



REDLANDS CHRONICLES

April 2016

CLIMATE CHANGE & REDLANDS WATER SUPPLY

Richard Corneille, Speaker
Monday, April 25, 2016, at 7:00 p.m.
Assembly Room at A.K. Smiley Public Library
125 W. Vine Street

Despite the predictions of a dire difficult wet winter Redlands and the southland continue in the drought. The Redlands Area Historical Society program for April 25th, 7:00 p.m. in the A.K. Smiley Library Assembly Room will address the issue of water supply in Redlands by Richard Corneille. Corneille is the past Director of Municipal Utilities for the City of Redlands.

Corneille is a graduate of the University of Vermont with a civil engineering degree. His first job was for the environmental consulting engineering firm of Metcalf & Eddy in Boston. In 1975, he worked in Saudi Arabia on a variety of water supply and wastewater treatment projects. Returning to the United States, Corneille obtained professional engineering registration in California, Arizona and Nevada.

In 1986, Corneille accepted a job with the City of Redlands responsible for the City's water and wastewater facilities from 1986-1989. He joined the Camp Dresser & McKee international consulting engineering firm in 1989 until his retirement in 2012. This appointment involved groundwater replenishment for the Orange County Water District, Owens Valley dust mitigation, and the Machado Lake Ecosystem Rehabilitation project.

Since 2005, Richard Corneille has served on the board of the San Bernardino Valley Water Conservation District and has been president since 2012. This organization is responsible for water spreading to refill the Bunker Hill Basin aquifer.

Corneille has a depth of water supply knowledge to understand the sources of Redlands water supply and the impact the drought has on that supply. His power point presentation presents the climate here since 1884, groundwater basin, State Water Project and water use in the eastern San Bernardino Valley. Historical Society programs are free and open to the public.

Redlands Area Historical Society programs are free and open to the public. Programs are provided to educate the public on the history of the area.

OLD HOUSE GROUP

Wednesday, April 27, 2016, at 6:30 p.m.
1321 La Arriba Street

IN 1928 FRANK S. MITTEN AND HIS WIFE MARY bought two lots in a rather new development in the Crescent Heights area. Mission Revival architecture was well established in Redlands and they chose that style for their new home. Frank researched many facets of home construction before he made the decisions that both of the subsequent owners have enjoyed, such as copper gutters and well-placed windows to catch the breezes.

Helping in the family lunch and ice cream business, both wife Mary and single son Frank J. worked with father Frank on State Street. But in the evenings, son Frank worked on his ideas for creating 3-D re-usable advertising letters. This became a multi-million dollar business and the manufacturing was run out of the 5th St. brick structure we now call the Mitten building.

The second family in this home resided there for over 50 years. It was during this time that the city changed the address from 1221 Monterey B to its current 1321 La Arriba appellation. Daughter Joyce Fallon is still in the area and has many happy memories of her time there. We will get to see one of the attractions to the whole neighborhood that this family presented. The current owners are Jonathan and Michelle Baty. They have hardly changed a thing, because they admire and respect the house as it was built. You will



enjoy seeing the period details. Outside, the Batys noted the original cacti, and made perhaps one of the first drought-resistant and nature-friendly

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A Letter from your President...

I would like to begin by thanking all of our members who in the past month attended the special events that were sponsored by the Redlands Area Historical Society (RAHS). The events included our General Membership meeting, the Old House Group meeting and part II of our Historic Walking Tour of Grant Street.

The month March brought our members a special presentation titled "The History of Kimberly Juniors" presented by Bev Cain, Honorary Advisor to the Kimberly Juniors and author of the book titled "Kimberly Juniors...the first 100 years 1916- 2016. The Old House Group led by RAHS Society Board Member, Leslie Irish and with the assistance of Board Members Sandie Green and Robin Grube, provided our membership the opportunity to tour two houses located at 1018 and 1021 Campus Avenue. I would like to thank our homeowners who were so gracious to open their home for our members.

The months of April and May we will have several events that will be highlighted in this month's newsletter. In June we will present our annual 2016 Heritage Awards and Ice Cream Social which will be held on Monday, June 20th at the Burrage Mansion. The event will begin with frozen custard at 6:00 p.m. We will then move to our yearly General Membership meeting and elect our 2016 - 2017 Board of Directors. The evening will conclude with the annual Heritage Awards ceremony where six owners of local residences and an adaptive reuse of home to a business will be honored. The recipients will be recognized for their careful stewardship of their fine examples of historic Redlands architecture. You will not want to miss this popular tradition.

As we conclude another program year I would like to thank the RAHS Board of Directors for another year of fine service to the community. The board members are as follows: Vice President Tom Atchley, Secretary Steve Spiller, Ex-officio Board Member, Treasurer Susan Rettig, and Directors Ron Running, Sandie Green, Leslie Irish, Robin Grube and Marie Reynolds. In addition, the following board members also hold committee chairmanships, Old House Group Leslie Irish, Hospitality Sue McClure, Heritage Awards Steve Spiller, Membership Ron Running, Programs Tom Atchley and Newsletter Marie Reynolds. As your President for the past five years it has been my absolute privilege to work with this dedicated group of community leaders and to serve each member of our Society.

