

WHERE IS RANDOLPH?

A look at an almost-forgotten footnote to Brea history

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The following is a story of Randolph, the little townsite which began optimistically in 1902 but ended a year later because of unfulfilled promises. Being the forerunner of Brea, it's part of our city's early history which has nearly been forgotten but deserves to be recalled in this year of celebrating our past.

A WALK IN TIME

by Brian Saul

It all began back at the turn of the century, when the eastern end of the La Habra Valley, where Brea now is located, basically was undeveloped. The first oil well had been drilled successfully in Brea Canyon in 1899, but apart from the oil company bunkhouses and the small homes which were just beginning to dot the hillsides, there was nothing here which one could remotely call a town.

Newspaper articles of the day described this area as having "a superb climate, pure water and deep soil remarkable for its fertility." Already, the land around present-day La Habra had farms, orchards and fields of barley and hay covering its landscape, and this new undeveloped land east of La Habra was touted as having the same excellent potential.

It was into this area in 1902 that developers came and decided to purchase 2,200 acres of land below the mouth of Brea Canyon. Plans were made to subdivide the property into 10- and 20-acre lots, lay out a townsite and provide water.

Ads were placed in surrounding newspapers praising the land as having "no superior in South California for oranges or walnuts," and claiming that a 36-inch cement pipe was to bring pure, fresh, soft water to new residents. Lots were to sell for \$150 per acre.

By the end of 1902, it was reported that there was a big demand for the available lots and 50 of them had been sold in one day. The new town, which had not been named as yet, had contracted for city water and electric lights and soon was to be connected to the Pacific Electric Railway (the Red Cars).

A month later, in January, 1903, the new townsite officially was christened. It became Randolph, named for Epes Randolph, the general manager of the Pacific Electric Railway Co.

That same month, a petition was circulated for a new school district for the town. It was to be formed from parts of the Fullerton, La Habra and Placentia districts, although the small portion of Placentia land to be included later was dropped from the plan.

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"The new town of Randolph is flourishing," a reporter for the Whittier News said Feb. 7, 1903.

"The rain has brightened its fertile acres and made it look still more inviting to the prospective purchaser. Many of the new owners are setting out trees, walnuts, proving themselves first favorites. About 75 acres are being prepared for trees at this writing and this acreage will doubtless be still further increased.

"A good deal of lumber is already on the ground and soon the next stage of the new town will begin. School houses, churches, stores and homes will dot the landscape, where but a few months ago barley and mustard held full sway.

"To the average easterner, the rapidity of growth shown by the new western towns seems a trifle uncanny, but Randolph having fine water and climate and the near prospect of good transportation facilities, should grow and grow rapidly."

Work now was progressing on laying the water pipeline to Randolph, and new landowner C.E. Utt, one of the founders of Tustin, but known locally as the "Peanut King," was

planting his property with walnut trees and peanut plants.

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The end of June still saw the work on the new water pipeline to Randolph not yet completed, but work was progressing. This gave hope to local landowners that the water they had been promised soon would be flowing into their fields.

Besides this pipeline, a schoolhouse to serve the 70 children of the new Randolph School District was another important matter that summer of 1903. On July 29, a district election was held and voters decided to build a school on a 2 1/2-acre lot at the northern end of the town.

One month later, a second election took place to decide whether to issue bonds worth \$8,000 for the new schoolhouse, but it was defeated 16-1. Since most of the children going to the new school were living in Brea Canyon, their parents felt that the new townsite school would be too far away and that a temporary school should be built in the canyon. They also thought that \$8,000 was too much to spend on a school building for such a small district. Local oil companies did say, though, that if the new settlement of Randolph did fill up with people as was expected, they would help the valley property owners get the new schoolhouse.

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TERMS: One-third cash, balance on one and two years time at 6 per cent. OFFICE at RANDOLPH, the new townsite on the tract. Parties wishing to make inquiries or to purchase lands at RANDOLPH can call on

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Where is it?: The community of Randolph eventually failed as an enterprise, despite the efforts of developers who ran advertising campaigns in an effort to lure settlers and investors. The ad shown above appeared in the Whittier News on January 31, 1903.

La Habra (Valley) land and may sell in a few days."

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It's felt that the failure to establish Randolph as a town probably was because of not being able to get enough water to the townsite. Also, from the start, it had been promised by developers that the Pacific

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Randolph the arrival finally of the Pacific Electric Railway and the improvement of the water system.

Just as the lack of the railway and sufficient water had spelled the end of the town in 1903, ironically the arrival of these things also brought about the demise of Randolph, but this time it was only of the name. In 1911, Randolph was changed to Brea, people began building homes on their newly-purchased townsite lots, businesses sprang up along Pomona Avenue (now Brea Boulevard), in 1917 we became an incorporated city and 75 years later we're celebrating our 75th birthday.

We've certainly come a long way in all those years, but at the same time we've lost much of our early history. Except for Randolph Street running alongside the Brea Mall and Berry Street to the west of Brea Boulevard, there are very few references of or traces left of old Randolph. The Pacific Electric Railway Depot was demolished many years as was the old Randolph School. No one is quite sure any longer where the Brea Canyon School used to be nor what it looked like.

Even though the years have done their best to swallow up the memories of old Randolph, it's important that those memories not be forgotten. They unfortunately were not the most successful years of our history, but nevertheless they did help to shape and lay the foundation for the Brea of today.

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2000 Acres

Of choice Orange and Walnut Land, with Water, in this Tract.

Also Lots in Randolph City.

See our Agent on the Grounds, or

The ...
Townsend-Robinson
Investment Company
Long Beach, Cal.

