

WELCOME SIGN OUT—Part of Brea's population of 22,000 plies streets of the 12.6-square-mile town.

BREA'S GROWTH CHANCE

Continued from First Page
 from falling into the tax-base dilemma of many bedroom suburbs. Nearly 60 firms, with more than 4,000 on the payrolls, are located in the city, including Kirkhill Rubber, Collier Carbon and Chemical, Chicksan Inc. and Union Oil.

But growth strains have begun to show. In 1965 the city won passage of its first major-scale capital improvements project—a \$3,750,000 revenue bond issue to upgrade and expand the water system.

In the past three years, with the 1966 Eisner-Stewart report still fresh, the city began to move.

Airport Study

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Even promotional ads by Southern California Edison at the time picked up the same theme—that little-known Brea would be offering industry a full-service community, including "its own airport."

But a homeowner uprising helped squelch the idea. Residents in Carbon Canyon and other neighborhoods said they were afraid any airport would be enlarged into a major operation with big jets.



WHICH HOTEL?—Grocing one of Brea's Downtown streets is the "Brea" Hotel, named, perhaps, by an owner with a sense of humor or a careless painter.

"I think what incensed the people the most was all that bragging about an airport, without really talking it out with the residents," said Sam Cooper, who was elected to the City Council last April on a platform stressing citizen dissatisfaction.

The city has had better luck with a project to revamp the mostly tired-looking businesses in the downtown strip along Brea Blvd. Many of the 50 downtown firms are in

buildings that date back to the turn of the century.

The "Good Old Brea" project is urging merchants to spruce up their storefronts in an "early century" decor, with awnings, planter boxes, shutters, quaint-looking signs and new paint jobs.

The city expects to contribute an estimated \$250,000 worth of street, lighting and parking improvements as the merchants' revampings get under

way. It hopes to make the downtown strip a home for specialty shops.

A handful of downtown businesses have begun the touching-up process and business leaders say at least 10 key landlords have voiced support of the project.

The major project involving 1,030 acres, was the one that sponsors saw as bold enough to place Brea at the forefront of any new development trend.

These sponsors envisioned a Brea with an ultimate population of 95,000 and area of 25 square miles. Also foreseen was an ideal economic balance of quality tract homes and major industrial-commercial companies.

The \$36.6 million proposal, revealed early in 1971, was to make over the heart of Brea from the city limits on the west to the Orange Freeway on the east with a regional shopping center, industrial parks, civic structures and residential complexes.

Most of the 1,030 acres was either undeveloped or included declining developments. Included were the Brea Blvd. downtown strip and 1,250 homes.

Sponsors of the 10-year plan said no federal or state aid would be sought.

Instead, the City Council, acting as its own redevelopment agency, would "freeze" tax yields at current assessed valuation levels. The monies collected above the freeze level would be used to retire bonds issued to finance the redevelopment.

(The assessed valuation within the 1,030-acre region was estimated at \$11 million. The city's overall figure is \$55.8 million.)

Last Aug. 9 the City Council unanimously approved the plan in the face of strong opposition.

Issue Beaten

But an 11th hour petition attempt by a group called Brea Voters Inc. was successful in getting the issue on the Nov. 30 ballot.

And the resulting citizen's uprising killed the 1,030-acre plan with a 71% "no" vote.

"It was a sound approach in principle, but probably too ambitious," said another newly elected city councilman, Leonard MacKain.

"The previous council simply failed to educate the public and tell them what was going on. In a situation like that, people become easily frightened and very skeptical."

The April 11 council victories of MacKain and Cooper led to the ouster of two men who backed the redevelopment plan—John Haddox and Robert Clark.

Cooper, the top vote-getter in the April election, argues that the city failed to submit the plan to a "full round of citizen evaluation."

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uation and debate," before the City Council took final action.

"It's the old problem of creditability in government," said Cooper.

MacKain, a school administrator, maintains the plan's use of a tax-yield freeze needs far deeper study for potential impact on taxing agencies.

"It's possible our school district (Brea-Olinda Unified) would have to ask for more tax increases in order to make up for any lost revenues (from the assessed valuation freeze)," said MacKain.

'Bulldozer' Renewal

But most critics agree that what killed the 1,030-acre plan was not so much size, skepticism or taxes as the fear of "bulldozer" urban renewal.

In the 1971 proposal, a civic center was planned west of Randolph St. and north of Imperial Highway, across the street from the site of the proposed regional shopping and financial complexes.

Seventy-two houses in this aging part of central Brea would have been razed for the civic center site. Occupants of these homes are long-time residents, many of them retired.

Brea Voters Inc. made this displacement issue its cause. It accused the city of subordinating the rights of the "little homeowner" to that of industrial and business interests.

"We charged right up San Juan Hill with it (the issue) and really beat the drums. Sure we keyed it to an emotional pitch. But we were dealing with the feelings of people," says Barney Horan, one of the opposition's chief spokesmen.

"But we must have struck the right chord, because the vote results were overwhelmingly behind us."

Backers of the 1971 plan acknowledge they took a trouncing in the Nov. 30 initiative vote.

"That election wasn't even a horserace for us," said Mayor Fox.

After the defeat the City Council ordered a study of a revised plan by a nine-member committee. On the committee were key critics of the original plan, including Robert Shearer of Brea Voters.

Earlier this year the study committee came up with a plan that cut the redevelopment region from 1,030 acres to 438 acres. Dropped entirely were the central business and residential locales—including the highly controversial displacement proposal for the civic center site.

Retained was a 346-acre industrial park sector west of Brea Blvd. with multiple private ownerships, including large parcels belonging to Union Oil and Petrolite.

Also left intact was a 92-acre site for the shopping center and allied businesses near Orange Freeway. The site has been controlled by Union Oil since financial crises forced the withdrawal of Macco Corp.

City officials said Sears is considering locating a store in the proposed shopping center.

They also cite two other projects outside the redevelopment region as being forerunners of more big-time enterprises—the purchase by Albertson's of 27 acres for a distribution-administrative center and a proposed 110-acre Trans-Pak Western Food Center.

The City Council has scheduled a public hearing on the revised 438-acre plan July 18.

City councilmen, including newcomers Cooper and MacKain, expect the scaled-down plan to be approved with little opposition.

But Horan argues that neither version of the plan dealt adequately with such problems as open space preserves.

"I still get the feeling that they (the city) have bitten off more than they can chew," said Horan. "The experience in other cities is that growth is a vicious cycle of greater and greater density, overcrowded schools and environmental blight."

Sponsors of the redevelopment plan disagree.

"We have the ideal location, the land and the plan. And it (growth) is heading this way fast," said City Manager Wayne Wedin.

"I think we can keep our handle on it. We have no intention of letting it run away from us, as it did in cities like Garden Grove."

Brea Plans, Watches as a Boom Edges Nearer

BY HERMAN WONG
Times Staff Writer

BREA—This small city's one previous fling with a boom came early in the century.

Brea then became a mercantile crossroads for the oilfields that sprawled across the hills outside the community, which had incorporated itself in 1917 as Orange County's eighth city.

