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# Old Santa Cruz

● ● By Ernest Otto

(Editor's Note: The late Ernest Otto, famed and beloved waterfront correspondent for The Sentinel and writer of the "Old Santa Cruz" column, left a number of columns written before his death. They will be published weekly by The Sentinel.)

The old days have been referred to as "horse and buggy days" but there were many types of vehicles always a prominent part of them.

Hauling was done here by types of vehicles — and the most picturesque were the ox teams. These came down Bay street to the Cowell landing and down Mission and High streets.

The ox teams hauled lumber, barrels of lime — the barrels of redwood manufactured in the cooper shops at the upper and lower lime kilns from redwood trees on the Cowell property and held together by hoops of hazel nut.

These were piled high on the rough manufactured bottoms of the wagons.

The driver did not have a seat. He walked along by the side of the oxen and used a pointed spur to guide the oxen. They knew what he wanted. There would be 10 or 12 oxen in a row.

The wagons' heavy wheels frequently got stuck in the mud of the streets in the winter and some time would be needed to dig them out. This happened sometimes along all of the city's streets — including Pacific avenue.

The ox team seemed to divide the roadway along the Big Tree road. In the early days this was known as the Toll road. The toll was collected at a Toll house where the road turned off the main highway for the Big Trees.

The California Powder works had its own vehicle for the hauling of powder from the powder works, now Paradise Park, to the wharf where the company had a warehouse off the east side of the wharf. The powder wagon had a canvas top and was a replica of the early day prairie schooner.

The greater part of the hauling in those days was done by mules and horses. These hauled lumber, split stuff, railroad ties and such items of lumber to the wharves, and great loads of tanbark to the five tanneries within the city.

One or these was the Kron tannery, now the A. K. Salz tannery. Adjoining it was the Fischer tannery and one for fancy leather beyond Crossing street. Two large tanneries, the Boston and the Kirby, were on Mission Hill.

Most of the timber brought by ox teams and horses came down the San Lorenzo canyon.

The timber wagons nearly always had a trailer attached. The drivers, always experts, were perched high on a tall seat. There was room for two with a box between them. The drivers would handle their teams with jerk lines. Above the leaders would be hung a row of bells which sounded like music as the teams moved down the canyon.

These bells were a warning — since there was one-way roads in many areas — and at the sound of bells, a team coming in the opposite direction would pull over and wait.

These great wagons with their heavy loads also would get stuck in the sand and mud on Pacific avenue. They entered the avenue from every direction.

During the days when the Centennial Flour mill was operating, the wagons would carry great loads of sacked flour — and from the fields would bring grains such as barley, wheat and oats. And during the fruit season the wagons were heavily loaded with apples, grapes and sometimes wine from the wineries.

Sometimes mule teams came down the coast road with loads of bituminous rock and unloaded on flat cars at the railroad station.

This bitumen was used in paving a great section of San Francisco streets, including Market street and other thoroughfares.

Wagons also came down High street with loads of lime rock from the Thurber, the W. E. Miller and the Dodero quarries on High and Spring streets.

A donny-brook gets its name from the unrestrained free-for-all