had a Saturday edition in which they summed up most all the news of the week. They also had the daily. I didn't

take the daily, but I took the weekly because practically all the news that was in the other six days was included in it. If you wanted the news right away while it was happening, then that was different, but it didn't make much difference to me. I didn't know many people out here then anyway, so I just took the weekly. But the Surf -- there was a paper. It was published by a man that was not very tall (I don't think he was much over four feet), but he was a very bright man. He made that paper go for quite a long time. Finally he had to give up. You know, most towns now can only support one paper.

Calciano: I know. That's why, when I saw how many were supported in earlier years, I wondered if the people read and subscribed to more papers than now.

Stoodley: From Aptos the other way they would take the *Watsonville Register* or the *Pajaronian* and I believe quite an important paper now is the *Californian* in Salinas. It is considered a very good paper. We take the *San Jose Mercury*. We get Santa Cruz news in the *Mercury* that the *Sentinel* doesn't even print. They have one or two pages that are devoted to the outside. I like a paper that has news from San Benito County and other counties outside instead of all local. We

have to take the *Sentinel* too, though, because that's the only paper that gives us the local news.

Calciano: Where was the library in 1902?

Stoodley: When I first took out books the library was overhead in one of those buildings on Pacific Avenue -- I can't think of which one. It was a little below the present Pacific Gas and Electricity Building. Then later on, with the help of Carnegie, they built the present library on Church Street. I don't know how they moved it in between. They've moved the books around so much in the main library lately for lack of room that I have a hard time finding the books I want.

Calciano: Were most of the people able to read and write in 1900, or were a lot illiterate?

Stoodley: Well, there were a few illiterates. When I worked for the Loma Prieta Company we'd have checks made out for the men from the mill and some of them would have to sign them with an X. Sometimes I thought it was because they were not accustomed to our language -- they might have been able to read and write some other language. We had very many Italians working up there since the company like the Italian workers. Most of those could sign, though. They'd sign the Italian way, you know, in that kind of spelling. We'd have it

on the books one way (maybe the way it sounded to us, or the way the foreman would put it down in the woods on his time book), but when they'd sign their names it would be quite different.

Calciano: Were there any people in the area who could be termed "crackpots" or legends?

Stoodley: Well, yes. "Old John" could be called a character. Soon after the Loma Prieta Lumber Company acquired their timber land in the Soquel Augmentation Rancho from Carmelita Fallon, many men came to work there. And, you know, as the years went by a few of these cared less and less about leaving the woods. They built small cabins for themselves wherever they liked; they worked less and less as they grew older, and, while they weren't hermits, they preferred their quiet way of life to going out again into the busy world. Some, of course, developed peculiarities and became what we called "characters." Old John, was one of these. He was a German from Pennsylvania. He worked a little making split stuff, and sometimes helped a few days with a surveyor's crew. He hunted and fished a lot and he loved to talk for hours with any stranger who happened along. He read considerably and would argue a point endlessly. He was an old soldier from

the War of 1861. He drew a small pension so he didn't have to work too much to supply his small needs. People said that he boasted occasionally that due to his long stay in the gulch he had acquired what he called "squatters' rights" and that the company could never dislodge him. He really didn't have any such rights, but the company never even considered moving him. There was plenty of land there and these men did no harm. They were allowed to live in their cabins, rent free, with plenty of fuel and water at hand and the men stayed thus until old age or illness compelled them to be taken care of otherwise. There came a day when Old John's health failed and he was moved to the County Hospital at Santa Cruz. He lived but a short time after that. You know, for years he had boasted of his war experiences until, perhaps, he really believed them himself, and possibly believed that he had personally contributed much to the winning of the war. I guess he felt entitled to something like a military funeral. Anyway, his last request was that a brass band should play at his grave. Some of his friends persuaded six or seven musicians to go to the Odd Fellows Cemetery in Santa Cruz and play two or three selections. So Old John departed as he wished.

Calciano: That country is still quite wild, isn't it?

Stoodley: Oh, yes. That fire trail up out of Aptos is about fourteen miles long and after the first two miles there isn't a house up there. No one at all.

Calciano: Earlier we mentioned drinking and that the lumbermen before you came were quite heavy drinkers. Since, as you indicated, some of the people of Santa Cruz also drank a good deal, I was wondering what happened to Santa Cruz during Prohibition. Did it get very dry, or were there a lot of speakeasies, or...?