For the next 50 years Brea seemed content with a mild growth centered on oil and oranges, while the supertract booms after World War II overwhelmed other cities in Southern California.

To many people, Brea—pocketed

'They seem to think we're somewhere in West L.A. near the tarpits.'

in Orange County's northeast canyon corner—has been an uncertain or inauspicious entity.

"We got the usual cracks about our name and we still do," said Mayor Donald Fox. "They seem to think we're somewhere in West L.A. near the tarpits."

But if today's demographic prophets are right, Brea could have the last laugh.

It stands near the junction of four counties through which an eastward-moving development boom is beginning to gather momentum. With the opening earlier this year of the Orange Freeway to Pomona, Brea is no longer stranded from freeways.

And the city leadership has come up with plans it says will use the trends but preserve a small-city lifestyle.



BREA ABUILDING—Brea Mayor Donald Fox, left, and City Manager Wayne Werlin look over

field at corner of State College Blvd. and Imperial Highway where Glenbrook Center will be built.

The most spectacular of these plans was one to redevelop 1,000 acres in the central sector—much of it still grassy expanses—into a corridor of model commercial, industrial, residential and civic developments. But a segment of the citizenry

handed the plan a stunning election defeat last fall and later ousted two of the councilmen who backed it.

There is now general support, city officials believe, for a scaled-down redevelopment plan which has discarded a highly controversial propo-

sal to displace 72 homes for a civic center site.

And even severe critics of the original corridor plan admit that Brea had better act if it is to have much of the say-so in future growth.

In 1966 a city-commissioned study

spelled out the future for Brea, which had long been on the economic sidelines.

The consulting firm of Eisner-Stewart and Associates said Los Angeles' metropolitan growth would be swinging toward Brea, and with that trend would come a "larger other development bonanzas share" of housing, industrial and

But the firm warned that Brea "will have less control over its growth and community destiny than it has had in years past."

Before the 1960s the city didn't have enough growth or destiny to really be concerned.

Brea grew uneventfully from a 1917 incorporation population of 732

'... What incensed people the most was all that bragging about the airport.'

to a 1960 census count of 8,487. City sizes went from 1.8 square miles to 4.1 square miles.

Capital improvement issues were few and of a modest scale. The small city hall, built in 1929 on Brea Blvd. and still in use, was the result of a \$20,000 bond issue.

Since 1960 Brea's growth has been solid, if not spectacular, by Orange County standards. The city's population is now 22,000 within an area of 10.6 square miles.

The price for a new home is approaching a median of \$30,000—compared with \$14,000 in 1960—as tract developers move into the choicer sites of the northside slopes and to the east in remote Carbon Canyon.

Brea officials believe the city's industrial tradition has kept the city

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Continued from 4th Page
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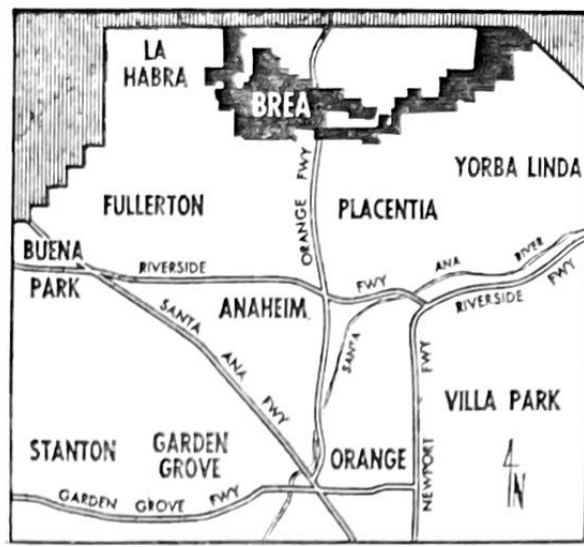
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Times map by Gus Keller

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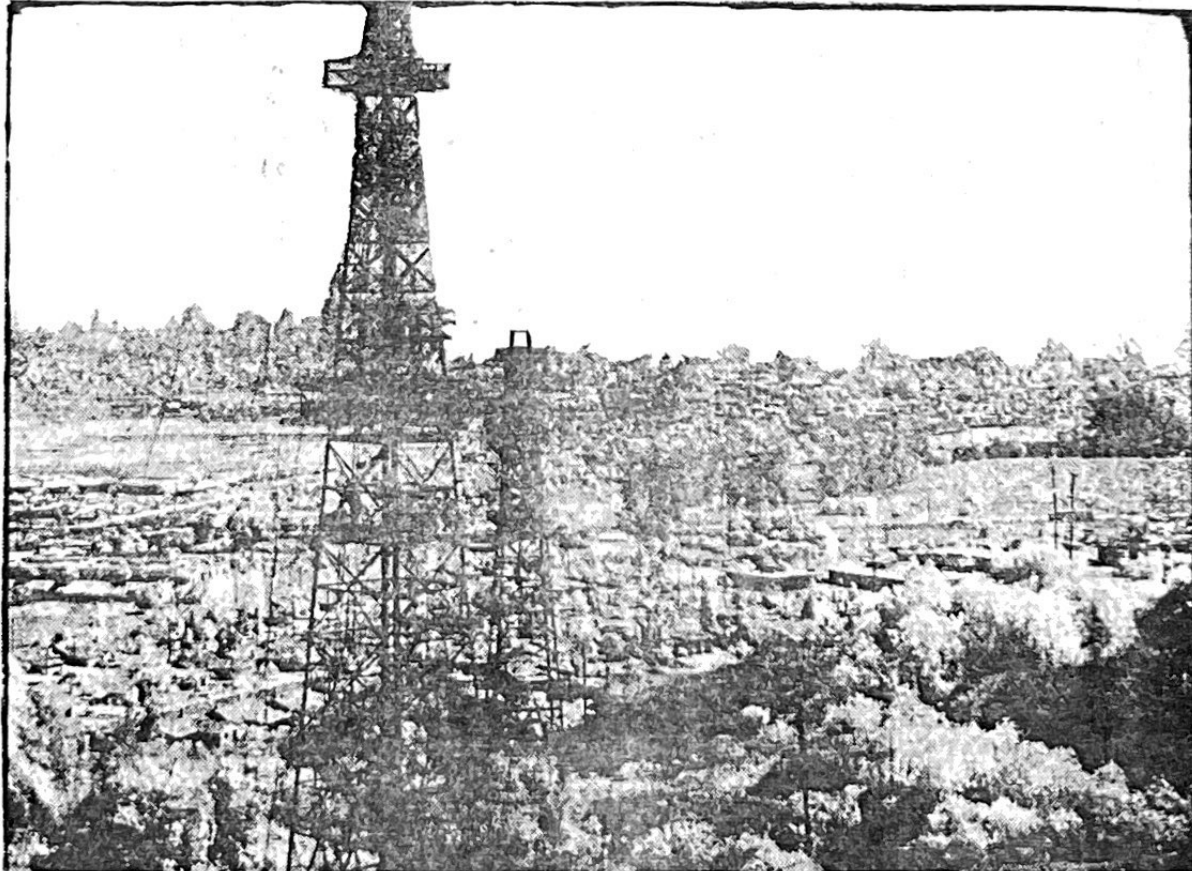
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EARLY BOOM SYMBOLS—Oil activity near Brea early in century created a temporary economic spurt.

