

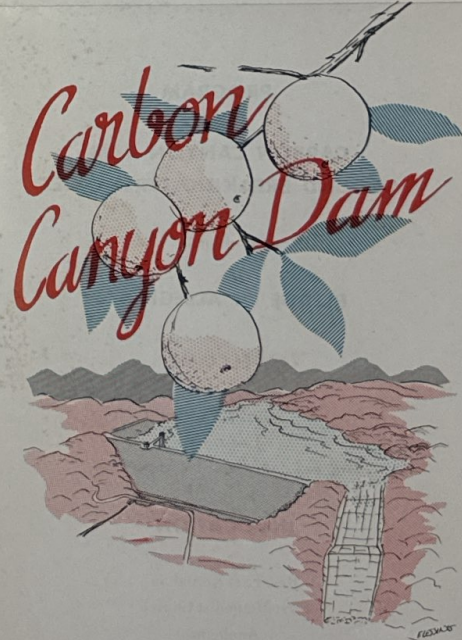
Flood Control
 Operation of the improvement would regulate the runoff from a tributary area of about 20 square miles upstream from the dam.

Description
 The plan of improvement provides for (a) a rolled-earth fill dam with a length of 2,610 feet and a maximum height of 99 feet above stream bed and (b) a flood-control reservoir with a capacity of 7,370 acre-feet at spillway crest. The plan also provides for construction downstream from the dam of a reinforced-concrete channel with a length of about 4,080 feet and a capacity of about 1,000 to 2,000 cubic feet per second.

Project Authorization
 The Carbon Canyon Dam and channel improvement, with a Federal first cost presently estimated at approximately \$5,000,000, is one of the individual project units under the comprehensive plan authorized by the Flood Control Act of June 22, 1936, for the protection of metropolitan areas in Orange County and the Santa Ana River basin. The project is under the jurisdiction of the U.S. Army Corps of Engineers.

Location
 The site of Carbon Canyon Dam and channel, which is on Carbon Canyon Creek near the mouth of Carbon Canyon, is in Orange County about four miles east of Brea, California.

CARBON CANYON DAM AND CHANNEL IMPROVEMENT



Orange County

U.S. ARMY ENGINEER DISTRICT
 LOS ANGELES
 CORPS OF ENGINEERS
 JUNE 1959

Reservoir Regulation
 Operation of the reservoir to regulate flood peaks will be effected by hydraulically operated slide gates that will reduce the project design flood from a peak inflow of 9,300 cubic feet per second to a controlled outflow of 1,000 cubic feet per second.

Construction Dates
 Construction, which officially begins with the ground-breaking ceremonies on June 27, 1959, is tentatively scheduled for completion in January, 1961. However, present plans provide for completing the dam sufficiently for it to be put in usual operation in the fall of 1960—in plenty of time for the 1960-61 flood season.

The improvement, by reducing flood peaks, would reduce traffic interruptions on important rail and highway lines crossing the overflow area downstream from the dam. Regulation of the flood peaks would also permit optimum use of downstream spreading grounds for water conservation. The average annual damages that would be prevented during the next 50 years are presently estimated at almost \$300,000 not considering the hardship yearly storms cause the public in general.

The regulation would prevent damages from overflow and deposition of debris over a large highly-developed metropolitan area and rural area of more than 8,000 acres, including large parts of the cities of Anaheim, Buena Park, Cypress, Placentia, most of the town of Los Alamitos and the U.S. Naval Air Station nearby.

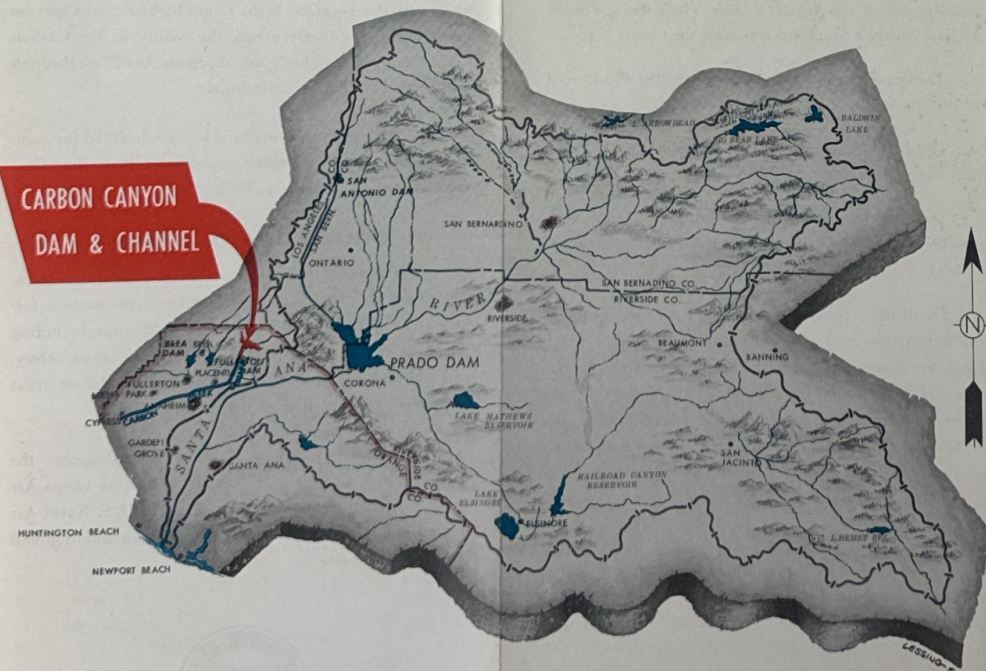
OUTLET CHANNEL
 Length 4,080 feet
 Capacity 1,000 to 2,000 c.f.s.

SPILLWAY
 Type Broad crested
 Crest elevation, 125 feet
 Crest elevation, above mean sea level 475 feet
 Discharge capacity at elevation of maximum water surface 36,800 c.f.s.

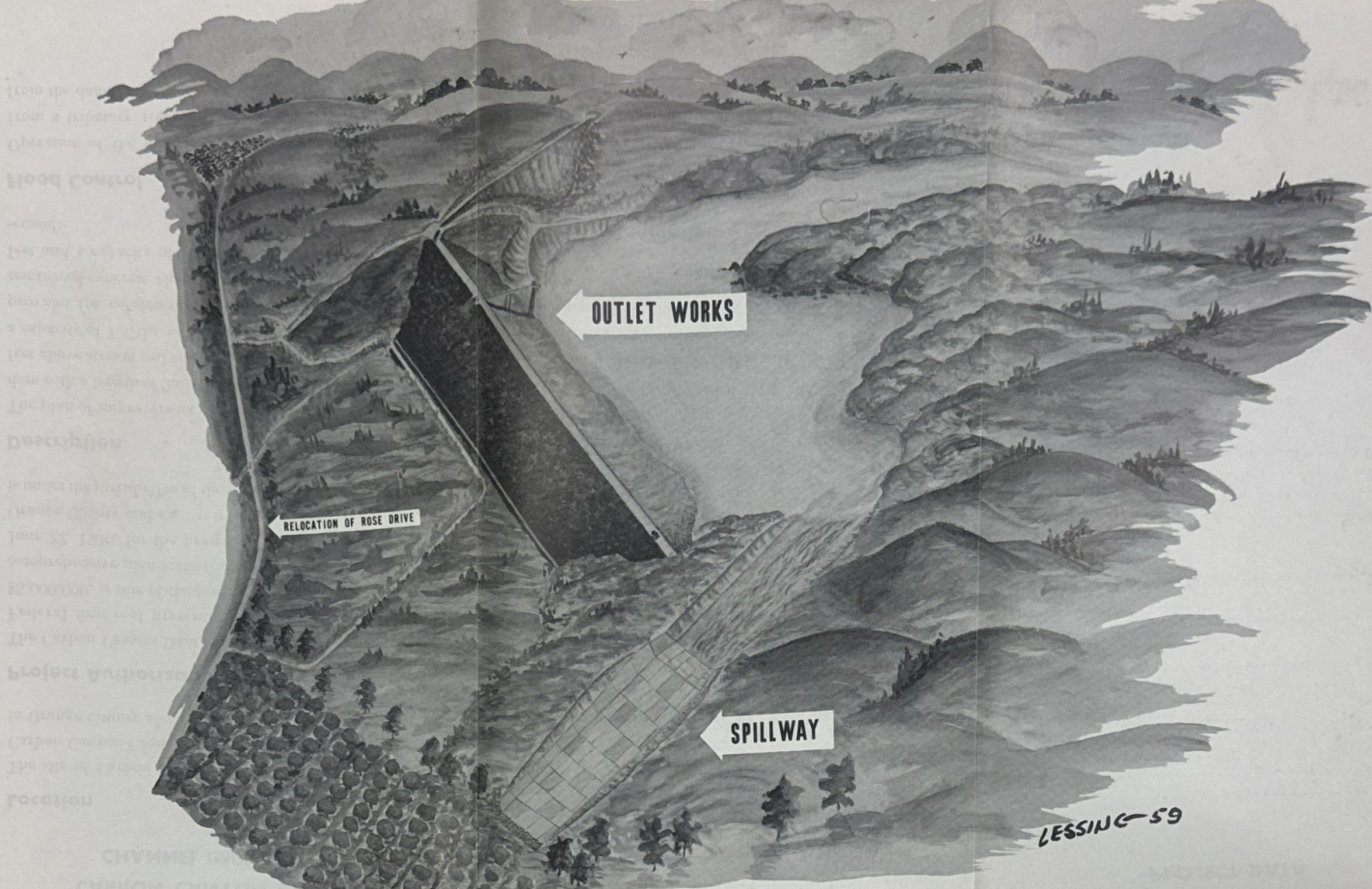
OUTLET WORKS
 Type Single Conduit
 Length 549 feet
 Size 4.75 ft. x 7 ft.
 Gates Two—(5 ft. x 6½ ft.)
 Controlled discharge capacity with water surface elevation at spillway crest 1,000 c.f.s.

DAM
 Type Earthfill
 Crest Length 2,610 feet
 Crest Elevation, above mean sea level 499 feet
 Maximum height above streambed 99 feet
 Floodboard 5.3 feet
 Drainage area controlled 20 sq. mi.
 Storage capacity at spillway crest 7,370 ac. ft.

PROJECT DATA



SANTA ANA RIVER BASIN



CARBON CANYON DAM

PROGRAM

CARBON CANYON DAM GROUND BREAKING CEREMONIES

Saturday, June 27, 1959

PLEDGE OF ALLEGIANCE

WELCOME

Willis H. Warner
Chairman
Orange County Board of Supervisors

INVOCATION

Rev. Earl Kernahan
First Methodist Church
Anaheim

INTRODUCTION OF GUESTS

DIGNITARIES

GROUND BREAKING

BENEDICTION
Reverend Kernahan

FACTS ABOUT ORANGE COUNTY

Orange County was created March 11, 1889, from the southern part of Los Angeles County, which was one of the original counties. Santa Ana was made the County seat.

The Orange County Flood Control District was formed in 1927 by an Act of the State Legislature.

The district's boundaries are coterminous with those of the County of Orange.

The district is governed by the Board of Supervisors of the County of Orange acting ex-officio for the Flood Control District.

The district's powers are broad and cover water-conservation efforts as well as flood-control and drainage work. Funds are obtained by two methods. One is the levy of a tax at a maximum rate of 10 cents per \$100 valuation. Funds obtained by this method may be used for any of the purposes of the district. The other method is by the sale of bonds after approval of the voters of the district. Funds obtained by the sale of bonds may be used only for the projects approved by the voters.

The district is currently in the intermediate stages of a \$42,620,000 construction program being financed by the sale of bonds. This program was approved by the voters in June, 1956 by more than the required two-thirds vote.

Approximately 25% of this program is allocated to downstream projects which are a part of the Carbon Canyon flood prevention system.

Controlled flows from the Carbon Canyon Dam will be carried to a desilting and spreading basin to be located at Orangethorpe and Miller Avenues. From this basin, the flow along with that from the Yorba Linda-Richfield area may be directed either westerly across the county in the Carbon Creek Channel or southerly into the Santa Ana River through the Carbon Creek diversion channel.

The work on these projects is being scheduled for completion concurrently with the completion of the Carbon Canyon Dam project in January, 1961.

OTHER NOTES OF INTEREST

Orange County is one of the 15 wealthiest agricultural counties in the United States. Citrus fruits lead in production, followed by avocados, truck farming and field crops, including such specialties as lima beans, peppers, asparagus, celery, and berry crops. Livestock and poultry are also of great importance to the wealth of the County.

The County has four big Military establishments — the Marine Corps Air Station, El Toro, the Marine Corps Air Facility (Helicopter Base), Santa Ana, the U.S. Naval Air Station, Los Alamitos and the U.S. Naval Ammunition and Net Depot, Seal Beach.



Progress

SHINE, OIL, AND INDUSTRY

SHOP IN BREA
NO PARKING METERS
NO PARKING PROBLEMS

THURSDAY, SEPTEMBER 16, 1948

8 PAGES

NUMBER 22

REGISTER TODAY!

No duty more urgent, no privilege more precious than the right to vote. Now is the time to protect that franchise. Go to vote at the November election. Californians must be registered by September 23. Here are the rules for registration: If you failed to cast a ballot in either the November, 1946 general election or the June, 1948 primary, you must re-register. New voters also are required of any voter who has moved to a new home or who has changed his name. To be eligible to register—and vote—you must be an American citizen over 21. Residence requirements are one year in the State, six months in the county and 40 days in the district. Remember that if you want good government, you must vote for it. And if you want to vote, you must be registered. In Brea the registration books are open daily at the city clerk's office in the city hall. For those voters unable to call at the city clerk's office during office hours, Mrs. Arthur J. Roland of 515 S. Poplar has made arrangements to register voters at her home. Mrs. Roland, who is a member of the Junior Woman's Club, is doing this work without pay because she and the other members of the Woman's Club felt it a civic duty to see that all eligible voters in Brea were given an opportunity to register. For more information, contact Mrs. Roland's address, 515 S. Poplar, Brea.

W. D. LIVINGSTON MEMORIAL DEDICATION SERVICE

The most impressive memorial services to be held in Brea since the war will be held in Brea on the last Sunday night in September when the W. D. Livingston Memorial Dedication Service will be held. The service will be held at 8 o'clock in the evening at the Brea City Hall. The service will be held at 8 o'clock in the evening at the Brea City Hall. The service will be held at 8 o'clock in the evening at the Brea City Hall.

Carbon Canyon Dam To Be Built In Near Future

Supervisor James A. Baker today confirmed recent reports that the Carbon Canyon Dam, a much needed \$3,000,000 Water Conservation and flood control project, will be built by the U. S. Army engineers in the near future. This project was authorized by Congress in 1936. The location of the dam site is near the town of Orange. Mr. Baker stated that in 1941 he made a personal appearance before the Congressional Flood Control Committee in Washington, D. C., and urged the building of the dam; and, that as a result of this appearance, Army engineers dug test pits at various sites for the location of a dam. But due to war, work on the project was postponed.

Recently renewed efforts by the Orange County Board of Super-

visors revived the issue, and on September 3 of this year, the California Flood Control Conference made recommendations to the State Water Resource Board for the construction of the dam with the request that a \$1,500,000 appropriation for 1949-'50 fiscal year be supported in Congress. Supervisor Baker has devoted considerable time to this project and considers it one of the major accomplishments for his district because it affects such a large area now subject to flood damage and many acre-feet of water will be conserved each year for underground storage that has otherwise flowed to the ocean.

When completed, the dam and its related projects will protect from floods and wash damage such areas as West Yorba Linda, East Brea, Placentia, Anaheim, Cypress and Los Alamitos.

Chiksan Team To Portland For World Tourney

This weekend the Chiksan, and subsidiary companies, sponsored by the Southern

C. of C. Meet Tomorrow

Brea chamber of commerce, announced that a chamber of commerce meeting will be held at the Brea City Hall Friday night, September 18, at 8 o'clock.

HILL OF HOPE COULD BE A BIG PROBLEM FOR BREA

By MARTIN BERGOVEN
Star-Program Staff Writer

BREA — If the Hill of Hope religious development across the San Bernardino County line is "a miracle," as its proponents claim, it appears that it would very well involve serious problems for the city of Brea.

According to City Manager Wayne Wodis and Sam Peterson, assistant city engineer,

The officials have so far known that they are not happy with the announced development of the reported \$20 million, 440-acre religious shrine planned for the far end of Carbon Canyon Road.

Roads and utilities are the big problem facing Brea when it comes to this development that supporters contend will attract 50,000 to 75,000 people each year.

"The sewage alone from this development would be more than the city (Brea) could handle," a town assistant city engineer Sam Peterson said.

"If they put a sewage treatment plant out there at last week's estimated cost, that's another story, but nothing definite has been proposed," Peterson said.

He did say that he met Monday afternoon in San Bernardino with representatives from both San Bernardino and Los Angeles counties and District 7 and 8 of the State Division of Highways.

"San Bernardino said it would be the lead agency in this and will prepare an environmental impact study, so nothing else will be decided until that is completed," Peterson said.

He pointed out that the original proposal for the now-existing religious mecca was for only 200 to 300 persons a day to visit the area.

Water is another problem that Brea could possibly be faced with should it be decided that the city is the only possible source that Hill of Hope could use.

"We're serving a customer outside our district, and our support system is just not adequate," Peterson indicated. Sewer drains, too, would pose a problem.

The assistant city engineer indicated that he would be meeting with Brea city officials today to play back two hours of taped correspondence at Monday's meeting. He said he doesn't see to comment any further on the situation until the environmental impact statements are complete and Brea city leaders have heard the results of Monday's meeting.

He did offer that Carbon Canyon Road and the existing roads into the Hill of Hope acreage are inadequate to service the kind of traffic the developers are talking about.

"There's no way they can get the cars they're talking about out Carbon Canyon Road," Peterson observed.

He added that the proponents have been talking about having guards check out all visitors to

the site, and he believes that the backup of traffic from this situation would also use the Canyon road.

Peterson further reminded that only one acre of the total 440 is located in Brea, and offered that it would not be fair to burden the city with the consequences of a project positioned on the border of L.A. and San Bernardino counties. Only the entrance is located in Brea.

Peterson said that Brea has taken traffic surveys on Carbon Canyon Road in the area of Hill of Hope, and that the number of cars has jumped from an April figure of 70 per hour to a current 125 an hour.

Proponents of the Hill of Hope venture have announced plans for an amphitheater, museum, two-story underground parking structure and a busline on the site. Brea is the nearest city to the project, and, therefore, a likely choice to assume the utility burdens of the venture.

"Our own in-house figures based on their projections show that as many as 40,000 cars a day would be traveling to and from the site, and that would mean that, even with a four-lane road, it could take 24 hours to get in and out," City Manager Wayne Wodis stated.

"The figures are a little scary," he added.