In June, three members of our Board of Directors who have served two consecutive three-year terms will be termed out of office for at least a period of one year, based on our bylaws. In addition, another of our longstanding board members has decided not to seek a second eligible term. Your departing board members are President, Bill Blankenship, Hospitality Chair, Sue McClure, and Chair of the Old House Group, Leslie Irish and Director, Sandie Green.

I would like to thank each of our member's for allowing me the honor to serve as your President. In this time we have all accomplished many milestones. Your Society is stronger financially, has increased its membership, produced two Redlands history books and is providing more opportunities throughout the year for member participation. I am also excited for the future of the Society. In the coming program year we will have many new interesting programs, the launch of our much anticipated website, more historic tours of our Redlands neighborhoods and other opportunities that will be of interest to our members.

Bill Blankenship

The Redlands Area Historical Society would like to thank our

CORPORATE UNDERWRITERS:

Wes & Peggy Brier Jerry & Brenda Bean Dean & Candace Hadley

Marjorie Lewis ~ Realtor, Redlands Vintage Homes

Barich & Associates

Leslie Irish & Rebecca Mangum

ROCHFORD FOUNDATION

Jill Huntsinger, Redlands REALTOR, CAPTIS Real Estate, www.finedigs.com

FRUIT DRYING & HIGHLAND

-by Tom Atchley

THE COMPLETION of the new Sunnyside Ditch in 1878 led to increased irrigation supply. Barley, wheat, alfalfa and other early spring crops now shifted to deciduous fruit crops such as peaches, apricots and grapes. Judson and Brown planted extensively these crops in both Highland and Lugonia beginning in 1878. Farmers in both Highland and Lugonia picked their fruit and had two choices. Dry their own fruit which required massive labor or haul the fruit to Colton or San Bernardino fruit dryers. Bulk fruit usually sold for about three cents a pound. Dried fruit was worth between \$.17 cents to \$.20 cents a pound. Many small farmers purchased fruit drying trays and after picking a portion of the crop began cutting and slicing the fruit. Apricot and peach pits were collected and sold for fuel to burn in wood burning stoves or seeds for future trees. Bunches of grapes were cut and left on the vine and carefully laid on flat trays in the fields. Every two days the grape vines were turned to allow proper drying of all the fruit.



North Fork Ditch.

Judson and Brown received their first contract in March 1879 to improve the Cram and Van Leuven ditches for \$1000. Brown surveyed a highline ditch construction from the mouth of the Santa Ana River to the higher plateau above Third Street that later became known as the "East Highland Bench." Judson and Brown quietly bought railroad and private land on the bench and secured North Fork Ditch water rights. When the ditch was completed the higher level land proved to be better than the sandy soil in the plain below. Brown and Judson both considered moving from Lugonia to East Highlands since the new highline brought them their first real success. The only problem they faced with the new contract was a high wind which brought the flume to destruction where it crossed Bledsoe

Gulch. They lost money on the high line contract but made many new friends in East Highland by finishing the project costing \$4,000. They eventually sold the land purchased on the bench and more than doubled their money selling North Fork water rights. Brown was viewed as a hero since his highline irrigated much more land and the new ditch was efficient with little water loss. George Beattie and James Edwards moved their citrus production activities to Highland because of the new ditch. Beattie was living on his ranch in Highland when he died in 1949.

Judson and Brown cemented their partnership further in the fruit drying business first in East Highlands in 1879. They constructed a fruit dryer near the Cram Ranch and invited local farmers to sell their fruit to them. Alfred M. Aplin managed the fruit dryer for Judson and Brown following the Alden drying process of heating the fruit, peeling the skin, cutting and slicing, proceeding to a sulfured bath, and thence placing the fruit on trays for a three hour heated with a wood oven. Trays were stacked from 10-20 high in the boxed Alden dryer

fifteen to twenty feet high. The Alden process was part of the curriculum at the Sheffield College and was considered innovative in 1873. J & B were able to reduce the fruit drying time considerably and their dried fruit was less likely to spoil. In their first year, they sold dried apricots for \$.25 per pound. This meant that fruit producers could realize \$100 profit for each acre. The *Riverside Press and Horticulturalist* reported on May 8, 1880 that "F. E. Brown planned to relocate his Alden dryer to a new location near his Lugonia home and that the past season's Alden dryer in Lugonia and planned to operate two dryers in 1880." While using the latest technology in fruit drying, J & B still utilized 3,000 fruit drying trays. The trays were spread over five acres in a spiral with walkways left open for

constant turning during the drying process.

The first Day Book of Frank Brown was simply identified as "A." The day book begins in 1880 with most of the entries associated with the fruit drying business. Each respective farmer has an account page with the price paid for the fruit and reference to either the dryer in Highland or Lugonia. Israel Beal has several pages for freight service from the growers and then hauling to the Colton railroad depot or Riverside Meade Company. The following paragraphs rely heavily on this day book. Casus, Aplin's horse, was also rented by J & B and has an account for barley and hay. Towards the end of the book names appear that are laborers and are often missing last names. Native Americans usually are not listed with last names and several names are suspected Native Americans.

