



COUNTY COURIER

Official Publication of the Orange County Historical Society

www.orangecountyhistory.org

NEWLAND HOUSE Huntington Beach

For a glimpse into Huntington Beach history, the Newland House Museum, built in 1898, is the city's oldest and best-preserved residence. Fully restored and authentically furnished, it was added to the National Register of Historic Places in 1985.

The 13-room home of Huntington Beach pioneers William T. and Mary Newland is an excellent example of the Queen Anne-style of architecture found in the latter part of the Victorian era. It was erected in 1898 on the large acreage owned by the Newlands when the community was known as the Pacific City. The house is Orange County Historical Commission site #9.

Our program this month will be presented by Huntington Beach Historical Society President Maureen Rivers. Her talk will describe the Newland House Museum and the family, and their history. There will be photographs of the house and family presented in powerpoint to accompany her talk. In addition there will be some old photos of Huntington Beach, the early city, the pier, oil derricks and beach scenes

On Saturday, following our Thursday meeting we will tour the Newland House Museum (see details on page 2.) This house displays many items that belonged to the family



Earliest known picture of the Newland house in Huntington Beach, pre 1912

Courtesy of the Huntington Beach Historical Society publication *Postcards of Old Huntington Beach Book I*

when they lived in the home including furniture, family photographs and Mary Newland's collection of native American baskets.

We will gather Thursday, January 12, 2006 at 7:00 at the Kidseum, northwest corner of Main and 18th Streets in Santa Ana. Our program on Huntington Beach and the Newland House will begin at 7:30 p.m. Bring a guest, the public is welcome. Parking is free at the back of the building and across 18th Street. Entrance to the building is in the back.

If you placed a book order with John Sorenson and you did not pick them up at the December meeting, your books will be brought to the January meeting. There will be additional books also available to purchase.

From *Postcards of Old Huntington Beach Book I*

Barbara Milkovich,

Achivist and Project Chairwoman

"In 1901, real estate promoters began a resort on a high bluff overlooking the Pacific Ocean between Long Beach and the tiny settlement of Newport Beach. They called it "Pacific City," hoping to capitalize on the reputation of Atlantic City on the East Coast. "

By 1903 Los Angeles investors bought out the original owners and established Huntington Beach. On June 18, 1904, Henry Huntington's electric railroad was extended from Long Beach to Huntington Beach. On July 4, a free public barbecue celebrated the coming of the "red cars" to the town and the promotion of the community as a residential location began in earnest.

In 1905, the Southern California Methodist Conference established its summer religious meeting center at Huntington Beach. The center, "Arbamar," drew tourists from inland and advertised the little city. By 1910 Huntington Beach, now incorporated, had attracted a large sugar beet factory, Holly Sugar Company, to process the area's abundant crops.

In 1920, drastic changes came to the city. Oil was discovered at the northwest of town, and the oil boom was on. It was making the city prosperous and attracting investors and workers from all over the world. Overnight the physical character of the city changed as new commercial and residential structures competed for space with giant wooden oil rigs.

Los Angeles Sunday Times

June 22, 1902

THE WEST COAST LAND AND WATER CO present to the public the beautiful new town of
PACIFIC CITY

The Atlantic City of the Pacific Coast on the Southern Pacific Railroad in Orange County on the magnificent BOLSA MESA adjoining the world-famed PEAT LANDS, the richest agricultural section in the United States. thus making PACIFIC CITY a business town as well as a seaside resort.

Pacific City is a safe and coming town for the following reasons:

- 1st.** Its location as a townsite is perfect. Magnificent view of ocean, valley and mountains, and is a winter as well as a summer resort.
- 2nd.** Soil is unexcelled, offering homemakers an opportunity to have lawns, flowers, trees, etc.
- 3rd.** Drainage is excellent. Town is twenty-five feet above tideline. Not necessary to bulkhead to prevent overflow, either from angry seas or turbulent rivers, and is not subjects to any disasters of a Galvaston like nature.
- 4th.** The site of Pacific City was selected as the choicest site of any three miles of ocean frontage and has been immemorial a popular bathing and fishing point.
- 5th.** Although but a few months old over one hundred lots have been sold, several buildings now going up and several more contracted for.
- 6th.** A complete and perfect Water System has been installed and water is now piped to every lot, and such water!! It analyses 99 percent. pure. Remember the water is there now.
- 7th.** A pleasant wharf now being built for the use of the town. No railroads will be permitted thereon.