Traffic Builds In Brea

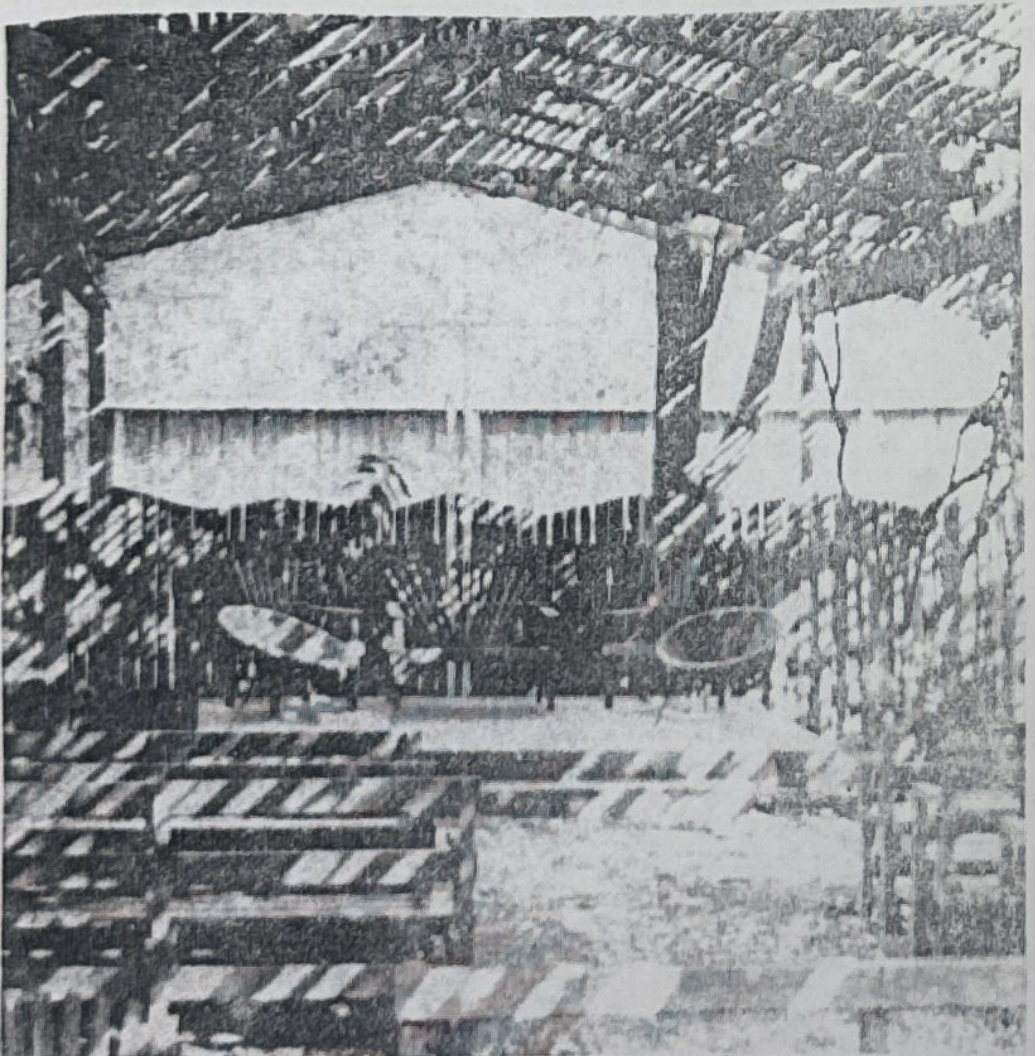


Firemen Douse Grass Blaze

BREA — Firemen responded to the rear of 236 Poplar Ave. at noon Monday to stop a grass fire that had consumed approximately a quarter acre.

The fire was close to containment by area residents when firemen arrived, and reports indicate that "children playing with matches" is believed to be the cause for the blaze that started in a pile of scrap lumber and

Thousands Attend Edendale Retreat



OUTDOOR WORSHIP — Christian groups visiting Edendale Christian Retreat can hold outdoor worship sessions under the eaves of this

open-air meeting hall. Crosses, such as the one at the head of the hall, are a common sight at Edendale. (News Tribune Photo)



SIGN IN — Visitors are asked to sign in at the office of Edendale Retreat. The retreat ranch is off Carbon Canyon Road in Brea. Connected to the office is a lodge where prayer meetings can be held, and the Edendale library.



EASTER PAGEANT — A model of the cave where Christ was buried is carved in the hillside at the Edendale Christian Retreat. Three crosses depicting Calvary are near-

by. The crosses and the tombs for an Easter Pageant here each year. A Christmas eant in a barn is also present Christian groups.



CHOW TIME — A bell atop the rustic dining room at Edendale Christian Retreat lets everyone know when it's time to "Come 'n get

it." Delicious home-cooked meals are served, with church banquets a specialty. Seating capacity is 100. (STAR-PROGRESS PHOTO)

53 Denominations Attracted To Carbon Canyon Retreat

"A place of peace and rest...dedicated to Christian service" reads a sign outside the unpretentious quarters of the Edendale Christian Retreat on Carbon Canyon Road.

Edendale, a non-profit organization, is owned and managed by Ann and Syd Subrandy with the help of their four children. The pre-planned development, now four-years-old, contains nearly 100 acres. There will be at least 15 years of progressive development at Edendale, according to Sybrandy, who points out that the original investment there including the land totaled \$100,000 and that improvements totaling \$150,000 have since been made.

There are now many new facilities and activities for the religious groups and organizations, as well as the general public.

There is, for instance, a heated dormitory with accommodations for 64 persons and six covered wagons, each accommodating eight persons. There is an attractive, carpeted lounge, used for small prayer meetings, counseling, and planning. It contains the Edendale Library.

The rustic dining room seats up

to 100. Home-cooked meals and church banquets are served. By next summer, a picnic area near the pool is planned.

For recreation, there are games, table tennis, volley ball, hikes, archery, reading, horseback riding, and swimming in a new 75 by 40 foot pool. For youth groups, horsedrawn hayrides in the Canyon are a popular attraction.

In brief, Edendale is an attractive resort with a spiritual purpose. It is "A place of peace and rest." The Sybrandys stress that the general public and young people as well as church groups, are welcome at Edendale.

53 Denominations

The Edendale Christian Retreat is used primarily for workshops, retreats, meetings, banquets, conferences, camps for all ages, hayrides, and family reunions.

Fifty-three denominations have been at Edendale at one time or another during the past four years. Some of the Brea churches that have been represented at Edendale are the First Baptist Church, the Church of the Nazarene, and the Brea Christian Church. Last year members of the Brea Baptist Church had the lead-

ing role in the annual Christmas program at Edendale.

The Orange County Youth for Christ has visited the Retreat. So has the Gospel Recordings Group, which makes records of the scriptures in different languages, which are sent throughout the world. Church groups from Los Angeles and San Diego have also come to Edendale.

Christmas Program

The Sybrandy family is now working on plans for this year's Christmas program, which features the recreation of the Nativity scene with different church denominations throughout Orange County participating in the presentation. The program is presented in a stable. Live animals are used.

Last year 2,000 persons attended the performances, with 70 persons and 10 churches participating in them. In its first year of operation, the total attendance was less than 150, ample evidence of the growth story of Edendale.

"Our survival as a free people depends upon a free press as well as free speech, the right of free assembly and the freedom of religion," Reed said. "These freedoms lost and we will be no better off than the people behind the iron curtain."

Reed said that it was a newspaper's prime responsibility to report the news and to bring to public attention anything and everything that was not in the public interest.

He deplored hidden records, secret meetings and violations of public trust. He said that the public had a right to know how, where, when and why their money was being spent on city, county, state and national levels and attacked "cover-ups" and censorship.

families, and authorized families employed overseas receive their mail through New York, New York, San Francisco, California, or Seatlington; or Fleet Post Office, New York, New York, or San Francisco, California; or Navy Office c-o Postmaster, Washington.

All articles should be boxes of wood, metal, board, or strong double-rugated fiberboard, she. All fiberboard boxes securely wrapped in no which materially strengthen package. Each box should be tied with strong cord. Completely packed and tight boxes are likely to be Sufficient cushioning should be used to prevent rattling or loosening within the package. Addressing contents and address be enclosed in the parcel 2966 or 2976-A, Customization, completed by the are required on parcel destinations.

In addition to the mail prohibited in matches of all kinds, fluid may not be mailed seas military addresses pointed out Cigarette tobacco products, coffee other items are parcels addressed to tary post offices.

New Bills Plan Slated Here For Gas Customers

Brea customers of Southern Counties Gas Co. in this area were advised today they will have a new convenience with their monthly bills beginning this month — a return envelope to facilitate payment by mail.

The inclusion of the pre-addressed envelope is made possible by Southern Counties' adoption of envelope billing, according to the announcement of the new service by Justin M. Kennedy, Orange County division manager for the utility firm.

Previously, the gas company bill was in postcard form, with the customer's address on one side and the billing information on the other.

Starting this month, however, the bill will be enclosed in an envelope, together with the return envelope to be used if desired by the customer.

Get Your

Are you getting what you should for the doing? Mr. Evered, District Manager of social security office Philadelphia St., phone advises that every worker check his social security at least once every be sure that all his shown on his record. Call or visit your security office and to check on your a

CARPET TO WALL SALE

OVER 100 ROLLS OF CARPET TO CHOOSE FROM

5.95 Sq. Yd. 6 COLORS Tweeds Solids
7 to 10 YRS. WEAR ON OUR LOWEST PRICE

Completely Installed Inc. Labor and

6.95 Sq. Yd. Tweeds Candy Stripe
100% SPACE DYED NYLON

7.95 Sq. Yd. 9 COLORS Tweeds Solids

100% Red Cushion

8.95 Sq. Yd. 21 COLORS JUST ABOUT EVERYTHING
501 NYLON

YOUR YEAR on PROPOS will...

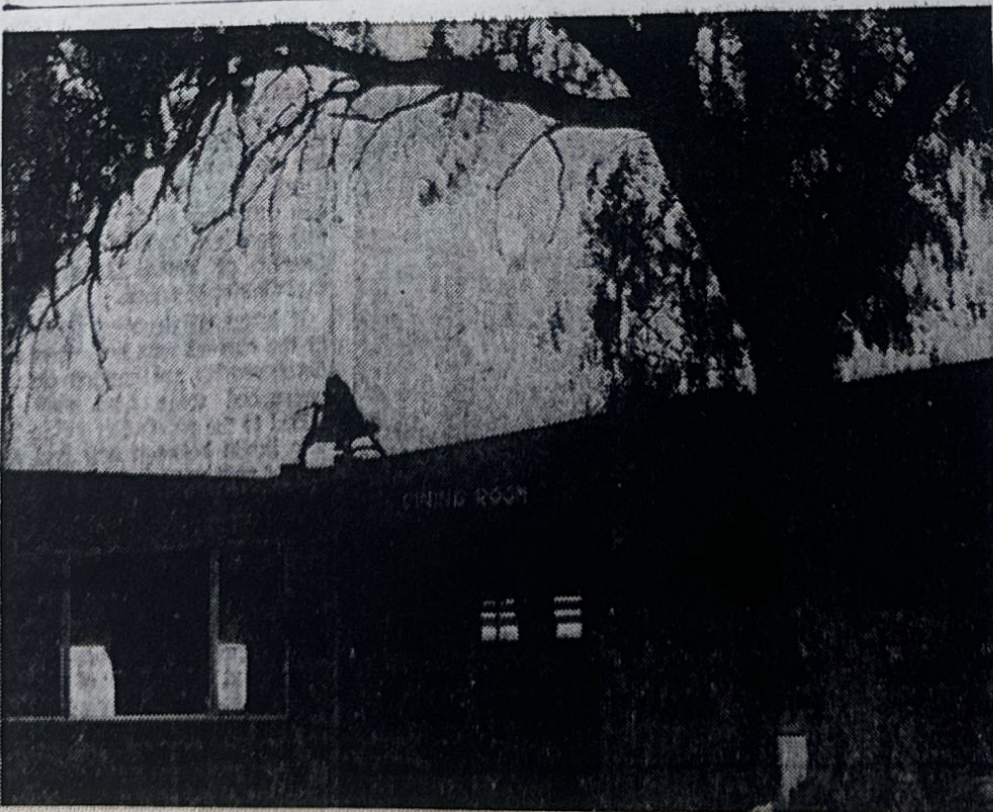
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COVERED WAGON — The four Sybrandy children, standing in front of the covered wagon at Edendale Christian Retreat, help their parents operate the many facilities for visiting religious

groups. The covered wagons, each having facilities for eight people, supplement one large dormitory with accommodations for 64 persons.

(STAR-PROGRESS PHOTO)



Brea Expect Big Increase In Yule Mail

There will be an estimated 10 per cent nationwide increase in Christmas mail this year, according to Brea Postmaster Edward F. DeGroff. There has been a gain each year, he said, and last year saw the heaviest volume of Christmas mail in Brea's history.

Cancellation of letter mail during the month of December 1963 was 508,797. Parcels received during the month totaled 793.53. To illustrate the increase since 1935, the year he pointed out that receipts for the entire year then were \$100,000.

DeGroff recommends that Christmas cards be in the mail no later than December 10. If 1st class postage is used on cards of illegible or incorrect addresses, the cards will then be returned to the senders.

Goes Everywhere

"People in Brea are getting every year with all the excitement about mailing early," DeGroff declared. "We're usually getting it all set up here by December 10. Some years ago our holiday season used to be December 15."

Today the Christmas season is everywhere in the country as well as overseas. The period from October 21 to November 15 is designated for the mailing of Christmas parcels by transportation to members of the Armed Forces overseas.

DeGroff added that for a long time the period is December 10. Greeting cards for the Armed Forces should be mailed within the periods designated for parcels to have a reasonable chance of delivery prior to Christmas, the Postmaster said.

Armed Forces

The term "Armed Forces" includes personnel in the Armed Forces, members of their families, and authorized civilians employed overseas. They may receive their mail through the New York, New York, New York, California, or San Francisco, California, or Fleet Post Office, New York, New York, or Fleet Post Office, California, or Fleet Post Office, Washington.

Regulations To Strangle Press Hit By Speaker

"If we are to remain a free people and enjoy the freedoms that are guaranteed to us under our Constitution we must preserve and defend these freedoms against strangling governmental regulations."

This was the declaration of Ellis E. (Bill) Reed, managing editor of The Brea Progress, at the Newspaper Week breakfast of the Kiwanis Club yesterday morning.

"Our survival as a free people depends upon a free press as well as free speech, the right of free assembly and the freedom of religion," Reed said. "These freedoms lost and we will be no better off than the people behind the iron curtain."

Reed said that it was a newspaper's prime responsibility to report the news and to bring to the

ALL THESE PLANS ARE DIRECTLY

Say Builders Hill Of Hope



ARTIST'S CONCEPTION — The elaborate entrance gate, as drawn by architect Richard Hutson, will replace the

present iron one that now sets only 40 yards off Carbon Canyon Road. Mrs. Francis Klug designed the gate. (Star-Progress Photo)

By RUDI SCHMIDT
Star-Progress Staff Writer

Mrs. Francis Klug has "revelations". In one of her revelations, she sees the construction of a "Hill of Hope," complete with amphitheatre, museum, two-story underground parking lot, and basilica.

That revelation is now the St. Joseph's Hill of Hope project, which will cost an estimated \$200 million. Its location is in the brush-covered hills above Carbon Canyon, just outside the city limits of Brea. The two nearest cities to the project will be Brea and La Habra.

Church members call the project "the miracle"; planners from San Bernardino County claim it will take a miracle for "The Hill" to be finished. Completion date is scheduled for three-and-one-half years.

The Daily Star-Progress reporter attended plans at a press conference Friday held in a portable building, which now serves as the site's headquarters. The plans were revealed at that

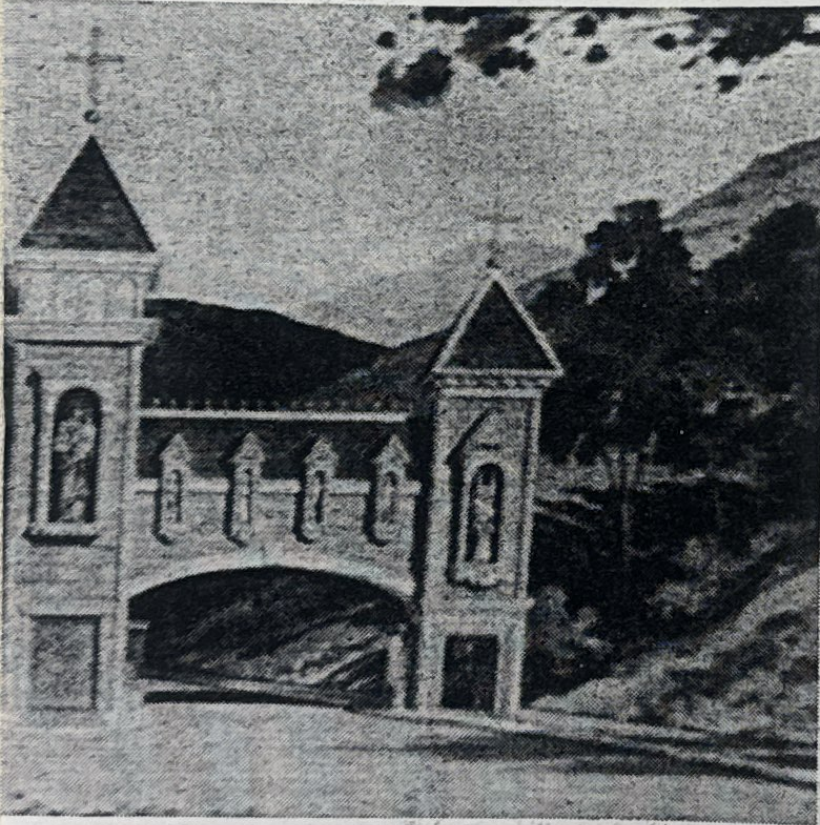
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Ex-White House Counsel

Trustees Approve

PLANS ARE DIRECTLY FROM GOD'

Say Builders Of \$200 Million Hill Of Hope Project Near Brea



te, present iron one that now sets only 40 yards off Carbon Canyon Road. Mrs. Francis Klug designed the gate.

(Star-Progress Photo)

By RUDI SCHMIDT
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time the proposed location "straddles" the Los Angeles - San Bernardino county lines and is very near to a point where the Orange County line intersects this area.

Bob Richard, who doubles as fire chief for Anaheim as well as being fire and safety director for The Hill, said that God speaks through Mrs. Klug and that "all these plans are directly from God."

Richard Huston, The Hill's architect, said that he and Mrs. Klug sat down together, sometimes for hours, while she detailed the plans to him. He said that he then drew the plans, which were subject to Mrs. Klug's approval.

Mrs. Klug is a gray-haired woman, who looks to be about 60. She resides in Placentia. She said that God has spoken "through her" since she was five years old. "God wants this hill constructed because it is the worst time since Sodom and Gomorrah."

Mrs. Klug also envisions the construction of a hospital, a sacred bridge and a restaurant. One member of the church,

Catholics aren't the only skeptics. County and city planners aren't so sure about the Hill, either. At the press conference Friday, Brea City engineer Sam Peterson explained to architect Richard Huston that the turnoff from Carbon Canyon Road was dangerous. "You've got to have a turnoff lane because I can see traffic being backed up at this point," he said.

That may be the least of the Hill's worries.

San Bernardino County planners, including Pat Beck, think that the plans for the Hill are in good shape but whether the entire project is economically feasible is another matter. "You've got to hand it to them, what they've built they've built well," she said.

So far, only a few portable buildings are in place as well as a graded dirt road that winds for two miles from the main gate on Carbon Canyon Road to the Hill itself.

Where will the money for the project come from? "God will provide the money," Frank DiMauro, one of the Hill's advisors said.

ouse Counsel

to Committ

Trustees Approve



ets only 40 yards off Carbon
Klug designed the gate.
(Star-Progress Photo)

Hill Of Hope Project Near Brea

By RUDI SCHMIDT
Star-Progress Staff Writer

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One member of the church, Frank Callaghan, describes his conversion to the project in this way: "Two years ago I was a scoffer of the 'Miracle of St. Joseph' in Placentia but I eventually succumbed to the pleas of friends and visited the Miracle. Over many months, I have witnessed a cross of gigantic proportion being born by a heroic woman. She did not ask for the cross. It was given to her by God."