Choice land: Despite the best efforts of developers like the Townsend-Robinson Investment Co., Randolph quickly became a footnote to Brea history.

RELIGION

The Brea United Methodist Church United Methodist Women will install its new officers at noon Saturday, Jan. 18, at the Sizzler Restaurant on Harbor Boulevard in Fullerton. The minister's assistant, John Niblick, will install the officers.

For information, call the church at 529-6336.

The Brea United Methodist Church, 480 N. State College Blvd., will hold a White Elephant Bingo and Dessert party at 6 p.m. Sunday, Jan. 19.

For information, call Pam and Jim Turner at 861-8144 or Pat and Karen McDonough at 861-2063.

The Brea Congregational Church, United Church of Christ, at 300 E. Imperial Highway, is hosting a group of 12 homeless persons as part of the Orange County Homeless Issues Task Force program, through Jan. 18. Many already have volunteered to help.

To volunteer or for information, call coordinator Ann Smith at 529-0128.

The Brea United Methodist Church will hold a nursery clean-up from 9 a.m. to noon Saturday, Jan. 25. This would include cleaning the toys, washing the baseboards and shampooing the carpets.

The church is at 480 N. State College Blvd. For information, call 529-6336.

An ecumenical worship service will be held at 7 p.m. Sunday, Jan. 19, for representatives from all major Christian faiths in Orange County. It will be held at St. Anselm of Canterbury Episcopal Church, 13091 Galway St. in Garden Grove.

Included in this list of representatives will be Episcopalians Bishop John Crumm, Lutheran Bishop Robert Miller, Roman Catholic Bishop Norman McFarland

and various Greek Orthodox representatives. The service is held in conjunction with the annual Week of Prayer for Christian Unity, being celebrated across the nation.

For information on the ecumenical worship service, call 974-7120, Ext. 254 or 537-0604.

The Brea United Methodist Church, at 480 N. State College Blvd., offers worship at 9 and 10:30 a.m. Sundays. Adult Sunday School is held at both worship times, Youth Sunday School is at 9 a.m. and Children's Sunday School is at 10:30 a.m.

For information, call 529-3663.

The Calvary Chapel Christian Centre, at 1200 Lambert Road in Brea, offers worship at 7:30, 9 and 11 a.m., and 7 p.m., Sundays. Complete child care is provided.

For information, call the church at 529-3069.

The Brea United Methodist Church will hold its annual Charge Conference at 7:30 p.m. Monday, Jan. 27 in the sanctuary, 480 N. State College Blvd. Santa Ana District Superintendent Marilyn Huntington will preside over the meeting.

Among the agenda items will be adoption of the final 1992 budget.

For information, call 529-6336.

The Women's American Organization for Rehabilitation through Training works to help students live productive lives and encourages them to keep their pride in their Jewish heritage. The group's next general luncheon meeting, featuring "a morning with Nordstrom's Personal Shopper," will be at 10 a.m. Monday, Jan. 20, at Temple Beth Tikvah, 1600 N. Acacia St. in Fullerton.

The door donation is \$5. For

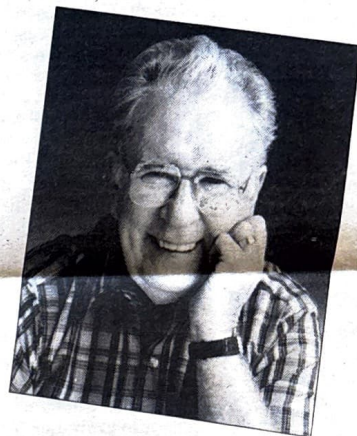
information or reservations, call Belle at 526-6591 or Ruth at 776-1529.

The Brea United Methodist Church recently added the position of assistant to the minister to its church staff. The Pastor-Parish Relations Committee hired John Niblick for the position. Niblick had been loaned by Brea to the West Covina United Methodist Church for a year, but he previously had been a BUMC member.

Niblick presently is attending the School of Theology at Claremont, in study for ministry.

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January 21, 1992
1:30 p.m.**

**King's Table Restaurant
1630 West Katella,
Anaheim**

Join us for lunch!

**Thursday,
January 23, 1992
10:00 a.m.**

**International House of Pancakes
1721 S. Harbor Blvd.
Anaheim**

Join us for a pancake breakfast!

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*1992 benefits as stated here are subject to HCFA approval and are available in LA, Orange and parts of Riverside and San Bernardino Counties only. All members must continue to pay Medicare premiums. Minimal copayments will apply. Annual prescription benefit is \$550. In San Diego, Kern and Ventura Counties a \$10 monthly premium applies. Prescription benefits not available in Kern and Ventura Counties. Secure Horizons is a federally-qualified, Medicare-contracting HMO.

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*straightened
slightly → to be
boxed &
reduced.*

*reduce about 1/2
or more*

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ment of 120 pupils and there were three teachers; property evaluation was \$12,325. In 1927 the name of the district was changed to Seal Beach.

BREA

The Brea District was so named in 1915, having been formerly known as the Randolph District, which was established in 1902. By 1920 Brea enrollment was 345 and its expenditures were \$21,841. By 1940 there was an increase to 408 pupils and an expenditure of \$44,339. By 1955 Brea had two elementary schools with 771 students, and by 1962 the two elementary schools and one junior high school had a combined average daily attendance of 1,722. Brea Superintendent of Schools is Vincent E. Jaster.

