



# REDLANDS CHRONICLES

February 2019

## RAHS TREASURES ROADSHOW

Monday, February 25, 2019, at 7:00 p.m.

A.K.S.P.L. Contemporary Clubhouse

173 S. Eureka Street, Redlands

THE REDLANDS AREA HISTORICAL SOCIETY wants to invite the public to a Redlands, Crafton, Mentone, Loma Linda, and Bryn Mawr Treasure Roadshow at the Contemporary Club House 173 S. Eureka on February 25<sup>th</sup> at 7:00 p.m.

The general public should bring their community historical treasures such as photographs, post cards, letters, books, spoons, bottles, signs and anything related to our historical past is acceptable.

Following the "Antique Roadshow" theme a microphone will be passed around tables allowing each participant to discuss the treasure or items they brought to the Potpourri event. Redlands experts will weigh in on your items but without a dollar value estimate.

Tables will be provided to display those cherished keepsakes for all to view. We know some historical society members hoard and collect items on Redlands and this meeting offers a chance to share the treasures.

We represent the Redlands "Area" and so those surrounding communities should feel free to bring in their historical items as well. This philosophy is in keeping with the Heritage Room of A. K. Smiley Public Library that preserves items from our entire county and Southern California.

This evening will be fun with impromptu discussions and the interpretation of the treasures presented.

Historical Society programs are free and open to the public. The Mill Creek Zanja bus tour for March 2<sup>nd</sup> is half reserved. We still have twenty seats available and this is the last opportunity to get on board. The fee is \$40 per person and is non-refundable. The bus departs A.K. Smiley Public Library on the Fourth Street side at 10:00 a.m. and returns about 1:00 p.m. The tour follows the route of the Zanja from Greenspot to Loma Linda. Program chair Tom Atchley will narrate the tour.

- by Tom Atchley

OLD PHOTOS  
TRINKETS  
HEIRLOOMS  
POSTCARDS  
SPOONS  
COLLECTABLES  
MAPS  
SIGNS  
ARCHITECTURE  
TREASURES  
PENS  
GLASS  
LETTERS  
BOOKS

**Redlands Treasures Roadshow**

BRING YOUR REDLANDS TREASURES TO THE MEETING

Feb 25th at Contemporary Club

THE REDLANDS AREA HISTORICAL SOCIETY INC.

## *Dear Redlands Area Historical Society Members,*

The New Year has started off with a bang with promises of a calendar full of opportunities to learn more about our fascinating local and regional history while meeting new people and having new experiences. The Old House Group meeting on January 23<sup>rd</sup> was a remarkable occasion as we celebrated with Dr. Tim Watson and his staff at Mission Pediatrics (114 West Vine Street). A team of talented craftsmen have transformed this classic Victorian from the ground up. The site of the first Redlands hospital is once again a medical facility that will enchant the children in all of us. We offer a big thank you to Dr. Watson for the gracious hospitality, the delicious food, the opportunity to meet those who transformed the structure and with Dr. Watson leading the way, sharing with us the remarkable story, and of course, there was the tour. Thank you as well to Old House Group chair Marjorie Lewis and her team for their efforts.

At the Society meeting on January 25<sup>th</sup> we welcomed eight former Redlands Area Historical Society board presidents as they shared with us the successes and some (very few) of the challenges during their time in office. We laughed, applauded, and appreciated the reminders of where we started and the paths taken. Founding President Roger Baty was unable to attend, but Tom Atchley read from notes provided by Roger. It was a remarkable beginning in January 1972. Thank you to former presidents Rosa Gomez, Judith Hunt, Liz Beguelin, Nathan Gonzales, Ron Running, Tom Atchley, and Bill Blankenship for sharing their thoughts and memories with us. Prior to the meeting we met in the library for a group photo opportunity. Former president Marcia Melcher joined us for the photo, but could not attend the meeting.

Redlands is celebrating the 200<sup>th</sup> anniversary of the historic Mill Creek Zanja in 2019. The Society has several programs and events planned for this special bicentennial celebration. March 2<sup>nd</sup> is the date of the Zanja bus tour led by Tom Atchley (10:00 a.m. – 1:00 p.m. – beginning at 4<sup>th</sup> Street and Vine). The cost is \$40 per person – space is limited. Reservations and payment can be made at the February 25<sup>th</sup> Society meeting.

