



COUNTY COURIER

Official Publication of the Orange County Historical Society

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The Development of Newport Harbor

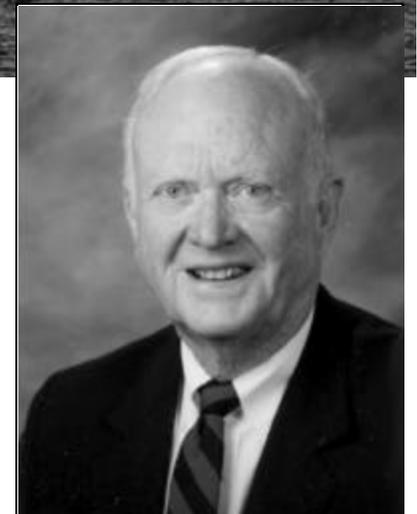


As we launch into the season opener for the Orange County Historical Society, it is traditional to meet at Sherman Library and Gardens with a well-chosen program with a notable speaker. This year is no exception. Our program is *The Development of Newport Harbor*, a 15 minute video. Following this, our speaker Bill Grundy, an eminent authority on the subject of Newport, will discuss the development and its effects on the City of Newport Beach. He will talk on the seven islands in Newport Bay.

I wonder how many of us can name all seven and the name the islands were first given. Here is an easy one, Duck Island, but can you identify Electric Island? Where did the name "electric" come from and what is the island named today? Our speaker will have all the answers and information about Newport Beach and the Harbor. In the book *Newport Beach, The First Century 1888-1998*, he wrote the chapter, "The Formative Years: 1906—1936."

Bill is a founding member of the Newport Beach Historical Society that is now 50 years old and is still an active Historical Society. Bill is currently the President of the

Historical Society. He is also a County Commissioner with the Orange County Historical Commission, and is now serving in his eleventh term representing the fifth district.



Bill Grundy is a native of Newport Beach as his father was the first Medical doctor in Newport Beach. Dr. Grundy came to Newport Beach in 1919 to serve the city in the flu epidemic that killed 30 million persons in the United States. Dr. Grundy built the first hospital in Newport Beach. Bill has been a lifetime resident of Newport Beach except for his service in the U.S. Navy, attending Cal Tech and graduating from U.S.C. in Engineering and with a Master's Degree in Business Administration. As an active participant in civic, youth and yachting activities, he has won numerous award. He is a member of the Newport Harbor and Lido Isle Yacht Clubs. *Continued page 2* Newport Harbor

Newport Harbor *continued*

We will gather Thursday, September 8, 2005 at 6:30 p.m. for a dessert potluck at Sherman Library and Gardens on PCH in Corona del Mar. Our program on Newport Beach and the Harbor will begin at 7:30 p.m. Bring a dessert ready to serve and a good appetite. Parking is free at the back of the gardens and on the side streets of Dahlia Ave. and Fernleaf. The public is welcome.



An added
bonus. . . .

A BOAT TOUR

conducted by Bill Grundy
Saturday, September
10,

A boat tour of the bay **conducted by Bill Grundy** pointing out points of interest and discussing celebrities who have lived in Newport Beach.

TOUR 1

We will meet at the end of Palm Street, next to the Ferris wheel at 10:45 a.m. ready for the 45-minute tour (sea lion and harbor entrance) at 11:00 a.m.

Cost is \$6.00 for an adult,
\$2.00 child 12 and under
under 5 is free.

TOUR 2

There is a second tour at 12:00 noon of Lido Isle. Time length is the same and the price is the same.

BOTH TOURS COMBINED \$9.00

If you sign on for both tours the price is \$9.00 for the two tours.

PARKING available in municipal lot between Palm and Main.

