

Water Conservation in the Santa Ana Watershed

Monday, March 28, 2011, 7:00 p.m. Assembly Room, A.K. Smiley Public Library

Daniel B. Cozad, General Manager of San Bernardino Valley Water Conservation District, will present the history of water conservation in the Santa Ana watershed at the society's March meeting.

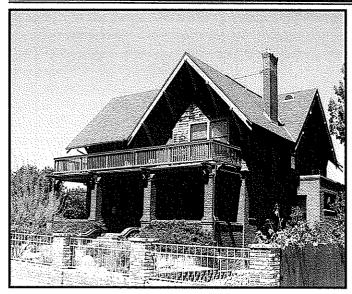
Cozad has worked in the Santa Ana watershed for over 15 years and was previously the general manager of the Santa Ana Watershed Project Authority working with governments, communities and business to achieve regional goals.

Cozad is also president of Integrated Planning and Management, Inc. a consulting and contracting organization working throughout California specializing in water and resources planning. In addition, Cozad is a Redlands Area Historical Society member having hosted the Old House Group at his Heritage Home.

(San Bernardino Valley Water Conservation District Board of Directors is led by another historical society member, President Clare Henry Day. Day is a noteworthy architect of many special residences and businesses in Redlands.)

The main goal of the San Bernardino Valley Water Conservation District is to maintain sustainable groundwater management in the Santa Ana River wash and tributaries. In laymen's terms, this means percolating mountain stream runoff into sandy percolation ponds to fill the underground basin beneath our feet.

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1240 West Olive Avenue

Old House Group Meeting Wednesday, March 23, 2011, 6:30 p.m.

1240 W. Olive Avenue

The March Old House Group meeting will be held at the home of Kathy Behrens and Roger Hardy which is located at the corner of Olive and Lakeside. Members will remember this house as the A. E. and Nellie Taylor home; a winner of a 1987 Heritage Award.

This lovely 1907 home is built of brick and wood shingles in the Prairie-Craftsman Style. An addition to the home was done later and is of suitable/compatible brick materials and construction.

The original application for a building permit was made by Mrs. Nellie Taylor on April 17, 1907. The planned dimensions were 36'x40' with 8 rooms within two levels with a declared cost of \$2000. An address is not given,

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A Letter from your President...

The society's February 28th program "A Salute to Garrett Huizing" was well attended. The Redlands Daily Facts did much to publicize our tribute by printing the newsletter research on Garrett Huizing. Huizing's granddaughter, Gloria Freeman, enjoyed the program with her son and immediate family. I saved copies of the newsletter and Facts article for family keepsakes. Lois Fair Wilson and other members of the society went to school with Gloria. The grand reunion was heartfelt by those reliving the Redlands of seventy years ago.

Bill Blankenship chairs the nominating committee to replace both Kathy Beall and yours truly. According to the society's constitution, our terms end in June. Years ago the group deemed that fresh ideas and rotating board members insured a more vibrant organization. So if you are interested or would like to suggest two members for possible board positions, please contact Bill at bblankenship@riversidebia.org. The board of directors meets September through June on the first Monday of the month. Our meetings are usually a little less than two hours. Board members plan Old House Group meetings, walking tours, refreshments, Heritage Awards, monthly meetings, newsletter items, and historical society projects.

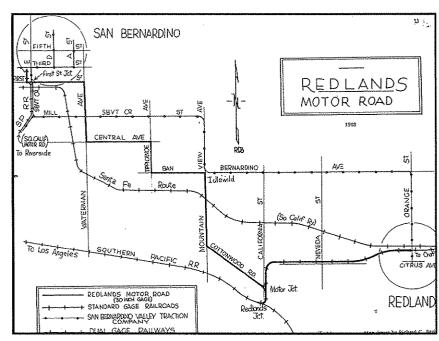
The board has met lately at my home on Buena Vista Street because it is convenient having computer access and files at hand. In the past we met at the Carriage House in Prospect Park. The new president and board will decide where the board will meet each year.

Ex-officio board member, Ron Running has been doing wonders with our website. Much new information has been added and several historical articles are included. All of the last decade's Heritage Award recipients are now on the site. Google "Redlands history" and the website will appear.

The RAHS Board of Directors wants to remind all members that yearly dues are now payable. We mailed an envelope and dues flyer with the January newsletter. If you lost that information sheet and envelope just mail a \$25.00 check to Redlands Area Historical Society, Inc., P. O. Box 1024, Redlands, CA 92373. If you are still confused call (909) 307-6060 and we will answer your questions.