Please take time to go through your drawers, closets, files, garage or other nooks and crannies prior to our February 25<sup>th</sup> meeting at the Contemporary Club. The meeting will be a time to share and tell with each other. Bring your Redlands memorabilia for our version of an *Antiques Roadshow*. Although there won't be appraisals, we guarantee people will be interested in what you have to share

Congratulations to the Hat Contest  
Winners at the Holiday Party:

Chris and Yuki Johnson  
Bruce and Rosie Selt  
Joan McCarthy

With best wishes,

*Steve Spiller*

*Redlands Area Historical Society would like to thank our CORPORATE UNDERWRITERS.*

Wes & Peggy Brier

Tim Watson—Mission Pediatrics, Inc.

Rita Shaw

Daniel Haueter & Steven Villa    Geoffrey Hopper & Associates

Marjorie Lewis ~ Realtor, Redlands Vintage Homes

Dr. Marcus Paulson DDS, MS—Paulson Orthodontics—[www.PaulsonOrtho.com](http://www.PaulsonOrtho.com)

Leslie Irish & Rebecca Mangum

Jill Huntsinger, Redlands REALTOR, CAPITIS Real Estate, [www.finedigs.com](http://www.finedigs.com)

Esri

# Heritage Award Winners

## CHARLES M. & LYDIA BROWN HOME

325 W. Olive Avenue

Built in 1907

Dr. Jennifer Cobanov, Owner

CHARLES MILTON BROWN hired Redlands architect, Fred T. Harris, to build this attractive Craftsman home in 1907. Brown bought lot 2 of the Parkview Addition in 1902 for his planned home. Architect Harris drew plans for a two-story, eleven-room home. Taylor Brothers Brick Company won the contract with an estimate of \$5,000 that became \$7,000 to \$8,000 when completed. *The Citrograph* newspaper followed the construction since one of the reporters lived on West Olive and rode the San Bernardino Valley Traction Company electric street cars daily.

Charlie Brown was a true Redlands pioneer. He arrived in Redlands in 1886 after working in the raisin fruit drying business of Riverside for three years. He managed the Earl Fruit Co. for seven years and then launched a career as an independent packer, buyer, and shipper of oranges. His Golden Fruit Packing house became the Gold Banner name by 1920. Charlie made hundreds of trips to Saint Louis, Boston, New York, Chicago, and points east marketing Redlands oranges. He had contracts eventually in every state and many foreign ports.

During World War I, Charlie responded to the need for more food by meeting with the Woodrow Wilson Administration. Brown oversaw the increase of food products from San Bernardino, Riverside, Imperial, Orange, and San Diego Counties. During the Depression he found Democratic friendship with Senator William Gibbs McAdoo and members of the Franklin Roosevelt cabinet. Brown was appointed the administrator of the Works Progress Administration for Southern California. He managed to approve Federal dollars for many WPA projects in Redlands such as: Brookside Post Office, McKinley School, Mission School, Lugonia kindergarten, Orange Street Bridge, Redlands High Girl's Gym, and ending in a crescendo with the 1940 City Hall. Brown posted a small sign in his front yard that read, "The Only Democrat in Redlands." Charley never missed a Democratic Convention from 1896-1944.

In 1944, Charlie helped christen Highway 99 and when aviation pioneer

Evelyn "Pinky" Brier landed her plane on the highway, Brown was there to give her a big kiss.

Brown married Lydia Hosking in 1896. Lydia was a native of Australia and a college graduate. Lydia was a Methodist and staunch member of the Women's Christian Temperance Union and Charlie was an Episcopalian, who drank. In many ways the marriage was of opposites. Brown often responded to the Republican leaning *Redlands Daily Facts* with defense of Democratic policies. His views on the Citrus industry were treated as Biblical verse and never questioned. His death in 1944 at the age of 80 was a loss to Redlands. The *Facts* called Brown the "most influential and loved Redlands citizen."

Brown and his family lived at 325 W. Olive Avenue until 1939. Thomas and Minnie Muir lived here from 1947 into the 1950s. Muir owned the Central Liquor Store on Redlands Blvd.

Brown made one addition in 1931 with a garage. Richard F. Lowry improved the

electrical panel in 1992. Major improvements were made by Historical Society board member, Leslie Irish from 2007 to 2011 with even more extensive electrical improvements and woodwork renovation.