Stoodley: Well, I think that there were people who hated to see a man suffer for drink (laughter); they'd have sympathy for him and naturally do something for him if they could. There used to be rumors, you know, or bootlegging here. I don't know whether they were true or not.

Calciano: Did you know any notorious speakeasies in Santa Cruz?

Stoodley: No, but people used to tell about unloading the stuff, some up at Davenport and some out in Aptos. In New York State, I know, they used to bring it in from Canada and take a truckload right straight down through the state to New York City. They had everything fixed all the way; everything was "greased" so it would slide right along.

Calciano: Was there much crime in Santa Cruz?

Stoodley: Oh, there was some...perhaps we didn't hear so much about it. It doesn't seem to me that there was as much as there is now, but then there are more people and more chances for it now. Once in awhile there were burglaries and other troubles.

Calciano: Was it usually out-of-towners vacationing, or teenagers, or...

Stoodley: I don't remember how that would be. You see, I never thought very much about it at that time. Now we get it every morning in the newspapers. I can't recall how it was in those days.

Calciano: People weren't quite so conscious about it in those days then?

Stoodley: Perhaps not.

Calciano: How far did most of the children go in their education?

Stoodley: Oh, I don't think it those days that they went much beyond the high school, many of them. So many times, now, it is taken for granted that they are going right on to college. Of course, many of them drop out.

Calciano: Well, now, was high school considered the end of the education in 1910, say, or did a lot of people thing

that eighth grade was the end of the necessary education?

Stoodley: I wouldn't know how that was. I do know that in the earlier days the eighth grade was considered sufficient for a man to get along on or a woman, but nowadays it is at least high school and many plan to go on.

Calciano: Was there much use of the apprentice system in the Santa Cruz area at the turn of the century -- apprentice, journeyman, and master, in the trades?

Stoodley: I can't recall anything like that. It never came to my notice.

Calciano: There was a lot of informal on-the-job type training though, wasn't there? For instance, if you wanted to work in the bank you just went and learned as you worked, didn't you?

Stoodley: Many times that was the case, yes. Some firms like to do it that way because if a man had worked elsewhere or had gone to school he'd have his own ideas as to how the work should be done. They like to take a young man and train him to their way of doing business. They told him what their principles were and the policy of the company.

The Economic Position of Santa Cruz and Watsonville

Calciano: Was there much poverty in the Santa Cruz area?

Stoodley: Well, I don't know that there was much suffering, but Santa Cruz was always called a poor town. Watsonville was considered much more prosperous.

Calciano: Oh, really?

Stoodley: Well, I'll tell you why Watsonville was prosperous. That valley is such a rich valley and it had an immense number of apple trees. The growers used to ship choice Newton Pippins even as far as England. Lately they've torn a lot of the orchards out and have gone into lettuce and strawberries and crops of that sort. But that whole valley, it seemed to me, was nearly all apples at one time. And I think they did very well, too. I think the growers made money off their apples one year after another. The people over there, with their apples and apricots, were considered more prosperous than the Santa Cruz people. I don't think that is true now, because many retired people who have means have come into Santa Cruz. They have sold out their businesses and ranches at other places to advantage. There are very many retired people around here.

Calciano: When did Santa Cruz first become known as a city of retired people?

Stoodley: Only in the last few years. It used to always be thought of as a recreation place. It has only been for the last twenty years, maybe less, that I've heard it referred to as a place for retired people.

Calciano: Was there a slum area in the town or a "poor-town" part of Santa Cruz?

Stoodley: Not that I know of. You see, I didn't live here; I lived in Capitola until 1910. I tried housekeepers and that didn't work, so when I came in here I boarded. But at that I didn't know very much about what was going on in the town because my work kept me in the office all the time and all I'd hear was maybe a few words here and there. I don't remember any slum districts. When I came here it used to be said of Soquel that people would come out there with a few thousand dollars and they'd live pretty good for two or three or four years and then they were just as poor as the rest. Then again, you have to make allowance for what people say. You can't tell how many grains of truth there are in what they say, so I'm always rather liberal about believing anything like that. I never take it for granted as being so.

Calciano: Well, now, if a woman was widowed and had several small children to support, how did they get along -- by charity, or the churches, or what?