In three months I will retire after 38 years of involvement in Redlands education. I hope to have more time to devote to Redlands history, a hobby of mine since 1971.

Your President, Tom Atchley



Map of the SB & RRY route from San Bernardino, Cottonwood Row (Mission Road) to Motor Junction and Redlands. 1903.

Frank Brown and Edward Judson, co-founders of of water. Judson and Brown constructed the Redlands local swimming conditions. Canal across the wash to Redlands to fill their newlybuilt reservoir.

pioneers dug for and found water beside San Timoteo ponds and must be removed to induce better Creek in the 1860s. The Frink family led the Southern percolation. A groundwater elevation monitoring Pacific Railroad across the desert following natural program keeps records of the water depth each year. Pioneer Street near Texas and struck water at the acre feet each year and Mill Creek up to 4,818 acre feet. seventy-foot level.

interests understood the relationship between mountain Association spread 80,000 acre feet of water. stream runoff and the underground basin. In 1902, geologists identified the Bunker Hill Dike and surmised requires upstream users to allow enough river flow to basin.

Reforestation Committee Tri-Counties organized in 1907 led by water officials of San provides invaluable service to every city water Bernardino, Riverside and Orange counties. Francis department and irrigation company along the banks of Cuttle, the chairman of the organization, promoted the Santa Ana River. Their hidden task takes place in water percolation ponds below the mouth of the Santa the wash each year and makes water a plentiful resource Ana Canyon and all streams entering the San Bernardino in the East San Bernardino Valley. Valley. The Los Angeles Land Department transferred water from the Santa Ana River to a series of percolation at A.K. Smiley Public Library. ponds stretching from Greenspot bridge to East

Highland.

Mill Creek percolation began in the 1920s when Redlands, were the first in our area to theorize that as a new fault was identified running north/south along much water flowed beneath the Santa Ana River as Crafton Avenue. Water percolated above Crafton above. In 1882, Brown and Judson contracted with Avenue would fill yet another basin and recharge well Robert Morton to tunnel beneath the Santa Ana debris water for each new irrigation season. Thus was born the cone in search of water. Their first tunnel produced familiar "Mentone Beach" which became a focal thirty-five inches of water. The second, closer to the gathering point for teenagers each spring to build boncenter of the canyon, produced over one hundred inches fires, cavort, and celebrate the freedom of the wash and

The Mill Creek ponds are spread along the south side of Mill Creek wash from Greenspot Road west to Along Mission Road in Old San Bernardino, early Crafton Avenue. Every year, sand begins to fill the

In 1890, Henry H. Sinclair dug a well on The Santa Ana River ponds spread some 5,207 An acre foot of water can cover an acre of land with one Very little time passed before agricultural foot of water. In the 1916-1917 season Tri-Counties

The United States Fish and Wildlife Service that water percolating into the basin above the provide habitat for the Santa Ana Sucker. This fish is underground fault formed the San Bernardino water protected by Federal law and critical habitat for the fish must be maintained.

San Bernardino Water Conservation District

Redlands Area Historical Society programs are government owned land to the new water conservation held the fourth Monday of each month from September organization. For years the "Cuttle Weir" transported through April at 7:00 p.m. in the Lyon Assembly Room

(Old House Group continued from page 1)

but the description of lot 1 of Block 31, within the West Redlands Tract of land was reported. Two years later, on July 6, 1909, an application was made for a barn on the same lot.

A photo on file at the Heritage Room shows the house at the time of the award, in 1987, with a lawn in front extending to the curb. As pictured today the house has a brick and steel fence with ornamental stone and plantings in the front. Kathy has a well thought out plan of action for the property in the future.

Continued fresh fruit and vegetable production at the home is a very pleasant continuity with Albert's activities and that of his brother (Joseph) who lived down the street at 1216 Olive. A small stand near the driveway offers fresh produce to the neighborhood.

This house has been the subject of a number of newspaper articles and write-ups on the Taylors occurs in both the Golden Jubilee and the Illustrated Redlands. Tom can share more about the Taylors, their building company and the brick manufacturing company, but I hope members will enjoy a tour of the home and come applaud the restoration efforts underway.

The meeting will be held at 6:30 to allow the homeowners time for clean up afterwards. The meeting is open to members and membership applications, paid by calendar year, are available at the meeting. For questions call Leslie Irish 951-201-5742.

