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CIRCUIT RIDER

NEW BILLS COMING FOR LEGISLATIVE HOPPER

With the new legislative session just four weeks away—tomorrow—this is the season when the state's lawmakers are preparing the bills they will introduce.

Santa Cruz' representative in the upper house will be ready with a proposed measure to simplify the procuring of birth, death and marriage certificates.

The bill, which will be introduced in the senate by Ray Judah and in the assembly by Representative Nelson Dillworth of Riverside county, will make easier the process of getting a birth certificate, which has confronted many men and women needed in the defense industries.

It will provide for a re-registration for a small fee (\$3 to the state; \$1 to the county) based on the testimony of living relatives or evidence already existing in public documents. The present process involves going into court.

OFFICIAL HERE TO SEE ABOUT IT

A copy of the proposed measure has been submitted to T. A. Tooney, recorder of San Francisco City and County, for recommendations and suggestions.

The proposal brought to Santa Cruz recently Guy P. Jones, chief of the state bureau of vital statistics, for a conference with Senator Judah, in which the latter insisted that any request for appropriation to cover extra labor necessitated by the measure would start small and increase as necessity would show.

Senator Judah had in mind a similar bill two years ago which would have passed had it not been accompanied by a request for \$50,000 for administrative costs.

REQUIRED READING ON LEGISLATURE

Required reading for every civic organization which has an interest in the work of the legislature should be a new book, "The California Legislature," which has just rolled off of the state presses pursuant to a senate resolution at the last regular session.

Written by Joseph Allan Beek, secretary of the senate, who holds the record of length of service of anyone ever to serve the legislature, the 223-page volume explains the operations of the legislature in layman's language.

A highlight is the chapter on the right and wrong way to write a letter to a legislator.

WE'LL HAVE RATION POINTS

When those pretty red, white and blue ration books (No. 2) come out early in January they're going to have "points."

Each commodity will have a point value. The scarcer it is the higher the point value, without respect to the cash value.

If you plunge on semi-luxury articles with a high point value you'll find yourself cut short on rationed necessities.

It's going to take quite a little housewifely bookkeeping to bring the family through.

WHO WANTED TO TRAVEL, ANYWAY?

It is just as well we do not plan to do much travel by automobile until the war is over.

Highways, both state and county, are going to deteriorate.

Gas tax funds, it is estimated, will drop by 35 per cent, perhaps more.

The proportion of what money will be available which will be spent on maintenance will go up. The per-mile-impact of heavy military equipment will more than make up for lessened travel by passenger equipment. Emergency legislation may even be passed to authorize the entire gas tax fund to go into maintenance until the war ends.

New highway construction — if any — will be only on routes of military necessity.

As for county roads, not only will the county's share of the state gas tax receipts drop, but motor fuel to operate road-repair equipment will be limited.

E. LUKENS CAR SHOP WAS RAZED UNMOURNED

The shop in which were manufactured the horse cars which ran on Santa Cruz streets half a century and more ago was torn down last summer without comment.

Bob Willey, authority on early railways and trolleys, has found in the possession of Mrs. Beulah Soderer of 71 Laurel street a photograph of one of the horse cars of the East Santa Cruz Railway, which ran out Soquel avenue in the eighties.

On the 20-foot-long car can be seen, "E. Lukens, Maker, Santa Cruz."

Evan Lukens, iron worker who came to Santa Cruz in 1868 or 1869, in 1878 built at 47 Park street, near Knight's opera house, a two story shop which was razed only a few months ago. After his death in 1917 the building was used as garage and automobile paint shop; in recent years it stood vacant.

EL RANCHO DEL CARBONERO

Decision by Evan Huxtable to retain the name of Rancho del Carbonero for the 95-acre tract he has bought on the Los Gatos highway opposite the Pasatiempo entrance will perpetuate the name of one of the land grants in this vicinity made when California was part of Mexico.

The heavy stands of oak and madrone gave the name of "the place where charcoal is made" to the grant given London-born William Thompson, naturalized as a Mexican citizen, on February 3, 1838, by Governor Juan Bautista Alvarado.

Into the faint legends concerning William Thompson enters a story of privateering in South American waters. He was William Buckle when, with his brother

Samuel, he came to Santa Cruz late in 1823 or early in 1824. To the Spanish-Californians he was Guillermo Bocle, in phonetic spelling. When American days came the brothers became William and Samuel Thompson.