The Highland Fruit Dryer called the Cram Camp dried fruit for Benjamin Van Leuven, Lewis Cram, Henry Cram, John Cram, Hiram C. Keller, Sydney Van Leuven, N. Davenport, Rutherford B. H. Webster, Silas Cox, Samuel Armstrong, D. Rathbun, Howard Bailey, George Beattie, Alfred M. Aplin, F. D. Mitchell, T. Schuyler Ingham, Newburg & Rathbun, Garner, Wiggins, and Charles [Peacghay]. Sam Armstrong raised potatoes in the Santa Ana Canyon in several locations. The Parrish family of Oak Glen also farmed potatoes but are not mentioned in Book A.

The Lugonia Fruit Dryer attracted farmers from Yucaipa, San Timoteo Canyon, Crafton, Old San Bernardino and the plain that would become Redlands. Old San Bernardino patrons were Ben Barton, Captain Nathaniel J. Pishon, Anson Van Leuven, James W. Waters, Lewis Van Leuven, Hiram Barton, and Horace Frink's son. Farmers in Old San Bernardino shipped their fruit via Israel Beal and often combined crops in the same wagon to share costs. Several prominent names are not found in Book A.

Lugonia farmers with accounts were C. E. Brink, Aulalia Brink, William R. Tolles, William Tucker, Rev. John Bates, William W. McCoy, James B. Glover, John F. Miller, Asa Carter, Jacob D.B. Stillman, James T. Ford, Henry J. Beggs, William F. Somers, George A. Cook, Charles Humphrey, Brockton Colony, Lon G. Haight, Isaac Hewitt, Warren Story, David A. Shaw, Will B. Reeves, Barrows, J. M. Rogers, B. W. Borron, Lathrop, Weaver, D. M. Black, Joseph Wilson, W.E. Light, R. E. McGinnis, E. J. Thomas, Hezekiah W. Ball, Elmer Ball, J. A. Nicholson, George F. Weeks and John C. Weeks. Some of the names listed under Lugonia came from the mountains and Oak Glen and several may be laborers.

In San Timoteo Canyon pioneers were Lawrence A. Canterbury, Wade Hamilton, D. A. Covington, C. T. Covington, P.I.V. Horton, Benjamin Davis,

George C. Wilson, Miguel [Bermudas] Bermudez, D. D. Johnson, and P. Kennedy had ranches in the lower part of the canyon. Miguel Bermudez was the son of Jose and Maria Bermudez, the first settlers in the future Redlands.

Crafton led in fruit production with Myron H. Crafts, John P. Cave, Charles R. Paine, Bernard Rawicz, Peter [Coans], J. M. Jones, and Dr. William Craig. Crafts dried his grapes and had hundreds of trays to dry raisins. Crafts utilized the Lugonia Fruit Dryer because the operation freed him from the intensive labor during the long hot summer.

Some of the regular employees with accounts and hours are B. Schindler, Lincoln Weaver, Henry Weaver, Jim Mc Haney, Rimon (Native American), Jim V. Tou (Chinese), Manuel (Native American), Yluppi (Native American), and Bernard W. Brown, the younger brother of Frank Brown. Ingersoll's *Century Annals 1904* repeats the often used figure of 80 individuals employed at the height of the fruit drying season. J & B followed the Myron Crafts payment plan with Native Americans. They were paid in script that was good at either the Crafts store or George Cook's trading post. The script plan hoped to reduce alcohol purchases by the Native Americans.

Education at the time was non-compulsory and schools could literally become ghost relics during the harvest season. Farmers with large families enlisted every healthy person that could work so the familiar 80 working at the fruit dryer is a conservative number. Several pages in Book A indicate food preparation to feed the throngs and keep the operation going beyond regular hours.

The fruit dryer handled apricots, peaches, nectarines, apples, pears, figs, grapes, white sage honey, corn, barley, and potatoes. Apricots, by far, accounted for the most weight processed at both dryers. In fact, David A. Shaw, William Tolles and Edward Judson wrote the *Riverside Press and Horticulturalist* championing "the land of the apricot." The sandy course soil of Lugonia was perfect for this fruit tree.

The second largest crop was grapes. Grapes could be laid out on trays and with the summer sun became dried raisins. The work consisted in cutting the vines for each bunch in small enough portions to allow easy turning and complete drying. Corn and barley were dried in the Alden Dryer essentially making the operation a barley and corn mill. Dried barley was in demand to feed horses, mules, oxen and sheep.

White sage honey was produced by Israel Beal, John Bates, the Covington's in San Timoteo Canyon and the Cram brothers in Cramville. J & B purchased the honey for two cents a pound and sold the barrels of honey for six cents a pound. The honey was in demand since sugar cane and beet sugar was expensive until

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after the Spanish American War. Overall, in the first year of the driers, J & B shipped eight railroad cars of dried fruit not counting two carloads of honey.