BUENA PARK

Another of Orange County's early districts, Buena Park appears in the county's annual report of 1891 with an enrollment of twenty-three pupils. By 1920 the school district had 1,294 volumes in its library, enrolled fifty-seven pupils, expended \$3,325, and had a total property evaluation of \$6,793. By 1940 Buena Park had two schools, enrolled 479 pupils, employed fourteen teachers, and expended \$39,502. By 1955 there were three elementary schools, an A.D.A. of 1,362; 1962 saw eight elementary schools and a corresponding increase in enrollment—2,987 total. District Superintendent is Glen C. Nicholson, assisted by Bernard M. Staffon and A. Stanley Corey.

CAPISTRANO BEACH

The name Capistrano Beach was given to the Serra District in 1948. By 1955 the district had an average daily attendance of 200 and it expended \$63,986. Attendance had more than doubled by 1962, standing that year at 498. Ewald W. Kayser is district superintendent.

CENTRALIA

A very early school district, in healthy existence today, is Centralia District, established in 1875 with an enrollment of seventeen the following year. Growth was very slow at first, and the enrollment by 1900 was 61, increasing to an A.D.A. of 439 in 1955. By 1962 Centralia District was keeping pace with the general growth of Buena Park and had nine elementary schools with an average total attendance of 6,514. Dr. Palmer Campen is superintendent, assisted by Dr. Clifford W. Jordan and Myrl C. Rupel.

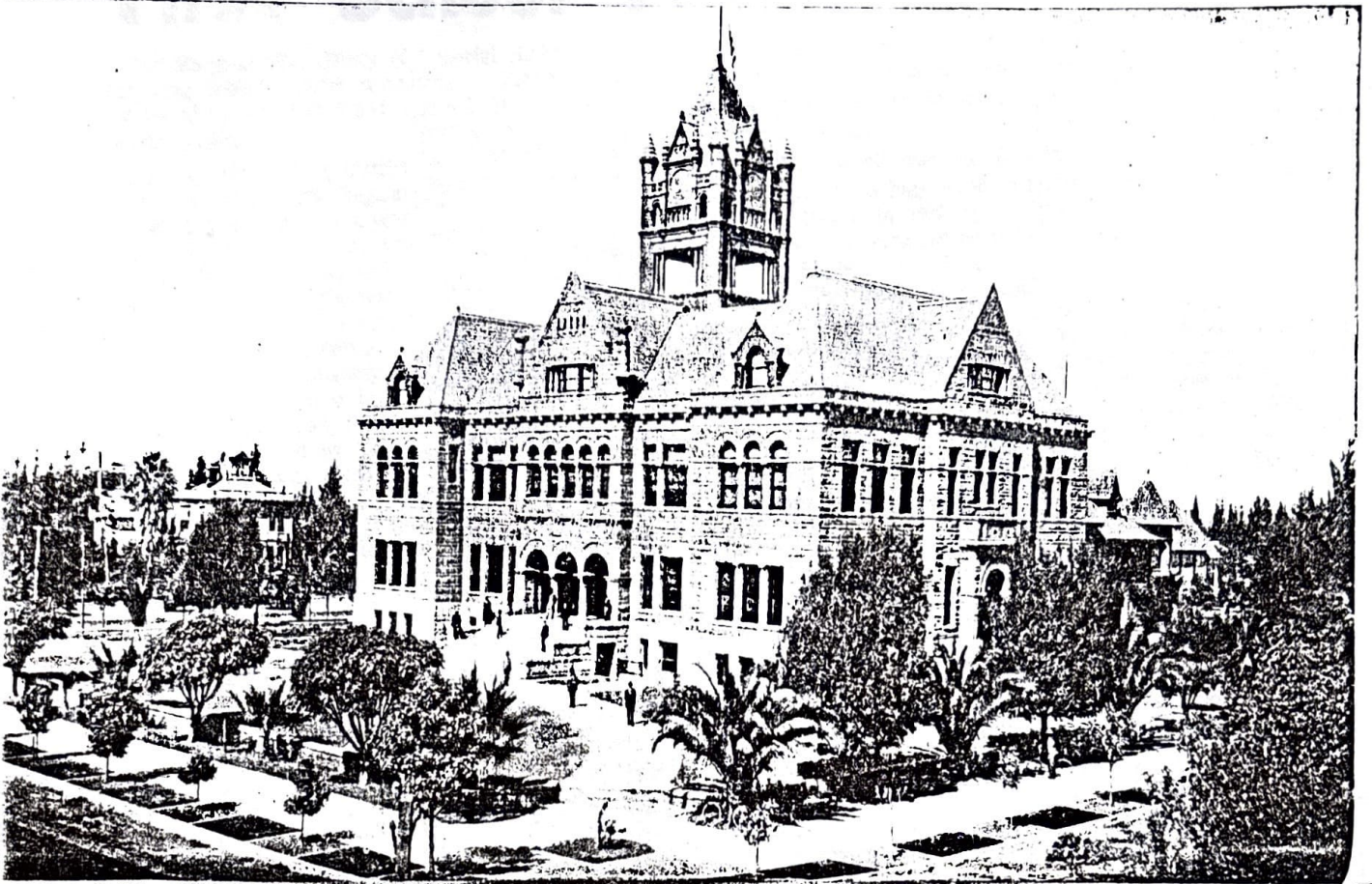
CHICO

The Chico District was organized in 1889, but by 1910 it no longer existed as a separate district, being included in the Westminster District from that time on. In its first year Chico District maintained classes for one month only, by 1900 had an enrollment of twenty-five, in 1906 became part of the Westminster-Chico District, finally to be absorbed completely.

COMMONWEALTH

The brief existence of Commonwealth was from 1914 until it united with Placentia in 1921.