JAN. 14, 1972

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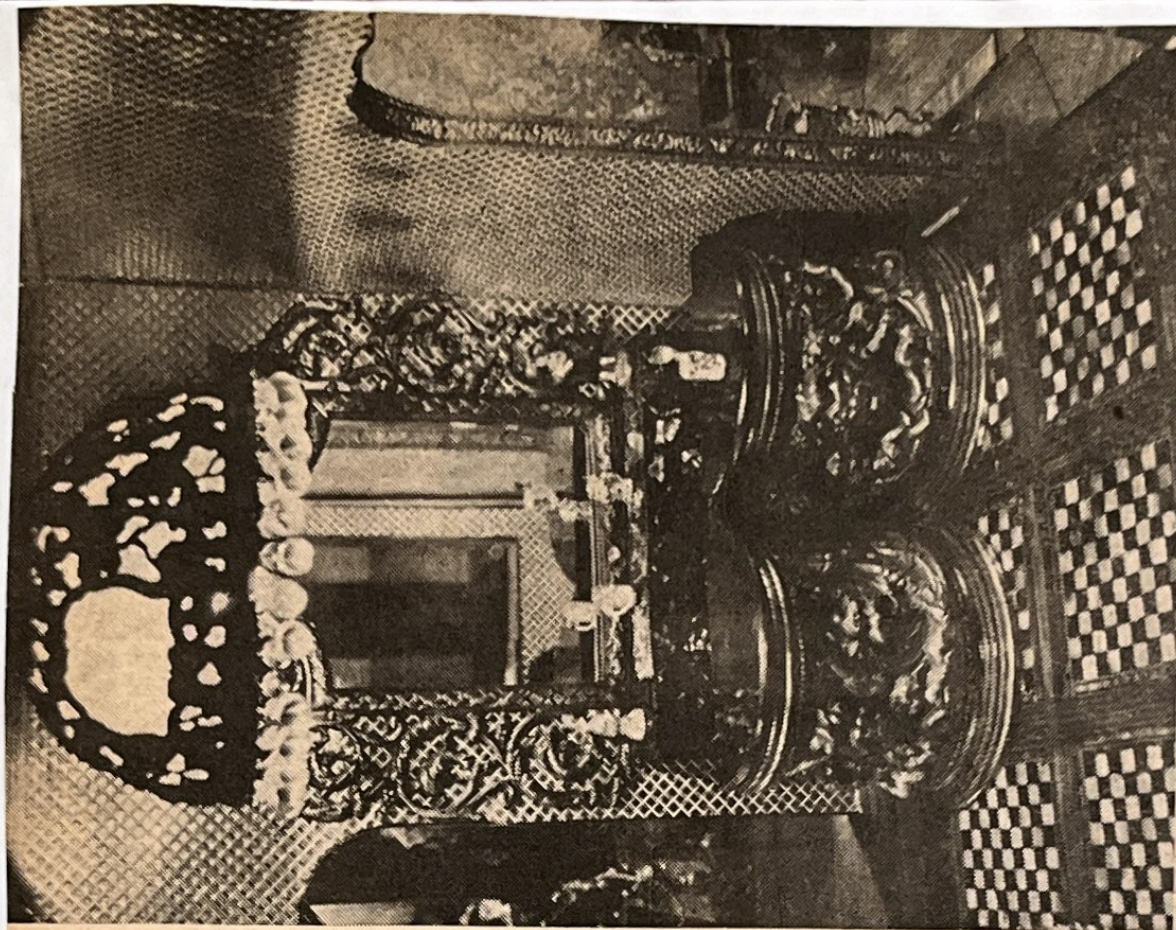
The Grand Ballroom with its shimmering chandeliers and handcut floor.

DAILY STAR PROGRESS

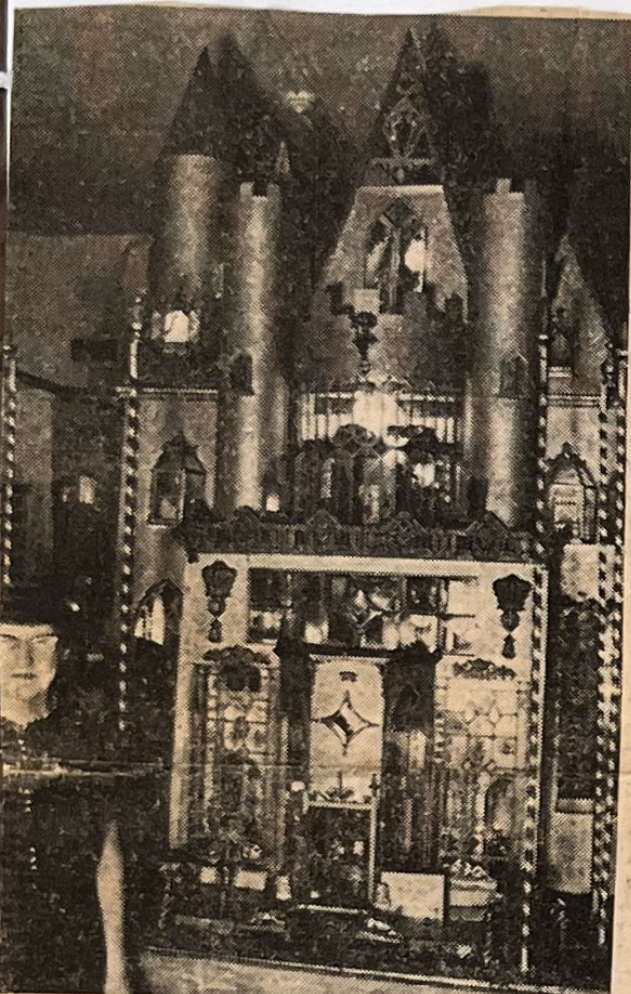
Women

PEGGY KRATZMIR WOMEN'S EDITOR

Friday Evening, January 14, 1972
LA HABRA-BREA, CALIFORNIA



The wine room is elaborate with its gold and black furnishings.



Mrs. Louise Ely and her gift to children . . . the Enchanted Castle.

PHOTOS BY DAVIS STRONG

Peggy's Patter



By Peggy Kratzmier

Did you know there's an Enchanted Castle in Brea?

There is, complete with twinkling lights, crystal chandeliers, Dresden and French Batteau furniture and floors inlaid with black walnut, teakwood and mother of pearl.

Sound like a dream?