Callaghan is the director of religious articles and will supervise the materials being installed in the Hill's museum, once it is completed. Callaghan used to run a religious goods store in Long Beach. He now devotes all his time to the Hill.

The area around the Hill, at present, is very full of dry brush. In a few years, church members believe, green trees will envelop golden buildings constructed in medieval fashion. According to the plans, the Hill will look like a miniature city of Babylon but instead of hanging gardens, there will be avocado trees.

St. Joseph's Church is optimistic that the project will be completed but other Catholics are not. "Not everyone who is Catholic thinks that the Hill is God's plan," Callaghan said,

Catholics aren't the only skeptics. County and city planners aren't so sure about the Hill, either. At the press conference Friday, Brea City engineer Sam Peterson explained to architect Richard Huston that the turnoff from Carbon Canyon Road was dangerous. "You've got to have a turnoff lane because I can see traffic being backed up at this point," he said.

That may be the least of the Hill's worries.

San Bernardino County planners, including Pat Beck, think that the plans for the Hill are in good shape but whether the entire project is economically feasible is another matter. "You've got to hand it to them, what they've built they've built well," she said.

So far, only a few portable buildings are in place as well as a graded dirt road that winds for two miles from the main gate on Carbon Canyon Road to the Hill itself.

Where will the money for the project come from? "God will provide the money," Frank Dimauro, one of the Hill's advisors said.

In order to make a down payment on the land, a \$50,000 payment was required. "We didn't know whether we would get the money, but before we knew it, donations had come in and we had enough — now that's God's work," Dimauro said. Donations will be the sole support for the project.

"We're going to have a bridge of saints," Bob Richard said. He also detailed a 5,000 seat amphitheatre that resembles the Colosseum in Rome.

"We'll be parking all the cars in a two-story underground lot up there," Dimauro motioned to the highest point in the area, which at the present time is the site of the shrine of St. Joseph. "The shrine will set on top of the parking lot," he explained.

"We'll also build some lights up there so airplanes can see the Hill when they fly over," he added.

All the work on the hill, so far, has been done by volunteers. Guards are even stationed at the main gate and throughout the area to keep undesirables out. The guards are dressed in regular police-type uniforms. "They are very necessary because some people don't believe in what we're do-

nsel ittee

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The poll, taken the first week in June and published Sunday, showed 97 per cent of the 1,546 adults interviewed have heard or read about Watergate, and 47 per cent believe it is a serious matter, compared to only 31 per cent last month.

Trustees Approve District Liability Insurance Coverage

BREA — Brea/Olinda Unified school district trustees have approved an increase in district liability insurance coverage.

The new coverage for 1973-74 will jump from \$3 million to \$10 million, which will raise district premiums to \$22,167 annually. The premium raise is up from the previous \$2,167.

The increase stems from a staff survey showing the district's coverage is at least \$2 million behind most Southern California schools.

Weather

Sunny and warmer Tuesday with a high near 85. Low tonight 60.

Housing Development Is Planners' Topic Again

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Housing Development Is Planners' Topic Again

BREA—The Ponderosa Housing development is again the key topic before the Brea Planning Commission. But this time the discussion centers on streets in the community.

The commission, which is slated to meet tonight at 7 o'clock at city hall, will consider the adoption of an amendment to the circulation element in the city's general plan. The amendment would precede the realignment or reclassification of Associated Road, a street running through the Ponderosa project.

At the last meeting of the commission, a traffic analysis was requested, in order to determine the flow on Associated Road. Ron Eggertsen, secretary for the commission, said that the road as detailed on the master plan for the county and the city "doesn't end or begin anywhere." He said that the analysis should show that the old plan doesn't apply in this case and that the road should be realigned. The analysis will be made known to the commission tonight.

At the present time, the proposed street pattern for the Ponderosa development is not consistent with the master plan and that Associated Road is the crux of the matter.

Besides the mention of traffic flow, an environmental im-

Insurance Coverage

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pact study for the development is set for unveiling this evening. "We can't do anything until we have it," Eggertsen said.

The Ponderosa development is located on a 283-acre portion of land, east of the 57 freeway between Lambert Road on the north and Birch Street on the south.

In other action, the commission will review certain previously approved criteria relating to the review and approval of "home occupation." This item is a referral from the city council.

Eggertsen made known Friday his feelings on the idea of planning standards, a proposal brought up at a joint discussion between the city council and the commission last week. He said that the city of Brea has standards but maybe not as many as some other cities and that difficulty naturally arises when one item is brought up to which no standard applies. More standards are being written down, he said.

Eggertsen expressed displeasure with some members of the city council who apparently feel that the planning commission is a "rubber stamp." In other words, he said, that the commission's role is not just to make decisions that the council can comply with, but to make its own decisions.

way: "Two years ago I was a scoffer of the 'Miracle of St. Joseph' in Placentia but I eventually succumbed to the pleas of friends and visited the Miracle. Over many months, I have witnessed a cross of gigantic proportion being born by a heroic woman. She did not ask for the cross. It was given to her by God."

Callaghan is the director of religious articles and will supervise the materials being installed in the Hill's museum, once it is completed. Callaghan used to run a religious goods store in Long Beach. He now devotes all his time to the Hill.

The area around the Hill, at present, is very full of dry brush. In a few years, church members believe, green trees will envelop golden buildings constructed in medieval fashion. According to the plans, the Hill will look like a miniature city of Babylon but instead of hanging gardens, there will be avocado trees.

St. Joseph's Church is optimistic that the project will be completed but other Catholics are not. "Not everyone who is Catholic thinks that the Hill is God's plan," Callaghan said, "but I'm convinced it is."

"If you could see some of the things Mrs. Klug has done, you'd believe in the Hill, too," Richard said. He explained that Mrs. Klug has made suggestions for fire and safety regulations that only an expert could make.

didn't know whether we would get the money, but before we knew it, donations had come in and we had enough — now that's God's work." Dimauro said. Donations will be the sole support for the project.

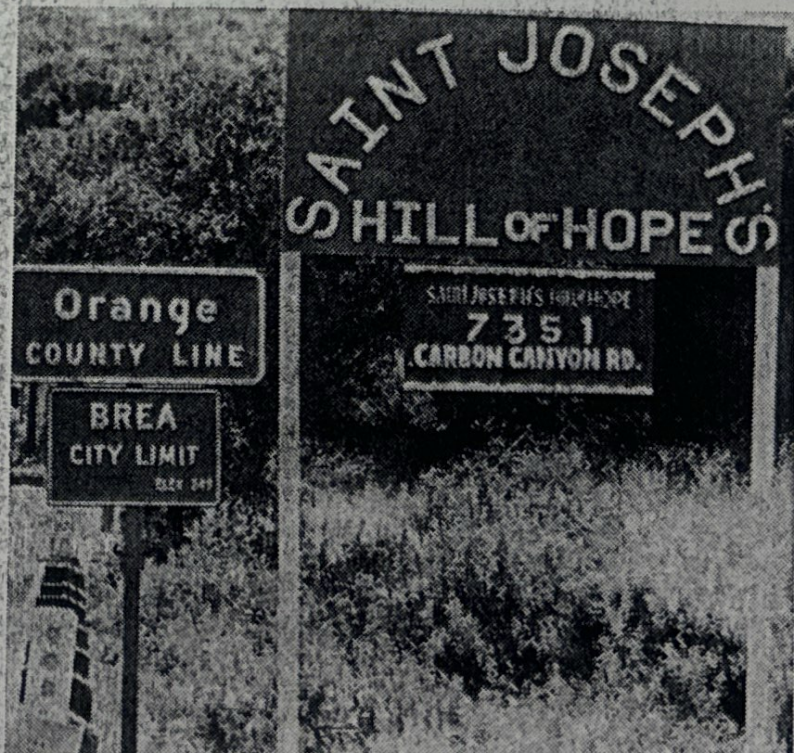
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The mailing address for the Hill of Hope is in Brea, but the actual site straddles the Los Angeles and San Bernardino county lines.



STRADDLES COUNTIES — The St. Joseph's Hill of Hope is a \$200 million project that church members say will be financed by private donations. The Hill is located high atop Carbon Canyon at the end of a two-mile dirt road.



VIEW FROM ABOVE — Cement letters forming the name of St. Joseph's Hill of Hope are easily spotted by passengers in commercial airlines who fly over the Brea area. According to volunteers who work at the site, the sign may be a good omen for those passengers. On the hill to the left of the photo is the site for a proposed basilica. The church will be the center of worship at the

hill. Stretching across the valley to the right of the sign will be a bridge. Developers of the project stated that when construction is completed the buildings will resemble a rosary from the air. The large X in the foreground was used in spotting the future locations of the shrines.

Visions Transform Brea Hillside Into Metropolis Of Faith

By JIM MARXEN
DSP Staff Writer

BREA — The herd of sheep thrust their heads up at the sound of an approaching human. A man passes by on his way to the bakery and the sheep go back to their grazing.

On the other side of the hill, a group of researchers are gazing at a strange new antigen. Less than a mile away, a crowd of pilgrims gaze at the portraits of the early popes while outside, others dip their hands into miracle water.

A visitor to St. Joseph's Hill of Hope in Brea will not find those things today, but if the dreams of one woman come true, the scenes described above will become reality.

The "City Of God", as those associated with the hill call it, came about through the visions of Francis Klug. The spot just inside the Brea border near Sleepy Hollow was itself chosen

"It will be like a different era," Haag said, "The whole area will have a Biblical theme."

She pointed out that modest but fashionable clothing will be designed by fashion experts at the hill. The clothing will be used by those who visit the hill.

Perhaps one of the more striking plans to come off the drawing boards is an amphitheater built to resemble the Roman Coliseum. The 5,000 seat facility may one day house chariot displays as well as Biblical plays.

Currently, most of the buildings are still in the planning stages. An environmental impact report was recently presented on the project and construction plans are beginning to get underway.

Upon entering the hill, a visitor is able to see little of what the project might eventually look like. Looks are deceiving, however, for little more than a mile up the road, architects are busy working on drawings of the various buildings.

Researchers have studied ancient buildings in an effort to make the hill as authentic as possible. The museum on the hill will be a replica of Solomon's Temple.

The basis of the facility is learning, according to Haag. "Everything at the hill will teach. Already the hill lives because the people are learning. Everything is authentic here, it has to be true."

"But the best way to learn is through experience," Haag adds, "We plan to make the hill an experience that..."



inside the Brea border near Sleepy Hollow was itself chosen



DEDICATION SITE — The original dedication of St. Joseph's Hill of Hope was made in April 1972. The encased statue of the facility's patron saint will remain standing when the hill is completed. The entire facility was planned as a result of several visions. According to those at the hill, the site itself was selected through a vision.

through a vision. The land was purchased in 1972 for \$1,225,000.

Claudia Haag, executive secretary at the hill, noted that other sites were being looked at before the hilly area in Carbon Canyon was chosen.

"Everything here has been seen in a vision," she said, "The spot was even picked by God. I assure you we wouldn't have picked this place ourselves."

What the backers of the project ended up with was 440 undeveloped acres. One third of that property is in Orange and Los Angeles County; the other two-thirds are in San Bernardino County. The land is divided by a dirt road that runs alongside a culvert. The hills around the valley rise to a height of several hundred feet.

The visions that have produced the plans for the city describe a complex that mixes old and new. Materials from all over the world are being sought by the hill's developers in an effort to bring authenticity to the property.

Roads will not be paved with asphalt. In many cases, stone will be used instead. In contrast, a shuttle bus will transport visitors to and from various areas in the city.

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"Everything at the hill will teach. Already the hill lives because the people are learning. Everything is authentic here, it has to be true."

"But the best way to learn is through experience," Haag adds, "We plan to make the hill an experience that will teach high moral standards. One of the primary purposes of the hill is to teach people about St. Joseph."

"We are trying to make the hill self sufficient," she says, "We will have vineyards, a herd of cattle and shops of our own. We have plans for a bakery, candle shop and other shops that would normally be in a city."

She is quick to point out, however, that the facility will not be a place of hibernation. Only a small number of people will live on the grounds. For others, the hill will be a day's retreat.

A senior citizen facility will be one of the few buildings used for housing. Drawings of the home depict a village with individual buildings.

"This will not be a convalescent home," Haag stated, "This is a place to live, not a place to die."

Going along with that theme, the group hopes to build a medical research center. Adjacent to the center will be a hospital.

"It sounds like we've got plans for a lot of buildings," Haag noted, "But it won't be solid buildings. We plan to have a large greenbelt throughout the hill."

Along the eastern edge of the property will be a basilica and several shrines. The original dedication spot will be preserved also.

To the south of a statue of St. Joseph are the words, "St. Joseph's Hill of Hope". The letters, constructed of cement, are visible from the air.

"We realized we were below the landing pattern of Los Angeles International Airport. We realized that a passenger might happen to look down, see the sign and say a prayer."

Only one permanent structure has been constructed on the property to date. The facility is called the experimental house. An information center stands nearby.

At present, visitors can only venture a portion of the way into the valley. The path ends at an outdoor shrine where "miraculous water" pours from the hillside. Developers have already constructed a portion of a wall that will eventually be a replica of a Biblical wall. The water will flow from the structure into a pool.

Although time lines for the project have not been set, the 200 volunteers at the hill are confident their dream may soon come true. Much of the effort behind the project is aimed at raising enough money.

A charity ball has been set up for Nov. 25 at the Bonaventure Hotel in Los Angeles as part of the fund raising activities. Haag points out, however, that much of the hill's support has come from outside Southern California.

"This hill is known throughout the world. It always shocks me when people who live around here don't know about it," she says.

"We're not fanatics out here," she says, "We are practical, we're trying to stand on our own two feet. Everything we plan here is designed to give man a sense of beauty. And when it's done, it will teach the purpose of life."

Dedication Carbon Canyon Road On Evening June 17

A CORDIAL INVITATION TO ALL

The Supervisors of Orange county, California, have just completed the building of the new "CARBON CANYON ROAD"—the new Gateway to San Bernardino, Riverside, Los Angeles and Orange counties, Calif.

The dedication of this new highway will take place at La Vida Springs, half way on this beautiful road, in Carbon Canyon, Orange county, on Friday evening, June 17.

In order that everyone may attend, the program will start at 7 P.M. with a short formal opening of the road at a point in front of the La Vida Mineral Springs Resort; following this, dinner will be served at Archie's Cafe, under the direction of Archie Rosenbaum, the famous chef, at the special price of 50 a plate.

During the dinner, Joe Burke (well known in Orange county and vicinity, now of Los Angeles), will be the Master of Ceremonies—enough said here, as "Joe" knows his stuff—music and entertainment will prevail; and it is rumored that "Famous Movie Stars" will be attracted to this dedication. The big event of the evening will be the Honorable Frank F. Merriam, Lieut. Governor of California, in the address of the evening.

This dedication is sponsored by the communities of San Bernardino, Riverside, Los Angeles and Orange counties; and a most cordial invitation is extended to all to join in this program.

In order that all may be served dinner, it will be necessary that reservations be made in advance. Each Chamber of Commerce Secretary, in the counties above referred to, is requested to take charge of this matter in his community and report his reservations to the Brea Chamber of Commerce, Brea, California, not later than Tuesday, June 14.

Carbon Canyon Road Opening At La Vida Declared Success

DISTINGUISHED GUESTS HELP
IN CEREMONIES; 175
PRESENT

Archie Rosenbaum's at La Vida Springs was the scene of a real old time gala festival Friday evening. Under the sponsorship of the Brea Chamber of Commerce a dinner presided over by A. O. Andrew, Pres. of the C. of C. drew some hundred and seventy guests. Orange county was heavily represented. The occasion was the official opening of Carbon Canyon, main artery between Riverside, San Bernardino and Orange counties. Speaker of the evening Lieut. (acting) Governor Frank Merriam stressed the cooperative possibilities of the three counties as of even greater significance than the material advantages to accrue from this new artery. Joe Burke, one time member of the California Assembly from Olinda was the Peppy Master of Ceremonies. And was he hot. Wise cracks and facetious comments on all the distinguished guests got the evening under way in a most informal and enjoyable manner.

"Shorty" Smith's Bear Cat Gang of Musical Hounds performed in their usual effective manner. Guests speaking were besides Lieut. Governor Merriam, Highway Commissioners Phil Stanton and Harry Hopkins, State Senator Nelson T. Edwards, Assemblyman Ted Craig, Supervisor Bill Schumacher, who introduced his colleagues, Supervisors Willard Smith and Charles H. Chapman. Other speakers were Supervisors Dillon of Riverside and Doran of San Bernardino counties. A large group of notables from the three counties were present including A. Heber Winder, candidate for Congress from Riverside county.

Brea Progress
Dec 1925

Proposed Paving Of Carbon Canyon May Materialize

For the past several weeks petitions have been circulated in the Chino district of San Bernardino county asking for an assessment district for the completion of the proposed paving of that county's portion of the Carbon Canyon pass.

While enough signatures to insure acceptance by the board of supervisors has been attached to a petition asking the creation of an assessment district for building the road, the petition will be continued in circulation this week in an effort to make it as near unanimous as possible.

It has been pointed out that this action on the part of the San Bernardino county board of supervisors is a substantiation of their faith claims for the success of the Orange county harbor bond issue to be voted next April, and for the ultimate and rapid completion of the harbor for commercial purposes, which will mean so much to the people in that rich and fertile valley whose products require rapid transportation in marketing.

Preliminary meetings have been held between ranchers in the districts south of Chino and the Supervisors on proper distribution of the cost as between the county and property owners in the assessment district that will be created.

It is estimated that the new paving will cost \$110,000. The costs will be distributed throughout a large district so that it will work a hardship on none.

As outlined, the new pavement will extend from Central avenue, south of Chino, past Los Serranos Country club and over the hills to the Orange county line, a mile or so east and north of Olinda.

It is generally understood that no time will be lost by Orange county in completing her portion of the road to the pavement connection at Olinda.



GLENN KOENIG / Los Angeles Times

The entrance to Carbon Canyon Regional Park, which backs up to Chino Hills State Park, is in Brea.

RUNNING

Continued from C12

bridge and make an immediate left down steps to Bay Front (it's a sidewalk). Follow Bay Front, cross bridge to Little Balboa Island, turn left. Run perimeter of Little Island, cross back to Balboa Island, turn left, follow Bay Front around the island and back up steps to Balboa Island bridge. Retrace steps to Corona del Mar.

Carbon Canyon/Chino Hills

If you're training for a marathon,

or something even longer, this is a good place to get in those long, weekend runs. Carbon Canyon Regional Park backs up to Chino Hills State Park, giving you plenty of room to make tracks. Because the area tends to get quite warm, especially along Telegraph Canyon Trail, it's important to bring water. You can refill your water bottles from a hose near the ranger station, eight miles in. Bring food, too. This one burns calories fast.

Directions: Park at ranger station at Carbon Canyon Regional Park, off Carbon Canyon Road approximately one mile east of Valencia Avenue in Brea. Check trail map at park office. For five-mile run, take trail to Redwood Grove and back. For 17-miler, take Telegraph Canyon Trail to ranger station in Chino Hills State Park and back. Alternate run (about 20 miles): Run up to North Ridge (look for trail marker at Telegraph Canyon Trail head), continue for six miles to Telegraph Canyon, then four miles to ranger station. Turn back down Telegraph Canyon, connecting with South Ridge Trail for about 5½ miles and then back to Telegraph Canyon Trail and parking lot.

about a mile or two from Olinda

Unless I ~~th~~ back to my marathon form, I'll gladly settle for 5!