Centralia School, 1916. Fifth Grade. Teacher, Alice G. Sproul, aunt of the Abplanalp children. Ruth Whitney, sixth from left, second row, with the dark curls. She later married Wilton Abplanalp, who is standing directly behind her.



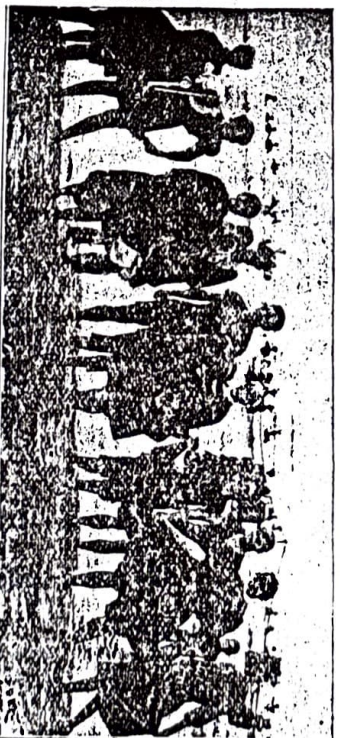
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First School Founded 1902

(Editors note: This history of the Brea School District was submitted by Dr. Paul Bolie, Superintendent.)

The Randolph School District was formed in 1902. Regular classes began in the school year 1903 - 04. The first teacher was a Miss Ellen Dickenson and 30 pupils were enrolled. The school was located in Brea Canyon about half-way between the Brea Canyon Oil Company offices and the entrance to the road into Tonner Canyon. This school was started by the oil companies operating in the area in order to attract and keep steady employees. The first trustees were H. O. Butler, a Mr. Enick and a Mr. Scott.

In the next decade several important changes took place. The most important was the change of name from "Randolph School" to "Brea Grammar School", about 1918. The school enrolled 51 pupils in 1910 and was served by 2 teachers. In 1920, 295 pupils were enrolled and 12 teachers were employed. The school was moved twice, first to the present location of the Chiksan parking lot on the southwest corner of Deodara and Pomona Avenue, now called Brea Boulevard. The school was housed in a two-story building with four rooms. Later, two new classrooms were added. The second move of the school saw the smaller of the buildings moved across the street to the site now occupied by Brea Jr. High School. The move came about when the Union Oil Company and the school district traded property.

By 1914 there were 170 students and five teachers, led by William Fanning, who replaced R. W. Jepson as District Superintendent. Fanning remained in this position until his retirement in 1942.

Fanning assumed the Superintendency from W. E. Jepson in 1914 and served until his retirement in 1942. During this 28-year period, Brea grew from an average daily attendance of 170 in one school to 388 in two schools in 1940.

In 1921, the people of Brea approved a school bond issue of some \$60,000 to build a second school, the Laurel School building. Laurel School was located between Birch Street and

Imperial Highway on the east side of Flower Street. It was to handle children from kindergarten to the 4th grade with the Grammar School handling the fifth through eighth grades. The children of high school age went to Fullerton High School at this time. Vincent Jaster, principal of the Brea Grammar Schools since 1929, took Fanning's place as superintendent in 1942. He served in that capacity until 1966 when he became associate superintendent of the newly-formed Brea-Olinda Unified School District.

Significant aspects of the Brea Elementary School District was the change in assessed evaluation from \$3,629,735 in 1915, to \$4,799,490 in 1964 - 65, an increase in the number of teachers employed from 1 in 1904 to 75 in 1965 and an increase in pupil enrollment from 30 students in 1904 to 1,919 students in 1965.

In 1956, Brea Grammar School changed its name to Brea Junior High School. In this same year Arovista School, another elementary school came into existence. It is located on Eadington Drive and Arovista Avenue north of the Brea Golf Course. At that time Brea Junior High School enrolled pupils in grades six through eight. Other pupils attended Arovista School or Laurel School.

The Brea and Olinda School Districts were a part of the Fullerton Union High School District until 1925, when they united and withdrew from Fullerton, forming the Brea-Olinda Union High School District.

On May 1, 1925, the first Board of Trustees for the High School District was appointed and proceeded to establish a high school program. The board was as follows: A. H. Brown, G. W. Cullen, J. D. Sievers, M. Mears and W. D. Shaffer.

On February 20, 1926, voters approved a 23½ acre site on Birch Street for the Brea-Olinda Union High School. On October 6th of that year the cornerstone was put in place.

During the construction of the high school building, school was held in the temporary quarters situated on the grounds of the Brea Grammar School. During the first year of operation, only two years of high school was offered. The first year the new

building was occupied, a four-year program was available. On October 2, 1926 the cornerstone was laid.

I. W. Barnett was the first principal of the high school. He was followed in 1929 by Carl Harvey, who remained here until 1946 when he took a position in the Santa Ana School system. Frank Hopkins, served as Superintendent at Brea-Olinda High School from 1946 to 1965, when he took a position at Orange Coast College.

In 1966, following unification of the Brea Elementary, Olinda Elementary and Brea-Olinda

High School Districts, Dr. Goile was appointed superintendent of the new district.

A fourth school site, located in the northern part of Brea, was secured to accommodate increased enrollment. Construction was started in December of 1965.

School District Unification combining Brea Elementary, Olinda High School School District was voted in by the electorate in December of 1965 to become effective July 1, 1966. This ended the history of Brea Elementary School District as a separate entity.

Select Nurseries Sell Over 4 Million Plants Per Year

A plant for every man, woman and child in the Los Angeles and Orange County was sold by a Brea nursery last year.