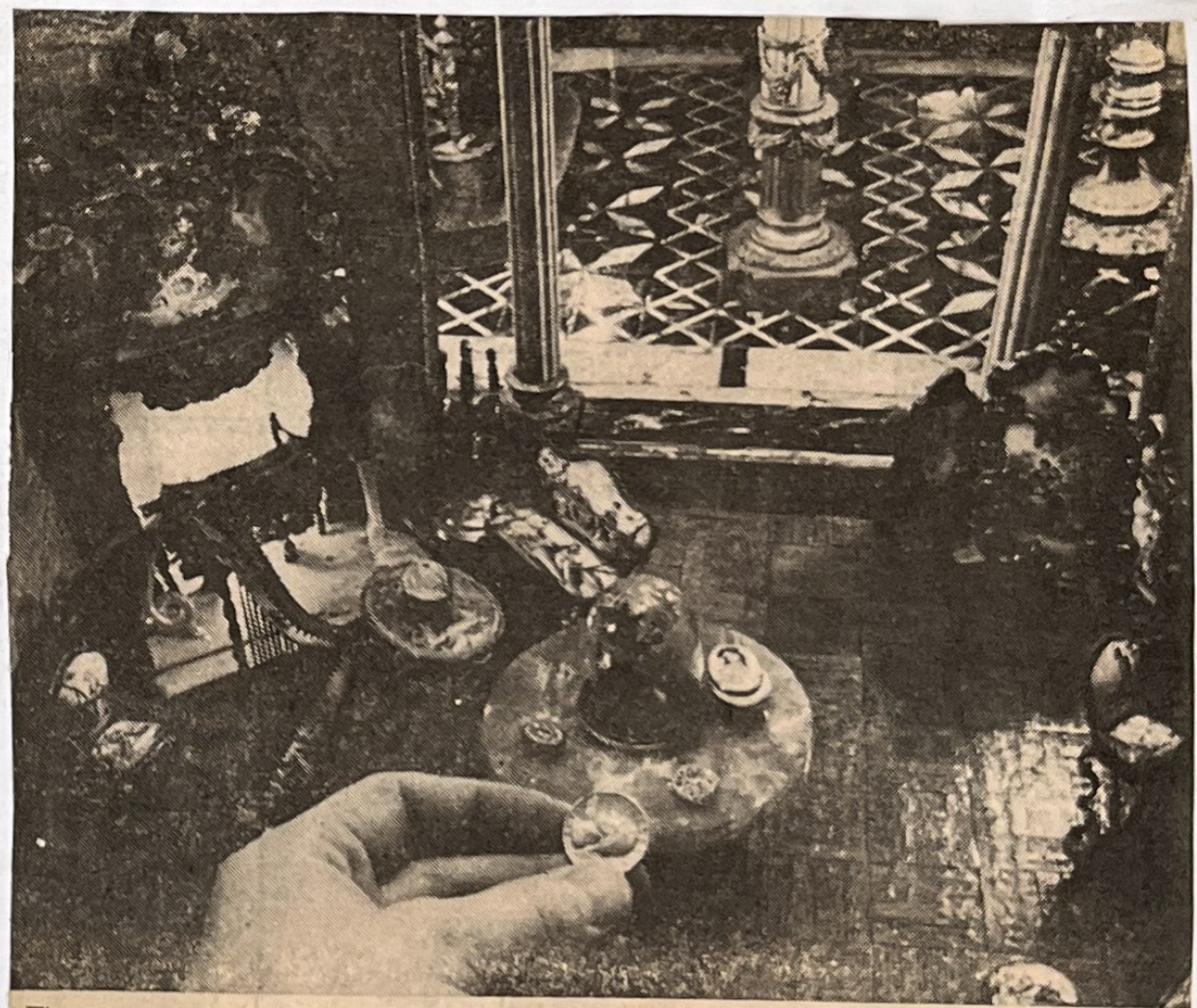
It all began as a dream, a dream of Mrs. Louise Ely, who, as a memorial to her late husband, wanted to "build something that would bring happiness to children."

And now the castle stands in Brea, ready to do just that.

Standing a splendid 11 feet high, the 38 room castle is located at 110 N. Brea Blvd., and with Mrs. Ely as your guide, you peek through the windows of the glittering castle, as thoughts of Kings, Queens, Fairy Princesses and knights in shining armor float through your mind.

The entrance to the castle is guarded by diminutive silver lions and bronze French cupids, and as you gaze through the front door you see a red-velvet divided stairway leading to the second floor. The entrance is decorated with tiny French statues and Dresden, and following the stairway to the second floor you see the Drawing Room which is furnished in Battersea French enamel dating back to the 18th Century. The castle's 38 rooms are filled with rare

Brea's Enchanted Castle Is Dream Of Children



The size of the diminutive furnishings are shown in comparison to a quarter.



The pine floored kitchen is complete with a tiny cat and mouse.

collections from all parts of the world. Hand carved ivory from India, floors from China and Turkey, wood carved walls from Holland, blown glass chandeliers from Italy.

Cinderella glass slippers, rare vases from China, candle lights from Spain. Miniatures so small you would hardly believe they could be made by human hands. The kitchen, with its copper stove and sink, holds plates and bowls the size of a penny, and indeed, one copper teakettle made from a penny and given to Mrs. Ely. A tiny, tiny cat sits on the pine floored kitchen, watching an even tinier mouse!

Memorial to 'Grandpa'

Mrs. Ely built the castle as a memorial to her late husband, Albert Ely.

With the "Children's Hour" over 20,000 children were enrolled in his Birthday Club, and he announced each child's birthday, playing something "special for them."

Upon his death, thousands of children in all sections of the Northwest pooled their pennies and purchased a bronze plaque for his grave, reading "Well, this is the end of the Kiddies Hour, And It's Time to say 'Good Night,' To each little tot nodding like a flower, Sweet dreams, lovely thoughts, sleep tight." The rhyme was the one which "Grandpa" Ely used as he signed off the Children's Hour.

The inscription is painted on the nursery of the castle, which Mrs. Ely designed especially in memory of her husband. The room is furnished with a French wicker baby buggy and a baby sleeps in the elegant gold canopied crib. A hand carved ivory pin of the madonna and child, given to her by her husband, serves as a lovely picture on the wall.

Mrs. Ely began working on the castle in 1946, thinking it would take some three years to complete, however it was eight years later before she put the finishing touches on the masterpiece, and began displaying it "for the children."

Most of the furniture has been designed and made by Mrs. Ely, and is all to scale. The staircase in the kitchen was handcarved by Mrs. Ely and the floor

in one of the castle's bathrooms is fashioned of 600 pearl buttons used on nurses' uniforms, Mrs. Ely former profession.

Tragedy Strikes

Tragedy struck the spunky "in-her-seventies" woman in February of last year as her second husband was buried on Feb. 5 and the San Fernando Valley was racked by the disastrous earthquake on Feb. 9. On Feb. 11 she was notified the building which held the castle had been condemned, and she was forced to find a new home for her creation.

Brea seemed a likely spot, and Mrs. Ely and her castle moved in!