Stoodley: Well, they all helped some, but it wasn't organized. I think it's much better now. Much better excepting sometimes it's overdone. There was probably a lot of distress that escaped notice because it wasn't brought to anyone's attention. I don't know how they did because that was something I never thought of.

Calciano: Did people seem to be more church-going around the turn of the century? I ask because they used to write so much about their church activities.

Stoodley: I couldn't say, because at Capitola they had a good ways to go to church unless they went to the Soquel church. That was about a mile. The transportation wasn't good when I first came here.

Calciano: What church or churches were predominant in Santa Cruz in the earlier years?

Stoodley: Well, it seemed to me that the Methodist and the Presbyterian were two that had more membership and were stronger and more talked about, though the Catholic was strong too.

Calciano: Was there a lot of feeling between Catholics and Protestants?

Stoodley: Well, I don't know if there was so much about the churches as the individuals. There are people who are quite narrow. You take a Methodist: they don't think a Presbyterian is going to get along too well in the hereafter. But that was largely individual again. There were lots of people that said there are any number of roads to heaven.

Calciano: Do you think there was more feeling between Catholics and Protestants in the first twenty years of the century, or now?

Stoodley: Well, I never heard much about it. I don't know. Generally, the country over, I think the people have been getting a little more liberal.

Calciano: Were the churches well supported?

Stoodley: I think that the churches were pretty well supported then. True, the congregations were rather poor; they didn't have the money. People said that Santa Cruz didn't have any wealthy people, and they didn't have many. But in the late years many of the retired who have come here have had some money.

Calciano: Did the depression hit Santa Cruz hard?

Stoodley: Well, yes, Santa Cruz felt it some because during the depression people didn't have the money to spend to come here. That was hard for a place that depended so

much on vacationers. The character of the trade that came here also changed. In the old days they used to come over for two weeks and take a vacation, but now, with the automobile they come and go -- come today and gone tomorrow, maybe. These people don't know whether they're going to have tenants or not. Although they still have a lot of people, the character of the place has been changed.

Building Styles and Shopping Methods

Stoodley: One of the things that I thought about was the difference in styles of buildings. When I came here most all the buildings were the bungalow type of building. They were one story, square or rectangle, with a roof that ran up rather high and sloped four ways. Those were very popular. Then we had a little time here when they built what they called the airplane house. The lower part was an ordinary square or rectangle and on the top of that was sitting another two or three rooms up higher with windows all around. There is one down here, I think, on Mission Street now.

Calciano: Were these built around 1900 or ...

Stoodley: No. They were later. Along in the 1900's there were mostly the bungalow type, which is what I build out there in Capitola.

Calciano: Had people stopped building those great big Victorian houses with the gingerbread?

Stoodley: No, a few built those still, but there were more expensive and many people didn't need the large house. They were more the type house that was in the East. Then we had a time when they built the Moorish type. They were usually stucco with a curved entrance way.

Calciano: About what years were those built?

Stoodley: I'd guess along about the thirties. Then later the stucco sort of went out of style and they used siding entirely. That's what they've been using for some time. Although brick or cement blocks mixed together sometimes make a nice house.

Calciano: I know that a man named Frederick Hihn back in the 1860's and 70's did a lot of tract building and selling and, of course, now there is a lot of tract development. Was there also tract development around the turn of the century?

Stoodley: I don't remember that there were any around here. I don't remember them opening up tracts like they do now, although there were some up in the woods that

went back to the county for non-payment of taxes. It was a sub-division that never amounted to anything.

Calciano: When you first came here, was anything considered a luxury in Santa Cruz because it was difficult to get? Were any kinds of furniture hard to get?

Stoodley: Why, it didn't seem to me to be so. I didn't have occasion to do any shopping much, you know, a man doesn't. Wessendorf and Staffler had a big furniture store here, and there was another furniture company further down the street, then smaller concerns handled it, too. I don't know, I never thought about it. There might not have been the assortment and there might not have been as good prices, but I think that the people were able to supply themselves with the things they wanted.

Calciano: Did people eat differently at the turn of the century?

Stoodley: I think probably they did because they didn't have the packaged goods that we have now and there wasn't the self service places. There were years that my wife would telephone her order down to the Owens Brothers and they would bring up the groceries she wanted. She wouldn't go near the store. Now people go just as soon as the specials are out. Thursday, Friday, and

Saturday they go flocking down to the stores. I find that out when I try to find a place to park!