More than 450,000 container plants were bought by customers of Select Nurseries, 12831 East Central.

Select is the second largest grower of container plants in the world. Its growing area, all in containers, occupies 180 acres.

Owned by a long-time Southern California family, it employs 120 persons and has distribution all over the United States through trucking of container plants.

The concern works closely with University Extension groups, especially the University of California at Riverside, and with its Orange County Extension.

Select was started in 1930 in Whittier, by F. C. (Tommy) Tomlinson, who is still active in the business. He was brought to California from Wyoming when a small child.

Always interested in flower growing, he decided during the 1930's depression when he was an oil driller, to commercialize on his ability and purchased a little plot of land in Whittier.

Tomlinson's father was William N. Tomlinson, who arrived from England in the 19th century, settled in Wyoming and moved on to Utah. Later he brought his family to Whittier. There he opened the Golden Rule Store. After he retired

from store-keeping, he entered the ranching business.

One of the founders of the Whittier Elks Lodge, Grandfather Tomlinson served as secretary from 1920 to 1924.

Present general manager is William M. Tomlinson, 32, son of Tommy Tomlinson. Another son Frank, 32, is in charge of Select Nurseries camellias. The nursery's camellia plots, which accord it the distinction as the largest camellia grower in the world, are located in Whittier.

William and his wife are parents of 3 sons. He was educated at Ohio State where he majored in ornamental horticulture and landscape architecture. Frank attended Cal Poly and majored in the same subjects.

Quirks in the News

(Reg. U.S. Pat. Off.)

By United Press International

CONCORD, Mass. (UPI)—The greater Boston Intercollegiate Golf Championships have been postponed until next Monday because of a snowball.

Northeastern University's Pete Baronowsky was on the green, eight feet from the sixth hole during a wet snowfall. He gave the ball a tap and forced a postponement of the tournament. His ball gathered so much snow it wouldn't fit in the hole.

Randolph



2000 Acres

Of choice Orange and Walnut Land, with Water, in this Tract.

Also Lots in Randolph City.

See our Agent on the Grounds, or



... The ...

Townsend-Robinson
Investment Company

Long Beach, Cal.

RANDOLPH
by Brian Saul

1992 may be the year of Brea's 75th birthday, but if early land developers had had their way, this celebration could have happened 15 years ago.

The following is the story of Randolph, the little townsite which began optimistically in 1902 but ended a year later due to unfulfilled promises. Being the forerunner of Brea, it's part of our city's early history that has nearly been forgotten but deserves to be recalled in this year of celebrating our past.

It all began back at the turn of the century when the eastern end of the La Habra Valley, where Brea is now located, was basically undeveloped. The first oil well had successfully been drilled in Brea Canyon in 1899, but apart from the oil company bunkhouses and the small homes that were just beginning to dot the hillsides, there was nothing here that one could remotely call a town.

Newspaper articles of the day described this area as having "a superb climate, pure water and deep soil remarkable for its fertility." Already the land around present-day La Habra had farms, orchards, and fields of barley and hay covering its landscape, and this new undeveloped land east of La Habra was touted as having the same excellent potential.

It was into this area in 1902 that developers came and decided to purchase 2,200 acres of land below the mouth of Brea Canyon. Plans were made to subdivide the property into 10 and 20 acre lots, layout a townsite, and provide water. Ads were placed in surrounding newspapers praising the land as having "no superior in South California for oranges or walnuts," and claiming that a 36-inch cement pipe was to bring pure, fresh, soft water to new residents. Lots were to sell for \$150.00 per

acre.

By the end of 1902, it was reported that there was a big demand for the available lots, and 50 of them had been sold in one day. The new town, which had not been named as yet, had contracted for city water and electric lights and was soon to be connected to the Pacific Electric Railway (the Red Cars).

A month later, in January 1903, the new townsite was officially christened. It became Randolph, named for Epes Randolph, the general manager of the Pacific Electric Railway Co.

That same month a petition was circulated for a new school district for the town. It was to be formed from parts of the Fullerton, La Habra and Placentia districts, although the small portion of Placentia land to be included was later dropped from the plan.

Local newspapers now began to write glowing and probably somewhat exaggerated reports of the success of the new settlement. On February 7, 1903 a reporter for the Whittier News stated:

"The new town of Randolph is flourishing. The rain has brightened its fertile acres and made it look still more inviting to the prospective purchaser. Many of the new owners are setting out trees, walnuts proving themselves first favorites. About seventy-five acres are being prepared for trees at this writing, and this acreage will doubtless be still further increased.

"A good deal of lumber is already on the ground, and soon the next stage of the new town will begin. School houses, churches, stores and homes will dot the landscape, where but a few months ago barley and mustard held full sway.

"To the average easterner the rapidity of growth shown by the new

western towns seems a trifle uncanny, but Randolph having fine water and climate and the near prospect of good transportation facilities, should grow, and grow rapidly."

Work was now progressing on laying the water pipeline to Randolph, and new landowner C. E. Utt, one of the founders of Tustin, but known locally as the "Peanut King," was planting his property with walnut trees and peanut plants.

By April 1903 an extension of the county road was being built between La Habra and Randolph. A month later grading was nearing completion on the new Fullerton-Pomona Road which was to run through the townsite. Local oil companies and the land development company were providing the oil to cover the entire length of the new road.

The end of June still saw the work on the new water pipeline to Randolph not yet completed, but work was progressing. This gave hope to local landowners that the water they had been promised would soon be flowing into their fields.