Hoping the news of her castle would reach the ears of children throughout the area, Mrs. Ely also arranged a display of antique dolls and toys, from 50 to 100 years old, in six charming settings. "Getting ready to go shopping," and "enjoying an ice cream social" are among the unique scenes.

She invites groups to visit the castle, and promises a fascinating adventure in dreams. Tours of 15 persons and over are admitted for half-price, and completing the afternoon Mrs. Ely serves punch and cookies.

While the castle is a joy to children, adults will also enjoy a visit to the Enchanted Castle, marveling at the patience and determination of the small woman, and of the intricate, delicate furnishings.

The Castle is open from 9 a.m. until 5 p.m. Tuesday through Friday, and from 2 until 7 p.m. Saturday and Sunday.

Special arrangements may be made by calling Mrs. Ely, 529-7556, who says, "We never charge for retarded, crippled or underprivileged children brought in groups."

A Grand Ballroom . . . A Princess Room . . . the Nursery . . . the Theater . . . and high on the fourth floor the torture chamber and women's prison, holding a solitary bed and spinning wheel . . .

An adventure in dreams . . . Brea's Enchanted Castle. Mrs. Ely's gift to her beloved husband and to the children he held so dear.

CITY EMPLOYEES CRITICAL OF 'INEFFICIENCY' CHARGE

Daily Star
Progress
12/17/73

By KATIE DEAN

Star-Progress Staff Writer

BREA—A statement that city employees were functioning only at the 20 per cent level made by Dr. Mel LeBaron, chairman of the human development commission, has been the subject of controversy lately, as city employees and officials from employee organizations representing the city have claimed the statement is inaccurate.

LeBaron made the comment at an informal meeting with city council several weeks ago.

The commission, formerly called the personnel board, was renamed in June, and attempts to deal with the human aspect of city personnel. The commission works with the city to create the best possible working atmosphere and the best usage of human resources and develop better methods of personnel review and promotion.

LeBaron currently is meeting with various employee groups to clear up matters and explain his position.

However, Mark Reid, representing the Brea City Employees Association, has criticized LeBaron for "not knowing what he is talking about" and for not "offering any supportive data."

"Who is to say what is maximum efficiency?" Reid asked in response to LeBaron's 20 per cent statement.

He also criticized LeBaron for not contacting the employee organization before attempting to contact the employees themselves.

"Individuals are not to circumvent the recognized employee organizations by going directly to the employees," Reid pointed out. "They must go through the proper channels to contact the employee organizations and sit down with the representatives first."

In connection with his disapproval of LeBaron's comment, Reid also raised a point concerning the formation of the human development commission itself.

He criticized city officials for renaming the personnel board without first informing the employee organization and holding meet and confer sessions.

"I had never heard of the human development commission until this matter came up," adding "we had no idea what its functions were because we didn't know what it was."

The function of personnel board, Reid continued, "is to exist as a neutral third party and unbiased group of citizens that hears complaints and problems relating to rules and regulations."

City Manager Wayne Wedin, however, has said the city council only changed the name of the personnel board which has existed for 20 years, and emphasized "there is no question in my mind the council took proper action and was not required to hold meet and confer sessions."

However Reid has disagreed with the commission's purpose, claiming "the city is trying to get something for nothing by appointing this commission to do the work and study that a professional consultant should do."

"The city officials have attempted to find people who are not devoted on a full-time professional basis to perform the kind of job audit functions that need to be performed in Brea," Reid said.

Reid also criticized the city management's organization saying it does not have proper communication with the city employees, and pointed out the problem in communication has led to the situation where employees are working too much out of their classifications.

"There is a gross deficiency in the city of Brea in the area

of communications" Reid said, adding that "if the council and administration really wanted good working conditions, efficiency and communication, they would have discussed the entire communication concept with the recognized employee organizations," he emphasized.

In response to recent charges of inaccuracy, LeBaron has attempted to clarify his position by issuing a statement explaining the role of the commission and what it is doing.

Emphasizing the "city of Brea is blessed with a great number of employees who are committed, dedicated and hard working," LeBaron stated "there is growing evidence that we in the city of Brea are using up to 80 per cent of our human energy in non-effective activities."

He emphasized however, this "does not say that individual employees working hard on the job, diligent in their assignments or committed toward making the city a better place in which to work and live."

"It does say that responsible people within the city organization have an obligation to examine the human climate of that organization to determine ways in which our collective manpower can become more effective," LeBaron explained.

LeBaron, who is director of the center for training and development at USC, said his findings have resulted from several interviews and surveys of "virtually all city employees in an effort to learn more about the employees' on-the-job concerns and personal growth needs."

"In his studies, he has determined there are organizational problems "we don't seem able to solve and there is insufficient understanding among the city employees of each other's goals and objectives."

"Many city employees are not provided with the opportunity for adequate training and development and feel inhibited and restricted in many ways, partly due to cut-and-dried procedures and pressures to conform," LeBaron said.

"We are making 1980 kinds of decisions in a city where most of the people have an education that came out in the fifties in an organization that was put together in the twenties," he added.



ROBERT CLARK



LEONARD MacKAIN



HAROLD WILSON



RICHARD GREENWOOD

ELECTION APRIL 11

Ten Geared For Council Race

BREA — Ten candidates — including last-minute entry Leonard MacKain, 46, a well-known school administrator, lined up at the post for the City Council Sweepstakes April 11.

The candidates filed by the noon deadline Thursday for two positions on the City Council which will be defended by their present occu-

pants. Incumbents John Haddox and Robert Clark.

Haddox will be seeking his second term and Clark his third.

Two candidates filed for city treasurer, the incumbent Robert Schreiber, 58, seeking his second term and accountant Andre Carlier, 36, seeking his first term.

Mrs. Dorothy Storm, 53, of 612 S. Maple Ave., completing her first term as city clerk, was unopposed for re-election.

An estimated 8,500 voters are registered for the election. Deadline for voter registration is Feb. 17. The deadline for any write-in candidates is April 3.

City Council candidates are:

—Incumbent Robert Clark, of 549 Briarwood Drive, automobile reprocessing; Incumbent John Haddox, carpet and drapery dealer; Sam L. Cooper, of 1350 Arrow Wood Drive, manufacturers' representative, former beautification committee chairman.

Richard F. Greenwood, 49, of 240 N. Madrona Ave., factory worker; Harold Wilson, 47, of 315 S. Flower Ave., consulting civil engineer, former city engineer and public works director of Brea and former assistant city engineer at Whittier; Richard E. Doty, 45, 264 S. Pine Ave., chemical

plant supervisor; Raymond L. Madsen, 41, 914 Sandra Court, attorney, former planning commission chairman; William Bayne, 31, of 363 Woodland Ave., engineering coordinator; Harold R. Bivens, 35, of 272 S. Pine Ave., stand ar d s engineer; Leonard MacKain of 501 S. Poplar Ave., school administrator.