Orange County Sports



BARTLETTI / Los Angeles Times
Regional Park in Orange.



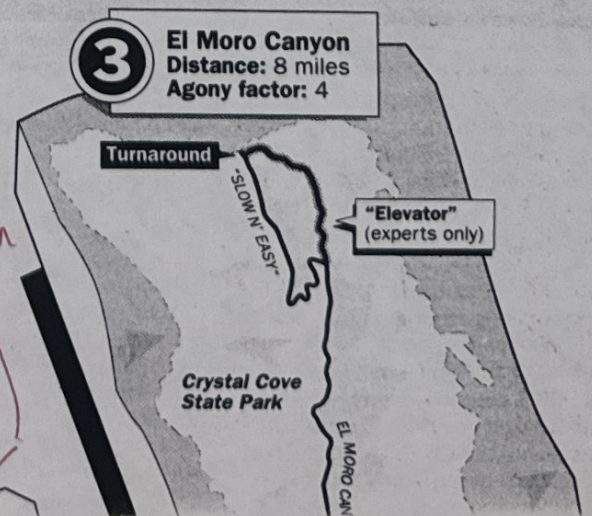
GLENN KOENIG / Los Angeles Times
Ultra-marathoner David Warady heads to the wide expanses of Carbon Canyon/Chino Hills for a long run.

Runners Select County's Top Spots

Runners' Havens

Carbon Canyon rated "3"

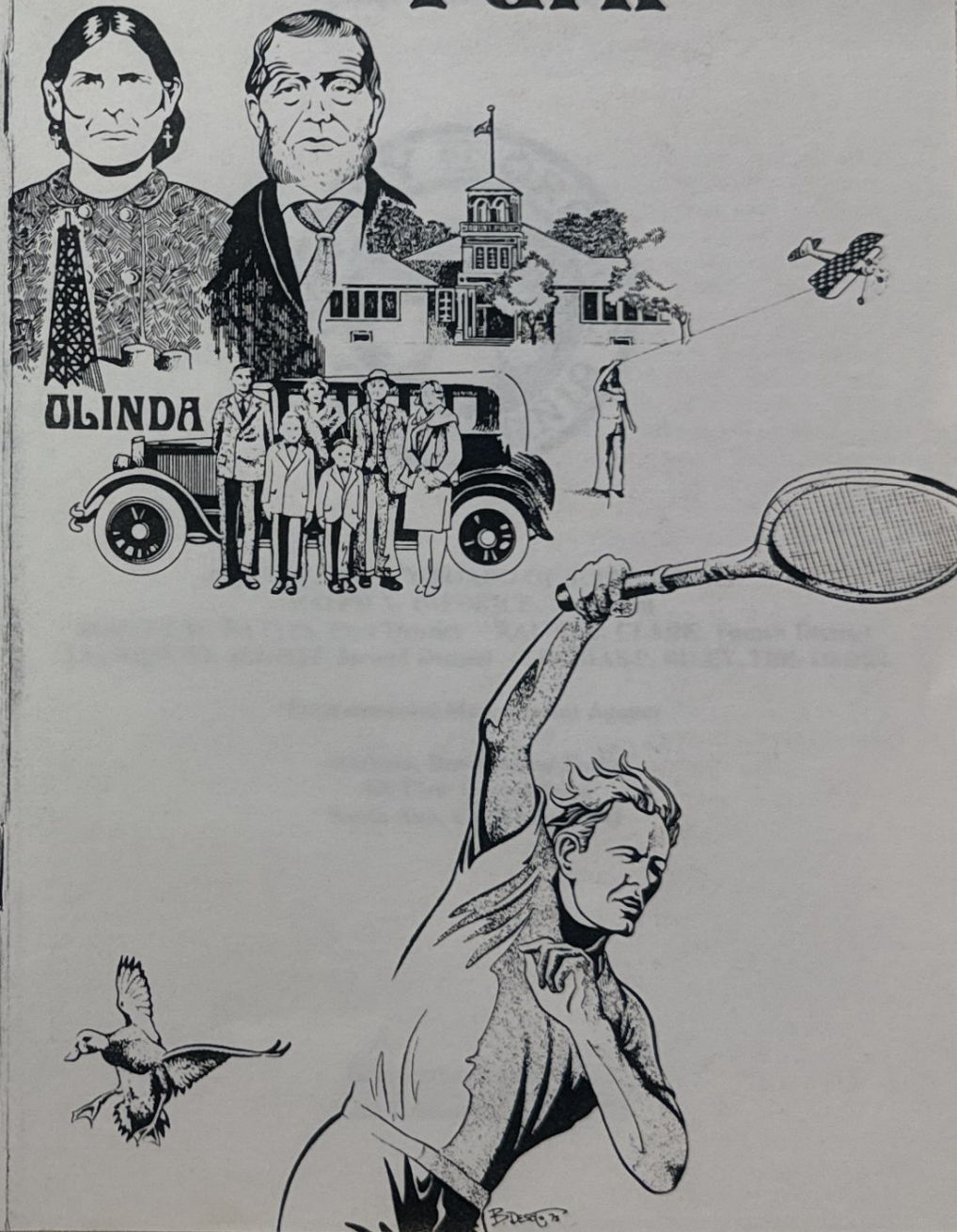
With its increasing development and congestion, Orange County might not be the runners' Nirvana it once was. But a few pockets of paradise remain. The following areas were selected by top local runners as being the best places to train in OC. Criteria included variety of terrain, challenge and scenery. Agony factor ranges from one (on par with a walk around the block) to five (running up a mountain). The top five courses:



Carbon Canyon

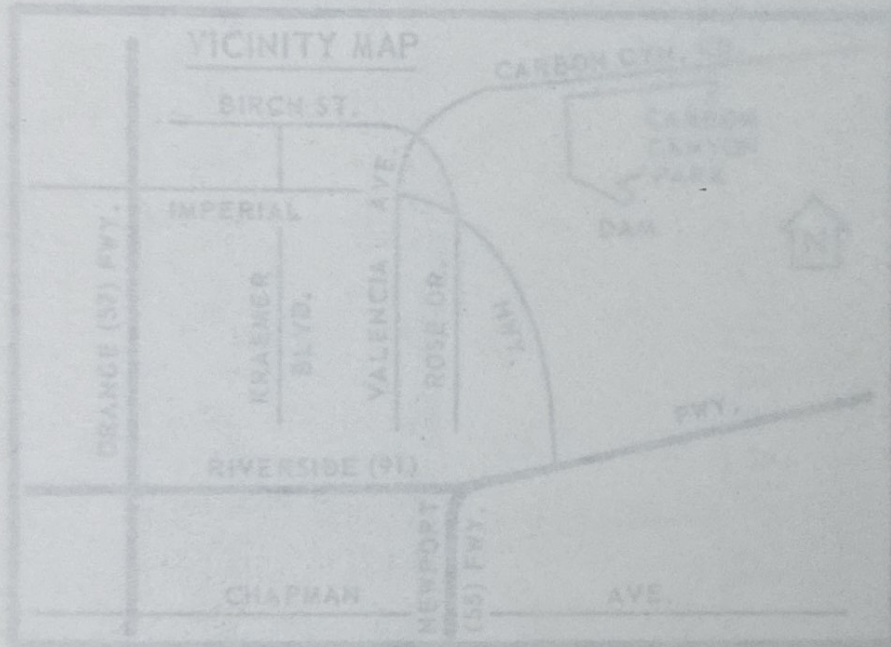
Regional

Park



Carbon Canyon Regional Park is a beautiful area of 2,000 acres, located in the heart of the city of Bismarck, North Dakota. It is a great place for a picnic, a walk, or a jog. The park is home to many beautiful trees and flowers. It is a great place for a family outing. The park is open from 8:00 a.m. to 6:00 p.m. every day. For more information, please call (701) 755-1234.

Vicinity Map



Cover.

Depicted in this collage is a history of Carbon Canyon Regional Park, from the days of the rancheros to its present use as a recreational facility.

Upper left is Martina and Juan Pacífico Ontiveros. The Ontiveros rancho was closest to the park site. The "Little Green Schoolhouse - Olinda School" was located in the center of the present park and served the children whose parents lived and worked on the nearby oil leases. The Armstrong family, standing in front of their automobile in 1927, once lived at two locations within the present park boundary.

Model airplane fields, tennis and a fishing lake are only a few of the wide variety of opportunities awaiting the park's visitors.

Cover Illustrated by Benny DeSoto

Historical Guide to Carbon Canyon Regional Park Orange County, California

Acknowledgements



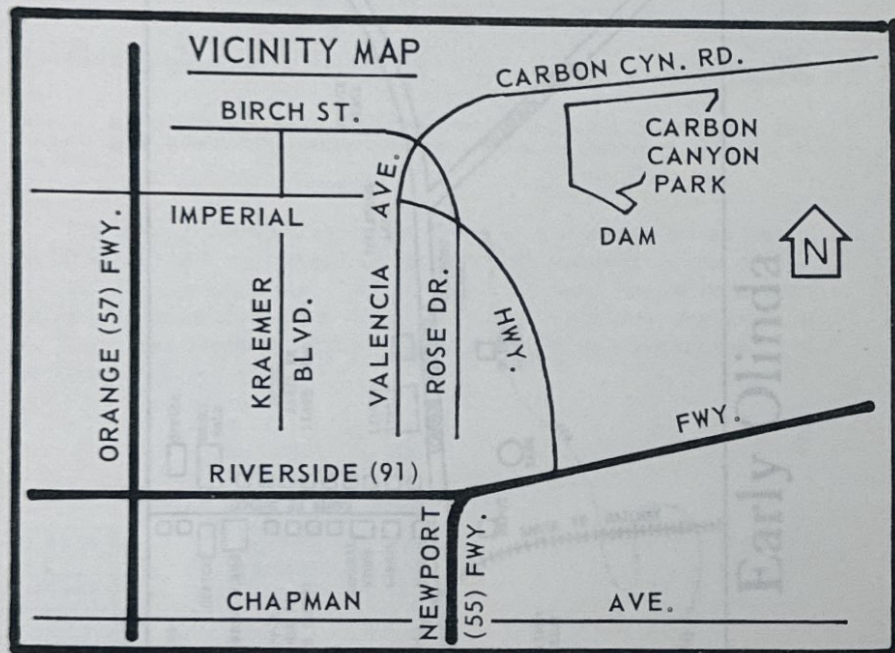
ORANGE COUNTY BOARD OF SUPERVISORS
RALPH A. DIEDRICH, Chairman
ROBERT W. BATTIN, First District RALPH B. CLARK, Fourth District
LAURENCE J. SCHMIT, Second District THOMAS F. RILEY, Fifth District

Environmental Management Agency

Harbors, Beaches and Parks
400 Civic Center Drive
Santa Ana, California 92701

Interpretive Series - No. 3
First Edition - August, 1975

Vicinity Map



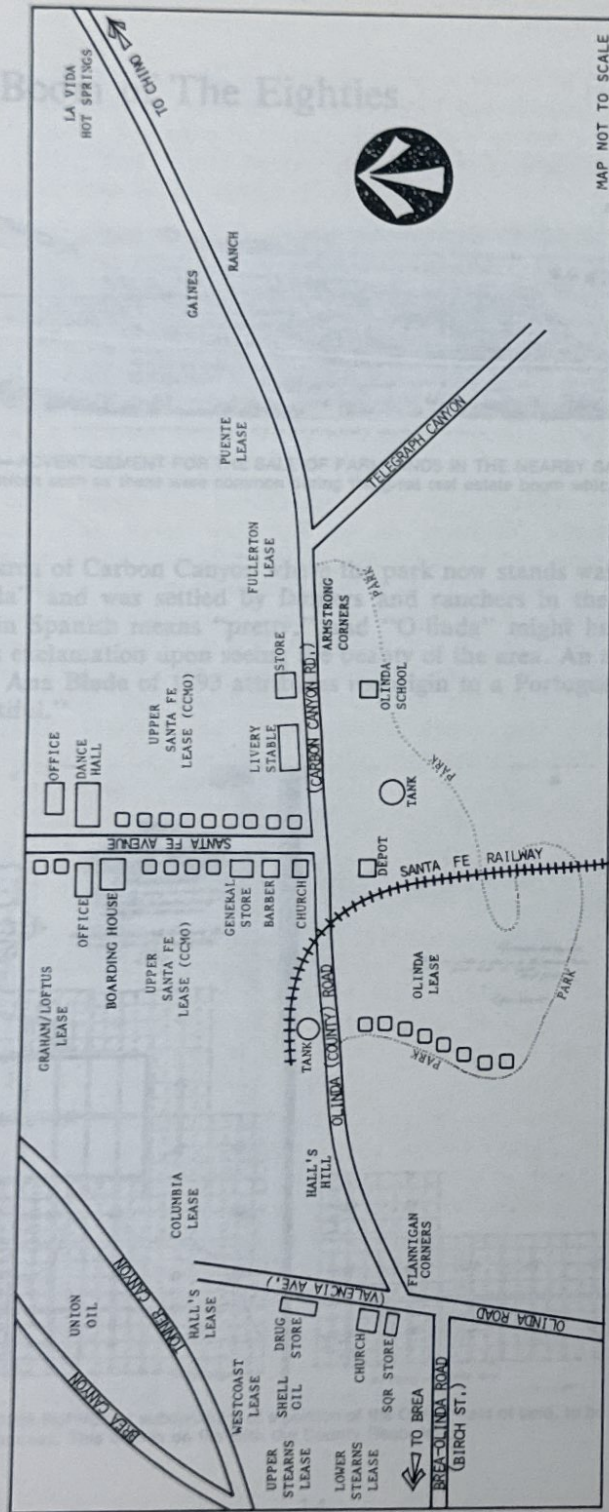
Acknowledgements

Grateful appreciation is extended to the numerous individuals who gave of their time and their knowledge in order to make this brochure possible. Of the "Old-Timers," Ms. Ella Armstrong Post and Ms. Nora Brown McMillan have been extremely generous and resourceful in their recollections of the years they spent growing up on the oil leases of Olinda. Many of the photographs found in this brochure have been reproduced from their personal collections.

A number of local residents and organizations have also contributed graciously to the information contained in this booklet. Among them have been Connie Cameron and Walt Cassidy of California State University, Fullerton; Ms. Virginia Carpenter, resident of Fullerton and member of the Orange County Historical Society; Robert Dickenson and Lorraine Everitt of La Vida Mineral Springs; Mr. Mel Head of Carbon Canyon; Janie Gothold and Helen Smith of the Pacific Coast Archaeological Society; Ms. Lois Muzzall Smith of Brea; Eddie West, sports editor for **The Register**; Mr. George G. Key of Placentia; Clifford Kachline, historian for the National Baseball Hall of Fame in Cooperstown, New York; noted Orange County historian Don Meadows and the members of the Orange County Historical Commission.

A special thank you is extended to Marilyn Maloney, Marge Amenda and Olive Marrical of the History Room at First American Title Insurance Company of Santa Ana, for the many hours of assistance with their vast collection of historical documents and photographs.

PHOTO CREDITS



Early Olinda

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Land Boom of The Eighties



Photo No. 6—ADVERTISEMENT FOR THE SALE OF FARMLANDS IN THE NEARBY SANTA ANA VALLEY. Notices such as these were common during the great real estate boom which began in the 1880's.

The area of Carbon Canyon where the park now stands was known as "Olinda" and was settled by farmers and ranchers in the 1800's. "Linda" in Spanish means "pretty," and "O-linda" might have been someone's exclamation upon seeing the beauty of the area. An article in the *Santa Ana Blade* of 1893 attributes its origin to a Portuguese word for "beautiful."

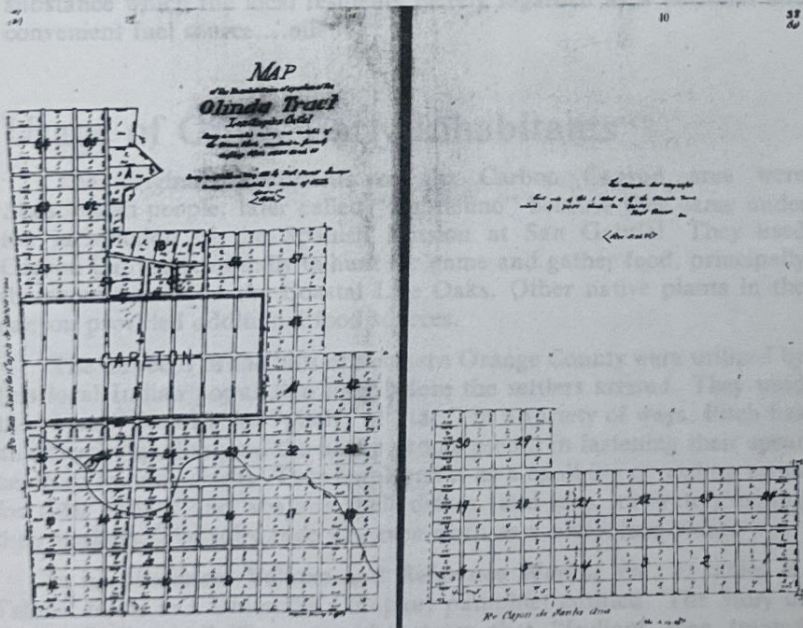


Photo No. 7—1888 SURVEY of subdivisions of a portion of the Olinda tract of land, to be promoted for farming purposes. This map is on file with the County Recorder.

With the push of the Santa Fe Railway into Orange County via Santa Ana Canyon in 1887, land companies began to form and promote high-pitched advertising campaigns throughout the United States.

Plots were surveyed and the area was hailed as an agricultural haven, exemplified by the existing Olinda Ranch which was already producing lemons, olives, walnuts, apricots, castor beans, hay and grains, and raising sheep, cattle and horses.

The Olinda Ranch became the Olinda Ranch Company in 1891 under landowner W. H. Bailey; then it became known as the Olinda Land Company, and finally Bailey's Olinda Crude Oil Company. Advertisements encouraged everything possible, with citrus, potatoes, apples, peaches, plums, corn, beets, pumpkins, alfalfa, clover, oats, grasses, wheat, barley, grapes, figs, almonds and sugar beets all being promoted.

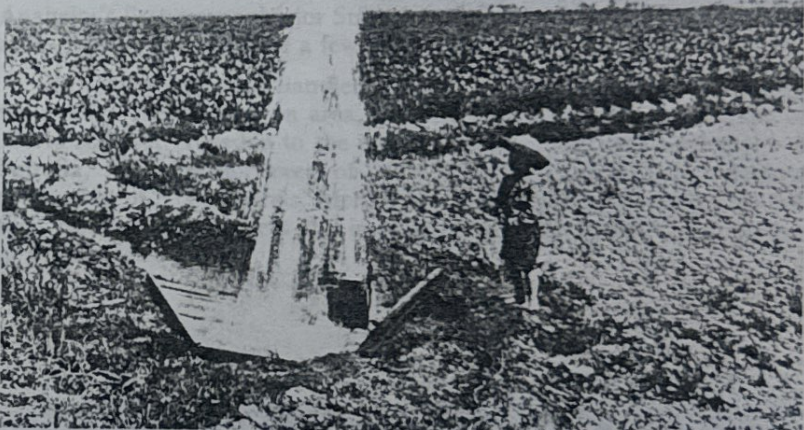


Photo No. 8—ARTESIAN WELLS were used as a means of irrigation in the surrounding area. This type of well is created by boring into the earth until water is reached, which then flows up like a fountain from internal pressure.