Calciano: Did the diet consist of a lot more meat and potatoes?

Stoodley: Yes, and there were some things that were probably not even on the market then that have been brought in lately.

Calciano: Were there many peddlers? Door-to-door people?

Stoodley: Well, for the first four or five years that I was here there was a fresh fish cart that came around to the house. And there would be a butcher's cart, as we called them (they were wagons, of course) and vegetables were brought to the door. If you came into the town you would have a pretty good display, but many people just depended on having them brought right to the door.

Calciano: Was this when you lived in Capitola?

Stoodley: yes, I didn't move in here till about 1910.

Calciano: Did they still do it in 1910?

Stoodley: I think up until about that time. There was a man from the wharf here that would sell fish and then there was a meat market there in Capitola, right near the end of the wharf.

Calciano: I noticed in the newspapers around the turn of the century and later, a great many advertisements for home remedies and cancer cures and Dr. So-and-so's tonic. Did people use them quite a bit, or not?

Stoodley: Yes, I think so. The stores carried lots of home remedies then. They'd even advertise to cure cancer and catarrh and all sorts of things.

Calciano: And people bought it, too?

Stoodley: Oh, yes, they must have made money. Now in the East, before I left there, we had a company store and my job was to buy and keep it supplied, and to tend to the shipping. I had all kinds of jobs. We carried, and were allowed to sell, laudanum, paregoric, Ayer's Sarsaparilla, and Lydia Pinkham's Compound, and we had various kinds of liniments and remedies that we were allowed to stock. We had that little department for all that stuff, and no laws governed it at all.

Calciano: Were there doctors who came into town promising to cure people to get their money, and then go on to the next town?

Stoodley: Occasionally, but I don't think there was much out here. It was in the East that it was more common.

Calciano: I noticed that doctors advertised then. Was it the respectable doctors who advertised, as well as the quacks?

Stoodley: I think it was not considered in good taste to advertise professionally. Of course, if a new doctor came to town he could make an announcement.

Calciano: Yes, you still can do that. What about doctors of osteopathy or homeopathy and such?

Stoodley: Well, they weren't considered as respectable as they are now. Now osteopaths have some standing. The medical association recognizes them now, doesn't it?

Calciano: Yes.

Stoodley: But I don't think they were so well equipped then, I don't think they had the knowledge of anatomy that they have now, that is required of them now. What is happening now?

Calciano: What California has done is to give osteopaths the option of becoming M.D.s, and at the same time the state has closed all osteopath schools and is converting them into medical schools. Fifty years from now there will be no more osteopaths in California.

I was also wondering if Christian Science is very large here?

Stoodley: yes, quite so.

Calciano: Was it in earlier days too?

Stoodley: Yes, I think that it was quite a ways back. A funny thing about the Christian Scientists, most all of them were prosperous people or appeared to be.

The Santa Cruz "Oil Well"

Calciano: How did Santa Cruz go for the crack-pot schemes?

There were a lot of social welfare schemes in the thirties, such as "Ham and Eggs" and the "Townsend Plan."

Stoodley: Oh, I think the usual percentage would fall for those. Just the same as some of them thought that they should start an oil well up on Laveaga Park, and I was foolish enough to give them \$25.00. I refused to take the stock that they wanted to issue to me though, because I was afraid I would have assessments to pay on the stock. They never got anything up there, you know. There wasn't any chance. They'd been drilling up here on the Wilder Ranch for years. They were down to 5,000 feet, or so, and were still dry. But there were a lot of prominent people who took stock. I was over there in the lumberyard then and I know one or two that came in said to me, "You don't have the good

of the town at heart. You should take stock in this because we want to get this think going. What a wonderful thing it would be for the town." I was skeptical; I couldn't see it, but rather than be thought cheap I gave them \$25.00 to help them put the well down.

Calciano: What year was that?

Stoodley: I don't know; I believe it was in the late twenties. I know they even had a committee going around to get people to subscribe. My \$25.00 might amount to quite considerable, they said. But you know, if you ever take stock in a company like that and they run into debt you have to pay them in proportion to you stock. I didn't want any assessments against my \$25.00. I just bid it good-bye.

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Illustrations



Mule Packers and Split Stuff Standing by Railroad Tracks



Donkey Engine Pulling a Railroad Engine