RICHARD DOTY



JOHN HADDOX

Additional Brea News
Elsewhere in Today's Edition

IT'S HAPPENING IN BREA

A-2

DAILY NEWS TRIBUNE
Friday, February 4, 1972



RAY MADSEN



WILLIAM BAYNE



HAL BIVENS



SAM COOPER



ROBERT CLARK



LEONARD MacKAIN



HAROLD WILSON



RICHARD GREENWOOD

ELECTION APRIL 11

Ten Geared For Council Race

BREA — Ten candidates — including last-minute entry Leonard MacKain, 46, a well-known school administrator, lined up at the post for the City Council Sweepstakes April 11.

The candidates filed by the noon deadline Thursday for two positions on the City Council which will be defended by their present occu-

pants, Incumbents John Haddox and Robert Clark.

Haddox will be seeking his second term and Clark his third.

Two candidates filed for city treasurer, the incumbent Robert Schreiber, 58, seeking his second term and accountant Andre Carlier, 36, seeking his first term.

Mrs. Dorothy Storm, 53, of 612 S. Maple Ave., completing her first term as city clerk, was unopposed for re-election.

An estimated 8,500 voters are registered for the election. Deadline for voter registration is Feb. 17. The deadline for any write-in candidates is April 3.

City Council candidates are:

—Incumbent Robert Clark, of 549 Briarwood Drive, automobile reprocessing; Incumbent John Haddox, carpet and drapery dealer; Sam L. Cooper, of 1350 Arrow Wood Drive, manufacturers' representative, former beautification committee chairman.

Richard F. Greenwood, 49, of 240 N. Madrona Ave., factory worker; Harold Wilson, 47, of 315 S. Flower Ave., consulting civil engineer, former city engineer and public works director of Brea and former assistant city engineer at Whittier; Richard E. Doty, 45, 264 S. Pine Ave., chemical

plant supervisor; Raymond L. Madsen, 41, 914 Sandra Court, attorney, former planning commission chairman; William Bayne, 31, of 363 Woodland Ave., engineering coordinator; Harold R. Bivens, 35, of 272 S. Pine Ave., standards engineer; Leonard MacKain of 501 S. Poplar Ave., school administrator.



RICHARD DOTY



JOHN HADDOX

Additional Brea News
Elsewhere in Today's Edition

IT'S HAPPENING IN BREA

A-2

DAILY NEWS TRIBUNE
Friday, February 4, 1972



RAY MADSEN



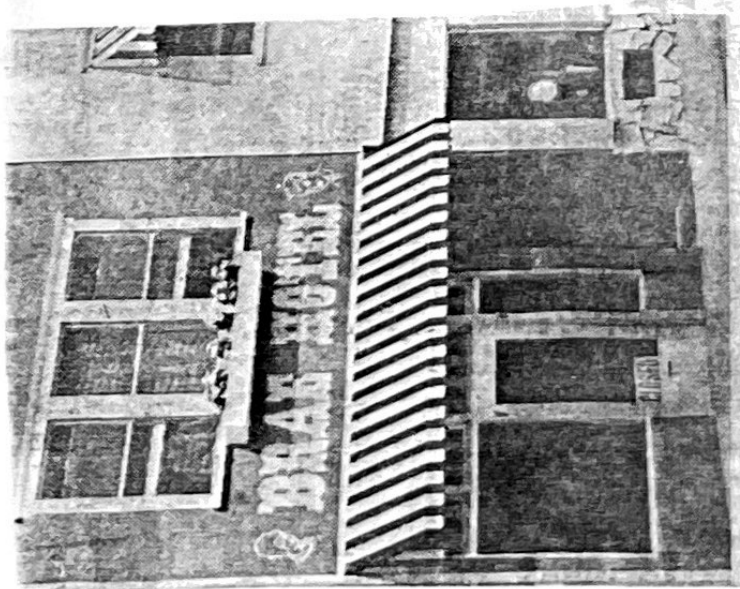
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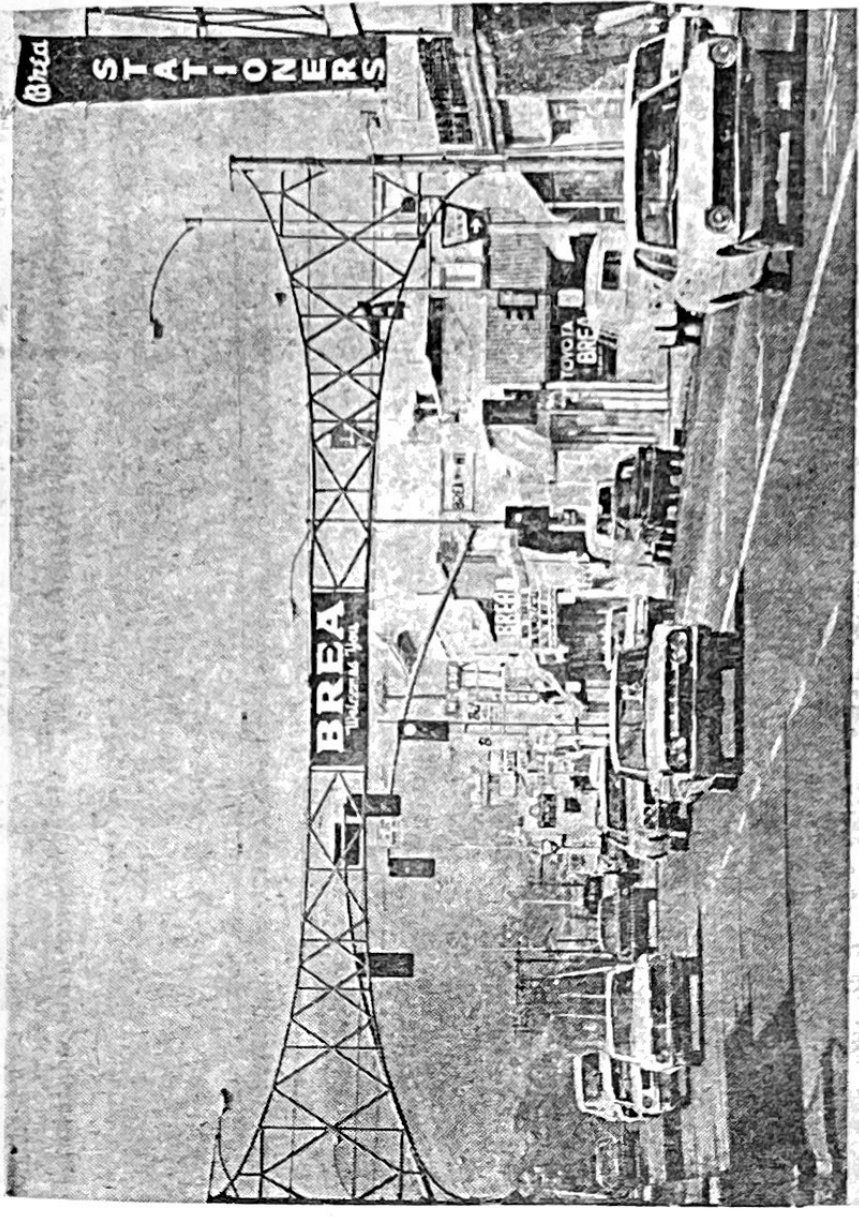
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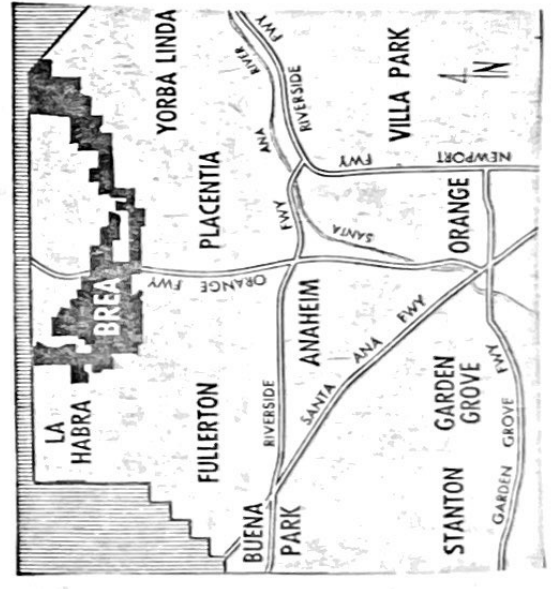
SAM COOPER