Besides this pipeline, a schoolhouse to serve the 70 children of the new Randolph School District was another important matter that summer of 1903. On July 29 a district election was held, and voters decided to build a school on a 2 1/2 acre lot at the northern end of the town.

One month later a second election took place to decide whether to issue bonds worth \$8,000 for the new schoolhouse, but it was defeated 16 to 1. Since most of the children going to the new school were living in Brea Canyon, their parents felt that the new townsite school would be too far away and that a temporary school should be built in the canyon. They also thought that \$8,000 was too much to spend on a school building for such a small district. Local oil companies did say though that if

the new settlement of Randolph did fill up with people as was expected, they would help the valley property owners get the new schoolhouse.

In that same month of August the long-awaited pipeline finally reached its destination, but three months later something happened. The pipes were taken out and hauled back to Whittier. The Randolph Townsite Co. had cancelled its contract with the East Whittier Water Co. and had arranged to develop and pipe its own water to the entire Randolph tract.

"Mansions" to be built in the new town by Epes Randolph, fellow Pacific Electric Railway executive George E. Pillsbury, and wealthy local land developer W. J. Hole were put on hold and then never constructed.

Finally, in an article in the Fullerton Tribune dated Dec. 10, 1903, it was reported that "the Randolph Townsite (Co.) people have been offered a good price by a Los Angeles syndicate for its 2,000 acres of La Habra (Valley) land and may sell in a few days."

What had happened? Why had events taken a negative turn? And why were there very few references to Randolph in the newspapers during the following years?

It's felt that the failure to establish Randolph as a town was probably due to not being able to get enough water to the townsite. Also, from the start it had been promised by developers that the Pacific Electric Railway would reach the area, but unfortunately they hadn't been able to get the right-of-way to Randolph.

Was Randolph dead? Not entirely. C. E. Utt continued growing peanuts on his land until 1906 when he sold it to Truman Berry of Whittier for approximately \$20,000. The "temporary" Brea Canyon School remained in use until 1910 when the new Randolph School was built on the southwest corner of what is now Brea Blvd. and Lambert. 1910 also saw

in Randolph the arrival finally of the Pacific Electric Railway and the improvement of the water system.

Just as the lack of the railway and sufficient water had spelled the end of the town in 1903, ironically the arrival of these things also brought about the demise of Randolph, but this time it was only of the name. In 1911 Randolph was changed to Brea, people began building homes on their newly-purchased townsite lots, businesses sprang up along Pomona Ave. (now Brea Blvd), in 1917 we became an incorporated city, and 75 years later we're celebrating our 75th birthday.

We've certainly come a long ways in all those years, but at the same time we've also lost much of our early history. Except for Randolph St. running alongside the Brea Mall and Berry St. to the west of Brea Blvd. there are very few references of or traces left of old Randolph. The Pacific Electric Railway Depot was demolished many years ago as was the old Randolph School. No one is quite sure any longer where the Brea Canyon School used to be nor what it looked like.

Even though the years have done their best to swallow up the memories of old Randolph, it's important that those memories not be forgotten. They were unfortunately not the most successful years of our history, but nevertheless they did help to shape and lay the foundation for the Brea of today.

Brian Saul

F.T. Thurs.
June 16, 1904

The closing exercises of the Brea Canyon school were held Friday. Among the interesting things on the program was the Flag Drill in which sixteen boys and girls took part. The eighth grade also had its graduating exercises. Miss Cleora Swingle read the "Class History" and Miss Sylvia Atkinson, the "Class Prophecy."

Mr & Mrs Charles Kenister were given a surprise party at their home on Friday night. Excellent music was rendered and after a social dance dainty refreshments were served. Those present were Mr & Mrs Dietzel, Mr & Mrs ~~J. Kenister~~ J. Kenister, Mr & Mrs M. Newman, Mrs Harvey Thayer of the Fullerton wells, Mrs Charles Brown of Orcutt, Will Perdue, Fred

the W. N. May 23, 1903

owing to the fact that Brea Camp is
now in another school district, La
Habra school census shows a slight
falling off

1903. Oil Co Director

Early Educational Facilities

The Randolph School District was established in 1902, a one room school located in Brea Canyon. The only ^{school} facility for the local students sixteen enrolled students. By 1910 however there were forty pupils enrolled in the school. By 1915 it was necessary for large facilities and the Brea elementary district was formed. By 1920 Brea's enrollment was 345 and by 1940 there were over 400 pupils. By 1962 the two elementary schools and one junior high had a combined average daily attendance of 1722

City of Randolph Surveyed Jan 1903
by the Ontario Investment Co
A.M. Chaffee Pres.
J. B. W. Sec'y
Map filed Oct 13 1908

In 1912 P.E. extended from Pillsbury to
Brea & Yurba Linda
Pillsbury being the Union Oil shipping station

Jan 1903

Town of Randolph was 1st surveyed in 1908
Civil Eng Erle Deuve (taken from map)
(also Dr Co Directory 1903)

Copy of map Jan 31 1945 Recorder Office
of Randolph 1908.

from Recorded Map

Rec'd by Dr Co Bd Supervisor Oct 7 1908
signed by W B Williams Oct 8th 1908

filed Oct 13 1908 with Dr Co Recorder
Geo Peters.

Owners of Subdivision Ontario Investment Co
A M Chappie Pres
J B Chappie Secy

Dr Co Surveyor Approved Sept 20 1908

1908 Map shows Los Angeles Inter Urban R R

Sat.