LOTS
\$100 to \$400
Unlimited certificates of title with each lot.
NO SALOONS
PURE WATER
FERTILE SOIL
GOOD BATHING
SPLENDID FISHING

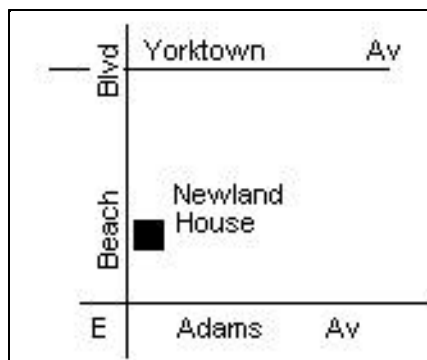
- 8th.** Pavilion and bath houses four times larger than any in Orange county is contracted for. Bath houses will contain every modern convenience.
- 9th.** All streets lead to the ocean, giving every lot an unobstructed view of the sea.
- 10th.** Magnificent Park has been laid out along the ocean front, all streets have been graded and are sprinkled daily. sewer systems will be installed.
- 11th.** Commutation tickets good for the entire family sold by railroad . No expense will be spared to Pacific in the foreracks of modern times.

Buy now while the town is young Grow up with it and make money

The above ad from the Los Angeles Sunday Times 6/22/1902 is taken from a pamphlet by Claudine Burnett titled, *From Barley Fields to Oil Town A Tour of Huntington Beach 1901-1922*

Saturday, January 14

OUR TOUR BEGINS at 12 NOON



\$2 adults; \$1 children

**Newland House
Museum**

19820 Beach Boulevard,
Huntington Beach, CA
92648

Tel: 714-962-5777

Orange County Highways

from John Sorenson

This is the final part of a look at the early highway system in California. Almost all of this material was obtained from the internet website www.cahighways.org. This part will concentrate on the status of Orange County highways both Federal and State at the time of initial signage in 1934. Supplemental information will be provided via old maps in my possession. One of the issues in documenting these routes is cosigning. It was common practice to sign one route with multiple designations i.e. "60-70-91" The specific details and chronology have been lost or blurred to history. The following is an attempt to examine these issues without overwhelming the reader. Many maps of the period did not indicate state highways on them. Whether it was a state highway or not may have been more of a funding issue than a statement of quality.

State Route 3

Route 3 was the routing that is present-day Route 1 from US 101 near El Rio (Ventura) to US 101 (present-day I-5) near San Juan Capistrano. This was renumbered as US 101A, somewhere between 1935 and 1959, and was later renumbered as Route 1. This is the Pacific Coast Highway that was cut through the county during the 1920s. As we go through the highways one must keep in mind that in most cases a legacy route built to some standard usually existed.

Route 10

The following paragraph is included to show the web of confusion in the numbering of our highways over time. A simplified paragraph follows.

*** Between the initial state signage of routes in 1934 and sometime between 1960 and 1963, from US 101A (Route 1, Lincoln Boulevard) in Los Angeles along Manchester and Firestone Boulevards to US 101 in Norwalk was signed as Route 10. It was later signed as Route 42. Specifics are not available, but the guess is that the resignage occurred in the late 1950s in preparation for the interstate. (1956 and 1960 maps shows it as Route 10; the 1963 state map (pre-renumbering) shows it as Route 42). Before signage as US-101, the routing (signed as Route 10) continued on down to Orangethorpe, and then across Orangethorpe past Route 101 (Spadra Road, at that time) and east through Atwood, until joining the old surface route equivalent to US 101. Some maps show Route 10 ending at the junction with Route 18 (later renumbered as Route 14, but cosigned with US 91). It appears that, by 1942, Route 10 was also signed as Bypass US 101. ***

In summary, the route followed old Manchester

Boulevard though Buena Park south to Orangethorpe, then east on Orangethorpe to Placentia Yorba Road and out through Santa Ana Canyon. The road did cross the Santa Ana River to the south side using either the "Yorba Street Bridge" in or the "Jefferson Street Bridge" in the 1940s. The exact detail is lost to history.