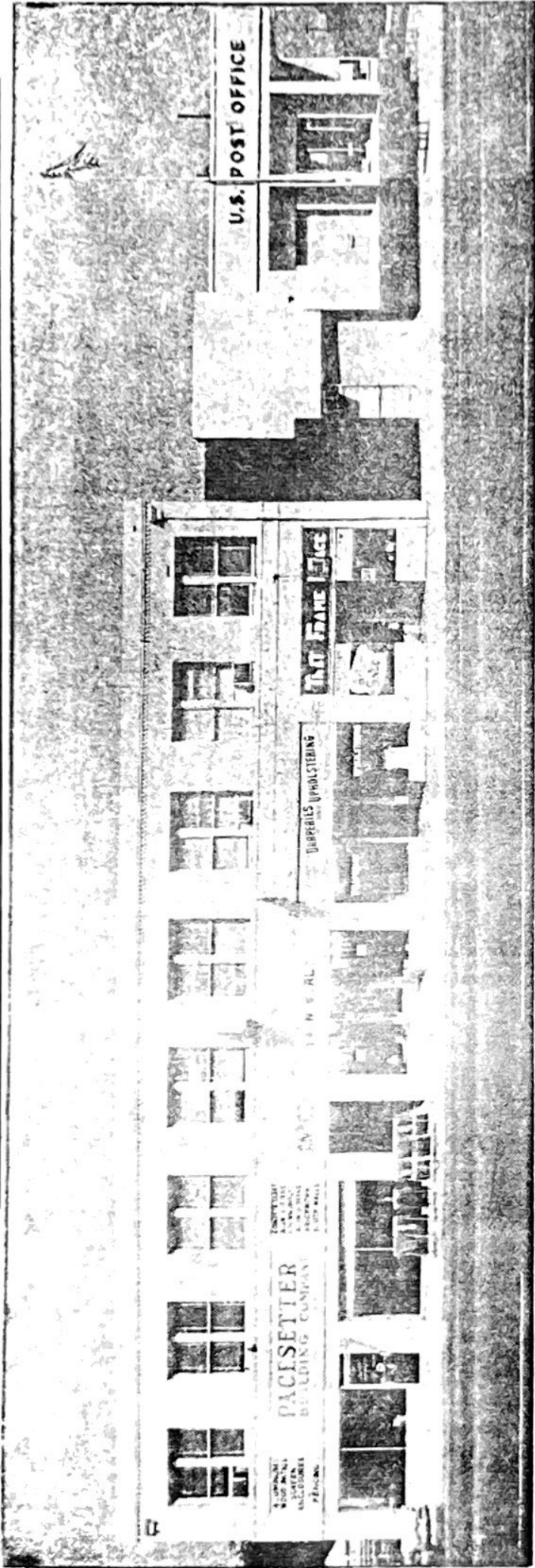


WHICH HOTEL?—Gracing one of Brea's downtown streets is the "Brae" Hotel, named, perhaps, by an owner with a sense of humor or a careless painter.



WELCOME SIGN OUT—Part of Brea's population of 22,000 piles streets of the 12.6-square-mile town.



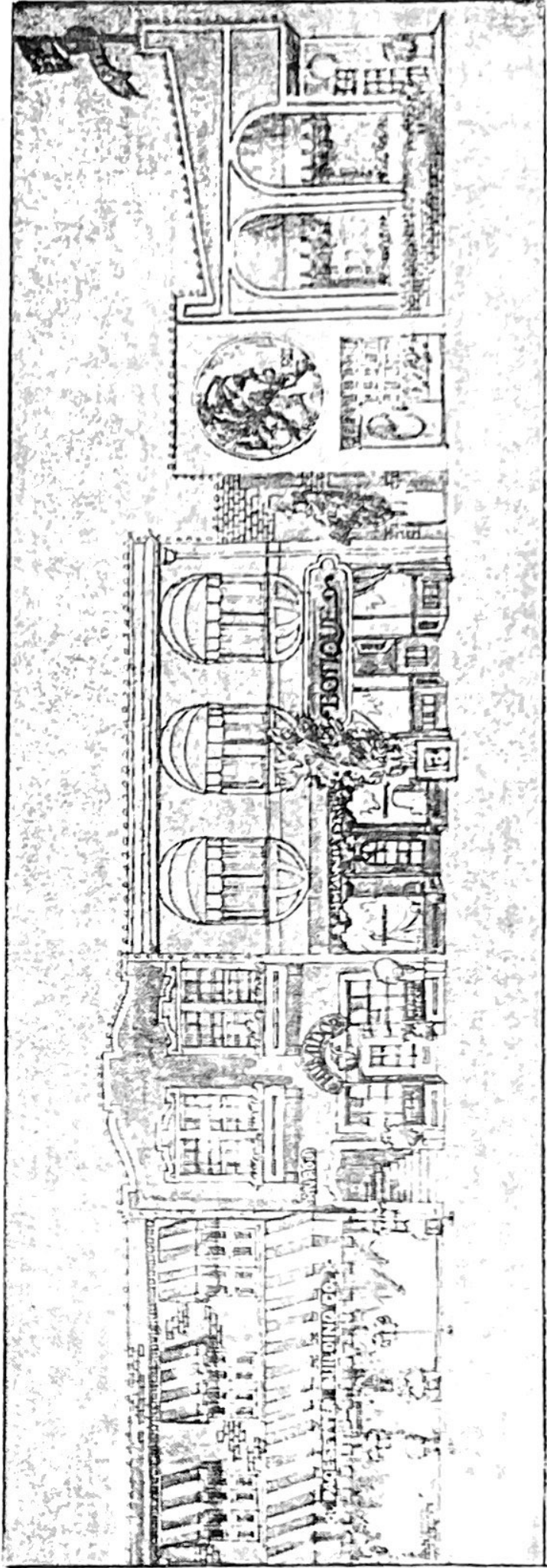


BREA TODAY—This block in downtown Brea presents the familiar scene of smalltown America. It also is the object of a "spruce-up" plan with an "early century" theme.
Times photos by Cliff Otto