People were told that ten acres of this land could yield the same as 50 to 80 acres east of the Rockies, partially due to the "rich, black loam and reddish, sandy loam soil, high in lime and potash content." ("Story of the Olinda Ranch" in *Santa Ana Weekly Blade*, World's Fair Number, 1893.) Indeed, with the advent of irrigation projects, the obvious presence of surface and subsurface water (artesian and mineral wells and springs) and the coming railway and town construction, conditions were to be perfect.

"When by the outlay of not such a considerable amount of money,

the mesa and rolling land will be brought under a system of irrigation, the plain will blossom as the rose, the industry of man coupled with the blessings of nature, will unite in transforming into a garden a naturally beautiful district, and it will be one of the most prosperous in the county." (*Santa Ana Blade*, 1893.)

In actuality there was a small degree of successful ranching and farming in the area, especially of the items mentioned on the Olinda Ranch. Farmers and ranchers pastured their cattle and sheep in the open field that is now the park, and burros could be seen grazing there too. Castor bean bushes planted by the early farmers can still be seen growing wild in the canyons and in the southern portion of the park along the creek. They have very large reddish-brown leaves and were unfortunately poisonous to the sheep and other animals. They are, of course, the source of medicinal castor oil.

Most of the people who heeded the call of the promoters were sadly disappointed. The water was said to be brackish, alkaline and inadequate for irrigation and drinking, and oil seeps contaminated the irrigation systems. Other promoted towns of 1888 such as Carlton, located between Olinda and the present Yorba Linda, and Richfield (early Atwood) had the same problems, and they failed to materialize. After 1908 Yorba Linda prospered as a citrus center, and the railway finally came into the immediate area, but not in time for the agriculturalists. The farming which existed slowly gave way to the substance which the local residents merely regarded as a personal and convenient fuel source....oil!

Usage of Oil by Early Inhabitants

The original inhabitants of the Carbon Canyon area were Shoshonean people, later called "Gabrielino" because they came under the jurisdiction of the Spanish Mission at San Gabriel. They used Carbon Canyon seasonally to hunt for game and gather food, principally the acorn found on the Coastal Live Oaks. Other native plants in the canyon provided additional food sources.

The oil seeps in the hills of northern Orange County were utilized by this local Indian population long before the settlers arrived. They used the "brea," Spanish for "pitch" or "tar," in a variety of ways. Pitch has an adhesive quality, and the native people used it in fastening their spear heads to wooden shafts. They employed it as a caulking or sealing agent for their canoes and abalone shell dishes, and also for waterproofing their baskets. The substance was even worn as a black face paint.

In his **Historical Volume and Reference Works**: Vol. 3, James B. Talbert refers to a Union Oil Company pamphlet entitled "The Story of Oil in California." The pamphlet states that "Indians even treated coughs and colds, cuts and burns with the lighter oils. Coastal Indians

traded tar to distant tribes for skins and spearheads."

Years later the asphaltum and pitch residues would be used for roofing purposes by the Spanish and Mexican settlers. Some missions used the oil as a lubricant, a medicine and as fuel for lamps. Eventually the missionaries and rancheros, as well as the American farmers who followed, would travel by wagons from the nearby valleys to cut chunks of oil-soaked sod from the hillsides. This they carried home with them and burned as a heating fuel.

The Oil Boom

The Chino Hills of northern Orange County have long been known for their oil seeps. Carbon Canyon itself was named for the presence of the element, carbon, a constituent of such substances as petroleum, asphalt and coal.

The search for oil in the area began as early as 1861, when a "dry hole" was drilled in the Brea Canyon area by Major Max Von Strobel, Anaheim's first mayor. Major Strobel and his men conceded their failure after drilling to a depth of a few hundred feet.

Around 1882, the Chandler Oil and Mining Company, drilling in the nearby Tonner Canyon area, was the first to reach oil at depths of 100 to 300 feet. This led to the establishment of the little settlement of Petrolia, 1½ miles northwest of Olinda. By 1884 the area had claimed production of 5,000 barrels. Members of the Chandler Company pooled their resources with others and in 1890 formed the Union Oil Company of California.

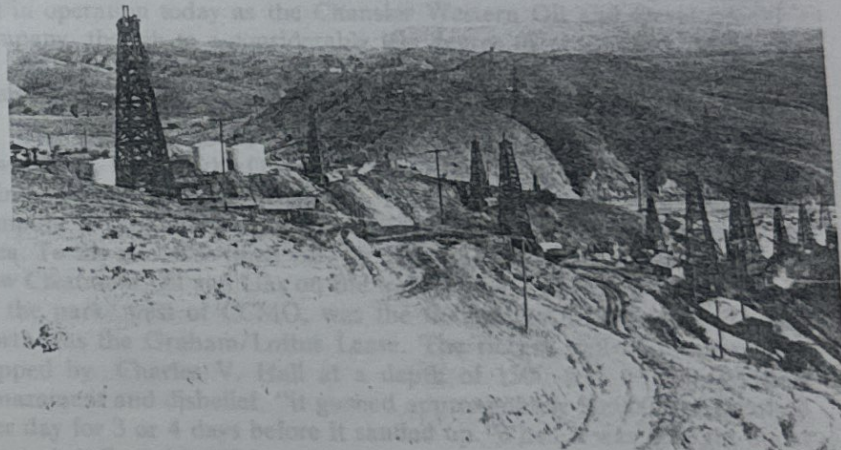


Photo No. 9—BREA'S OIL RIGS looking southeast across the Stearns Lease toward Saddleback Peak. Circa 1920.

In January, 1894, Union Oil purchased about 1200 acres northwest of the farming community of Olinda from the Stearns Ranch Company. Union started development in 1895, and by 1897 its fields (called the Upper and Lower Stearns Lease) were said to have produced 12,700 barrels of oil. By 1900 this figure is said to have increased to 510,000 barrels. (Talbert, **Historical**: Vol. 2, p. 145). Deep drilling machinery continued the success of the area, until "By 1913 the Brea Cañon and Olinda fields were the principal producers in Southern California." (Pleasants, **History of Orange County**, p. 259 - source, Bulletin #32, California State Mining Bureau).

Of the many jobs that were available on the Stearns Lease, the well-pusher made \$2.50 for a 10-hour day of drilling; a pumper made the same \$2.50 for a 12-hour day of engine maintenance; a gang-pusher made \$80 a month for his foremanship. All materials and supplies were hauled at first by horse and buggy from Fullerton, six miles southwest. Later supplies were to come from Anaheim, also southwest.

Land and title disputes developed, and Union was forced to surrender 200-plus acres to the east. These were acquired by the Brea Cañon Oil Company in 1897 and were drilled under the direction of oil pioneer, Edward L. Doheny. It was during this time that the Santa Fe Railway Company was pushing for the development of oil as fuel for use in its locomotives, partially owing to a lack of the natural resource of coal on its other holdings. Doheny entered into a partnership agreement with Santa Fe Railway to explore and drill for oil in the Olinda Ranch area.

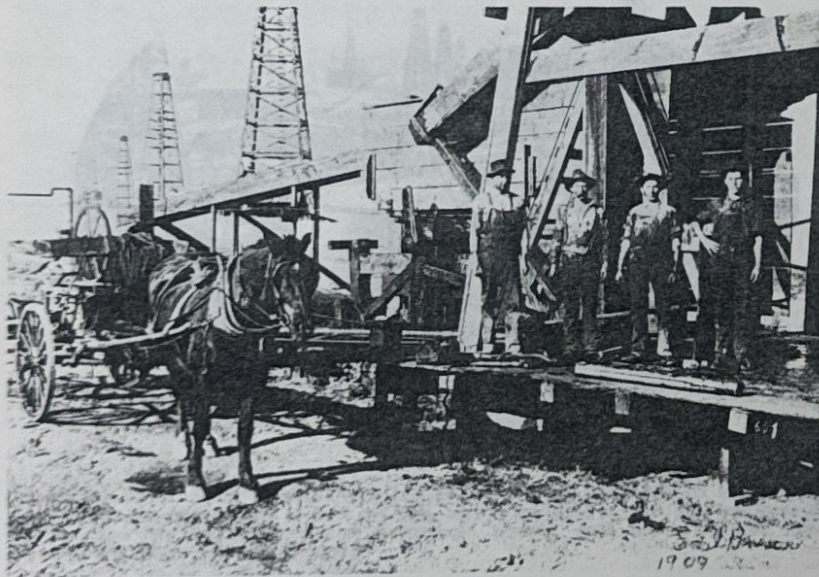


Photo No. 10—SANTA FE LEASE, 1909. Workmen on the rig platform. Horse and buggies were used to haul supplies until autos became more common. Earl Brown is on far right.

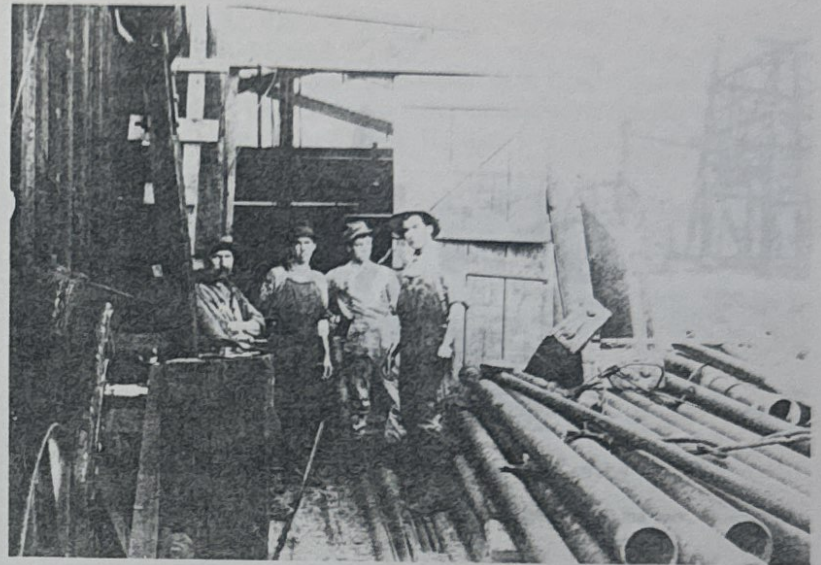


Photo No. 11—SANTA FE LEASE, 1910. Work gang, from left: Andy Lyle, Earl Brown, a man named Kraemer and Foster Norton.

The first of these wells was completed in 1897 and produced 50 barrels per day. By 1898, ten wells were dug at depths of no more than 900 feet. Then, in 1899, the Santa Fe ran a spur line from Richfield right to the fields of Olinda. The tracks cut through the present dam area and terminated on the north side of the County Road, today's Carbon Canyon Road. The Santa Fe Depot was located in the northern sector of today's park, south of the County Road.

The Upper Santa Fe Lease became the Chanslor-Canfield Midway Oil Company (CCMO). This is the hill directly north of the park and is still in operation today as the Chanslor Western Oil and Development Company, though to a considerably less degree of production. Most of the wells, pumphouses, homes and tracks are gone; but some offices, pumping plants, wells and storage areas still remain.

The Lower Santa Fe Lease, where Carbon Canyon Regional Park now stands, became the Olinda Crude Oil Company, also known as the Olinda Land Company Lease. W. H. Bailey, from the previous land company of the same name, was president. Other companies entered the area. To the west was Shell Oil, the Hall's Lease and West Coast Lease, now Crestmont Oil and Gas on the west side of Valencia Avenue. Closer to the park, west of CCMO, was the Columbia Oil Company. To the north was the Graham/Loftus Lease. The richest well of the area was tapped by Charles V. Hall at a depth of 1500 feet. To everyone's amazement and disbelief, "it gushed approximately 20,000 barrels of oil per day for 3 or 4 days before it sanded up. When it was brought under control, it flowed 1,000 barrels a day for several years." (Talbert, p.145).

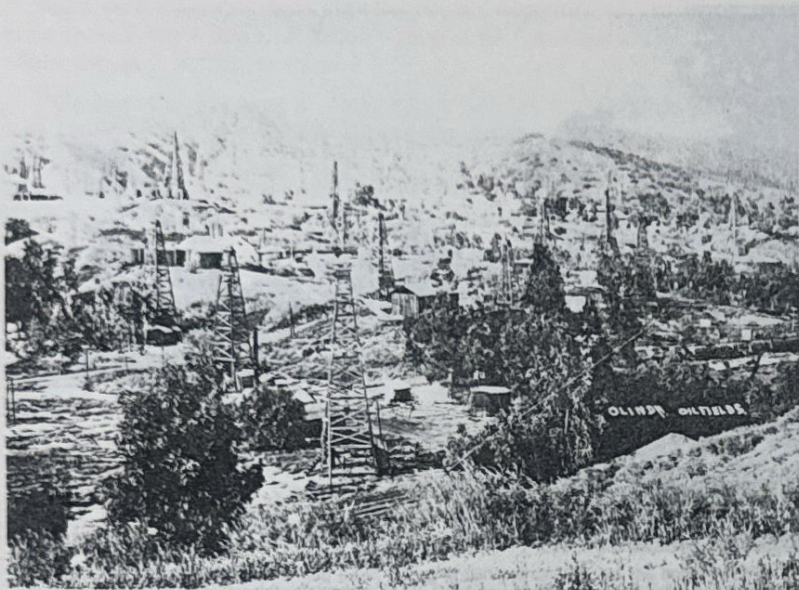


Photo No. 11—The Olinda Oilfield.

The Olinda School was built in 1909 along Olinda (Carbon Canyon) Road. This road connected to the area near the Olinda Oilfield in the center of the park, as they appeared around 1920.

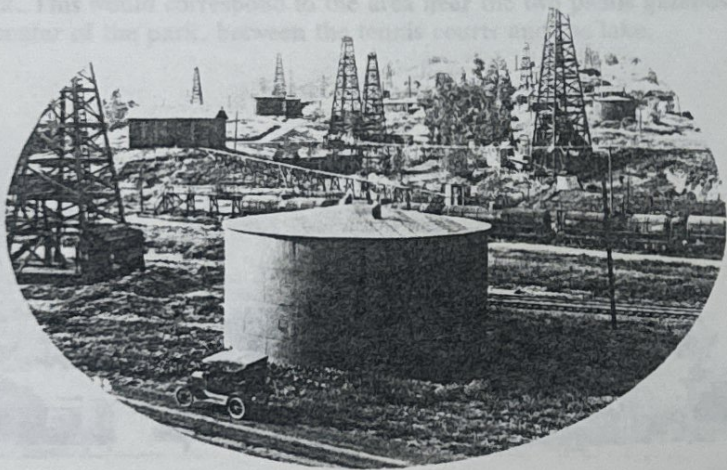
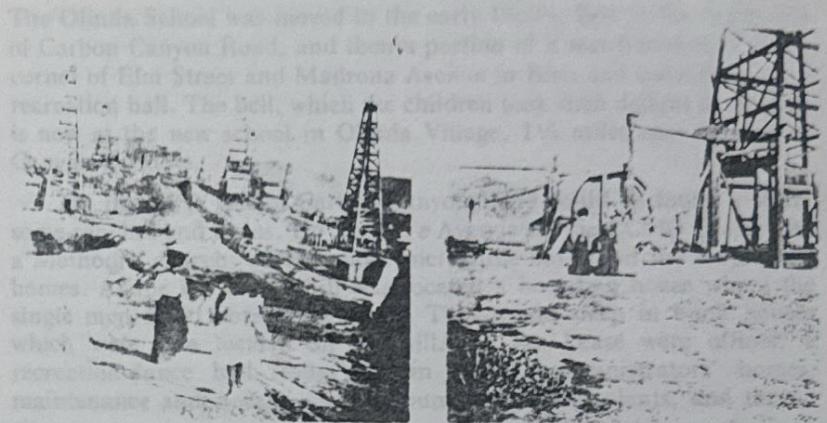


Photo No. 12 & 13—UPPER SANTA FE LEASE: THE CHANSLOR/CANFIELD MIDWAY OIL COMPANY. The hills directly north of the park, as they appeared around 1920. The Santa Fe Railway spur line is in the foreground; pumphouses, stations, wells, plants, pipelines, living quarters and offices in the background.

Photo No. 14—THE GRAHAM/LOFTUS OIL LEASE, located to the west of the park, toward Brea Canyon, 1898.



No 14-

Loftus Lease - Brea Canyon, 1898

Photo No. 14—THE GRAHAM/LOFTUS OIL LEASE, located to the west of the park, toward Brea Canyon, 1898.

Brea

A town west of Olinda was surveyed in 1903 and recorded five years later in 1908 as the town of Randolph (honoring Epes Randolph, Henry E. Huntington's engineering genius), to be established on an extension of the Pacific Electric Railway. The promoters were Huntington, Randolph, W.J. Hole (a land promoter and the "father of La Habra") and the Chaffey family, famous for their work in irrigation.

The town was remapped in 1910 and when the new map was filed in 1911, it carried the name of "Brea." It was then owned by Pacific Electric Land Company, Ontario Investment Company (the Chaffey family) and Union Oil. The Pacific Electric line eventually ran equipment and supplies from Los Angeles to Yorba Linda via La Habra, Brea and Loftus Station.

Brea was incorporated in 1917, with 732 residents. Today there are some 22,200 people living in the city.

Olinda - Oil Boom Town

The oil companies owned the land and the houses, and leased or rented them to the employees. People lived below the hills at the western end of the Olinda Lease, today's park. People also resided along Carbon Canyon Road and up the hills to the north and west. On the park lands were offices, houses, storage barns, a school, a store, tennis and baseball facilities.

The Olinda area was a boom town, with many houses, stores, restaurants and cafes. Eucalyptus trees, native to Australia, were used for shade.



Photo No. 15—CCMO LEASE, looking north from the park, circa 1920. At the bottom of the hill was a church and barber. Next was the Mercantile Company (left), company houses, offices and the boarding house at the top of the hill.

The Olinda School was built in 1909 along Olinda (Carbon Canyon) Creek. This would correspond to the area near the two picnic gazebos in the center of the park, between the tennis courts and the lake.

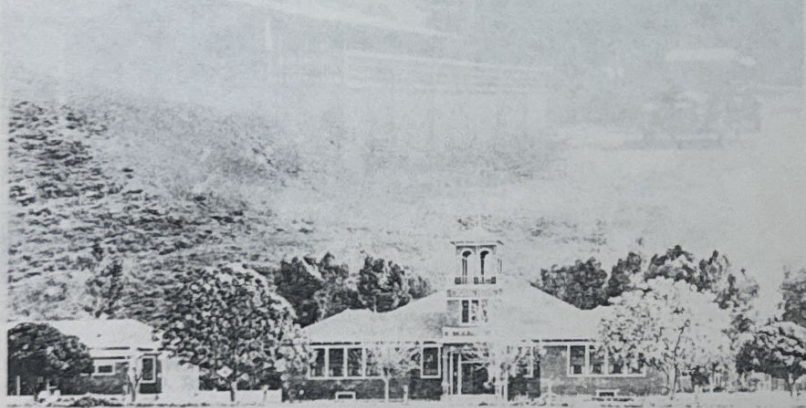


Photo No. 16—THE OLINDA SCHOOL was located in the center area of the park, near the creek bed. It was also referred to as the "Little Green Schoolhouse." In this photo, circa 1926, the auditorium is on the far left. A portion of the main building was moved to Brea, where it serves today as a community hall.