A typical contract of J & B in Book A reads: May 20, 1880, San Bernardino

"I hereby agree to deliver at Colton to F. E. Brown all of my white honey, in good condition, for the sum of six cents per pound. Reserving only the 2 tons of Judge Dickerson's now at Kennedys place." J. B. Ferrell

"I also agree to deliver to Judson & Brown at their drier, my surplus peaches and nectarines, at 1 cent per pound." J. B. Ferrell

The Lugonia Fruit Packing Company owned by Judson and Brown began fruit drying just south of the Israel Beal ranch on Lugonia Avenue. The site today would be Home Depot. Mrs. Crafts in her *Pioneer Days in the San Bernardino Valley 1906*, describes the process: "The peaches, put in small wire baskets, were dipped in hot lye, and then thrown into a tub of cold water. The skin was rubbed off with the hands, the pit taken out, and the fruit was spread on trays; then, after being bleached in a small room with sulphur fumes, the trays were placed on shelves in a room and dried by artificial heat." The fruit dryer handled 250 tons of fruit in 1880.

The pits from seedling peaches were collected and sold from budded fruit trees. Peach and apricot pits were sold to companies in Colton and Riverside. In 1881, J & B donated the peach and apricot pits to help fund the construction of the Terrace Congregational Church. Judson continued to experiment with some 40 different varieties of peaches and four varieties of nectarines.

The Lugonia Fruit Packing Company with two Alden dryers in 1880 had a combined capacity of 3,500 pounds of fruit per day. With innovations by mechanical engineer, Brown, the capacity was increased to 4,000 pounds per day. This business employed 80 hands during the season with the dryer employed twenty-four hours a day during the peak of the season. Laborers were Chinese, Native Americans, women, young boys and anyone looking for work. The dried fruit was shipped to Speer, Meade and Company of Riverside. George Meade, the Fresno raisin king, met Brown and Judson while

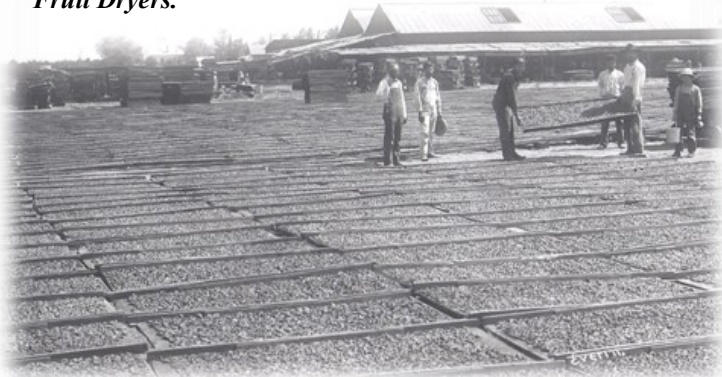
fruit drying and later Meade became a major investor in the Bear Valley Dam and building in downtown Redlands. Fruit drying was the first major industry for both Lugonia and Highland.

By late 1881 J & B were fully involved in the "Redlands Tract" project and while profitable the fruit drying business was seasonal. They sold the Alden Dryer in Highland to Alfred Aplin and the Lugonia Dryer to Lugonia men, Lon Haight and Clarence and Matthew Shaw. Alfred Marcy Aplin was born in Ohio, 1837. He became a captain during the Civil War and came to Highland in 1875. His fruit evaporator experiments and a knife he designed for cling stone peaches impressed Frank Brown. Aplin served as a contractor for Judson and Brown on their Cram-Van Leuven ditch. Aplin completed many of the stone irrigation ditches on the Highland bench. He became a founder of the Highland Congregational Church. Santa Fe Railroad gave the name Aplin for a track siding in Highland honoring the pioneer.

After J & B sold their fruit driers the Lugonia owners filed Articles of Incorporation for the Lugonia Fruit Packing Co. on May 22, 1883. Capital stock of the corporation was \$25,000 with \$5,000 subscribed by the first five directors with \$1000 each. Each of the five directors became significant Lugonia-Redlands men. Walter Butler, a Sheffield College civil engineer graduate, came to Lugonia in 1879 was a colleague of Brown and employed as an assistant engineer in the building of the Bear Valley Dam 1883-1884. George A. Cook came with Brown in 1877 as a member of the Kenwood Colony. He became the leading businessman in Lugonia with a store and real estate. James Garrison, another businessman saw possibilities of fruit drying. D. L. Clark was a Brockton Company member that insured their 340 acres of fruit might be secured. Israel Beal was an 1870 pioneer of Lugonia and owned some of the largest private fruit orchards in full production. Beal could also bring needed labor from the San Bernardino Chinatown, Cahuilla Native Americans and the scattered Chinese of Lugonia.

Walter Butler was the first to experiment in Lugonia with glass jars for fruit in 1885. Kingsbury Fruit Factory, owned by Homer P. D. Kingsbury, used the glass jar idea to advance his business

Fruit Dryers.



in 1903.