The Two of Fun Zone Boats for the tour

POSTCARD BOOK UPDATE

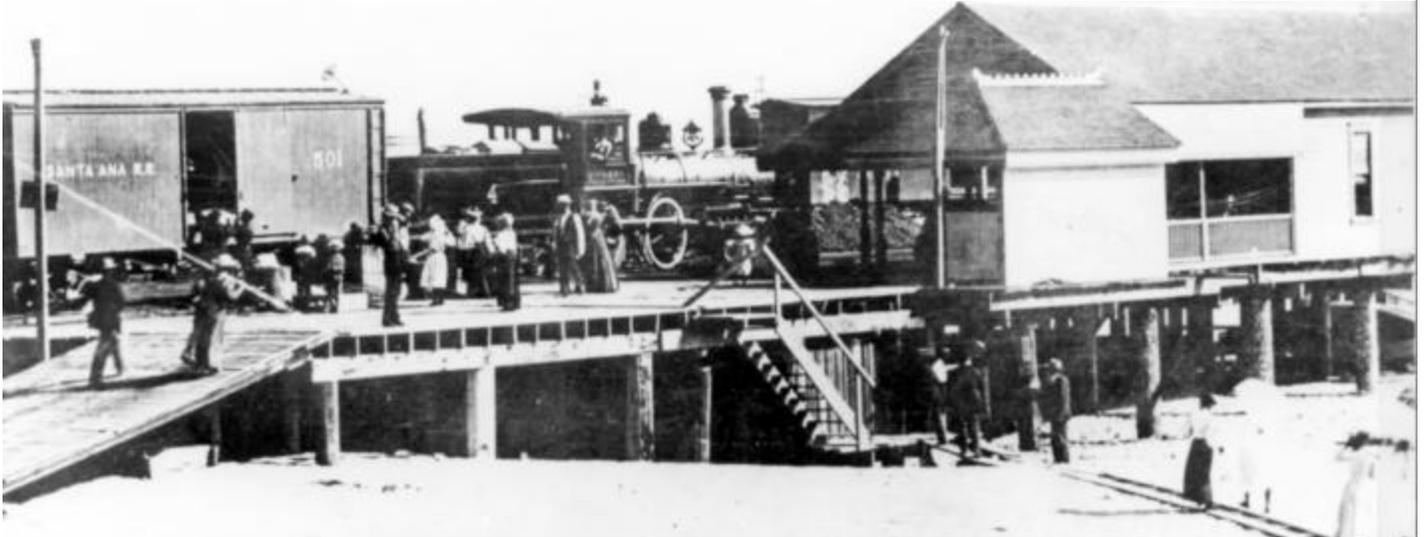
The postcards have been selected and scanned for the 217 spots in the 128-page book. The research is finished and the captions are written. This was accomplished by the postcard committee working diligently over the summer. Everyone exercised their special talent or expertise to accomplish the task on time. The committee members are: Don Dobmeier, Tracy Falk, JJ and Harriet Friis, Ken Leavens, Judy Moore, Jane Norgren, Tom Pulley, Greg Rankin, Carolyn Schoff, John Sorenson, Richard Vining, and Betsy Vigus. By the time you read this issue, our material for the book should be in the publisher's hands and we will be waiting for the galley proofs.

MEMBERSHIP RENEWAL

OUR MEMBERSHIP YEAR IS JUNE 30, 2005 TO JUNE 30, 2006.

If you have **NOT** already renewed your label will read **EXPIRED 6/30/2005**. If by some mishap your label is not correct because you sent in your check give Judy a call and she will straighten me out so your label reflects your payment.

Albert Hill, Jr., a long time member, gave OCHS permission to print this article written by his aunt, Lucy. Albert, a professional photographer, died a number of years ago. His valuable contributions to local history were numerous and diverse.



My Early Recollections of Newport Beach From About 1896 to 1903 by Lucy Hill Lockett

Wharf and Railroad

Everyday as papa went up town he took a wicker basket on his arm to bring fruit and other things home including the mail and newspaper when he came back on the evening train. How we four kids loved to meet the train just before supper; waiting for papa and anxious to see what he had brought in the basket. Often it was cold as we waited and sometimes we would bury each other, all except the head, in the sand to keep warm.

As our beach home was next to the wharf on the east side, we could wait at home until we heard the train whistle as it crossed the bay on the bridge. Usually we were up at the depot waiting with other people, often putting our ears down on the track to listen and feel the vibration of the train wheels. Mr. Lawrence Wilkerson was the station master and slept in a room at the depot because he had asthma and could sleep better near the water.