(36)

The Whittier News Sept 5, 1903

Randolph

An election was held in the new Randolph school district Monday afternoon of this week on the proposition of ~~issuing~~ issuing \$8,000 in bonds for a new schoolhouse but it was defeated 16 to 1. The district takes in the Brea Canyon Oil Company, the Union Oil Company and the Menges Oil Company districts and the townsite of Randolph. The children of the canyon have been attending La Habra school, and some of the voters opposed the bond proposition on the grounds that the new site selected was too far away from the oil wells and that the children would have to come down in private conveyance in the same ~~mass~~ manner as they have been attending La Habra school. Another reason why the bond issue was opposed was that some voters believed \$8000 too much to invest in a school building for a small district. It is understood, though, that the oil companies promised that if the bonds were defeated they would erect a temporary school building for the term of school in the canyon, and in the meantime if the ~~fat~~ valley fills ~~up~~ the coming year, as all its friends expect, the oil well water have agreed to get in and help the valley property owners get a fine school house. The state has appropriated \$550 to start the school and Miss Dickinson of Los Angeles ~~and~~ has been employed as teacher.

Anaheim Weekly Gazette
Plus Jan 29, 1903

New School District

The new town laid out in La Habra ^{small} valley near the lower end of Brea canyon has been named Randolph. Considerable property has been sold in the vicinity of the townsite. A petition is being circulated for a new school district for Randolph to be formed from Fullerton, La Habra and Placentia districts, though it is only proposed to take one forty-acre tract out of the last named. It is believed owners of the new townsite will assist liberally as it is their intention to erect a \$5000 school building in the district should it be formed.

ABOUT THE AUTHOR

Leo J. Friis is a resident of Anaheim, California, and has been a practicing attorney in Orange County for nearly forty years. Upon his graduation from the State College of Iowa he taught history in high school.

He then entered the College of Law of the University of Southern California, receiving the degree of Doctor of Jurisprudence in 1926. A few weeks later he was admitted to the Bar.

He served over five years in the Orange County district attorney's office and was city attorney of Anaheim for eight years.

He has twice been president of the Orange County Historical Society and is presently serving on its board of directors. In addition to membership in several other historical societies he is a member of the Board of Governors of the Patrons of the Library of the State College at Fullerton.



*Dust jacket designed
by Mr. Ivie Stein*



*Pioneer Press
301 North Parton
Santa Ana, California 92701*

ORANGE COUNTY THROUGH FOUR CENTURIES

by Leo J. Friis

This is the first history of Orange County, California, that has treated the county as an entity rather than as a collection of isolated communities.

Commencing with Cabrillo's voyage along the coast in 1542 the book proceeds chronologically to the present day. Early exploration, the founding of Mission San Juan Capistrano, the great Rancho period, the Mexican War as locally experienced, the establishment of American government, the founding of cities, creation of Orange County, agriculture, transportation, the various real estate booms, amusements, World Wars I and II, the Great Depression, and the present population explosion are graphically treated.

Through the pages of this history walk Portolá, the explorer; Father Serra, founder of missions; the Yorbas, Peraltas, Sepulvedas, Ávilas, Ontiveroses, Forsters and other great rancheros; Pio and Andres Pico, Col. John C. Frémont and General Stephen W. Kearny of the Mexican War period; George Hansen, William H. Spurgeon, Columbus Tustin, Rev. L. P. Webber, Alfred B. Chapman, Andrew Glassell, James and Robert McFadden, the Amerige brothers, Gaylord Wilshire, Ole Hanson and other city builders. In addition appear the names of many other persons who played some role in the development of the County.

N

CURIOS:



The origins of Randolph, later called Brea, are both obscure and puzzling.

Unquestionably, the town was named for Epes Randolph, Hun-

tington's engineering genius. So well did Randolph understand "the topography and growth factors of the countryside between Los Angeles and its southern beaches" that the route sketched by him on a map in 1901 was followed almost exactly by lines later built by Pacific Electric in its Southern District.

No doubt Randolph had planned the creation of a city to bear his name. The Randolph School District was organized in 1902 and a schoolhouse was built in Brea Canyon. Despite the fact that the name of Randolph had been attached to the area, the town was re-platted on a new map and renamed Brea.

— Orange County
Through Four Centuries
By Leo J. Friis

The La Habra-Yorba Linda Line

The Pacific Electric's La Habra-Yorba Linda Line branched off the Whittier Line at Los Nietos. By 1908 it had been built through La Habra to Pillsbury, a short distance west of Randolph (now called Brea). Pillsbury was named for a Pacific Electric official and its station consisted of little more than a rude shelter to protect passengers during inclement weather. On July 4, 1910 the citizens of Randolph greeted the first car to their town and in the following year the line was completed a mile and a half beyond Yorba Linda to a station called Stern for Jacob Stern, a Fullerton merchant who owned considerable land in the locality. Huntington had originally planned to extend this line from Stern to Arlington where it could join the Riverside & Arlington Railway. Surveys were made through the Santa Ana Canyon and a route was selected that would cross the Santa Fe tracks at Prado, but the plan never materialized.

The settlement of the La Habra Valley is considered to have begun in 1880 when Joseph Sansinena bought 5,000 acres of land on the north side for sheep grazing. He was a French Basque who had come to California in 1872 and obtained employment with Domingo Bastanchury with whom he was later a partner. Robert Northam planted a 70 acre citrus and walnut grove in the valley in 1892 and two years later W. J. Hole arrived. He had come west with his wife who was in ill health. She discovered that immediately on arrival in the valley she was free from asthma and here Hole built a fine home and purchased much land. He has been called the "father of La Habra". A small townsite was laid out in 1903 by Robert C. Hiatt and Maggie Coy and the surrounding area developed agriculturally. George W. Beck arrived in 1910 and planted the first avocado grove in the district.