Fruit drying remained the most significant industry of Lugonia until the railroads arrived on Orange Street in 1888. The Haight Fruit Company, Earl Fruit Company, Fay Fruit Company, Arthur Gregory Fruit Drying, Shaw Brothers, and Stewart Fruit Company continued the business into the next century. Photographers Rudolph Philippi and Elias Everitt took many fruit drying photos to record the significant industry.

Fruit drying proved to be a means to an end for J & B. The profits however were seasonal and the work involved extensive labor. Book "A" shows several drawings for tool modifications and improvements to the Alden Fruit Driers. The profits, though, were quickly invested in water shares and land acquisition. J & B compared citrus fruit advantages over deciduous fruit. Citrus navels are a winter crop and can be picked over several months unlike peaches and apricots that demand immediate attention. Seeded oranges are a summer crop and offer the same advantages as navels. Navels, however, had no fruit competitors from December through March. The demand for navels and the price they commanded led to advertising Redlands as a citrus tract. The success of deciduous fruit led to reluctant Red Lands buyers that preferred to plant deciduous fruit trees and grapes.

J & B became the most significant water share-holders in the North Fork Ditch. By 1881, they owned 74.33 hours out of 240 hours of the North Fork Ditch. They bought 24 hours of the six day flow of Plunge Creek in addition to the North Fork Ditch. Cram-Van Leuven and North Fork Ditch owners began to fear that J & B might attempt to transfer their water to the south side of the Santa Ana River. The two companies debated the subject for over a year and the controversy only ended when J & B began selling off their property and water shares to develop Redlands. J & B continued their good relations with Highland by contracting in December 1881 to build a redwood flume to convey 2,000 inches of water for the north and south fork ditch division. In return, J & B promised to stop tunneling under the Santa Ana River.

Silas C. Cox and Leon Benson were the first to sell land and water in the North Fork Ditch in 1879. In March 1880, J & B negotiated to buy 160 acres from T. Schuyler Ingham in section 34, Township 1 north, Range 3 west. In section 34, Hiram Christopher Keller and Francis M.

Keller (Keller Peak) sold 80 acres for \$1250. Brown bought 10 acres from mountain man, Samuel Armstrong at the mouth of the Santa Ana River. Armstrong grew potatoes in the springs below Morton Canyon and J & B planned a tunnel there. Eventually J & B owned 640 acres on the Highland Bench with abundant water to irrigate the holdings. As the Redlands Colony took shape and land purchases mounted, the Highland water and land was sold at a great profit. Farmers on the lower Cram-Van Leuven ditch migrated to the bench to raise oranges, the most profitable crop. George and Helen Beattie and James S. Edwards moved to East Highland Bench since the Naval orange land did so well.

San Bernardino held its first Fruit Fair September 25, 1880 and the San Bernardino Times editor was proud proclaiming:

"The first exhibition of the San Bernardino Agricultural Society closed on Saturday evening with a grand crush at the Hall, and amid the mutual congratulations of directors, exhibitors and visitors. We certainly have every reason to be proud of the exhibition from its inception--when our public spirited citizens so promptly pledged the cash for carrying through--to its close, when, without a word of dissatisfaction, without a single complaint, the "experiment" was brought to a brilliant conclusion." Riverside would follow with a fruit fair exclusively for citrus as the county began to publicize agricultural triumphs.



Flume to Judson & Brown Ditch, above, Fruit Drying at Stillman Ranch, 1879, below.



Cram House.



THE SQUIRES FAMILIES OF REDLANDS

- by Shirley Gillespie

CHARLES PEMBER "POP" SQUIRES

"If there is any individual who deserves the title 'The Father of Las Vegas,' it is Charles Pember Squires, a native of Austin, Minn., who spent more than 50 years here, building, boosting and ballyhooing his city. Fellow citizens who knew him during that time in Las Vegas greeted him with the sobriquet of 'Pop,' and his wife, Delphine, as 'Mom.'

Born in 1865, Charley moved with his family to Redlands, Calif., where he set himself up in a real estate and title insurance business. Once established, he proposed by mail to his high school sweetheart, Delphine Anderson, and they were married in August of 1889. Their first two children, Florence and James, were born in Redlands.

The panic of 1893 caused a sharp drop in real estate transactions, and C.P. later sold his business.

In 1903, he became secretary and manager of the Union League Club, where he heard about the plans of Sen. William A. Clark to extend his San Pedro and Los Angeles Railroad all the way to Salt Lake City. Part of the plan was to establish a new town in a desert valley that happened to contain quite a bit of water. It had long been known as Las Vegas, 'The Meadows.'

Young Squires smelled opportunity. In partnership with J. Ross Clark, Frank Waters and Chris N. Brown, a distant relative of his wife, he borrowed \$25,000 from banker John H. Pirtle to establish a bank, a hotel, lumberyard and a real estate firm. He invited Brown to accompany him on an inspection tour of the site. Getting there was a problem. The railroad was using all its cars to carry the equipment needed to lay out and subdivide the town.

"We were free to stow away as best we could on gondola cars loaded with plows, scrapers, wagons and other dirt moving appliances," Squires recalled.