State Route 18

Between the initial state signage of routes in 1934 until at least 1956, Route 18 continued south from San Bernardino through Colton to Lakewood, along the routes of the current Route 215 and US 91 to Anaheim, and then along Lakewood Boulevard to Lakewood.

In the initial routing (before Route 91 ran into Los Angeles) the route followed essentially the same routing into Orange County, then along Glassell Street (Anaheim-Olive Boulevard in the 1940s) or (Lincoln and Orange-Olive Road today), Center Street Lincoln Street and Carson Street to Route 19 (Cerritos Avenue, at that time).

State Route 22

From Route 1 near Long Beach to Route 405. This route started at 7th Street downtown Long Beach and ran east to Bellflower Boulevard. and then into Orange County near Los Alamitos Boulevard, (Route 35 in 1934). Route 22 became Garden Grove Boulevard (in 1935, Ocean Avenue) from Los Alamitos Boulevard, Route 35, to US 101 (now I-5) in Santa Ana. Today Garden Grove Boulevard becomes Memory Lane in Santa Ana. The connection to the 1934 Route 101 would have been made by going north on Flower to the then Manchester (I-5 today).

State Route 26

Route 26 was defined to run from Route 3 (eventually US 101A) near Seal Beach to Route 101 near Santa Ana along Bolsa Avenue (1st Street in Santa Ana). This is presently not a state route, and Bolsa does not reach Route 1 due to the Naval Weapons Station. This definition for the route was deleted before 1963. Early maps (1940) show Bolsa Avenue terminating at Bay Boulevard in Seal Beach which connected with Pacific Coast Highway to the south.

Route 35

The original signed Route 35 was defined as part of the initial signage of routes in 1934. It ran from US60/US70/US99 (now I-10) along Puente Avenue, Workman Mill Boulevard, Norwalk Boulevard, Pioneer Boulevard, Norwalk Road, and Los Alamitos Road to Route 22 near Westminster.

State Route 39

From Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard. By 1961, the initial segment went under several different names (Beach Boulevard,

Huntington Beach Boulevard, Stanton Avenue, Grand Avenue through Buena Park, and then Beach Boulevard in Mirada Hills. Route 39 continued north on Beach Boulevard to Whittier Boulevard (Route 72) Route 72 was not defined as part of the initial state signage of routes in 1934. See US 101 for more information on what was to become Route 72.

State Route 55

This route ran from Newport Beach to Route 91 in Santa Ana Canyon. It ran north along Newport Boulevard from Route 3 (later US-101A; now Route 1) turning north onto Tustin Avenue near Santa Ana and continuing north to Route 18 (later US-91, now Route 91).

U S Highway 91

Route 91 was originally US 91, and was signed as part of the US highways system in 1932. Until 1964, however, it rarely ran as just US 91. The route through Orange County was as follows:

US 91 ran N along Lakewood Boulevard (cosigned with Route 19) to Carson Street which turned into Lincoln Avenue. Then it then ran east along Lincoln Avenue, cosigned with the 1934-defined Route 18. US 91 would run cosigned with Route 18 into San Bernardino; although by 1963, Route 18 had been truncated to start in San Bernardino). Originally, this segment continued east along Lincoln, Center Avenue, and Anaheim-Olive Boulevard to the junction with Route 55 near Santa Ana Canyon. During its life in Orange County US 91 has taken several routes involving both Lincoln Avenue and parallel route

Orangethorpe, and US 101.

Its path eastward to the Nevada border has involved numerous other routes: State Routes 14, 18, 58; US 66, 95, 101, 395 466; and I-5, 15. This routing and chronology will be left to others to ponder.