Redlands Railroad Love Affair

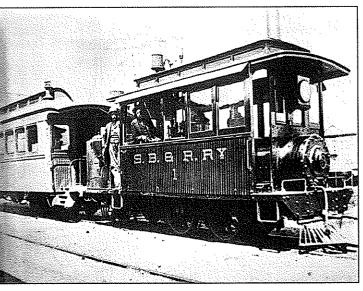
- by Tom Atchley

Every village, mining camp, town and modern city wished for a railroad to help their community grow in the 1870's and 1880's. San Bernardino began wishing for a railroad connection two years before the completion of the transcontinental railroad near Promontory Point, Utah. The San Bernardino Guardian speculated on how a railroad would be built from San Diego to San Bernardino. The paper then supposed a railroad would surely connect from Long Beach to the interior via Anaheim and then San Bernardino. The Atlantic and Pacific Railroad suggested a railroad from New Mexico to the gold fields along the Colorado River in Arizona and thence to the pacific coast.

Excitement reached a fever pitch when the Southern Pacific Railroad (SPRR) began construction south to Bakersfield and then tunneled through the mountains into the San first paper on September 3, 1887. railroad would enter San Bernardino. Bernardino citizens refused to cough up the passengers, mail, freight and fresh meat. money without a guarantee.

connection finally arrived September 13, 1883, connection for Redlands. The paper made its Guardian.

George Beattie and his family arrived in Colton on the Southern Pacific Railroad in 1874. They took a stage to San Bernardino arriving in the early morning. The following day George and his mother met Col. Tolles at his home in Lugonia and bought twenty acres of land on the northwest corner of Church Street and Pioneer. The family ate many jack-rabbits that first year in Lugonia.



S.B. & R.R.Y. San Bernardino and Redlands Railway engine no. 1 was originally called "Redlands" in 1888.

With the completion of the railroad to Colton in 1874, new settlers came via the railroad then by stagecoach to Lugonia. In 1877, the Kenwood Colony led by Frank Brown, came in much the same fashion as did George Beattie. The Southern Pacific pushed further east to Yuma, Arizona through San Timoteo Canyon, but bypassed Lugonia.

The Lugonia Southern Californian issued its Southern Pacific requested bombastic editor assured the readers that a rail-\$100,000 from San Bernardino to build east road would enter the community very soon. from Spadra (Pomona) with no promise the Meanwhile, Francis M. Townsend operated a San biweekly stage to San Bernardino bringing

The Redlands Citrograph, with Editor Scipio San Bernardino dreams of a railroad Craig at the helm, also promised a railroad when the California Southern entered the appearance July 16, 1887. Judson and Brown community from San Diego, fully sixteen years were betting that the influential Craig would after the original dream was expressed in The attract the railroad and property values would boom.

> Lugonia, though, felt they had a sure thing for a railroad depot. Dr. J.D.B. Stillman purchased railroad land in Lugonia by 1877. He was the personal physician of Governor Leland Stanford. Stanford had acquired the land west of the Stillman Ranch dubbed the University Tract. The Lugonia paper reported Southern Pacific surveyors with levels and equipment

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scanning the land to the Stillman Ranch.

San Bernardino and subdivided the tract and Highland. anticipating the railroad. His map includes the incorporation issue with Redlands southern boundary of Colton Avenue and the economically speaking nearly all the packing Orange boundary of Washington, Clay, Sun and Union streets fill in the map with specific lots. The north boundary sending Edward Judson, R.J. Waters and Frank is marked with a "Southern Pacific Railroad Brown to plead its case. The railroad saw no Depot Reservation."

railroad connection. This street was not a expected. Both towns could count less than dedicated thoroughfare until 1896. Keeping the 1,000 inhabitants. Lugonia meanwhile offered "street" open for a railroad was a dream that the Southern Pacific affiliate, the California lived nearly a decade.

Drew, a prominent San Bernardino businessman through his vineyard and free land for a depot on who filed the La Drew Subdivision north of the southeast corner of Colton and University West Colton Avenue (Redlands Blvd.) between Street. Mountain View and California Street.

L. Williams, Henry Bernardino businessman, tried to predict the launched a campaign to buy all the necessary route of a San Bernardino-Redlands Railroad in right-of-way from San Bernardino to Redlands. 1887. He platted the Town of Gladysta named After canvassing the right-of-way land costs for his daughter Gladys. The town to the west Judson and Waters needed \$42,750. of Lugonia included a planned tourist hotel and Citrograph went into overdrive and the little railroad station. Isaac Ford, civil engineer, community drafted a check for the entire completed a survey of the plat in February of amount. Considering the population of 1891. By that time, Gladysta was owned by Redlands at the time, this was an extraordinary Frank Brown. This was the intended site of the amount of money raised. To sweeten the deal, failed Kenwood Connecticut Colony of 1877. Judson and Brown donated downtown business Brown was a leader in that colony scheme that lots on Orange Street for the Santa Fe depot. collapsed due to lack of water.