This spectacular Craftsman home has a steep gabled roof with swept features and a huge bell-cast gable. Prominent brackets extend along the west side second story. The home has shingle siding with decorative dragon-mouth rafters. Paneled leaded glass is found in several windows on the front porch which expands both sides of the main entrance. A second story balcony and balustrade is supported by many protruding rafters. The roof has a large dormer matching the architecture of the main house.

In 2011, Dr. Jennifer Cobanov purchased the home. Mrs. Guadalupe Cobanov, her mother, continued interior and exterior renovation that now warrants a Redlands Area Historical Society Heritage Award.

-by Tom Atchley



# BUILDING THE BEAR VALLEY DAM

- by Tom Atchley

SIX LOG CABINS were built and named Camp Mc Neil on the north side of the valley, east of the granite gap by about a half-mile. The cabins were located by the present Pine Oak Road. David Morey led a group of loggers to cut and build all six cabins. One cabin was built for Frank Brown, his wife, three children and Walter Butler. Brown insisted on meeting each evening with Butler to review the work, write letters, and plan the next day. The cabin had an office, a fire place and two bedrooms. This cabin served as the first dam-keepers house when Brown was not in residence. C. S. Bowles used the cabin until 1887 when the company ordered Bowles to build a new cabin on the south side of the lake and he "may use lumber or logs as you find most convenient." This cabin burned in February of 1890. The dam-keeper was then authorized to build a "house of stone." The dam-keepers stone house was completed October 27, 1890.

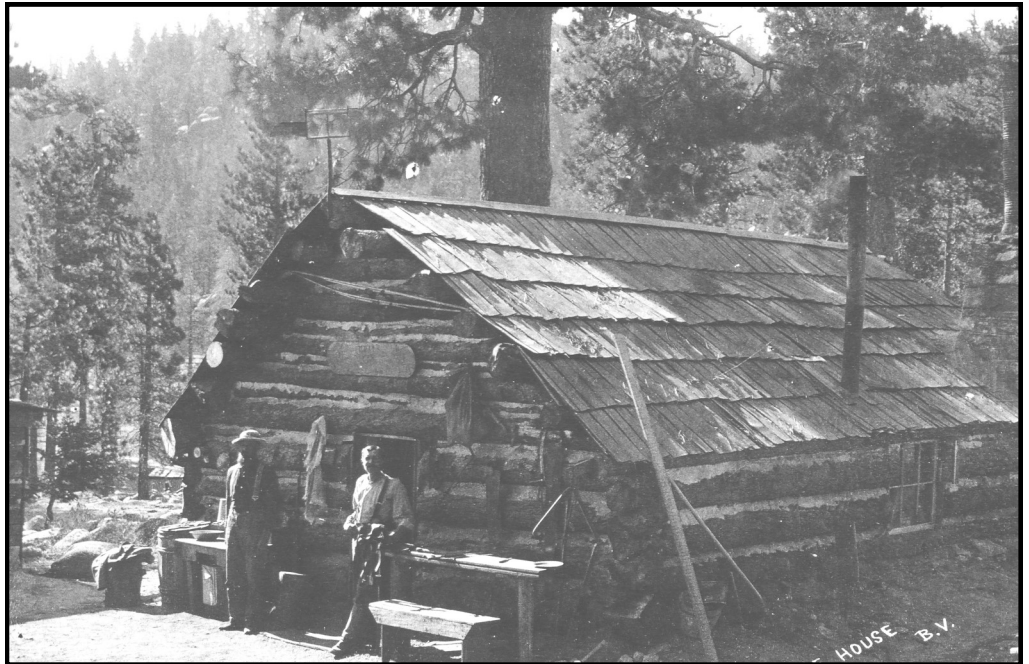
One cabin was designed as a large kitchen with long bench tables stretching fifty feet in two rows. Three cabins were fitted with bunk beds for the construction crews. One cabin was built to store the valuable cement barrels, building equipment, blacksmith shop, and other storage needs. The last cabin was built to store grain, hay and feed for the horses and mules. The dam-keeper and visitors used the cabin in the winter to shelter their animals from the cold weather and snow.