They set off in February 1905 aboard a Santa Fe passenger train, which dropped them in the desolate desert way station of Dagget, where they would catch a northbound train on the new San Pedro, Los Angeles & Salt Lake Railroad. They had arrived in the afternoon, and the train was not due until the following afternoon. The only refuge from the cold was in a makeshift saloon, where they spent the night huddled around a stove. For this privilege, they had to occasionally buy a couple of shots of the house whiskey, which Squires could describe only as "savage."

The only spot they could find aboard the train was in a small space at the front of a gondola car, which exposed them directly to the freezing desert night.

After traveling most of the night, the train stopped at a point that Squires later found out was Jean. The conductor ordered them off the train, promising to return. It was several hours later that he returned, with the engine at the rear of the train and a caboose at its front. Squires and Brown were allowed to ride in its relative comfort.

At about 7 a.m., Squires stepped out onto the platform of the caboose and peered out across the

wide valley. In the distance, he spotted several tiny white dots.

"What is that?" he asked the conductor.

The conductor cleared his throat and spat vigorously.

"That is Las Vegas," he replied.

From outward appearances, the landscape was no different than that of a dozen desert valleys. But C.P. Squires was impressed. He didn't know why.

"Perhaps that bright and glorious morning after the misery of the long night gave this spot a particularly tender place in my heart."



The only lodging house in town was a tent owned by 'Captain' James Ladd, who had a novel way of making sure that his premises were free of lice or other vermin. After he and Brown had checked in, a weary and very dusty teamster arrived. Ladd told him the place was full, but that he could sit over by the stove until a spot came open. He let the man sit for awhile, then beckoned him into the back, where many beds were available. Squires asked him why he had made the man wait, and Ladd explained that if the man sitting by the stove began to scratch, he was persona non grata. If not, he was welcome to pay his \$1 and share a bed with another man for eight hours.

Each of Squires' partners put up \$1,250 to capitalize what became known as the First State Bank, and Los Angeles banker John S. Park was brought in to run it. Squires went back to Los Angeles, where he bought a set of books, a desk, chairs and a mighty iron safe, calculated to inspire confidence in depositors. And the bank was in business.

In anticipation of the land sale which was planned for the following May, Squires set about constructing another tent hotel. In comparison to Ladd's place, it would be a palace. Returning again to Los Angeles, he ordered a custom-made tent

with 30 individual rooms. It was also to be equipped with a lobby, beer bar and a cigar stand, and two separate tents which were the kitchen and dining room.

It was a complicated thing, and difficult to erect. As the work was under way, a light but steady rain commenced. It continued all night, and Squires and his help scrambled to keep the mattresses and other gear from becoming soaked and ruined. Finally, soaked, freezing and frustrated, he walked away.

"For my hopes at least, the world was at an end," he later recalled. "And Las Vegas and the railroad could go plumb to hell as far as I was concerned."

As winter turned to spring. It also became apparent that there was a vital piece of the hotel missing, the "fly." This was a piece of canvas suspended above the actual roof to keep the tent from absorbing and concentrating the sun's rays inside. On the first hot day of the year, the temperature inside the Hotel Las Vegas, as it was called, reached a balmy 130-plus degrees.

On May 15, 1905, Squires was among the bidders gathered around the platform when the town lots were being auctioned. Among the numerous parcels he purchased were the entire block between Fourth and Fifth streets to be used for residential development.

Within a year, Squires was out of the hotel business -- and happily so. John F. Miller had built the Hotel Nevada -- and not from textiles.

"We were glad to dismantle our hotel because the winds of 1905-06 were threatening to scatter it over the desert," said Squires. "Besides, the danger of fire was great." And by June 1906, he had completed his own home at Fourth and Fremont, and had brought his family to join him.

Las Vegas was not a pleasant place. There was no sewage system, and flies brought on by the proliferation of human and animal waste besieged the town like a plague from the Old Testament. The townspeople got together and passed a law requiring that all privies be enclosed in metal boxes. Since the nearest law was in Pioche, the ordinance was unenforceable, but Squires made it his business to see that it was observed, and was largely successful.

Of greater concern, however, were the fires that kept erupting, usually from upset kerosene lamps. Squires got to work on his next big project, electrifying Las Vegas. The Consolidated Power and Telephone Co. was incorporated March 20, 1906, with Chris Brown as president, Robert Graham as vice president, John S. Park as treasurer and Squires as secretary, the position he always seemed to seek, probably because it put him closer to the action than anyone else.

For the electrification project, he first set up a distribution system -- the power poles and wires. At first, the system operated on low-voltage direct current purchased from the Las Vegas Ice Company. Squires purchased a pair of 90-horsepower gasoline engines and a pair of 50-kilowatt Westinghouse generators, capable of

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producing 110-volt alternating current, along with 50 telephones, enough for everyone in town who wanted one.

But by 1908, the town seemed to have withered up and died. Another "panic" had hit the nation. Investors were wary; money was tight. Squires traveled back to Minnesota, visited with old friends, trying to interest investors in the promising young desert town, specifically in the Potosi Mine. He visited Minneapolis and Chicago with no luck.