California did get the Southern California Bernardino's Santa Fe depot was not located in Railroad, or later Santa Fe, inside its southern downtown San Bernardino, where Redlanders boundary. Ironically, millionaire Ed Roski and needed to go. The theatre, hall of records, his Majestic Realty Company developed the courthouse and business buildings were located property into Citrus Plaza after the railroad had on "E" Street, Court Street and "D" Street. The abandoned the tracks.

with Lugonia. California Southern (Santa Fe)

arrived in Redlands with the first train February 13, 1888. The Redlands Depot was completed The Inter-Railroad Addition to the Town July 14, 1888. Santa Fe completed the Kite of Lugonia tract map was filed February 6, 1888 Shaped Track to Mentone and Highland January following the request of Henry Wozencraft. 17, 1892. The railroad connection brought brisk Wozencraft managed the abstract map office in land sales to East Redlands, Mentone, Crafton Lugonia lost the name Street. houses lined the tracks in Redlands.

Redlands attracted the railroad by reason to build to either Redlands or Lugonia Brockton Avenue was the intended dream since negligible traffic and freight could be Central, \$25,000 to come to Brockton Avenue. Also anticipating a railroad was Henry L. Dr. J.D.B. Stillman offered free right-of-way

> Redlands outbid Lugonia for the railroad. another San Judson, Brown, Waters and Scipio Craig

Santa Fe took a direct route to Redlands Gladysta land between Alabama and but passenger service proved inconvenient. San depot was on the far southwest side of the city. Redlands won the railroad competition Freight was profitable compared to passenger

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and those that did were for freight with only one Zanja in Old San Bernardino. He was a citrus Redlands daily. This led to Lugonia losing their Old San Bernardino on the route to Redlands. post office.

San Bernardino and Redlands Railroad

Another railroad convenient to passengers was needed. Six San Bernardino businessmen San Bernardino since the 1870's. In 1887, he was a recognized an opportunity and incorporated the San Bernardino Board of Trade officer. San Bernardino and Redlands Railroad on married the daughter of pioneer San Bernardino January 19, 1888. For months the newspapers banker Lewis Jacobs. He proposed the railroad called the proposition the "East San Bernardino to the East San Bernardino Valley to deliver Railroad." But the incorporation papers used the Lugonia, Redlands, Crafton and Yucaipa new name "San Bernardino and Redlands customers to his furniture store. Railroad" (SBRR). The papers also called the invested \$50,000 for 500 shares in the railroad. narrow gauge railroad the "Redlands Motor Road."

a San Bernardino depot in 1888.

The railroad was incorporated with \$200,000 in worth \$25,000. capital stock from 2,000 shares sold for \$100 each.

William J. Curtis bought 188 shares worth He purchased 250 shares for \$25,000. \$18,800. He had crossed the plains with his First National Bank of San Bernardino and

service until 1892. Few trains came to Redlands property and water rights along the Mill Creek car for passengers. The railroad competition planting pioneer and wanted the railroad to ended the bi-weekly stage but brought mail to follow Cottonwood Row (now Mission Road) in

> W. N. Crandall was the cashier for the San Bernardino First National Bank since 1882 and was a partner with Curtis in the bank. purchased 750 shares for \$75,000.

> Oscar Newburg had a furniture store in

Lewis Jacobs came to San Bernardino in 1852. His first store was located in the Mormon Ira Swett in his Tractions of the Orange Empire fort, and he was the first banker in San indicates that promoter R. W. Button built and Bernardino County. His bank in San Bernardino managed the San Bernardino and Redlands loaned money to Judson and Brown in order to Railroad. His name never appears in any of the finance the construction of the Bear Valley Dam railroad board meetings, incorporation papers or in 1883. Judson and Brown gave him lots near subsequent research. Button did build the 1886 Center Street and Cypress Avenue to secure Colton to Riverside motor road and he held the better interest rates. Jacobs planted an orchard franchise for horse street-car lines in San between Olive and Fern with deciduous fruit Bernardino. He extended his motor line and built trees in 1882. He was also one of the directors of the East Redlands Water Company in 1886, and The six San Bernardino businessmen were was treasurer of the San Bernardino Board of William J. Curtis, Oscar Newburg, W. N. Trade in 1887. His land investment values in East Crandall, Lewis Jacobs, Dan Rathbun and George Redlands and Redlands would surely rise with a E. Otis - all of them San Bernardino area pioneers. passenger railroad. Jacobs owned 250 shares

> Daniel Rathbun was a general merchandise businessman with Smith C. Haile as early as 1879.