The last preliminary task Frank Brown accomplished was gathering the latest rainfall records of Los Angeles 1849-1882 and the records of Mission San Diego from 1769 to 1882. Rainfall, snow and daytime temperature records began at the dam site in August 1883 and were kept diligently for 91

years. The annual average precipitation for that time period was 37 inches.

David Morey, a ship's carpenter, provided plenty of expert experience lifting heavy objects. Morey built ships in San Francisco and on the Columbia River. His work in the Eureka Mills Mine in northern California brought him into contact with timbering the

politicized. Democrats called one scow Grover Cleveland. Dick Reeves of Riverside was named captain of the Cleveland. Republicans called their barge, James Blaine. Democrats teased, "Blaine, Blaine, Blaine, Continental liar from the State of Maine!" Republicans, which outnumbered the Democrats in the work force, lost the



*Bear Valley Lake House.*

mine and moving large mining equipment in the mine. Morey convinced Brown to build two large cranes at each end of the dam with pulleys to direct the stone blocks into place without sheer manpower. A cable was strung across the canyon above the intended dam to carry loads to the top level of the dam. The larger granite blocks reduced the amount of lime and cement and decreased the cost of the dam. Mortar between the giant blocks could be laid as the suspended block hovered above and slowly fit into place without delay. Two cranes in use meant the dam construction could take place from both ends simultaneously.

Morey also suggested building three scows or barges that could float the granite blocks to the dam. Morey attached pine skids to the scows so the granite was skid from the quarry directly to shallow water and floated to the dam. In 1884, a presidential election year, men at the dam were thoroughly

election. Cleveland was accused of fathering an illegitimate child prior to the election. Republicans yelled, "Ma, Ma, Where's my pa? Gone to the White House, ha, ha, ha!" The third scow appeared oddly built and was named Ben Butler by Hiram Barton. The county established a voting district in Bear Valley to accommodate the dam builders.

On August 2, 1884, enough men were working in Bear Valley that it became a county polling place with appointed voting inspectors Gus Knight and Judge Frank Brown. The primary was held in Bear Valley August 13 from noon till sunset. On November 15 the Riverside press reported that Bear Valley votes were 28 for Blaine and 16 for Cleveland. The barge Blaine was decorated with funeral flowers compliments of the Cleveland supporters that won the national election.

James Boyd, road builder and teamster

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*Dam-Keeper's Stone House, 1891.*

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from Riverside, won the contract to haul the cement barrels from Colton. The cement was purchased from White Brothers of Portland, England and sailed from there to San Pedro. The cement barrels weighed about 30 pounds and served as ballast for the ocean crossing. The railroad brought the cement to Colton with each barrel costing \$5 to that point. Boyd used six-horse teams and heavy wheeled wagons to transport the cement up Cajon Pass and then follow the Bear Valley Road through Hesperia into the Lucerne Valley. The worst part of the journey followed the Cushenbury Grade to Baldwin Lake, Beardstown, and finally to Camp McNeil. Boyd charged \$8 for each barrel delivered to Camp McNeil.

Tests on Portland, England White Brothers cement suggested the best strength for their product. The cement was a red color. The cement costs and transportation became the most expensive issue for the dam construction. Cement barrels cost \$13 apiece delivered to the dam site. Boyd also hauled blasting powder, caps, fuses, nails, lumber, anvils, large hammers, crow-bars, shovels, hoes, wheel-barrows, scaffolding, bedding, and everything to build a dam. Each trip Brown sent notes to Judson for needed supplies that would either come by way of Boyd or Sylvanus Thurman, Benjamin Watrous or Mathew Lewis. The latter three came from Redlands or Seven Oaks with mules, burros or horses. The Boyd trip with cement barrels took two-weeks and the burro teamsters two days. Many occasions' special trips were arranged to fetch bread, vegetables, live chickens, or the mail.

By mid-September Brown's Water Fund of nearly \$10,000 was expended. Water measurements and preliminary dam building projects all proved more expensive in the mountain wilderness. J & B were forced to incorporate a new company after the Redlands Water Co. took no action to double their stock. Judson arrived at the dam site September 22, 1883 with duplicate Articles of Incorporation papers for the Bear Valley Land and Water Company (BVLWC) that needed signatures from Brown.