"I finally gave it up and reached home about May 22, 1908, broke, tired, discouraged and at war with the world in general, not knowing what to do or try to do. It was a black-looking world and poor, sick Las Vegas was about the lowest in spirit that a town could get and still keep a post office. There were still some people here, most of them unable to get away and having no other place to land which was any better. The train crews operating the railroad were the only people who had any income, and that none too generous."

Squires was fondly recalling his "good old job" with the Title Insurance and Trust Co. in Los Angeles, and was "already cogitating as to whether I could get (it) back."

It was against this backdrop that Charles Pember Squires, now nearing age 40, almost missed the opportunity that would make his fortune.

In 1905, there had been three newspapers in Las Vegas; the Las Vegas Times, The Las Vegas Advance and The Las Vegas Age. The Advance lasted only a couple of months. The publisher of the Las Vegas Times decided that Las Vegas was hopeless, and moved his newspaper to Caliente. This left The Las Vegas Age, owned by C.W. Nicklin.

Nicklin was anxious to get out of town. He approached Squires and asked him if he would like to enter the exciting world of journalism.

Squires had an immediate answer.

"What on earth would I do with a newspaper? I have troubles enough already," he cried.

The next day, Nicklin came again, this time offering The Age to Squires at a deep discount, if he would take it right away. He "firmly and very decisively" declined the offer.

"But something had started a train of thought which I was unable to sidetrack. Now, just suppose I had a newspaper in Las Vegas, perhaps I could help revive the poor, sick little town."

On his third visit, Nicklin offered Squires the newspaper at the "ridiculously low price" of \$2,300. Squires hesitated, but ended up accepting the deal. Charles Pember Squires now had what his hero, Teddy Roosevelt, would call a "Bully Pulpit" for expounding his views, and he used it. But before he began crusading in earnest, he began to improve the little paper. Sometime between 1908 and 1909, he began his tenure as Las Vegas' official and unofficial weather observer, and installed a small weather station behind the newspaper office at 411 E. Fremont St. The Age now was able to report the weather, and on July 26, 1931, he logged the highest recorded temperature ever -- 118 degrees.

To a newspaperman of his generation, it would have been unthinkable not to become

directly involved in civic matters, including politics. In 1907, he served on the finance committee of the Lincoln County Division Club, which advocated breaking off the southern half of the enormous county and creating a new one.

In 1909, the Nevada Legislature approved the split, but it carried a heavy cost. The indebtedness of Lincoln County was to be divided between Lincoln and Clark counties. This included the debt from the notorious "Million Dollar Courthouse" in Pioche. Needlessly elaborate for its time and place, the courthouse had cost \$20,000 to build in 1871, and mismanagement of the debt service had swelled the debt to \$640,000 by 1909. The cost was split in proportion to the assessed valuation of each county, so the fledgling county began life \$430,000 in debt. Furthermore, noted Squires, the new county had "no money, no county property. Lincoln County had its courthouse. It was a bitter pill, but county division was worth it."

In late 1910, Squires and three other leading citizens drafted Las Vegas' city charter and marshalled it through the legislative process. It was signed by Gov. Tasker L. Oddie on March 17, 1911.

In 1920, Squires embarked on the project that would ultimately insure the survival of Las Vegas, and likewise insure his place as a major figure in the history of Nevada.

A promotional organization, the League of the Southwest, consisting of representatives from Southern California and Nevada, met in Los Angeles in April of 1920 to discuss the possibility of developing the Colorado River -- specifically building a dam on it.

Squires approached Nevada Gov. Emmett Boyle and asked him to lend his support to the effort. Boyle thought the proposal a little far-fetched, and declined to personally involve himself in it. But he deputized Squires.

"I appoint you my personal representative and will stand behind whatever you see fit to do," the governor declared. The first thing Squires did was pick three other Las Vegans, Dr. Royce W. Martin, James Cashman and E.W. Griffith. Boyle confirmed all of them as delegates to the convention of the League of the Southwest.

Squires was appointed to the committee on resolutions, chaired by Gov. D.W. Davis of Idaho. The first day of the convention was given over to protests from those who believed that building a dam would flood the Grand Canyon. At the end of the second day, no resolutions had emerged.

"Nobody had any ideas," Squires recalls. Davis had noticed that Squires, the newspaperman, had been taking copious notes, and he suggested that he be directed to write a resolution that evening. He spent most of the night drafting it, and it was accepted and adopted with only minor changes the following day.

The resolution called for a high dam to be built at or near Boulder Canyon "in order to preserve the Imperial Valley from destruction and to provide water for the growing cities of the Southwest."

Another meeting of the league was held in Denver, and it was there that Squires pointed out that the U.S. Constitution allows states to form treaties or compacts among themselves. The governor of Colorado volunteered that he had a

man in his office, Delph Carpenter, who was something of an authority on interstate compacts. Carpenter explained that it would be virtually impossible for a private enterprise to finance and build a dam on the Colorado River. The states would have to agree upon a compact and put it before the U.S. Congress.

"We knew then that our dreams for early construction of a dam in the Colorado River were hopeless," Squires said.