George E. Otis was a San Bernardino family in 1861. A graduate of the University of lawyer who partnered with William J. Curtis in Iowa, he taught school for five years at Mission 1875. Otis fought in the Civil War and later School and then opened a law office in 1872. By studied law in the office of Richard Henry Dana, 1873, Curtis was the San Bernardino County author of "Two Years before the Mast." He then District Attorney, President of the San enrolled in the Harvard Law School and earned Bernardino Board of Education, director of the his degree in 1869. George Otis contracted with

in north Fontana.

The Town and Residence Plat of 1600 acres of Crafton by 1890. Terracina was recorded September 22, 1887. An Unfortunately, the first board meetings of lots and residential property.

with an auction December 15, 1887. Otis bought the blanks on the early railroad board issues. 62 shares of the San Bernardino and Redlands Town Plat.

proceeded to subdivide the Barton Ranch into 40 sors. -acre blocks. Hiram Barton, his son, filed the map December 5, 1887. Barton became the third Cole, Jr. and William Curtis, Sr. as "road reviewthe subdivision two railroads.

Mentone Townsite was filed February 24, 1888. 1888. Redlands Railroad Love Affair will conclude in the April issue.

California Central Railroad grounds along Opal David Morey to build his home "The Alders" on Avenue were directly in view of the Hotel Block. Brookside Avenue in 1883. Later this home was Santa Fe built a modest depot on the spot and purchased by Jennie Davis and now is relocated completed the Kite Shaped Track across Mill Creek and the Santa Ana River by 1892. Otis recognized the opportunities that Southern Pacific built a depot in Crafton on the abundant irrigation water from the mountains northwest corner of Crafton and Colton avenues. would do for Redlands. Along with partners, Packing houses popped up along the tracks in Otis purchased 500 acres west of Redlands and Mentone and Crafton. Property values climbed formed the Terracina Land and Water Company and the heirs of Myron Crafts sold nearly all his

expensive hotel was planned along with business the newly formed San Bernardino and Redlands Railroad Co. were lost in the great San Francisco "Crescent Boulevard" curved around the earthquake fire of 1906. Information concerning hotel plaza and one street was named "Railroad the construction route, franchise costs, and other Avenue" in anticipation of the iron horse. Otis, director problems went up in smoke. the president of the land and water company, Newspapers, San Bernardino County Supervisor followed the 1886 example of Judson and Brown minutes and unpublished sources fill in some of

The planning businessmen railroad group Railroad Company for \$6,250. He was counting appeared before the county supervisors on the Brookside Southern Pacific siding in San requesting a franchise December 2, 1887. The Timoteo Canyon for buyers and hotel tourism. meeting was crowded with franchise requests. The delayed but magnificent Terracina hotel Frank Brown and George Otis requested opened in March of 1889. Otis built two permission to build a street-car line in Redlands. business blocks in downtown Redlands and Application for a "Motor Road" was submitted pushed Judson and Brown for a horse street-car by William J. Curtis and James Cole, Jr. The extension to Terracina. Befriending David and intended depot location was between First Sarah Morey, Otis sold lots 17 and 18 for a \$1. Street and "E" and "D" streets in San Bernardino. The Moreys promised in return to build a sub- R. W. Button also requested a street railroad stantial residence to ornament the Terracina franchise for San Bernardino. The San Bernardino and Waterman Railroad (Arrowhead) was To the west of Terracina, Ben Barton yet another railroad request before the supervi-

The Board of Supervisors appointed James biggest winner in the railroad speculation game. ers." They served to inform board chairman The San Bernardino and Redlands Railroad George Cooley, and M.B. Garner, board member, traveled east-west directly through the center of of any issues concerning the railroad proposals. the subdivision along Citrus Avenue. Santa Fe Cooley, Garner, Cole and Curtis all lived in the crossed Colton Avenue to Park Avenue giving neighborhood of the proposed SBRR and in fact most of them lived in Old San Bernardino. Need-The Pacific Land Improvement Company less to say, the Board of Supervisors approved the would get two railroads as well. The Map of franchise request for all the railroads February 6,