The wharf and railroad were built in 1888 by the McFadden brothers, James and Robert, of Santa Ana and not for pleasure but for business. Lumber schooners came down from the north, tied up to the wharf as the railroad tracks ran out to the end, unloaded directly to the flat cars with the use of a donkey engine. Often as many as eight or ten ships were waiting at one time to unload their cargo which was shipped to Newport and other places in Southern California. The Southern Pacific bought this privately owned line in 1899. How we kids enjoyed watching the activity on the wharf and I'm sure often got in the way of the men. After the Southern Pacific bought the railroad, the

passenger train from Santa Ana ran on Sunday as well as weekdays, so now more people were on the beach.

The train made two round trips daily, leaving Newport about seven in the morning and four in the afternoon, arriving back at the beach at 10:30 in the morning and six o'clock in the evening carrying passengers as well as a baggage car. The fresh fish went back daily in the baggage car at four o'clock in the afternoon. Freight train carrying lumber back to Santa Ana went often. The water tank-car came back to the beach on either train, passenger or freight.

The railroad tracks, after crossing the bay on a bridge, gradually went up on a dirt fill to the level of the wharf where the station was located. Sloping ramps made of board were on each side of the wharf down to the level of the sand and boardwalk. The tracks went on out to the end of the wharf where ships were tied to be loaded and unloaded directly from or into the railroad cars. Before the wharf or railroad were built, the lumber was floated to the beach and picked up and put in wagons to haul to Santa Ana. They spread straw, weeds and sunflowers onto the sand to help the teams pull the wagons with loads of lumber. The lumber came from Washington and Oregon. One ship was named *The Newport*. Young men and boys worked on the sailing ships and were glad to be in port occasionally. Mama would tie up bundles of Sunday School papers and other reading matter and Viola would take them to the boys on the ships who were very glad to get them, and Viola like to visit with the boys. A smooth board about twelve feet long and four feet wide was used to slide the grain sacks from the railroad cars to the ship. When not in use it was left on the wharf and all the kids around had lots of fun sliding on the slick, polished board and wearing out the seat of their pants.

Rocky Point Excursion

"Next week we go to Rocky Point for a day's excursion", Mama would say one day and the once a summer trip to the magic spot was almost here. We planned for it days in advance. Emma and Hilda would come down from Santa Ana on the train [to be] with us and papa would stay at the beach that day. We packed lunch, took our bathing suits and all walked over to Uncle Sam's boat landing on the bay where we rented a large rowboat for the eight of us. Emma helped papa with the rowing and others also tried to help. we used an oar at the back to help steer a straight course.

Uncle Sam was a Portuguese sailor who settled at Newport and lived in a little room he built on his pier. He had a few rowboats to rent and a place where other people could tie up their own private boats. The only privately owned boats I remember were the ones of the E.E. Keech family who had a summer home at Bayside. They came in a sailboat every few days, tied up at Uncle Sam's pier and carried demijohns for their water which they got at the Newport wharf. Uncle Sam liked kids and let us fish off his pier with a drop line and bent pin, using raw potato as bait, trying to catch crabs and sometimes a small minnow. We loved to watch the crabs at low tide around the pilings of his pier and could poke at them with sticks.

Papa planned our outing on a day when we could go down the bay with the tide going out and come back in the afternoon with an incoming tide. We rowed as far as Bay Island where papa let us kids out of the boat to walk across the island and picked us up on the other side. Mamma said she thought that would be a nice place to have a house, only thinking it was large enough for one house. Today there are twenty or more houses there.

We stopped at Abbott's landing west of the house at Bayside, now Balboa at Palm Street, where the ferry goes across to Balboa Island, for a rest and to look around. Papa's friend, Mr. Joe Ferguson, had a house there. Then we were off for our next stop about halfway between Abbott's Landing and the end of the peninsula to have a swim in the bay. Papa made a dressing room for us by sticking the two oars in the sand and stretching sheets which we had taken with us, between them. Such a novelty and fun to go in the clear, blue water of the bay with cockle shells and clams under foot.

The final stretch of rowing was on to Rocky Point, now named Corona Del Mar. The current was strong in the channel, but with two people rowing it was accomplished easily. We ate our lunch with relish in the shade of the rocks, then ran around and explored the rocks and caves and pretended we were Robinson Crusoe on a deserted island as we were the only people in sight. In the afternoon

we rowed back to Newport with the tide and returned the boat to Uncle Sam. Such a wonderful, happy day for all.