Brea

The origins of Randolph, later called Brea, are both obscure and puzzling. Unquestionably the town was named for Epes Randolph, Huntington's engineering genius. So well did Randolph understand "the topography and growth factors of the countryside

between Los Angeles and its southern beaches" that the routes sketched by him on a map in 1901 were almost exactly followed by lines later built by the Pacific Electric in its Southern District. No doubt Randolph had planned the creation of a city to bear his name. The Randolph School District was organized in 1902 and a schoolhouse was built in Brea Canyon.

The townsite of Randolph was surveyed in December, 1903, by Erle L. Veuve, who had laid out the nearby W. J. Hole Tract eleven months before. A 1903 Orange County directory advertised acreage and lots in *Randolph City*. For some unknown reason the townsite map was not recorded until 1908. At that time the property was owned by the Ontario Investment Company, whose president and secretary were sons of George Chaffey, the man who brought water from the Colorado River to the Imperial Valley and who completed his life work with his East Whittier - La Habra irrigation project.

Despite the fact that the name of Randolph had been attached to the Brea area since 1902, the Fullerton *Orange County Tribune* published an article on March 9, 1910, announcing that, "A town to be called Randolph will be established on an extension of the Pacific Electric Railways La Habra line, to be constructed at once between Pillsbury and Yorba, a distance of about ten miles." This newspaper item stated that the promoters of the town would be Huntington, Randolph, Hole and the Chaffey's. In December, 1910, the town was re-platted by adding additional land and renamed Brea. A new map, filed in 1911, showed the original portion of the townsite to be owned by the Pacific Electric Land Company and the Ontario Investment Company while the addition belonged to the Union Oil Company.

Yorba Linda

The nearby community of Yorba Linda had an interesting beginning. Some time before it was founded, Andrew L. Page had purchased 35 acres of land in the Richfield district from Jacob Stern. Through an unfortunate circumstance, Page's business in Fullerton failed and he and his wife moved to their land in Rich-

the understanding that it was to be used for a public park "and for no other purpose." In addition, the deed granting the property expressly provided that the county should protect the natural growth of the timber and keep a custodian permanently in the park. Sale of intoxicating liquors on the premises was strictly forbidden. The Irvine Company gave an adjoining five acres in 1950 and an additional twenty acres eight years later.

Early Oil Production

California's first oil boom started in the northern part of the State in 1865 and shortly afterward two "dry holes" were drilled in Brea Canyon. In about 1882 the Chandler Oil Mining Company commenced drilling for oil in the area where Tonner Canyon joins Brea Canyon. Oil was obtained at depths ranging from 100 to 300 feet. The company moved its operations up Tonner Canyon to a place one and one-half miles northwest of present day Olinda where a busy little settlement sprang up which was called *Petrolia*. In 1884 Chandler told a representative of the State Mineralogist that in two years his firm had recovered 5,000 barrels of oil from the field.

Wallace Hardison and Lyman Stewart were active in the *Petrolia* area in 1887. They pooled their resources with others in 1890 to form the Union Oil Company which four years later purchased from the Stearns Ranch Company a 1,200 acre tract lying west of Olinda, commonly called the "Stearns Fee." In a land title dispute the oil company surrendered 200 acres on the west end of its property which was forthwith acquired by the Brea Canon Oil Company of which E. L. Doheny was the promoter. In addition, Union acquired the nearby Sansinena Lease. Measured by present day standards, life in the Brea district was rather primitive during the early days of oil development. An employee of Union Oil Company recalled, "I remember when I first came to work for Union [in 1903], a tract office was then the only building in Brea [then called Randolph]. Fullerton was our nearest town. We had no automobiles. Those were the horse and buggy days. All material and supplies used for the wells on the Stearns' Lease

and the six or eight wells which we had at Sansinena had to be hauled from Fullerton. . . Well pushers were paid \$2.50 for a ten-hour day and the pumpers got the same pay for a twelve-hour shift. The gang-pusher got \$80.00 per month." The Menges Oil Company (later acquired by the Birch Oil Company) completed the first producing well west of Brea Canyon in 1900.

Edward L. Doheny entered into a partnership agreement with the Santa Fe railroad to drill in the Olinda district. His first well was completed in 1897 and to everyone's astonishment produced fifty barrels a day. By 1898 the firm had drilled ten wells, none of them deeper than 900 feet. In the following year the railroad built a branch line from Richfield (Atwood) to Olinda. At about the same time the Graham-Loftus Oil Company and the Columbia Oil Company commenced operations in the area. The oil discovery brought many speculators to the field. Charles V. Hall and three others leased 58 acres of the Olinda Ranch. Hall was considered a novice in the "oil game" and his associates, deeming their investment a sour one, unloaded their interests upon him. Hall's optimism was amply rewarded. He drilled to a depth of 1500 feet and brought in a flowing well. Unwittingly he had tapped the richest section of the Olinda field! *

New River Bed

From the earliest times ranchers and farmers had been plagued by the Santa Ana River's troublesome habit of changing its course. To control the errant stream the Newbert River Protection District was organized in 1900 covering about 18,000 acres of land in southern Orange County. The name, *Newbert*, was coined by Civil Engineer H. Clay Kellogg by combining the first syllable of *Newport* and the last one of *Talbert*. With the proceeds of a \$185,000 bond issue, the district made a permanent bed for the river by acquiring a strip of land 300 feet wide and dredging a channel down its length to the ocean. Levees were constructed on each bank to further contain the flow of the stream. The new channel diverted the course of the river so it no longer emptied into Newport Bay. *