The new company was mainly a water

company that owned Bear Valley and intended to build the Bear Valley dam. The company, "Also [intended] to purchase, own, hold, construct, operate and maintain, saw mills and other mechanical structures propelled by water power or in which or in part by steam necessary for the manufacture of lumber, shingles, shakes, laths, [mouldings], planed lumber, doors, window, sashes, boxes, staves and barrels." The company realized the meadow land in Bear Valley could provide income. They "also [intended], to buy, own, hold, graze, breed and improve, horses, stallions, mares, mules, jacks, jennies, cows, bulls, oxen and other domestic animals and sell the same." The six directors chosen to lead the company the first year were James G. Burt, San Bernardino; Lewis Jacobs, San Bernardino; Frank P. Morrison, Redlands; Walter Butler, Lugonia; Frank E. Brown, Redlands; and Hiram M. Barton, Old San Bernardino.

The capital stock was \$360,000 with 3,600 shares worth \$100 each. All the stock was actually subscribed, according to the incorporation document. Frank Morrison \$100,000, George W. Meade \$50,000, J & B \$100,000, James G. Burt \$30,000, Hiram Barton \$20,000, Walter Butler \$5,000, George A. Cook \$5,000, Lewis Jacobs \$10,000, and James A. Gibson \$10,000. This new company belies the claim that Brown was restricted by a tight purse to build the dam. J & B realized a financial structure that sustained construction of the dam and far beyond. The men joining this venture represented financial confidence in J & B.

The Bear Valley Land and Water Company enabled J & B to begin planning additional thousands of acres that previously was idle without water. The men hired to begin preliminary work knew their work would pay and they would return next spring. If Frank Brown could sell people on a dream the new company was the realization.

William Ham Hall wrote in 1888 that \$30,000 was actually subscribed out of the \$360,000 Bear Valley Land and Water Co. incorporation in 1883. A good chunk of that money was used to pay for the valley land and the preliminary work. Still in 1888, Hall wrote, "\$180,000 [has] been paid in by the stockholders, in the way of original payment and subsequent assessments. Each share of stock was intended to represent one inch of water flowing throughout the irrigating season of six months." Still the company represented an economic boon. Stock in the company cost the promoters \$4.50 a share in 1883 and sold for \$25 per share. By 1887, the shares sold for \$225-\$255 per share. Needless to say, Brown was frugal with the dam construction costs working diligently to keep costs down without sparing quality construction.

In October, "Albert Taylor supervised eight -stone masons fitting and cementing the quarried block into a seventeen-foot-thick buttress arching from wall to wall. Iron dowels clamped the stones into bedrock. As the work progressed, they put derricks at each end of the 250 foot span for greater ease in placing the three and five ton blocks." Sand for the cement mixture or mortar was located



*One of James Boyd's Freights of Cement for Dam Construction.*

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by Brown in Grout Creek. Brown found the sand along the creek that emptied into the valley was lined with coarse decomposed granite, medium course sand and fine beach type sand. Sand was shoveled into a wagon separating the sifting different types for the specific cement desired. Once the foundation work was complete Albert Taylor replaced Andrew E. Mc Neil as the mason supervisor.

The first six inches of snow fell the first week of November. The foundation was declared finished one day ahead of schedule in mid-November. The foundation rose 15 feet from the bedrock and in places was twenty feet thick. Two hundred and fifty cubic yards of masonry was completed since September. The side escarpments were etched to bedrock and filled with masonry to secure the flanks. Bear Valley work crews returned home fat in purse and filled with enthusiasm for their history making project.

The last projects of November 1883 involved both the mud dam and dam foundation. The first frame of the water gate was set on the mud dam with cement and sand to hold the gate in place. The 15-inch weir below foundation of the masonry dam was tested allowing 285 miners inches to flow. "The gate was lowered into position at 4:55 p.m." November 14<sup>th</sup> by George Cassady and Albert Taylor. The men staying at the dam over the winter had a small supply of lime and one barrel of cement for any repairs that might be needed. Brown noted that most of the mixture of sand, lime and cement was 5 parts sand, 1 part Portland cement and one part lime. Enough milk of lime was used to moisten the mixture for application.