The Olinda School was moved in the early 1960's, first to the north side of Carbon Canyon Road, and then a portion of it was transferred to the corner of Elm Street and Madrona Avenue in Brea and converted into a recreation hall. The bell, which the children took such delight in ringing, is now at the new school in Olinda Village, 1½ miles east on Carbon Canyon Road.

On the north side of Carbon Canyon Road could be found a store, some ranches and farms. Up Santa Fe Avenue on the CCMO Lease were a Methodist church, barber shop, mercantile store and the employees' homes. At the top of the hill was located a boarding house where the single men could obtain hot meals. They would sleep in bunk houses which were also located on the hill. On the Lease were offices, a recreation-dance hall (today's main office), administrators' homes, maintenance and storage garages, pumphouses and plants, and the oil rigs.

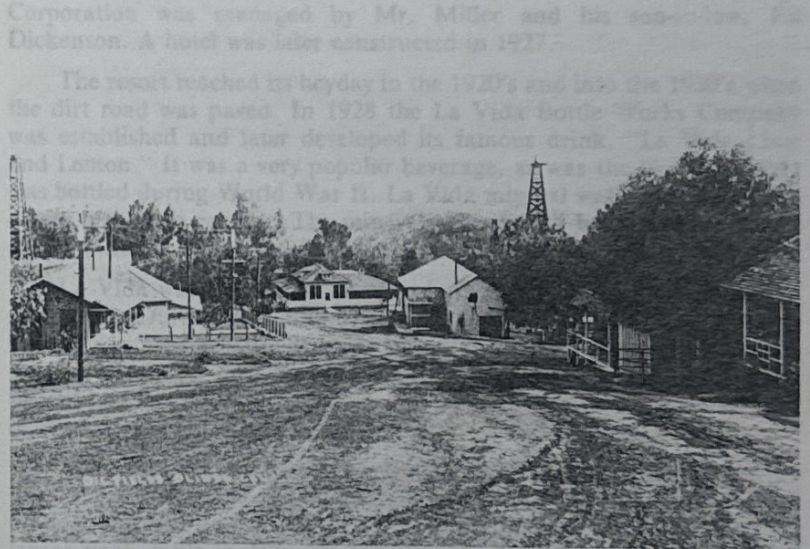


Photo No. 17—CCMO LEASE, looking south toward the park, circa 1920. In the left foreground is an office and the recreation hall behind it, now used as an office. The boarding house is in the center with the large windows. The building to the right and center is still standing. In the right foreground are employees' homes. Carbon Canyon Dam is located in the left hand saddle of the background area.

Toward the east on Carbon Canyon Road were the houses of some Shell Oil Company employees, formerly the Fullerton and Puente Leases, and on into Telegraph Canyon was the ranch of the Friend family. Another rancher of the area, Ed "Daddy" Gaines, had his family's home at the site of the present Olinda Village.

People held cookouts and hunted local game, wildcats, rattlesnakes, rabbits and coyotes. Eucalyptus trees, native to Australia but now so

common in California, were planted for windbreaks. All major supplies came from a day's trip to Anaheim via a road that went through the area where the dam presently stands.

Carbon Canyon was a wonderful place for children to live. Often they could be found drinking water from hillside springs, especially two miles up the canyon from the park at La Vida Hot Springs. It was a treat to be able to wash one's hair with soft water at the oil pumping houses, poke around for "trap door" spiders and their satin-like spun tunnels, and slide down the "gravel pit" hill (between the tennis courts and the dam) after the rains on corrugated metal sheets. "It was all kids and dogs...a happy place to play," reminisces Mrs. Ella Armstrong Post of Costa Mesa. "A neighbor's dog was affectionately treated like a member of the family. At night the constant pumping of the wells would rock us all to sleep. Our parents told us that each creak of the pump whispered 'five dollars,' 'five dollars,' 'five dollars'.....until we finally dozed off. Something like counting sheep."

La Vida Hot Springs

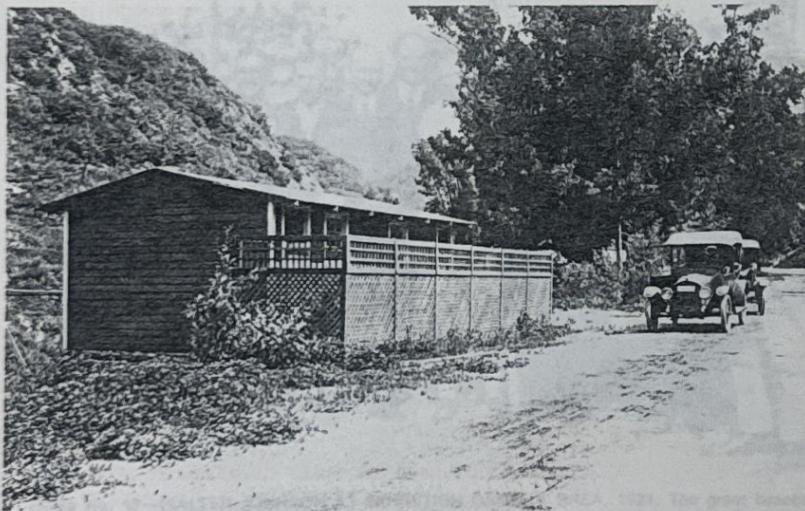


Photo No. 18—LA VIDA HOT SPRINGS, CIRCA 1925. These artesian springs were tapped in 1893 during a drill for oil. Today a shed rests on this bath house site.

Located two miles up Carbon Canyon Road from the park is one of the county's early hot springs resorts and the only one presently operating.

La Vida, "Life," was known to the Indians of the area and also to the early Spaniards and Mexicans who would soak in the mud seeps,

hoping to cure their various ailments. These mud seeps were the only evidence of the underground springs, which were not tapped until 1893. A gentleman named Clark was drilling for oil and struck a fissure at 800 feet which produced an artesian flow of mineral water.

The area became quite popular with the local people of Carbon Canyon, northern Orange County and nearby San Bernardino and Los Angeles counties. (Southern Orange County had its own San Juan Hot Springs, now located within Ronald W. Caspers Regional Park at Starr-Viejo Ranch. There was also a hot springs located at Fairview.) In the early days wooden barrels were sunk into the ground, and when filled with spring water, people would soak endlessly in them with hopes of relieving any number of aches and pains.

By the early 1920's a reputation for the therapeutic value of the area was established and a bath house and six tubs were developed by William Newton Miller in 1924. The La Vida Mineral Springs Corporation was managed by Mr. Miller and his son-in-law, Ed Dickenson. A hotel was later constructed in 1927.

The resort reached its heyday in the 1920's and into the 1930's when the dirt road was paved. In 1928 the La Vida Bottle Works Company was established and later developed its famous drink, "La Vida Lime and Lemon." It was a very popular beverage, as was the club soda that was bottled during World War II. La Vida mineral water reportedly has a very high soda content. The mineral water is still bottled today and is sold commercially.

La Vida was the site of another industry, though this one tainted somewhat. During prohibition it was said to be used as a popular bootlegging area because of its proximity to the San Bernardino County line, located one mile to the east. It seems that the Orange County Sheriff had no pursuit jurisdiction over a county line, and the remoteness of the area made for easy getaways!

Today, the springs produce a 25,000 to 30,000 gallon water flow per day. The springs flow out of the ground at 110° to 112°F. The small outdoor mineral pool, built in 1953, is maintained at 102°F; and the larger pool, built in 1957, is maintained at 80°F. A fire burned the bottling plant around 1960 and an explosion destroyed the hotel in 1963, but both were rebuilt and are now functioning as before.

In 1974, a corporation from Tokyo purchased the spa and has future plans for its development, including a larger hotel and Japanese bath houses.

Walter Johnson, Olinda's Baseball Hero

Walter Perry Johnson was born in Kansas November 6, 1887. At age 14 his family moved to Olinda, where they lived about 100 yards north of the old store on Carbon Canyon Road, part of the CCMO Lease. Walter's father was a teamster and car loader for the oil company.

Walter attended Olinda Elementary School, Fullerton High and later Santa Ana Business College. He dabbled in baseball as a child, just as all boys did. Then, on April 15, 1905, during a game against Santa Ana High, 18 year old Walter pitched a memorable 15-inning, shut-out game, striking out 27 batters. The "Big Train," later nicknamed because his fast ball was compared to a rate of speed which exceeded that of a steam engine, was on his way to a notable career in baseball. He first signed with Tacoma of the Northwestern League. Then in 1907 he was off to Idaho for a short stretch with the Western League before signing with the Washington Senators.

His sweetest victory came in 1924, when his team reigned victorious in the World Series over the New York Giants, and he received congratulations from President Calvin Coolidge. During that same year, at age 36, he was voted Most Valuable Player in the American League and was elected to the Baseball Hall of Fame in Cooperstown, New York.



Photo No. 19—WALTER JOHNSON AT EXHIBITION GAME IN BREA, 1924. The great baseball pitcher grew up on the oil leases of Olinda. On far left is Joe Wagner; 3rd from left is Fay Lewis; Walter Johnson in center; Bob Isbell, 8th from left; Joe Burke, 9th from left.

On October 31, 1924, Walter returned home, as he often did between seasons, but this time accompanied by the great Babe Ruth. They had been invited by Brea businessmen to play an exhibition game along Brea Creek, south of Deodara Street. It was "standing room only" that day, as many may well remember!

Walter won 413 games for the Senators in his 21 years with them. In 5,925 innings he struck out a record 3,497. He holds a major league

record for shut-outs with 113 and pitched 56 consecutive scoreless innings between April 10 and May 14, 1913. On September 4, 5 and 7 in 1908, he pitched 3 successive shut-outs. September 6 was a Sunday, when no game was played. Many of Johnson's other achievements fill the major league record books. Ty Cobb of the Detroit Tigers paid the Big Train a great compliment when he once commented that "You can't hit what you can't see!"

Walter served as a team manager before retiring with his wife to a farm in Maryland. On December 10, 1946, he died of a brain tumor at age 59. He was survived by his 5 children.

Many great names in baseball have come from Orange County, and Walter Perry "Barney" Johnson has the distinction of ranking among the top names in national baseball history.

A Local Family

Milton Williams Armstrong brought his family to Olinda in 1922 from Hamburg, New York. They were his wife, Olive Maria, a son Percy (killed in 1933 in an auto accident on Carbon Canyon Road), daughter Ella, and two other sons, Milton (now living in Connecticut) and Jack.

Between 1922 and 1924, the Armstrongs leased a house from Union Oil on the Upper Stearns Lease, where Mr. Armstrong served as a garage foreman and later a header plant station engineer, gauging oil pressure on the lines from the pump houses and compressor plants. In 1924 they rented a house on the Olinda Lease at the west end of what is today the park, where the family remained until 1930.



Photo No. 20—THE ARMSTRONG FAMILY, CIRCA 1927. From left, top row: son Percy, Mrs. Olive Maria Armstrong, Mr. Milton Williams Armstrong, daughter Ella. From left, front row: sons Milton, John and Jack. Photo taken on the Olinda Land Lease at the west end of today's park.

was undertaken and the development feasibility study for the park was adopted by the Board of Supervisors on May 22, 1973.

As adopted, the site of Olinda is within the park. Indeed, one portion of the site lies within the park's first phase development, and the other part lies in the area of future development.

County-Federal Partnership

With the adoption of a park master plan, the County Harbors, Beaches and Parks District was ready to acquire the land for the park. In 1973, the Army Corps of Engineers, owners of the dam and the immediate upstream area, was officially requested to lease the land for park purposes.

The Corps indicated not only a willingness to lease the approximate 114 acres requested, but also to participate financially in the construction of the park. The County, never one to overlook financial assistance programs, accepted.

Part of the Corps participation was to be the preparation of detailed plans and construction drawings for the park, an effort estimated by County officials to take close to a year and cost in the neighborhood of \$50,000. The catch was that, due to Federal accounting and budgeting processes, the construction contract had to be awarded no later than June 30, 1974. This left only about six months for all engineering work, preparation of construction plans, bidding and award of contract.

Needless to say, a crash program began. The phone lines between the Corps offices in Los Angeles and the Harbors, Beaches and Parks District in Newport Beach were kept humming. Meetings were held, often with only a few hours' notice, and decisions were made. The deadline was met with a contract for construction of the first phase of the park, covering an approximately 70 acre area at a cost of \$1.7 million. On June 20, 1974, the project went out to bid and was awarded June 28, 1974. Construction work began on the site on July 29, 1974, and Carbon Canyon Regional Park was open to the public one year later on August 28, 1975.

Memories of Early Olinda

*Lora Brown McMillan
April 12, 1975*

The Author

Nora Brown McMillan was born on a farm in Missouri and moved to Olinda with her family in 1907.

Her father, Argus Brown, was a carpenter on the Hall's Lease and later worked as a pumper for the Santa Fe Lease. The Brown family home was located on Santa Fe Avenue.

Nora Brown married J. Herbert McMillan in 1919 and moved to Bakersfield, but her family remained in Olinda until the death of her mother in 1935.

Mrs. McMillan presently resides in the City of La Mirada.

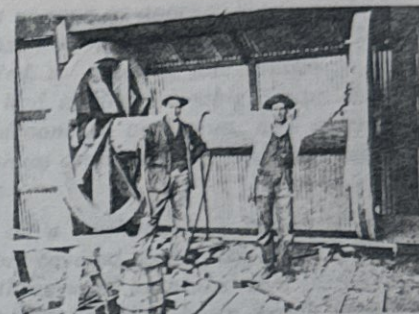


Photo No. 25—HALL'S LEASE, 1911. Emil Haskel (left) and Argus Brown were the carpenters who built these wooden derricks.

OLINDA was a well established, thriving community of oil leases when our family moved there in September, 1907. I was 9 years old at the time, and remember riding on the wagon that brought our household goods up from Anaheim. As we rode down Hall's Hill I held my breath for fear the wagon would run down on the horses, the hill seemed so steep; and the popping of the gas engines was so loud I wondered if we would ever be able to sleep. Today, in the automobile, Hall's Hill is hardly a bump in the road; and in three days time we were so acclimated to the popping of the gas engines, we didn't consciously hear them.

Most of my memories of Olinda come from eleven years of living on the Santa Fe Oil Lease. I recall other LEASES as the Loftus, the Hall's, the Columbia, the Olinda, and a couple of small ones, the Fullerton and the Puente, I think. We did live for a short time on some of these other leases while Dad helped build the wooden derricks which dotted the landscape - a new derrick each time a new well was to be drilled. Eventually Dad settled to a pumper job on the Santa Fe Lease, and there we stayed. It was in the time of the 10 and 12 hour work day, and a Pumper's shift was from noon to midnight, or midnight to noon. I used to feel so sorry when Dad would sometimes have to get up on a cold rainy midnight and trudge off to work - with a cold breakfast in his lunchbox.

Most of the leases had a MAIN STREET lined with Company owned houses which were rented by the month to the married employees. There were bunkhouses for the single men, with a boardinghouse nearby where these bachelors could get meals.

SANTA FE AVENUE was our main street on the Santa Fe Lease. It branched north up the south slope of one of those beautiful hills from an east-west County road which ran along the southern border of the Lease. A short distance east of Santa Fe Avenue, past the Fullerton and Puente Leases, the County road entered the mouth of Carbon Canyon.

The "BOSS" of the Lease was supposed to be held in some deference by the employees who worked under him, so Mr. Jake Collins' house was somewhat larger than most and was set somewhat apart from the other residences. It was a short distance west of Santa Fe Avenue on the south side of the County road in the lee of towering hills.



Photo No. 26—WORKMEN ON THE SANTA FE LEASE, 1909. In front of the main office. Jack Collins, the "boss," is on the far right with his dog.

The BOARD-AND-BATTEN HOUSES which lined the main streets mostly had only three or four rooms. Water was piped into the kitchens, but there were no inside bathrooms. Gas was burned for heating, and also for lighting in one house in which we lived - gas lights with the fragile gas mantle which persistently crumbled if one did not handle it gently. I do not recall gas lights on the Santa Fe Lease. I think electricity had already been installed there before we came.

OUR FAMILY totaled 9.

Count us:

Dad, Argus I. Brown
 Mom, Maggie Brown
 Alvis [Dutch], wife Minnie,
 baby Florence, 6 mo. old
 Nellie
 Earl
 Twins, Ora & Nora

We lived in one of those THREE-ROOMED HOUSES for some months when we first went to Olinda, until a larger house was available. Of course, the married



Photo No. 27— EARL BROWN, 1909. In the background is the Santa Fe Lease, located north of the present park area.

brother's family moved to themselves as soon as another house could be obtained; and each time a better house was vacated we would ask for it. As time went on, rooms were added to some of the houses - and bathrooms came to all. We finally had a fairly sizeable house: living room, dining room, kitchen, two bedrooms, a bathroom, and a screen porch at the rear of the house with canvas drop-curtains, which served as a comfortable third sleeping quarters.

LAUNDRY was still done by hand on a washboard in large tin tubs which were set up in the morning glory covered area outside the kitchen door. These same tubs served for bathing until bathtubs were installed. Other spot-bathing came out of the granite wash basin which always hung on a nail in the kitchen.

Granted, our living quarters were sometimes cramped, but there was always ample ground for a MINIATURE MID-WEST FARM. Yards were fenced, and we managed always to have some sort of corral and shed where we kept a cow. We staked her out in the daytime to eat grass on the slope away from the houses. There were also a dozen or more Rhode Island Reds which gave us fresh eggs and fried chicken, or chicken and dumplings, for the table. Mother always had a vegetable garden and flowers. Along about 1909 my brother Earl got his own horse and buggy, which we also managed to stable.

Santa Fe Avenue was the hub of much of the ACTIVITY in the area. There was a Social Hall at the north end of the Avenue, and a Methodist Church at the south end. The Company Offices, the bunkhouses, and the Boardinghouse were clustered near the Hall. Beside the Church was a one-chair Barber Shop and the Stern and Goodman Grocery and Dry Goods Store. (This store was later owned by Felix Stein, then by Stein & Fassel.)

The GROCERY AND DRY GOODS STORE was an especially important asset to the whole community. It was managed in 1907 by Mr. Maurice Rey. He sent men out each morning to solicit grocery orders from house to house, then fill the orders, and deliver them later in the day. Residents charged their groceries and dry goods from day to day and paid for them at the end of the month when the paychecks came in - with a bag of candy as a reward for prompt payment.

Mr. Rey did not stock FRESH MEAT, so meat was brought out from Fullerton in a horse-drawn covered cab. The "Meat Man" would drive up or down the street blowing a whistle, and the housewives would go out and select the piece of meat they wanted from what he had to offer. Ice was likewise delivered from door to door by the "Ice Man", and the "Vegetable Man" came. Our mail came R.F.D. out from Fullerton.

The CHURCH, of course, was a source of social activity. Many in the community took their religion seriously and filled the air with song twice on Sunday, and prayer meeting on Wednesday evening. We youngsters would not dream of missing a chance to dress in our Sunday best for Sunday School, and for Church in the evening where we met the boy-friend and shyly walked home together in the moonlight.

Quite sometime later than 1907, a NAZARENE CHURCH and the S.Q.R. STORE were built a mile or so west of Santa Fe Avenue on a north-south road running from the County road to the Hall's and Columbia Leases. John Martin's Drugstore also was on that road.

The SOCIAL HALL was also the locale for much social activity. Lodges held their meetings in it, recitals were sometimes held there - but the biggest socializer of all was the Saturday-night-dance. Mr. Jim Flynn, a dapper redhaired, redmoustached little Irishman was the genial host at these dances. An admittance fee was charged to pay for the three-piece orchestra which was hired to come in and play until midnight, when refreshments were served in the Hall basement. Sometimes the crowd paid extra and hired the orchestra to play on until 2:00 A.M. [At times the music was furnished by a two-piece orchestra of local talent: Maude Heffner at the piano and Bob Isbell with his violin.]