LORD COCHRANE WAS GENTLEMAN-PRIVATEER

The clues as to Thompson's part carry back to the fleet of three or four vessels commanded by Lord Cochrane, English gentleman-adventurer who helped the colonies of South America win their independence from Spain.

Lord Cochrane had won fame as an officer of the British fleet which won the Battle of Trafalgar and blockaded Spanish Mediterranean ports in the Napoleonic wars. When peace came he gave his services to Greece. Later he raised the little fleet in which he ranged up and down the coasts of South America.

Cochrane never came north as far as California, but late in January of 1822 he was at Acapulco, Mexico, whence he sent two small ships, the Independencia and Aracano, to California to buy provisions.

Whether the Thompsons and several others came in those two little ships or deserted Cochrane's fleet at Callao and made their way north on whaling vessels is not known. The others included Julian Wilson, Virginia-born, who also became a Santa Cruzan; William Atchison, who died and was buried in the Santa Cruz mission the day after his baptism into the Catholic faith; Robert Livermore, and perhaps more.

FOUR MEN WERE BAPTIZED HERE

Four men—the two Thompsons, Wilson and Atchison—were baptized in Santa Cruz on April 17, 1824.

William Thompson's baptismal record shows he was aged 23, the son of 'Samuel Bocle' and Ana Pain of London. He married Antonia Montera, a daughter of Clementina Montera, one of the romantic figures of old Santa Cruz history, and—probably—of Ignacio Castro, oldest brother of the north Monterey Bay shore branch of the wide-flung Castro family. Clementina's marriages were many, but Ignacio, her first husband, was drowned while acting as a soldier-mail carrier, near San Juan Bautista in 1817, and a record at the time of William Thompson's death in 1858 says that Thompson's wife was born in Santa Cruz in 1811.

SIX SONS, NINE DAUGHTERS

In the years from 1827 to 1851 Senora Thompson presented her husband with six sons and nine daughters.

Teresa, the oldest daughter, married Joseph Bacon, a Santa Cruz business man of the early fifties who had come before the gold rush, for his marriage to Teresa was in 1848. Taking part of the Rancho del Carbonero acres,

their home was where the Odd Fellows cemetery is today. On Bacon's death Teresa married Louis LaPierre, a Canadian boatmaker who had come with Fremont in 1845.

Of the eldest son, Guillermo Buckle, no record is left, beyond that of his birth. Following swiftly came Refugia, Antonio, Cebola, Francisco, Guillerma Susana, Josefa, Maria Jesus, Juana Pedra, Joaquin, Petra Ramona, Maria Vicenta and Rafael.

Susana, the fourth daughter, born in 1841, married first when she was 19 years old, Francisco Bara. Her second husband was Alejandro Villagrana, of another old Branciforte family whose Mexican grant had been land in what is now Arana Gulch.

Refugia became the wife of Robert J. F. Scott, after whom Scotts Valley was named. Cebola became the wife of Francisco Bernal. Vicenta married William Green. Francisco took as wife Gertrudis Vasquez and Joaquin married Maria, the daughter of Juan Chavez and Esperanza Amaya.

CARBONERO CREEK PART OF GRAHAM GRADE

While William Thompson moved into Santa Cruz by 1850 and conducted a mercantile establishment which sold hard liquor, furniture and coffins, his adobe home in Mexican days was on what is now the sixteenth fairway of Pasatiempo. As late as the seventies the ground around the site of the crumbling adobe was often dug up by searchers after the gold Thompson was reputed to have brought from his South American privateering days.

Thompson's adobe was built beside the original "road from Zayante," which later became the "Graham Grade" when Isaac Graham, six-foot-two Virginian trapper, opened the first power sawmill in California.

Graham's route for his plodding ox teams was up the hill south of his mill site, which was on the west bank of Zayante creek in what is now Mount Hermosa south along the level hilltop to the present Pasatiempo links and then east over that golf course to about where the Pasatiempo entrance from the highway stands there to drop to Carbonero creek down which it followed to the Branciforte and then to ford the San Lorenzo where it is not crossed by the Water street bridge thence to the beach where the lumber was loaded through the sun on little coastwise schooners.

THOSE DISTANT CLASSIC HALLS

The Circuit Rider's attempt at Latin quotation last Sunday was quite properly corrected by the well known authority, "Anon," and hastens to acknowledge error.

Old Senator Cato declaimed, "Carthago Delenda Est." "Anon" explains: 'Carthage is feminine and the ending should be a'. The verb is 'delere,' a second conjugation verb, and not 'delare.'