When Brown left the dam November 15, he had the crew witness that 2.47 inches of water drained from the dam. The witnesses each signed the Bear Valley Land and Water Co. Book I. They were W. B. Herrick, Albert E. Taylor, Ernest Vieweger, John F. Walsh, George Cassady, Dan Holt, Frank Cook, Frank E. Brown, Andrew E. Mc Neil, E. H. Phillips and S. S. Ball. "John Nicholson was feeling sick hence didn't go down to the dam [to sign.] F. E. Brown"

Joe Gildner made daily reports in the log book for air temperature, precipitation and the work the crew performed each day. Mrs. Dr. Watrous, Ben Watrous, C. S. Bowles all completed an overflow ditch around the foundation. Wood chopping for the approaching winter took up most of every working day. Bowles wrote jokingly "Thanksgiving had no turkey for dinner but had a chicken pie made out of beef." Snow began to fall December 3, 1883. "Wheeling dirt for mud dam continued until the weather made work miserable. A higher road to the dam was started in December. Barley sacks

filled with sand formed part of the road foundation. Road construction ended when the men used the last black powder January 10<sup>th</sup>. Two trees were chopped down near the cabins which threatened cabin destruction if they fell. Snow shoveling became a daily chore to remove the weight from the cabin roofs. Snow turned to rain in mid-December melting some of the snow. Gildner increased the amount of water released from the foundation. Gildner made a trip to Mc Haney's (Clark's Ranch) December 24 to pick up files to sharpen the drills for next season. These few men did not realize they would spend the second greatest winter on record in Bear Valley.

Snow blocked the usual exit in November. Brown departed the valley with his family via Cushenbury, Rabbit Springs, Burcham Ranch (Los Flores) and Cajon Pass. Another significant snow in December locked dam keeper C. S. Bowles in Mc Neils Camp with Joe Gildner. Worried that his work might be in jeopardy Brown launched an expedition to examine the dam December 8. He was joined by W. N. Mann, James S. Edwards and James Boyd of Riverside. Brown's companions decided to follow the Mill Creek route to Seven Oaks and Brown would join them later. Brown's horse, Dolly, knew the Santa Ana River route so completely, this mare could do the route practically blindfolded. Since 1881, Dolly and Brown had made some 30 trips into the mountains. When Mann, Edwards and Boyd arrived at Seven Oaks they found Brown already warming himself by the fire with dinner cooking and Dolly unsaddled and eating grain.

Dam-keeper Bowles had a note at Seven Oaks reassuring Brown that the foundation was doing well. The earthen dam blocked four feet of water covering 600 acres. Brown found the deep snow impassable on the Seven Oaks Pack Trail and returned to Redlands.

Redlands men planted citrus, vines and deciduous trees in December. Abundant rain and snow in the mountains led the Redlands Water Co. to announce water was free for the coming spring and summer. Only assessment fees to pay the zanjero and running expenses were levied. Palms were planted on Palm Avenue with reminders that adjacent land owners needed to care for them. David Shaw wrote a letter describing the view from The Terrace in Lugonia. Col. William Tolles reminded readers of the press how Brookside Avenue had a new rock-lined ditch extending the length of the street. Tolles said, "Redlands is the first colony in Southern California to adopt the concrete system of pipes for the distribution of water." Redlands had nearly 800 acres under cultivation.

Curiosity tugged at Brown until February 4 and then curiosity pulled him back into the

mountains to check on his "brain-child." Albert Gallitin Simms joined Brown on what promised to be a dead end trip. The two wet travelers arrived at night to Seven Oaks. Lewis tried his best to dissuade the men from this dangerous journey. Unconvinced to the hazard Simms and Brown found themselves at the ridge in belly-deep snow. They were forced to dump their packs and wallow down the snow leading the horses that "jumped like rabbits" through the snow. At the upper lake the horses swam through the four feet of water while Brown and Simms crossed a really muddy dam. Arriving at their cabin Brown admitted, "As the boys say, we came very near biting off more than we could chew." Albert Simms had feet that were nearly frozen.

Brown estimated 40,000 inches of water was cascading over the foundation with a river 60 feet wide. The overflow channel recently dug no longer existed. Sand piled along the foundation for future mason work was swept clean. That evening Brown wrote his report that estimated the airline miles to Prospect House from Bear Valley was 18 miles and 12 miles from the mouth of the Santa Ana River. Brown was planning, "A telephone line to the mouth of the Canon would be about 15 miles long, not over 17 miles at outside."