In January 1921, the legislatures of each of the seven states adopted a resolution asking that a commission be formed to hammer out the necessary interstate compact.

Commerce Secretary Herbert Hoover represented the federal government, and was chairman of the Colorado River Commission. Nevada State Engineer James Scrugham, along with Ed W. Clark and Squires were appointed to represent Nevada.

The first meeting of the Colorado River Commission was held at the Bishop's Lodge in Santa Fe, N.M., in early 1922.

After more than 20 days in session, Hoover managed to get the delegation -- with the exception of Arizona -- to agree on a Colorado River Compact, which allocated water to each of the states, and set forth a basic plan of action. It was ratified by six of the seven state legislatures in 1923.

In early 1928, the commission again met at Santa Fe, this time determined to bring Arizona into the fold. It was finally decided that the six states that were in agreement could sign the compact, and Arizona could join when it had a change of heart. By the end of that year, the Swing-Johnson Bill, named for Rep. Phil Swing and Sen. Hyrum Johnson, both of California, had been passed into law by Congress.

In 1940 Squires sold The Las Vegas Age to Frank Garside, who then owned the Las Vegas Review-Journal.

In November of 1944, a woman named Margaret Folsom bought a 40-acre tract of land far out on the Los Angeles highway from Squires for \$7,500. He had originally paid \$8.75 an acre for it. The land was then conveyed to a Los Angeleno named Billy Wilkerson who began work on a very large hotel. When Wilkerson, a heavy gambler, ran out of funds to complete the project, a handsome gangster named Benjamin "Bugsy" Siegel took control of the project. Long after the Fabulous Flamingo had been built, and Bugsy had been whacked, Squires recalled Siegel as "a pleasant chap."

Squires had the good fortune not shared by many of the other 1905 pioneers; he lived long enough to see the fly-infested tent town grow into a booming city, which was continuing to boom when he died in 1958, at age 93.

In a page one obituary in the Las Vegas Sun, reporter Bob Faiss summarized Charles P. Squires' contributions concisely and accurately.

"It seems strange that Las Vegas, a modern boomtown ... established as one of the vacation centers of the world, should owe so much to the foresight of one man. But there is little we have today that wasn't given an initial shove by 'Pop' Squires."

-by K.J. Evanslas, VEGAS REVIEW-JOURNAL

MID-CENTURY MODERN BUS TOUR



TO CELEBRATE the upcoming Historic Preservation Fortnight the Redlands Area Historical Society plans a Bus Tour of Redlands' 1950 and 1960 neighborhoods. The theme for the Preservation Fortnight is Mid-Century Modern. Redlands has a great variety of this architectural style in subdivisions, individual homes, and cultural structures.

The tour requires a non-refundable reservation of \$30. Applicants need to call 909-307-6060 and leave a daytime number with the number of seats requested. The tour is May 14 from 1:00 to 3:30 p.m. and begins at A.K. Smiley Library using an H & L Charter bus. The tour spokesman is Tom Atchley, vice-president of the Historical Society. Failure to leave a contact number will mean your reservation cannot be held. After a phone contact checks must be mailed to Redlands Area Historical Society, P. O. Box 8775, Redlands, CA 92375.

Redlands has a Levitt-town matching the building on Manhattan Island in New York. The influx of employees from Grand Central Rocket and later Lockheed Propulsion added to the building boom in Redlands. Citrus groves were supplanted by the California Ranch Style single story homes with nearly flat roofs and the ever-present cul-de-sac road formation.

Prominent architects featured are Clare Henry Day, Norman Marsh, Ben R. Rabe, Leon Armentrout, C. Paul Ulmer, Curtis Chambers and G. Stanley Wilson. Construction contractors include L.P. Scherer Construction Co. and Swen Larson.

Tour reservations are first come, first serve. The bus accommodates 45.



(OHG, continued from page 1)

yards in the area, making good use of the multiple levels of the property. Also on view will be all the original dark wood-framed windows, tiles, arches, and patios. Please join us Wednesday, April 27, at 6:30 p.m.

- by Robin Grube

Newsletter Deadline

All RAHS members are encouraged to submit articles for *Redlands Chronicles* to Marie Reynolds at sccmarie@yahoo.com by the 1st of each month.

Upcoming Events

April 25, 7:00 p.m. PROGRAM - Climate Change & Water Supply
Richard Corneille, Speaker
Lyon Assembly Room
A.K. Smiley Public Library
125 W. Vine Street

April 27, 6:30 p.m. OLD HOUSE GROUP MEETING
1321 La Arriba

May 9th-21st 3rd Annual PRESERVATION FORTNIGHT

May 14, 1:00 p.m. MID-CENTURY MODERN BUS TOUR
Led by Tom Atchley
\$30, Reservations Required

1st Thursday of the Month Historic & Scenic Preservation Commission Mtg.
City Hall Council Chambers
35 Cajon Street



The Mitten's kitchen, above, and looking up from the alley, at left. June 1939.

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Address Correction Requested

MAY IS HISTORIC PRESERVATION MONTH

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Mrs. Mitten in her all-electric kitchen, June 1939.