U S Route 101

US 101 is one of the earliest state routes. It was originally recommended for the state highways map in 1896, and was adopted into the highway system in 1909. Construction began in 1912. For clarification Route 5 started near Seventh Street in Los Angeles and ran north to Route 1 to San Francisco via Santa Barbara, San Luis Obispo, and Salinas.

US 101 was first signed in 1928. It began at the Mexican border, and ran north towards Orange County. Past the San Onofre Nuclear Power Station US 101 followed Baslone Road. Once back on the freeway at Christantos, it continues towards San Juan Capistrano. You can follow US 101 pretty

closely on Camino Capistrano then continuing north through San Clemente. From San Juan Capistrano, US 101 ran N through El Toro and Irvine to Santa Ana. It ran along 1st Street, Main Street (Santa Ana), Santa Ana Boulevard, Los Angeles Blvd (post 1970s: Anaheim Boulevard), and Spadra (post-1967: Harbor Boulevard). From Spadra, it ran along Anaheim-Puente Road (?) to Whittier. Note: Some early maps show Whitter Boulevard continuing south to the intersection with Brea Boulevard. This segment may solve the mystery of Route 72 - see State Route 39.

U S Route 101 – (others)

The total history of US 101 includes such variations as **101W, 101E, 101A, Bypass 101, Bus101.**

Alternate 101

Between the mid-1930s and 1964, Alternate US 101 ran along the 1934 state signed Route 3 between San Juan Capistrano and El Rio (near Ventura), and is present-day Route 1.

Finally, an interesting side note about US 101 and San Luis Obispo: It was the location of the first motel built in December 1925, by architect Arthur S. Heineman. It was originally named the Milestone Motel, but was later called the "Mo-Tel Inn." It was located at 2223 Monterey Street, and accommodated 160 guests.



Above a postcard image of Mo-Tel Inn and to the left a photograph taken in 1990s of the building, abandoned, no longer in use

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- Board Meeting
- Thursday January 5, 2006 at 7:00 PM at Kidseum
- January Meeting**
- **Thursday, Jan.12, 2006**
- Opening at 7:00 p.m.
- **Kidseum**
- Corner of 18th and Main Streets, Santa Ana
- 7:30 Program**
- **January Program**
- **Newland House Museum**
- **SPEAKER: Huntington Beach Historical Society President Maureen Rivers**
- **Powerpoint presentation**
- **Old Huntington Beach**
- February Program to be announced

COUNTY COURIER

Copy deadline is the second Friday of the month
Mailing deadline is the last Thursday of the month

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.

	COST	AMT.		
			Fullerton, Buena Park and Huntington Beach	each
Bawdy Balboa by Judge Robert Gardner	\$25.00		Fruit Box Labels An Illustrated Guide to Citrus Labels by Gordon McClelland & Jay Last	\$35.00
Cañada de la Brea by Virginia Carpenter	\$10.00		New Postcard History Series	\$21.50
Centennial Bibliography of Orange County	\$70.00		Orange County	
House of Bernardo Yorba by Don Meadow	\$4.00			
José Antonio Yorba by Arnold Dominguez	\$4.00			
The Portolá Expedition 1769	\$3.00			
Orange Countiana II	\$12.00			
Orange Countiana III	\$12.00			
Orange Countiana IV Architecture: soft A Window on the Past hard cover	\$32.00 \$40.00			
Orange Countiana V Early Businesses soft In Orange County hard cover SOLD OUT	\$22.00 \$00.00			
Orange County Through Four Centuries By Dr. Leo J. Friis	\$15.95			
The Orange Blossom 50 Years of Growth in Orange County	\$40.00			
ORANGE COUNTY The Golden Promise by Pamela Hallan-Gibson 2002 edition	\$37.00			
3 NEW Images of America Series cities of	\$21.50			

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Bibliography of OC is **\$5** per book, \$1 each additional

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Make checks payable to OCHS

~ **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.



FORWARDING SERVICE REQUESTED

✂ x

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