Friends of Brown sent out a search party after two weeks passed and no word came from Brown. Albert G. Simms walked out February 22 with Joe Gildner of the construction crew. Simms reported that Brown was letting water out of the Mud Dam since in one day water rose behind it twelve inches. A perfect sheet of water was running over the new foundation. Brown decided to stay at Mc Neil's camp and guide procedures. On February 9th Bowles and Brown wearing canvass snow shoes took a hike to Holcomb Valley. Brown later wrote, "We didn't reach Holcomb Valley. We found the snow everywhere about the same depth."

Simms returned and fetched Dolly and his horse wearing snow shoes made of barrel staves by Joe Gildner. The horses consumed nearly all the hay bed mattresses and tules around the camp. Simms chose to return to Redlands via Cajon Pass. Brown wrote a twelve point list for Bowles and Gildner before returning to Redlands. He wanted the gear left by Simms and he on a tree snag retrieved. He ordered the men to keep the cabins roofs cleared, dig ditch around the upper dam, prospect route for a telephone line, keep close watch on the upper dam, don't let water get over 6 ½ feet behind the upper dam, and keep up the daily measurements. On February 14 Brown left for Redlands with the temperature of 10 degrees below zero and Dolly wearing Gildner snow shoes that work "first rate."

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Bowles tried to remove the top gate board on the upper dam March 21 and found the board frozen in place. Water was running around both sides of the gate. "I knew at once the upper dam was gone." Joe Gildner arrived at camp March 26 and saw the upper dam was breached. Gildner brought additional instructions from Supt. Bear Valley Land & Water Co., Frank Brown dated March 22cd. The first instruction read, "Watch the upper dam very carefully, and keep it from breaking, if possible. Be very particular about this order, and take no risks." The instructions were pasted into the record book.

Brown began his trip to the dam with John

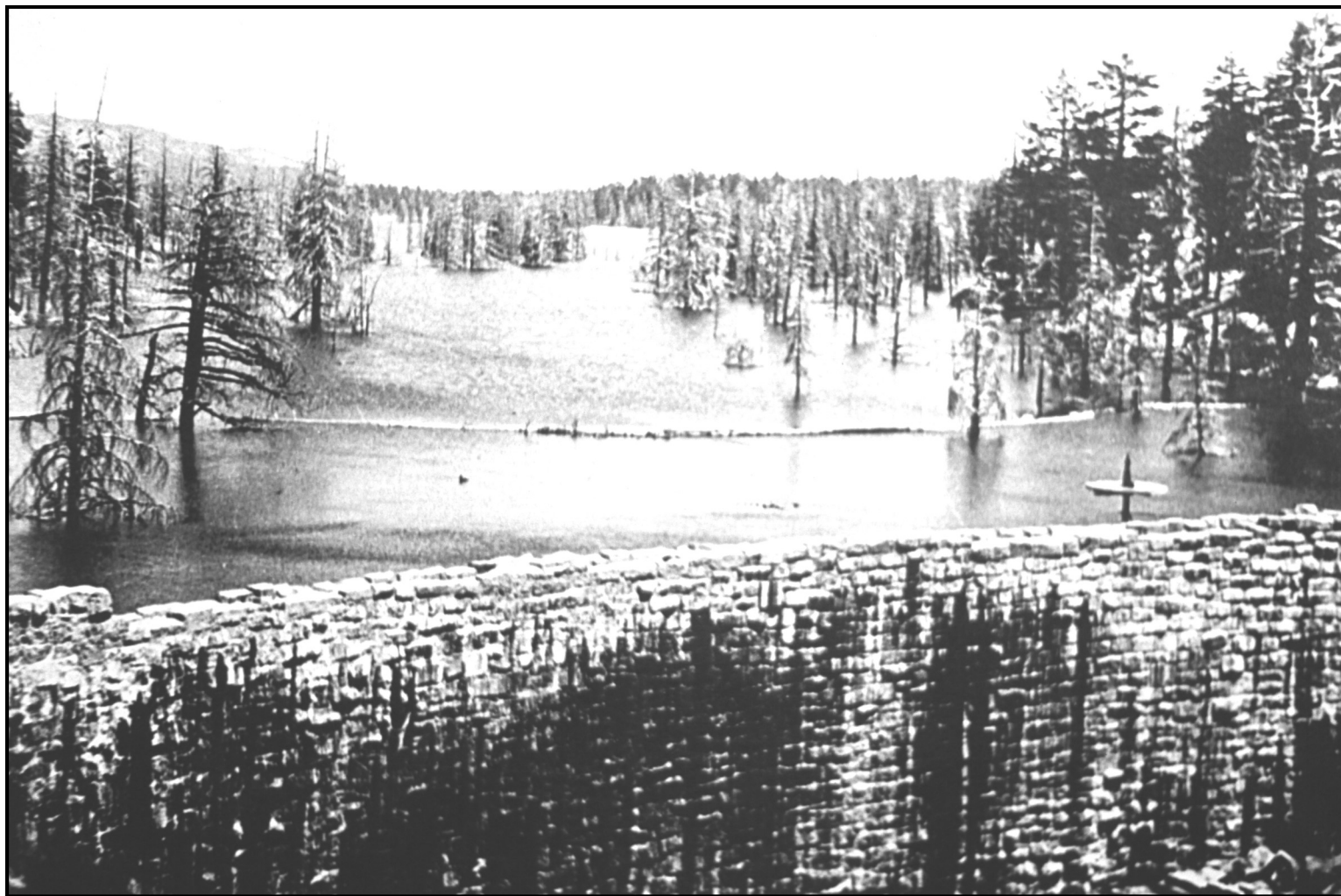
allowed a crossing. Frank Brown sent an angry note to C. S. Bowles April 11<sup>th</sup>. Brown wrote, "Dear Sir, The Directors of the Bear Valley Land & Water Co. feel that you have neglected your orders, and that there is no excuse for the breaking of the upper dam.

