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NEWSLETTER

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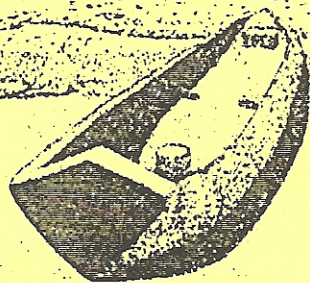
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'EXPLORING OUR HISTORY'

1997

JULY

AUGUST

SEPTEMBER

1997

TSURAI-TRINIDAD TRAILS

By: Axel Lindgren

Before our 4-lane speedways, the roads were narrow, winding, gravel-surfaced, and without a white line! The horse-&-buggy, Model T Fords, Maxwells, Pierce Arrow, Chevrolets (and a number of others) were designed to travel these rugged roads -- which also limited the number of trips made and the distances traveled!

With people being content to stay in their own small area, leaving home once or twice a month to buy groceries and other supplies, invited a varied field of traveling salesmen. Thus, the new car salesman had a wide-open field as the newer models could easily replace the old models which often required some assistance from the passengers in order to climb some of the steep hills. His season was all year 'round.

"The Watkins Man" always well-dressed was our favorite. His first move was to give everyone chewing gum -- two packs were needed when he came to our house! His next step was to display, describe and explain the use of each of his products; such as the liniments, salves, soaps, creams ... and some cures for livestock. The fast-curing salves were welcome when the cows would kick at milking time; 3 or 4 applications on the right spots and the cows became utterly content while being relieved of 50-lbs of butter fat.

Saunders' Trinidad Store had a delivery service which was a Model T flat-bed

"YUROK NARRATIVES"

With this book, The Trinidad Museum Society is pleased to republish a third significant book about Yurok culture.

Like our earlier reprints, *The Four Ages of Tsurai* (1991) and *Yurok Geography* (1993), *Yurok Narratives* has long been unavailable.

Robert Spott, as a boy, was primed to carry his culture into a forever-changed world for the Yuroks. His life (1888-1953), spans transportation by dugout canoes and pack-trains to the Atomic Age. These years of tremendous challenges required both adjustments and perpetuation of Yurok culture.

Intelligent, sensitive, literate, and of high social rank, Robert Spott came of age on the battlefields of World War I. Hard-working, knowledgeable, and active in his culture, he earned the respect of his people through an era of cultural assimilation.

The price to TMS members is \$10.00 (tax included) if purchased and picked-up at the **Museum** on Trinity Street, on Friday, Saturday or Sunday afternoons, 12:00 'til 3:pm.

Any of the three books may also be purchased for \$10.00 at **Trinidad Art** from Ned Simmons #677-0716 -- or at **Trinidad Realty**, 361 Main Street (677-0213).

Any out-of-town members requiring the book be mailed to them, should mail a check for \$12.00 (including tax, postage & handling) to: Trinidad Museum Society, P.O. Box 1126, Trinidad, CA 95570. We will mail the book to you as promptly as possible.

with a covered-wagon effect, which made deliveries possible during inclement weather. The last delivery man that I remember was Sid Webster. This was a much-needed service, as families would buy 100-lb sacks of sugar, 49-lb sacks of flour, 100-lbs of barley and bales of hay at least once a month.

The weekly peddlers were the butchers: J.C.Bull (who owned and operated a slaughterhouse near Arcata on the road to Samoa), Mr. Klingler and Mr. Steeves. J.C.Bull hired a man to drive his meat wagon for two trips a week into the Trinidad area. The other peddlers seemed to be in Trinidad just as often so, you see, the competition was great!

Each wagon was well-equipped with meats, scales, cleaver, saw and cutting block. The drivers could serve the customers at their home, or on the road. I can still hear the meat-saw cutting through bone when the butcher was making up a roast or cutting-up steaks.

Klingler and Steeves out-lasted J.C. Bull selling beef on-the-wheel. Shortly before Klingler retired, he and the local barber had some disagreement and each took turns threatening the other. The barber boasted "I can trim you any day of the week" and Klingler retorted "I'll cut you up into stew meat." Klingler, an ex-marine, speedily settled the disagreement!

Steeves, the lone survivor of the meat business in Trinidad, had clear sailing at last...but he, too, was ready for retirement. So his young, energetic and personable son recognized an opportunity and volunteered to carry-on the tradition of keeping fresh meat on the tables.

Everett Steeves, like so many of us, was employed by the California Barrel Co., while his father established the meat route which he was about to inherit. This new job was a challenge...meeting new people each day and convincing them to eat meat. Most of his customers were housewives and they knew how to cut meat thin, but Everett was determined and survived for 20-yrs. After "parking the meat-wagon," Everett butchered and managed various meat markets ... and at Saunders' meat counter for 16-yrs. But even he was unable to prevent history from repeating; so it was his turn to tack-the-cleaver-on-the-wall!

During the '70s, Trinidad was more of a lumber town than a mining town. Two redwood sawmills (pigmies compared to present-day mills) were in operation. One, Trinidad Mill Co., was owned by the pioneer Hooper family and managed by that redoubtable pioneer, Posiah Bell. As Trinidad Bay is protected from the northerners and most storms, except from the southeast, it was considered a fine harbor. This mill company had built a narrow gauge railroad on wooden rails with a motive power of mules trained to dizzy heights! This RR was trestled over a ravine 50-feet high and through the first tunnel in California; thence clinging in a precarious manner to the rocks of Trinidad Head to a landing place, where a great crane with a boom 160-ft long swung the great sling-loads of lumber to the decks of the old-time sailing fleet for transportation to San Francisco.

The other mill, owned by 2 pioneers, Smith & Dougherty, was also unique in the moving of the product of the Redwood forests to market. The ship to receive the cargo from this mill was anchored just southeast of Prisoner's Rock ... The ship received the cargo from 'lighters' that ran a line from the ship to a shute inshore. The lumber was stored on a rise of rock some 70-ft above the ocean and then, from rollers, was rolled-over into a board shute down onto the lighter* (*large flat-bottomed barge).

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TRINIDAD TREASURES

*The fantasy of Trinidad
is noticed right away
It comes as softly as the sun
that splashes on the bay.
In the way the waves lick gently
at the patient sand at dawn,
and rush and lap with eyelet lace
and spread their liquid brawn
to sculpt the edges of our world
and turn our dreams to fact,
This magic comes from Trinidad
to eternity and back.*

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Members - Are you due for renewal in July?
If you are past-due (April), we hope you will renew your membership at this time. "Thank you."