Class of 1911. I was told the bus
 mostly just a second fallow
 James Colbre. This is the
 perform once. Olinda youngsters
 From HL 22--SEVENTH AND EIGHTH GRADE
 CLASS at the LYNN Green Schoolhouse. Photo
 follows.



Photo No. 28—MASQUERADE BALL in the social-recreation hall, Santa Fe Lease. Dances and entertainment were held on Saturday nights. This photo circa 1911.

I would not forget the OLINDA BASEBALL TEAM! It was another source of much pleasure to the settlement. The local boys first played on a diamond in the "flat" just east off Santa Fe Avenue. Walter Johnson, the well remembered Big League ball pitcher was one of the local boys who played there, but Walt had moved on up to the Big Leagues before Olinda's best known ball team was formed. This team was managed by John Martin, and the ball diamond was back of Martin's Drugstore on the Hall's Lease. The games were played on Sunday afternoons, and we filled the small grandstand to watch them. A picture of this team taken about 1909-10 shows the players to be Johnnie Craig, Art Cripps, Bob Isbell, Charles [Shagg] Lloyd, Alvis [Dutch] Brown, ? Powell, Earl Brown, Ray Perry, Billy McLean, and Claude [Buzzy] Buzzard. [Later the ball diamond was again on the Santa Fe Lease, on the west side].



Photo No. 29—OLINDA BASEBALL TEAM on the porch of John Martin's Drugstore next to the Hall's Lease. 1909.

We were still pretty much in the HORSE AND BUGGY days in 1907, so just east of Santa Fe Avenue, in the "flat" on the north side of the County road, was Mr. Marcus Andrade's Livery Stable, well stocked with horses and buggies for hire to any one who cared to go for a gallop or a buggy ride. [The first automobile to come into our family was Dutch's Ford in 1915.]

A spur of the SANTA FE RAILROAD came up through the draw to the south of Santa Fe Avenue. The trains brought empty oil tanks in and took oil-filled tanks out. There was a Santa Fe Depot on the south side of the County road just where Santa Fe Avenue entered it. A Mr. Bowe was the station master. Passenger cars did not usually come into Olinda, though the Company did a few times run a special passenger train in to take the residents out on a one-day excursion. I remember once going to a park in San Bernardino, and going twice to Redondo Beach. It was fun.



Photo No. 30—THE SANTA FE DEPOT served the oil cars and the occasional passenger excursion trains. It was located in the northern part of today's park. This passenger train photo taken around 1909.

In 1907 our EDUCATION was taken care of in the two-roomed Little Red School House on the Loftus Lease, somewhat north and west of Santa Fe Avenue. It accommodated all eight grammar school grades. In 1909 the larger four-room Green School House was built on the "flat" just southeast of Santa Fe Avenue. The high school students were bussed the nine miles to Fullerton Union High School. The early buses were horse drawn.



Photo No. 31—THE LITTLE GREEN SCHOOLHOUSE by the creek. Same as the "Olinda School" in photo #16. This earlier photo taken circa 1912.

My twin brother, Ora, and I had a year at the Little Red Schoolhouse, graduated from grammar school in the LITTLE GREEN SCHOOLHOUSE, rode the bus the four years to graduate in Fullerton Union High School's Class of 1917. I even rode the bus another year to attend Fullerton Junior College. This is the pattern many Olinda youngsters followed.



Photo No. 32—SEVENTH AND EIGHTH GRADE CLASS at the Little Green Schoolhouse. Photo 1913.

About this time the idea for the Brea-Olinda High School was conceived, and later carried out. Ten years before, BREA was hardly on the map. We knew it as Randolph where the Electric Car ended its run out of Los Angeles. The two-storied Randolph Schoolhouse, which stood on the rise of land just north of the tracks, was the most prominent building there. I remember going to Randolph twice in the buggy, where we tied the horse in the shade of a big tree, caught the Electric Car in to Los Angeles, did some shopping, caught the Electric Car back to Randolph, got into the buggy and drove home again. The Electric Car later continued on to Yorba Linda, by-passing Olinda by a mile or two.

I left Olinda in 1919, but Mother and Dad remained until Mother's death in 1935. There still were many people in Olinda in 1935, though the EXODUS was soon to begin. The automobile made it possible for people to live elsewhere in better houses, oil production had decreased, wooden derricks were replaced by the pumping "grasshopper", and Olinda was slowly fading from the landscape. Even the name Olinda has been transplanted to a grammar school in a new residential district a

mile or two up in Carbon Canyon. When Olinda was in its heyday, this area was a brush-tangled part of Ed Gaines' ranch where he ran cattle and hunted with his pack of foxhounds.

Today nothing is left to show that there was once a bustling, thriving community of hard-working, happy people living on the southern slopes of those beautiful foothills in northern Orange County, - but there are SWEET MEMORIES! - Granted our houses were small, our mechanical luxuries were few, but we did not feel deprived in Olinda. One could step outside and fill the lungs with bracing fresh air, look up into the blue sky through glorious sunshine, find solace in a view of velvet-green hills; - and when the orange groves down Placentia way were in blossom, our hills were bathed in such an exquisite fragrance that one could close the eyes and breathe in Heaven! We youngsters found coy yellow violets nestled close under the sage brush in the springtime, and Mariposa lilies growing straight and tall out of the grass. Even the clumps of cactus that dotted our hillsides were beautiful when the gorgeous yellow and red blossoms burst open - and at Christmastime there were armloads of holly berries to be carried home from the Toyon shrubs in Carbon Canyon. No! We did not feel deprived!

LIFE WAS GOOD IN OLINDA!

Orange County Title Insurance Company

10-11 Mrs. Brown McMillan

12-16 First American Title Insurance Company

15-17 Elk Armatring Post

18-24 Orange County Flood Control District

25-27 Mrs. Brown McMillan

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25-32	Nora Brown McMillan

COMMUNITY

Downhill in Carbon Canyon

A reporter takes a road trip to the ski slope that time forgot

By Mark Cromer
DSP Staff Writer

Part one of two parts

It was the kind of day that had Road Trip written all over it.

A light breeze with a warm edge was blowing, the sky was a faded blue and I had about five bucks in my pocket. And it was Sunday. I couldn't think of a better reason to hop in the Ford, crank all the windows down, turn up the stereo and head out for wherever.

I took Reservoir Boulevard through Pomona's southside, knowing the gangbangers day rarely starts before 3 p.m., especially after a Saturday night. As I cruised south, I started considering some loose possibilities for a destination.

Newport sounded good. Maybe make the run along PCH to Laguna, stopping at the Crystal Cove for a date malt and a chat with the brunette behind the counter.

I stuck to Reservoir, passing under the Pomona Freeway and heading toward the Corona Expressway, deciding to take a drive down memory lane and trace the old route my mom used to take when she drove us to the beach back in the late 1960s and early '70s.

Reservoir to the expressway to Carbon Canyon Road to Imperial Highway to Harbor Boulevard.

But the bad news Sunday, late April, 1992, was that memory lane was gone.

Well, the primary roads were still there and under the same names, but as I turned on to the two lane blacktop that makes the run from Chino Hills down to Brea, I knew even a vivid imagination would have a hard time conjuring up what used to be in Carbon Canyon.

Which wasn't much, a few homes around Sleepy Hollow, a great hairpin turn and a lot of horses and cows scattered across the hillsides.

But there were new sights on the hillsides now. The kind with names like Coral Ridge, Villa de Lago, Gordon Ranch, Summit Ranch and Carriage Homes.

Laguna Canyon come north. I started looking for the signs that read "Homes from a Million Up."

As I rounded one smooth turn I noticed one relic from my own recollections still stood in the

canyon, undisturbed and out of place.

A vast stretch of concrete running down the east side of a hill, it looked like a white lava flow that was stopped before it could hit the canyon highway. I remember everytime we would drive by it my mom would tell us that's where people used to ski.

I would always try and imagine what the people used to look like zooming down a white stretch of pavement, in the middle of the summer, surrounded by dry brown hills. The real mountains — and skiing — obscured in the distance by a veil of smog.

Yet as the '70s wore into the '80s I forgot about the old slope, probably because by the time I got my license I gave up the scenic drives in lieu of the freeways to the beach.

But there it was.

Of course now I was a professional reporter, and I realized there was an opportunity here, if not a story.

I wheeled the Ford off the highway and onto a smaller access road that leads up to the old ski slope, pulling over in front of a small cluster of homes that looked like they had been part of the original complex.

There was a chain link fence around the slope, blocking it off from the road, but I didn't see anyone watching as I slipped under it, camera bag in hand, and figured no one would mind even if they did see me.

Standing at the bottom, the slope appears much bigger than it looks from the road. I got the feeling it must have been a rather treacherous run from the top. Fast and terrifying.

As I started to make my way toward the top, I tried to remember what it had looked like before, but I could only recall how the brightness of the white cement stuck out on the hillside.

It's now overgrown with weeds that have sprouted up in neat square sections all across the slope. At its base the cement surface, which apparently was little more than an inch thick, has collapsed into a gorge now filled with trees and run-off from the hillsides.

The rubber tiles that were used to carpet the slope — which were covered with small pointed cones meant to accommodate skis —



(Star-Progress photo by Jack Hancock)

TIME MOVES ON — Like the Statue of Liberty that confronted Charleston Heston at the end of Planet of the Apes, a long-

deserted, vast stretch of cement is all that remains of the ill-fated attempt to bring year round skiing to Carbon Canyon.

were still scattered all over the place, some patches of which were still stuck to the slope in their original patterns, now petrified into place.

I started snapping shots as I climbed toward the summit, earning a healthy respect for how steep the hill really is. The remains of the tow line that used to move skiers up the hill can still be seen, with some of the old mechanical gear rusted out but still attached to old wooden poles that were torched during the 1990 fires that swept the canyon.

There is only a small level area at the top, which is now marked with the ultimate sign of our times, gang graffiti. Behind the slope a lush wild area opens up, along with the remains of an old access road that is still partly paved.

I made it back down quickly, and apparently just in time.

As I crossed the street and made my way over to the homes across from the slope, a rent-a-

cop pulled up and called me over to his car.

"You sellin' something?" he asked, giving me a look that said "I know you're Kevin Cooper and don't deny it."

I explained I was just a reporter wallowing in the past and trying to figure out why anyone with a full deck thought people would pay to ski down a cement slope from hell in Carbon Canyon.

He seemed to understand.

"Well, some people called in and said there was a man with a camera running up and down the hill, we just had to check it out."

I understood. We live in dangerous times.

After the hired gun drove away a guy named Sage ambled down from one of the old homes and offered to give the Whole Story on the Lost Ski Slope of Carbon Canyon.

His buddy, Grant, produced an old ticket, or slope pass, which boasted "Ski year round!" and re-

mind potential travelers the resort did have "auto parking."

Built in the mid-1960s and dubbed "Ski Villa" by its creators, the slope and the several small units across the road from it were meant to be something of a year-round, mini-Aspen, Sage said.

"I know it was open in '65, I used to go up there with my friends and drink Thunderbird at the top," Sage recalled.

Though a hit with high school partiers, the slope apparently never caught on enough to survive, which Sage figured had something to do with the pain involved when one falls at high speed on cement.

"Too many people got hurt. Opening day they hired a pro to go down it, for publicity purposes, and he broke his leg."

There was no "shut off pool" either, Sage noted, no open area at the bottom that allowed skiers to slow down before coming to a stop.

"People were smashing into each other and piling up at the bottom," he said.

Sage himself never made the run.

"I went up to the top one night, took a look and said 'No Way.' Snow is a lot more forgiving to the human body than concrete."

Despite the potential for some serious pain, Sage said the slope, had a beautiful feel to it, especially at night, when the hill was bathed in the eerie glow of flood lights.

"It looked just like snow at night, just like something out of Colorado," he said.

After Ski Villa closed, which Sage said was after little more than a season in operation, the slope was essentially just left to rot. Most of the tiled surface was bulldozed up to the top and left in piles.

Curiosity used to draw a lot of gawkers off the highway, but not so much anymore.



(Star-Progress photo by Jack Hancock)

NEW OFFICERS — Janet Roberts, left, outgoing president of St. Jude Medical Center Guild, passes the gavel to incoming president Jan Juergens, who was installed at a "Sing a Song of Service" luncheon. Other new officers include Mavis Deliasalde, Anita Camp, Beverly Hildebrandt, Carris Wertzberger, Jo Price and Muriel Maher, vice presidents; Mickey Ruoff, recording secretary; Eleanor McCormack, corresponding secretary; Mary Di Gregorio, financial secretary; and Trudy Taylor, treasurer. The guild presented \$104,436 to Paul Viviano, president of St. Jude. Guild members donated 34,630 hours to the medical center during the past year.

5th Dimension replaces Sedaka at county fair

COSTA MESA — Singer-songwriter Neil Sedaka, who was scheduled to perform at the Orange County Fair July 24, recently canceled the engagement due to a scheduling conflict.

Taking the place of Sedaka will be the 5th Dimension, whose hits include "Aquarius/Let the Sunshine In," "One Less Bell to Answer" and "Wedding Bell Blues."

The group will perform at 7 and 9 p.m. July 24 in the Arlington Theatre as part of the Orange County Register Concert Series. The 17-night series takes place during the fair's Centennial celebration July 10-26 in Costa Mesa.

Themed "Meet Our Main Squeeze," a salute to the county's historic citrus industry, the fair

also features Larry Gatlin and the Gatlin Brothers, Memories of Rock 'n' Roll, Lee Greenwood, the Temptations, Jan & Dean and the Bel Air Bandits, Peabo Bryson, Glen Campbell, Paul Kantner's Jefferson Starship, Paul Revere and the Raiders, A Night at the Improv, the Everly Brothers, Gladys Knight, Doug Kershaw, B.J. Thomas, Restless Heart and John Kay and Steppenwolf.

All concerts are free with fair admission, which is \$5 for adults, \$3 for seniors aged 65 and older, \$2 for kids ages 6-12, with kids under 6 admitted free.

For more information on events at the fair, call (714) 751-FAIR.

Antique game collection goes on display

WHITTIER — A private collection of antique games from a member of the American Game Collectors Association will be on display at the Bonnie Bell Wardman Library located on the Whittier College campus from May 1 through June 5.

The library is located at 7031 Founders Hill Road.

The exhibit is free and open to the public.

The American Game Collectors Association, founded in 1985, is the only national organization dedicated to the collection and preservation of old games, and to the research of the history of games in America. The group focuses primarily on indoor games commercially produced in the U.S. from the first gameboard, called "Mansion of Happiness," sold in 1843, up to and including the games of World War II. Infor-

Crittenton group to honor associates

FULLERTON — Felicia Auxiliary of Florence Crittenton Services of Orange County, Inc. will host its Spring Champagne Luncheon honoring associate members on May 6 at Alta Vista Country Club, 777 E. Alta Vista, Placentia, at 11.30 a.m.

The agency currently serves 95 children on its main campus in downtown Fullerton. Climaxing the residential care, rehabilitation, and education of troubled

adolescent girls, age 12 to 18, and the care and protection of their infants. Diagnostic and shelter care services are extended to homeless, abused and neglected infants and children, newborn to age 6.

The agency currently serves 95 children on its main campus in downtown Fullerton. Climaxing the residential care, rehabilitation, and education of troubled

their new Valley View Center on Feb. 28. The center will be occupied to capacity by the end of summer, bringing the total number of children in care to 204.

Felicia Auxiliary has supported Crittenton's work for more than 25 years and annually hosts a luncheon.

For information and reservations, call Nancy Carver at (714) 879-2129.

Saab has two eloquent rebuttals to those gloomy pronouncements that we've entered a time of diminished expectations.

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Finally, all this comes in a car so well built, it's backed by one of the longest warranties in the industry: 6 years or 80,000 miles.**

All of which adds up to the perfect way to ride out the era of diminished expectations — in a car where the only thing diminished is the price.

For complete details — including attractive lease or buy options on all 1992 Saabs, convertibles included — see us for a test drive.

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THERE ARE STILL SOME ASPIRATIONS YOU DON'T HAVE TO ABANDON.



*Offered through Saab-Scania Financial Services Corp. to qualified and approved customers through April 30, 1992. Subject to availability. 1992 Saab 900 3-door, 5-speed, example based on MSRP of \$22,320.00 (including destination charge); 25% down payment required. \$399.00 per month for 48 months. 0.7% APR, totaling \$14,352.00. 1992 Saab 9000 5-door, 5-speed, example based on MSRP of \$23,900.00 (including destination charge); 25% down payment required. \$399.00 per month for 48 months. 1.9% APR, totaling \$19,152.00. Tax, license, title fees and insurance extra, and you must take delivery from dealer stock by April 30, 1992. See your participating Saab dealer for qualification and program details. **Whichever comes first. See your Saab dealer for complete details on limited powertrain warranty. *Applies to purchase only. © 1992 Saab Cars U.S.A., Inc.

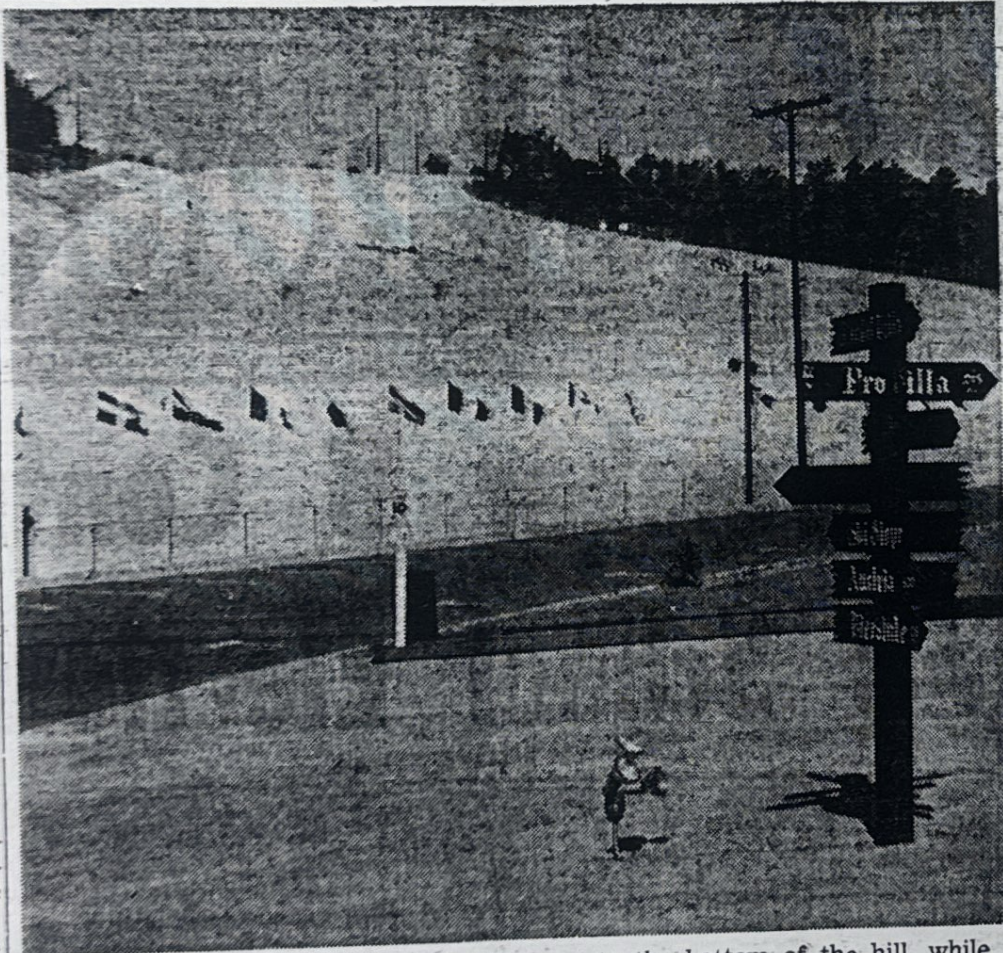
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Save On Fair Admission Tickets RIPE NOW! At Longs Drugs

The "big orange" is coming around again—for the 100th time! The Centennial season of the Orange County Fair begins Friday, July 10th. Save on admission tickets and

Police Blotter

BREA



SKI SLOPE — Seven and one-half acres of artificial snow covers the side of the hill at Ski Villa, on Carbon Canyon Road between Brea and Chino. The big ski run goes from the

top to the bottom of the hill, while two smaller runs near the bottom of the hill cross from right to left.