"You are hereby notified, that your time will stop on receipt of this, and as soon as practicable you will please leave the valley, and we will settle with you in San Bernardino. Yours Respectfully, F. E. Brown, Supt."

Joe Gildner chiseled out the boards on the mud dam on April 18<sup>th</sup> and replaced the eight boards with new wood. Witnesses saw at least 80 feet of the mud dam gone with 3,000 inches of water flowing through the abyss.

New orders arrived from Brown with the Bowles note for John Walsh, Joe Gildner and others. The most important item concerned repairing the gate on the mud dam and repair the dam. When the work is sufficiently complete, send out the extra men and then fill the lake carefully. Remove the boards on the gate if the lake gets close to full. "Keep the water below the 5 foot depth. Study these, and previous orders, very carefully, and govern yourselves, and your daily labor accordingly." The break was controlled by placing large timbers in the breach and dropping barley sacks filled with mud in a war that lasted nine days ending April 23, 1884.

Snow at the dam measured seven feet.



*The Completed Bear Valley Dam with Trees Becoming Submerged. For Many Years the Stumps were Boating Hazards.*

Welsh, Hill and Dan Holt April 14<sup>th</sup>. Mill Creek made each crossing a desperate dangerous adventure. Ball sat forlorn on the creekside wishing he could "fly over." Fully loaded pack animals balked at every attempt to lead them. The men had to ride their horses or risk being swept away. Sylvanus Thurman rigged a snub line that finally

W. Hill, Joe Gildner, L. Holt, John F. Walsh and Sylvanus Thurman all signed the report. On April 17 Frank Brown wrote another short letter to S. C. Bowles for the record book. "The Directors of the Bear Valley Land & Water Co. after taking further testimony in the [matter], hereby reinstate Mr. S. C. Bowles in his former position."

Bowles and Isaac Ford recorded 92.19 inches by May 3, 1884 measured at the dam. The men ate squirrels and ducks until Brown arrived with new supplies. §

*-by Tom Atchley*



REDLANDS AREA HISTORICAL SOCIETY, INC.  
P.O. Box 8775  
Redlands, CA 92375  
(909) 307-6060  
www.rahs.org

Address Correction Requested

## Redlands Area Historical Society, Inc.

Founded 1972, Incorporated 1974

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## Upcoming Events

February 25, 7:00 p.m.

RAHS Roadshow  
Contemporary Clubhouse  
173 S. Eureka Street

February 27, 6:30 p.m.

Old House Group  
726 Chestnut Avenue  
SOCIETY MEMBERS ONLY

March 2, 10:00 a.m.

Mill Creek Zanja Bus Tour  
Reservations required—\$40

\$

1st Thursday of the Month

Historic & Scenic Preservation Commission Meeting  
City Hall Council Chambers  
35 Cajon Street

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