

8-7-49

CIRCUIT RIDER

BY LEON ROWLAND

FAMILY BACKGROUND 430 YEARS OLD

One of the conquistadores who, under Hernando Cortes, waged a bloody two year (1519-21) war to seize Mexico was a Spanish nobleman, Carlos, Count de Aguilar, whose family name was Ramirez de Arellano. Concerning his family a recent genealogical work in Mexico remarks that it "procedian de sangre real."

Count Carlos' daughter, Ann, married Martin Cortez, the vain and ambitious son who led an unsuccessful effort to make his father king of Mexico.

Two hundred and fifty years later when Lieut. Col. Juan Bautista Anza of the Spanish army on the western frontier of Mexico was directed to raise a company of settlers for California, one of the regular soldiers picked to escort the party was Manuel Ramirez de Arellano.

Connection of the two through 250 years of Mexican history is obviously impossible but identity of the name is good evidence. Manuel had been born in Pueblo de los Angeles, a town near Vera Cruz.

The thirty-three-year old Manuel Ramirez de Arellano helped to guard the colonists through their epic march from Sonora, across the Colorado river, to San Gabriel mission and up the coast to found San Francisco. He brought with him his 17-year-old wife, who had been Maria Agueda Lopez de Haro, a native of Los Alamos, and a two-year-old son, Mariano.
* * *

IN GUARD WHEN SAN JOSE WAS FOUNDED

When, in 1777, San Jose was founded Manuel was detailed as member of the guard there. The son, Mariano, died in 1786 but four years earlier another son, Jose Teodoro, had been taken over to Santa Clara mission to be baptized.

Manuel's term in the Spanish army ended in 1786 and with his wife and two children (a daughter, Maria Rosalia, had been born in 1784) he went to Los Angeles, where he was made alcalde in 1790. He died about 12 years later.

Jose Teodoro, the son born in San Jose, settled in what is now Santa Barbara county where he was grantee of the 44,000 acre Guadalupe rancho in 1840. He had married at Santa Barbara in 1805, Josefa Rodriguez, widow of Clemente Quintero, the son of a settler who had come with his father in a 1781 party of colonists from Sonora. She was the daughter of Ignacio Rodriguez, an escorting soldier of the same party.

A son, Luis Gonzaga Antonio Severo Ramirez de Arellano, baptized at Santa Barbara, November 8, 1809, came north again, was given San Ysidro rancho, just west of the present town of Gilroy, and married Maria Antonia Castro, member of the wide-spread family which had come in the same 1776 Anza party with his grandfather.

Beginning with Concepcion Ambrosia in 1835 Luis and Antonia took fully a dozen babies over to nearby San Juan Bautista mission to be baptized. One was Jesus Arrellanes. (The surname had been contracted and changed.)
* * *

FOUND HUSBANDS AND WIVES IN SANTA CRUZ

Two younger sisters of Jesus Arrellanes married Santa Cruz boys. Genobeba became the wife of Rafael Amaya in 1863 and Nicolasa married Manuel Chappel in 1864. Jesus, in 1867 found a wife in Francis Alzina, daughter of the Spanish-born first sheriff of Santa Cruz county.

The Arrellaneses had eight children, all born in Santa Cruz. Two of the boys, Abel and Frank, were noted athletes, becoming major league baseball players. Of the two girls, Amelia, who married Victor W. Carr, is living in San Francisco, while Jennie, unmarried, lives at 406 Garfield street in this city.

The three are great grandchildren of a Spanish soldier who came to California in 1776. Undoubtedly they are descendants many times removed from the Count Aguilar who 430 years ago came to America from Spain.
* * *

NO BRIDLE PATHS FOR SAN LORENZO PUPILS

Trustees of the New San Lorenzo union school above Felton would like to renovate the old bridle

paths built as make-work during W.P.A. days.

The paths would be convenient and safer for pupils who otherwise must trudge the highway to school.

A request that the state highway department rebuild the paths, particularly in the neighborhood of the school, got nowhere. Col. Skeggs, the big shot of highway work in this district, pointed out that a bridle path is in the nature of a sidewalk, and the motorists pay the gasoline tax to get paving and not pedestrian walks.

In addition, said Skeggs, the highway department would have to have deeds to the ground traversed by the paths. It couldn't do any work on tracts adjoining the highway.

The point is insurmountable. The good old W.P.A. did the work with federal money and put the path over privately owned lots with the most informal permission. Some of the land has changed hands and the permission been withdrawn.