Bayside and Abbott's Landing

Two ways to reach Bayside and Abbott's Landing were by boat, rowing or sailing, or by horse and wagon at low tide along the hard sand by the bay. Before 1898 several homes were built at Bayside, located near what is now the center of Balboa, by E.E. Keech, Bennett and Tubbs families. In 1898 these were moved nearer the bay front.

Abbott's Landing was a small pier built out in the bay west of Bayside homes, now the location of the ferry at Palm Street. Mr. Abbott bought land from the state as a swap and overflow land. He planted some trees and sold part of his land further east on the peninsula to Joseph Ferguson.

For two summers Grandpa and Grandma Hill and Auntie camped in a tent at Abbott's Landing, before building the house at Newport on the ocean front next to the wharf.

There was a wagon road to Newport Beach from Santa Ana paralleling the railroad tracks through Paularino and Harper, now Costa Mesa, both of which were just signboards on the railroad. The wagon crossed the bay on a narrow bridge east of the railroad bridge. The horse corral was further along towards the wharf. Mr. Brockett tied up the horses and fed them while the owners spent the day on the beach.

Mission San Juan Capistrano Booksigning and Reception

Mission San Juan Capistrano — The Fall and
Rise of a California Mission

speaker: Reverend William Krekelberg

Wednesday, September 14, 10 a.m.

Soldiers Barracks Gallery Mission San Juan Capistrano

Father Krekelberg will share some of his experiences and insights from his work to collect historic photos, diary entries, letters and reverences pertaining to the period of decline, survival and restoration efforts at Mission San Juan Capistrano. For more information, please phone 949-234-1322. Free with paid admission to the mission.

Romance of the Serra Chapel Gala Concert and Dinner

Fundraiser to begin the preservation work on the Serra
Chapel, one of the oldest structures in California.

Friday, September 16, 6:30 p.m.

Mission San Juan Capistrano

Concert by Michael Feinstein in the ruins of the Great
Stone Church followed by dinner by the Ritz Carlton,
Laguna Niguel in the Mission's Main Courtyard.

For tickets and reservations phone 949-234-1322.

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OCHS Calendar

- Board Meeting
- Thursday Sept. 1, 2005 at 7:00 PM
at Kidseum

September Meeting

- **Thursday, Sept. 8, 2005**
- Opening at 6:00 p.m.
- **Sherman Library & Gardens**
- **PCH between Dahlia and Fernleaf, Corona del Mar**
- **6:30 p.m. Potluck Dessert**
- **7:30 Program**
- **The Development of Newport Harbor**
- **Speaker, Bill Grundy**



Where will you find books on local history? Your best source is your Orange County Historical Society.

Books listed below in **BOLD** are pictured and described on our website: www.orangecountyhistory.org

Don't see the book you are looking for? **ASK US**. If we don't have it we will help you find it.

PLACE A DOLLAR AMT. OPPOSITE EACH ITEM YOU WISH TO ORDER		3 NEW Images of America Series cities of Fullerton, Buena Park and Huntington Beach			
Bawdy Balboa by Judge Robert Gardner	\$25.00		\$21.50 each		
Cañada de la Brea by Virginia Carpenter	\$10.00				
Centennial Bibliography of Orange County	\$70.00	Fruit Box Labels An Illustrated Guide to Citrus Labels by Gordon McClelland & Jay Last	\$35.00		
House of Bernardo Yorba by Don Meadow	\$4.00	<p style="text-align: center;"><i>All prices include sales tax</i></p> <p style="text-align: center;">MERCHANDISE TOTAL _____</p> <p>Postage and Handling (\$3.00 first item, \$1 each additional <i>Orange Blossoms</i> is \$5 per book, \$1 each additional <i>Orange County The Golden Promise</i> is \$5 per book, \$1 each additional TOTAL DUE _____</p> <p>PHONE _____</p> <p>NAME _____</p> <p>ADDRESS _____</p> <p>CITY, STATE ZIP _____</p> <p>Make checks payable to OCHS</p> <p>^ MAIL TO: John Sorenson, 14932 Gainford Circle, Irvine CA 92604 Call him (949) 559-5668 and he will bring your book/s to the next meeting.</p>			
José Antonio Yorba by Arnold Dominguez	\$4.00				
The Portolá Expedition 1769	\$3.00				
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Orange Countiana III	\$12.00				
Orange Countiana IV Architecture: soft A Window on the Past hard cover	\$32.00 \$40.00				
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