(STAR-PROGRESS PHOTO.)

Brea Brings Artificial Snow Skiing From Japan To Canyon



HOT WEATHER SNOW — John Kramer, general manager of Ski Villa, displays a sample of the "snow" that is used on the ski slope. Both the base and the bristles are made of polypropylene plastic.

(STAR-PROGRESS PHOTO)

Four Students To Talk

Brea Research Center Man On 'Round Table'

Robert Montgomery of Union Oil Co., Brea, will be one of the panelists at the Technical Round Table American Chemical Society.

The meeting will be held Thursday Aug. 18, at 10 a.m. at United States Borax Research Corp., 412 Crescent Ave., Anaheim.

Montgomery joined Union Oil Co. in 1951, starting in the Research Department, Development Division, designing various pieces of equipment for use in oil field plants and commercial processes.

Later he transferred to Engineering Services where he is concerned with design and construction of equipment used in research.

Prior to 1951, Montgomery was associated with Babcock and Wilcox, Southwestern Engineering Co., and Foster Wheeler Corporation.

Topic of the panel is "Use of High Pressure in Chemical Industry and Aerospace Operations. Other panel members are, Darrell Fredercik of A. C. Clave Engineers and is the company's technical director and R. G. Crowley, a member of the Space and Information Systems Division of North American Aviation.

Wins Prize

Ora Brimer won a first place award in the oil painting contest.

ffer said his trip here is a regular visit to the some half dozens branch of the Shaffer company. Beaumont branch's bas- duct is high pressure g well equipment and ys about 200 persons, ag to Ralph Walker, aturing manager at the plant.

ffer said the Beaumont is a good one "for our of business. We are try- o build it up by increas- ur machinery and equip- and building up the per-

l business tools are our business. We are now g sub-sea products for shore drilling from a ng vessel, a new con- n drilling," he said.

ffer said the plant is also quite a bit of fabrication epair of thermal units for refineries and chemical anies.

vest product is the - hole drilling tools, Shaf- aid.

e form of transportation ently used by Shaffer Works is the barge.

e use barges for delivery Louisiana and the Gulf —," adding that availa- of this form of trans- tion is one of the great ntages in this area.

e Shaffer Company bought the Alco Products, Inc., Beaumont three years ago.

Gas War Still On

ea motorists continued to cut-rate gasoline prices the "gas war" ended its week.

st stations continued sell- at 27.9 cents per gallon regular and 30.9 for pre- n, although several major ns were one or two cents r. Independents were also tly lower.

indication was given on much longer the price-cut- would last.

Three Teachers Quit Jobs Here, New One Hired

ree teachers' resignations accepted, and one new er was hired, at Wednes-

SKI SLOPE — Seven and one-half acres of artificial snow covers the side of the hill at Ski Villa, on Carbon Canyon Road between Brea and Chino. The big ski run goes from the

top to the bottom of the hill, while two smaller runs near the bottom of the hill cross from right to left.

(STAR-PROGRESS PHOTO.)

Brea Brings Artificial Snow Skiing From Japan To Canyon

Last year at an auditorium in Los Angeles, a Japanese company put on a ski demonstration using artificial snow. At the time, there were only two artificial snow ski resorts, both of them in Japan.

One of the persons who saw the demonstration was John Kramer, an air conditioning engineer from Brea. The idea was of special interest to him, since he was considering setting up a recreation facility near Brea — something that, in his words, "had not been overdone."

So in January, 1966, John Kramer went to Funabashi, Japan to see how one of the ski resorts operated, and to determine whether a similar operation could be successful in the United States. He decided that it could, and "Ski Villa" was born.

Today, just seven months later, Ski Villa is completed and open for business on Carbon Canyon Road between Brea and Chino, just over the San Bernardino County line. The mammoth ski slope on the side of a hill covers seven and one-half acres, and several more acres are used for additional facilities and services, including a restaurant and lounge.

According to Kramer, Ski Villa is the largest ski resort in the world using artificial snow, and the first of its kind in the United States.

Total initial cost of the operation exceeded \$750,000. This figure does not include the land, which is leased. The facility is owned by Ski Villa, Inc., a new corporation with 28 stockholders. John Kramer, who originated the idea, is general manager.

Three ski runs cross the slope. The largest, 1,350 feet long, extends from the top of the slope to the bottom. Two shorter runs of 500 and 300 feet cross the hill laterally near the bottom with gentler slopes. Skiers ascend the slopes by means of mechanical rope

people are able to ski all year around, regardless of temperature. "The ski instructors here report that it's easier to teach beginners here than on real snow," he said. "Part of the reason is that they don't have to worry about the cold, or the isolation, or the wilderness."

Three ski instructors, two of them natives of Austria, are employed at Ski Villa. They are Adi Muchlegger, Elmar Finn and John McKown. All three taught skiing at Sun Valley, Idaho before coming here.

To construct the "snow-covered" slope, a cement base three and one-half inches thick was poured on the side of the hill. Then the "snow" was added, which consisted of polypropylene plastic squares with bristles sticking up on one side. They were joined to the cement by a "cohesive mastic."

The plastic snow is made by a company in Gardena, exclusively for Ski Villa. It is somewhat different than the type used in Japan. John Kramer helped design it.

The atmosphere created by the architecture of the buildings at Ski Villa is reminiscent of

Jubilee

(Continued From Page A1)

ly \$8,000. The company has already drawn up a detailed "plan of action" for the week-long event.

Mayor Clark disagreed with proposals to change the plan. "Either we should follow the plan to the letter, or we'd better wipe out right now," he said. "If you go jumping around, you're in trouble."

Some Jubilee Committee members suggested a sale of stock as an alternative to obtaining city funds.

In other action, the committee considered names of several people as chairmen for the various committees. The following names were released:

ski lodges in the Alps. Directional signs, in gothic lettering, point out that it is .007 miles to the rental-villa and 6,240 miles to Austria.

Two St. Bernard puppies, Hans and Fritz, both sixteen weeks old, are Ski Villa's mascots. It seems doubtful that that they will ever be called upon to perform a "snow rescue," however.

Ski equipment can be rented or bought at Ski Villa, although visitors may bring their own equipment if they wish. Regular snow skis are completely suited to the plastic snow at Ski Villa.

A tog shop also sells a complete line of ski clothes.

Budget

(Continued From Page A1)

expenses \$23,000; total \$75,520.

Fixed charges: annuity fund \$39,200; permanent fund \$2,000; state employees retirement \$22,000; old age and survivors insurance \$12,000; other fixed charges \$46,015; total \$121,215.

Pupil transportation classified salaries \$25,000; other expenses \$22,000; total \$47,000.

Food services: classified salaries \$5,230; other expenses \$1,000; total \$6,230.

Community services: classified salaries \$5,500; other expenses \$3,000; total \$8,500.

Capital outlay \$50,000; undistributed reserve \$151,473; revolving cash fund \$1,500; general reserve \$75,000.

Total expenditures plus net ending balance: \$2,225,758.

A breakdown of income, by categories, follows:

Net beginning balance \$349,852; income from state sources \$555,815; income from county sources \$1,200; income from local sources, other than secured roll \$187,782; district taxes, secured roll, \$1,131,109; total, beginning balance and income \$2,225,758.



HOT WEATHER SNOW
al manager of Ski Villa "snow" that is used o base and the bristles a plastic. (ST

Four Students For The Peace

Peace Caravan sponsored by the American Field Service will have four college students speaking at a meeting to be held at Orange County Library Headquarters, 431 S. Manchester, Orange, Mon., Aug. 8, 8 p.m. which is expected attract Breans.

The students will discuss questions of peace and human values. Included in the caravan are the following:

Anadi Nalk, who comes from an Indian village family and who has been active in the Land-gift Movement started by Vinoba Bhave. Since 1958 has been working in the Land Gift mission on many fronts, including editing a weekly magazine in Orca, one of the Indian languages.

He came to this country last year to attend Pendle Hill graduate school.

Eleanor M. Block was born and raised in the New York City area. She is a senior at Harpur College in Binghamton, New York. Eleanor has traveled through most of Europe.

She plans to go on to graduate work in social science at

Kirkhill . . .

(Continued From Page A1)

According to Brea Police department the pickets have been operating with only minor incidents being noted.

Commissioner Oliver Groves, federal mediator, is trying to arrange new meetings between the representatives of the company and representatives of the union.

LISTINGS NEEDED

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Gas War Still On

Area motorists continued to enjoy cut-rate gasoline prices as the "gas war" ended its third week.

Most stations continued selling at 27.9 cents per gallon for regular and 30.9 for premium, although several major stations were one or two cents lower. Independents were also slightly lower.

No indication was given on how much longer the price-cutting would last.

Three Teachers Quit Jobs Here, New One Hired

Three teachers' resignations were accepted, and one new teacher was hired, at Wednesday's meeting of the Brea-Olinda Unified School Board.

The new teacher is William Vanderhoof of La Habra, who will teach high school business education. He has ten years' teaching experience in Whittier schools.

Teachers who resigned were Paul Basinger, high school science; Mrs. Patricia Hicks, high school business education; and Mrs. Nina Lindstrom, elementary.

THE BREA PROGRESS

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oper for business on Carbon Canyon Road between Brea and Chino, just over the San Bernardino County line. The mammoth ski slope on the side of a hill covers seven and one-half acres, and several more acres are used for additional facilities and services, including a restaurant and lounge.

According to Kramer, Ski Villa is the largest ski resort in the world using artificial snow, and the first of its kind in the United States.

Total initial cost of the operation exceeded \$750,000. This figure does not include the land, which is leased. The facility is owned by Ski Villa, Inc., a new corporation with 26 stockholders. John Kramer, who originated the idea, is general manager.

Three ski runs cross the slope. The largest, 1,350 feet long, extends from the top of the slope to the bottom. Two shorter runs of 500 and 300 feet cross the hill laterally near the bottom with gentler slopes. Skiers ascend the slopes by means of mechanical rope tows.

Since Ski Villa opened in July, more than 100 people per day have come there to ski, according to Kramer. Knowledgeable skiers have discovered that they can use the same techniques on the artificial snow as on genuine spring snow at northern mountain resorts.

Kramer maintains that skiing is less dangerous at Ski Villa than at regular ski resorts. "In the thirty days we've been open, there has not been one serious injury," he said this week. "In some of the snow resorts, there is hardly a day that goes by that there isn't a major accident."

"Our liability insurance costs less than it would at a mountain resort," he added.

Another advantage of artificial snow cited by Kramer is

the plastic snow is made by a company in Gardena, exclusively for Ski Villa. It is somewhat different than the type used in Japan. John Kramer helped design it.

The atmosphere created by the architecture of the buildings at Ski Villa is reminiscent of

Jubilee

(Continued From Page A1)

ly \$8,000. The company has already drawn up a detailed "plan of action" for the week-long event.

Mayor Clark disagreed with proposals to change the plan. "Either we should follow the plan to the letter, or we'd better wipe out right now," he said. "If you go jumping around, you're in trouble."

Some Jubilee Committee members suggested a sale of stock as an alternative to obtaining city funds.

In other action, the committee considered names of several people as chairmen for the various committees. The following names were released:

Executive committee: Frank Schweitzer Jr., president; Leland Myhre, vice-president.

Corporation officials: Frank Schweitzer Jr., acting general chairman; Warren Griffith, headquarters chairman; Jean Carver, secretary; Clarence Schwartz, treasurer; Ted Craig, honorary chairman.

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Food services: classified salaries \$5,230; other expenses \$1,000; total \$6,230.

Community services: classified salaries \$5,500; other expenses \$3,000; total \$8,500.

Capital outlay \$50,000; undistributed reserve \$151,473; revolving cash fund \$1,500; general reserve \$75,000.

Total expenditures plus net ending balance: \$2,225,758.

A breakdown of income, by categories, follows:

Net beginning balance \$349,852; income from state sources \$555,815; income from county sources \$1,200; income from local sources, other than secured roll \$187,782; district taxes, secured roll, \$1,131,109; total, beginning balance and income \$2,225,758.

uate school.

Eleanor M. Block was and raised in the New City area. She is a student at Harpur College in Binghamton, New York. Eleanor has been elected through most of her high school years.

She plans to go on to graduate work in social science.

Kirkhill . . .

(Continued From Page A1)

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Downhill in Carbon Canyon

A reporter takes a road trip to the ski slope that time forgot

By Mark Cromer

DSP Staff Writer

Part one of two parts

It was the kind of day that had Road Trip written all over it.

A light breeze with a warm edge was blowing, the sky was a faded blue and I had about five bucks in my pocket. And it was Sunday. I couldn't think of a better reason to hop in the Ford, crank all the windows down, turn up the stereo and head out for wherever.

I took Reservoir Boulevard through Pomona's southside, knowing the gangbangers day rarely starts before 3 p.m., especially after a Saturday night. As I cruised south, I started considering some loose possibilities for a destination.

Newport sounded good. Maybe make the run along PCH to Laguna, stopping at the Crystal Cove for a date malt and a chat with the brunette behind the counter.

I stuck to Reservoir, passing under the Pomona Freeway and heading toward the Corona Expressway, deciding to take a drive down memory lane and trace the old route my mom used to take when she drove us to the beach back in the late 1960s and early '70s.

Reservoir to the expressway to Carbon Canyon Road to Imperial Highway to Harbor Boulevard.

But the bad news Sunday, late April, 1992, was that memory lane was gone.

Well, the primary roads were still there and under the same names, but as I turned on to the two lane blacktop that makes the run from Chino Hills down to Brea, I knew even a vivid imagination would have a hard time conjuring up what used to be in Carbon Canyon.

Which wasn't much, a few homes around Sleepy Hollow, a great hairpin turn and a lot of horses and cows scattered across the hillsides.

But there were new sights on the hillsides now. The kind with names like Coral Ridge, Villa de Lago, Gordon Ranch, Summit Ranch and Carriage Homes.

Laguna Canyon come north. I started looking for the signs that read "Homes from a Million Up."

As I rounded one smooth turn I noticed one relic from my own recollections still stood in the canyon, undisturbed and out of place.

A vast stretch of concrete running down the east side of a hill, it looked like a white lava flow that was stopped before it could hit the canyon highway. I remember everytime we would drive by it my mom would tell us that's where people used to ski.

I would always try and imagine what the people used to look like zooming down a white stretch of pavement, in the middle of the summer, surrounded by dry brown hills. The real mountains



(Star-Progress photo by Jack Hancock)

TIME MOVES ON — Like the Statue of Liberty that confronted Charleston Heston at the end of Planet of the Apes, a long-

deserted, vast stretch of cement is all that remains of the ill-fated attempt to bring year round skiing to Carbon Canyon.

— and skiing — obscured in the distance by a veil of smog.

Yet as the '70s wore into the '80s I forgot about the old slope, probably because by the time I got my license I gave up the scenic drives in lieu of the freeways to the beach.

But there it was.

Of course now I was a professional reporter, and I realized there was an opportunity here, if not a story.

I wheeled the Ford off the highway and onto a smaller access road that leads up to the old ski slope, pulling over in front of a small cluster of homes that looked like they had been part of the original complex.

There was a chain link fence around the slope, blocking it off from the road, but I didn't see anyone watching as I slipped under it, camera bag in hand, and figured no one would mind even if they did see me.

Standing at the bottom, the slope appears much bigger than it looks from the road. I got the feeling it must have been a rather treacherous run from the top. Fast and terrifying.

As I started to make my way toward the top, I tried to remember what it had looked like before, but I could only recall how the brightness of the white cement stuck out on the hillside.

It's now overgrown with weeds that have sprouted up in neat square sections all across the slope. At its base the cement surface, which apparently was little more than an inch thick, has collapsed into a gorge now filled trees and run-off from the hill-sides.

The rubber tiles that were used to carpet the slope — which were covered with small pointed cones meant to accommodate skis —

were still scattered all over the place, some patches of which were still stuck to the slope in their original patterns, now petrified into place.

I started snapping shots as I climbed toward the summit, earning a healthy respect for how steep the hill really is. The remains of the tow line that used to move skiers up the hill can still be seen, with some of the old mechanical gear rusted out but still attached to old wooden poles that were torched during the 1990 fires that swept the canyon.

There is only a small level area at the top, which is now marked with the ultimate sign of our times, gang graffiti. Behind the slope a lush wild area opens up, along with the remains of an old access road that is still partly paved.

I made it back down quickly, and apparently just in time.

As I crossed the street and made my way over to the homes across from the slope, a rent-a-

cop pulled up and called me over to his car.

"You sellin' something?" he asked, giving me a look that said "I know you're Kevin Cooper and don't deny it."

I explained I was just a reporter wallowing in the past and trying to figure out why anyone with a full deck thought people would pay to ski down a cement slope from hell in Carbon Canyon.

He seemed to understand.

"Well, some people called in and said there was a man with a camera running up and down the hill, we just had to check it out."

I understood. We live in dangerous times.

After the hired gun drove away a guy named Sage ambled down from one of the old homes and offered to give the Whole Story on the Lost Ski Slope of Carbon Canyon.

His buddy, Grant, produced an old ticket, or slope pass, which boasted "Ski year round!" and re-

minded potential travelers the resort did have "auto parking."

Built in the mid-1960s and dubbed "Ski Villa" by its creators, the slope and the several small units across the road from it were meant to be something of a year-round, mini-Aspen, Sage said.

"I know it was open in '65, I used to go up there with my friends and drink Thunderbird at the top," Sage recalled.

Though a hit with high school partiers, the slope apparently never caught on enough to survive, which Sage figured had something to do with the pain involved when one falls at high speed on cement.

"Too many people got hurt. Opening day they hired a pro to go down it, for publicity purposes, and he broke his leg."

There was no "shut off pool" either, Sage noted, no open area at the bottom that allowed skiers to slow down before coming to a stop.

"People were smashing into each other and piling up at the bottom," he said.

Sage himself never made the run.

"I went up to the top one night, took a look and said 'No Way. Snow is a lot more forgiving to the human body than concrete.'"

Despite the potential for some serious pain, Sage said the slope had a beautiful feel to it, especially at night, when the hill was bathed in the eerie glow of flood lights.

"It looked just like snow at night, just like something out of Colorado," he said.

After Ski Villa closed, which Sage said was after little more than a season in operation, the slope was essentially just left to rot. Most of the tiled surface was bulldozed up to the top and left in piles.

Curiosity used to draw a lot of gawkers off the highway, but not so much anymore.