Los Angeles Times
**Orange
 County**

SUNDAY, JULY 2, 1972

SECTION 1 RA



BREA OF TOMORROW—The same block as pictured above would become this row of charming, "early century" shops. Some downtown merchants have been slow to change



THE FIRST BUILDING PAINTED FOR GOOD OLD BREA

Charlie's Antique Clocks on Brea Blvd. is the first one to have its building painted as part of the Good Old Brea program. Buildings along Brea Blvd., from Cypress to Imperial Hwy., are undergoing refurbishing

and redecorating of exterior to coincide with the gaslite era. Charlie's Antique Clock place will have a street clock, three feet in diameter and 15 feet tall, in front of its store.
—Review photo

Orange Freeway Through Canyon to Open Today

4.7 Mile Section Is Last Link Connecting Pomona and Riverside Freeways

BY HOWARD SEELYE
 Times Staff Writer

Brea Canyon, once an idyllic pastoral enclave between urban Los Angeles and Orange County areas, will give way to progress this afternoon when an eight-lane freeway opens to traffic.

Dedication ceremonies will be held at 10.30 a.m. on the Orange Freeway for a 4.7-mile link, the last connecting section between the Riverside and Pomona Freeways.

After ceremonies and a luncheon at Diamond Bar Country Club, traffic will be allowed to zip through the canyon, once served by a twisting, dangerous two-lane road.

Completion of the project marks a six-year project to span the gap between northern Orange County and the Pomona and San Gabriel Valley areas.

24-mile Stretch

The increasing traffic of Cal State Fullerton is served by a southern segment of the new freeway and ultimately the highway will extend from an interchange with the Garden Grove and Santa Ana freeways for 24 miles to the Kellogg Hill interchange with the San Bernardino Freeway.

Off-ramps are provided in the new Brea Canyon highway at Pathfinder Road, Diamond Bar Blvd., Tonner Canyon and Lambert Road.

A complex interchange has been constructed at the intersection of the Orange and Pomona Freeways, where the Orange Freeway runs easterly for two miles as part of the Pomona Freeway.

In early May, a two-mile section of the Orange Freeway from the Pomona will be completed to connect with the San Bernardino Freeway.

Cost of the Brea Canyon project was \$14.6 million and the work required two years to complete.

Future plans call for extending the Orange Freeway 4.9 miles south from the Riverside Freeway, to connect with the Garden Grove and Santa Ana freeways.

Funds, amounting to \$24.5 million, already are budgeted for this work, but bids will not be called for until next year, with completion scheduled for summer, 1975.

This section is designed to serve Anaheim Stadium—and was pushed ahead some years ago when major league baseball came to Orange County. However, by the time the anticipated completion date the Angels will be in their 10th season here.

380-Foot Cut

The transformation of Brea Canyon required massive earth-moving projects and a 1,000-foot bridge to span the oil pipelines of a producing oil field.

The total distance through the canyon is seven freeway miles, with 2.3 miles completed last year.

At one point the new highway rises 70 feet above the old Brea Canyon Road, and the bridge spans Tonner Canyon. In the middle of the canyon, a cut was made 380 feet deep.

The old Brea Canyon road handled about 10,000 vehicles a day in both directions. Highway engineers project that 40,000 vehicles will use the canyon daily now.

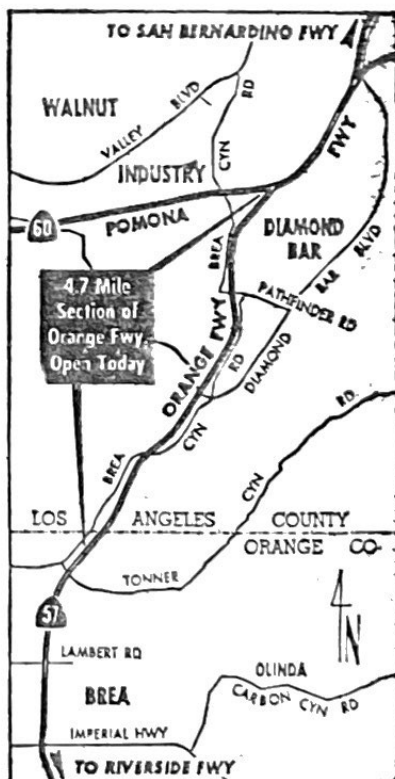
Interjection of the freeway into Brea Canyon changes the landscape of the once peaceful canyon.

Cattle still can be seen grazing behind white rail fences; there are pepper and eucalyptus trees and an occasional deer and a tiny stream still trickles down the canyon floor.

But Brea Canyon will never be the same.

Diamond Bar Ranch, where brand signs on white gates once brought visions of the Old West, has been converted into a massive subdivision.

And from the rolling hills overlooking the canyon, where brush and oak trees abound, the view below is that of massive earthworks, concrete and traffic.



Times map by Gus Keller

TUESDAY, MARCH 2, 1971

BREA TREMOR SHAKES ORANGE COUNTY

No Damage Is Reported Despite Temblor Epicenter In Brea Area

BREA—An earthquake measuring 3.3 on the Richter scale shook parts of north Orange County Monday shortly before 8 p.m., causing a flood of phone calls by concerned residents of Brea and La Habra.

No damage was reported either in Brea or La Habra as a result of the quake which hit the area at 7:46 p.m.

The epicenter of the quake, according to seismologists at the California Institute of Technology in Pasadena, was "very near Brea." Officials from Caltech were busy this morning attempting to find the exact center of the temblor.

John Nordquist, an associate search engineer at Caltech, told the Star-Progress this morning that the quake was "an aftershock to the 1968 'Linda' a l-

ley quake that killed more than 60.

He said that an aftershock is considered to be a temblor on the same fault as the original earthquake or a fault that is very near. Nordquist said Monday's shock could have been from any one of a number of faults in the North Orange County area, but that it definitely was not connected with the valley quake.

Nordquist described the quake as "minor." He indicated that scientists consider any quake below 6.0 on the Richter scale to be minor.

Although there were no reports of damage in either Brea or La Habra, police officers from Brea reported making routine checks.

The tremor came as several area governing bodies were in session. Brea-Olinda Unified School District Trustees were in executive session when the earthquake hit.

George Hansen, planner for the city of Brea, was making a presentation before the planning commission when the quake struck.

La Habra police reported

they received approximately 120 calls within 20 minutes after the quake hit. In Brea a police dispatcher said she did not keep a record of the calls, but that there were "enough that it was ridiculous."

Joan Klopfenstein, a dispatcher for the La Habra Heights Volunteer Fire Department said she felt, "Two short, sharp jolts." She said she first thought the quake was an explosion.

The tremor reportedly lasted only for a few seconds and was felt as far away as Norwalk and Lakewood.

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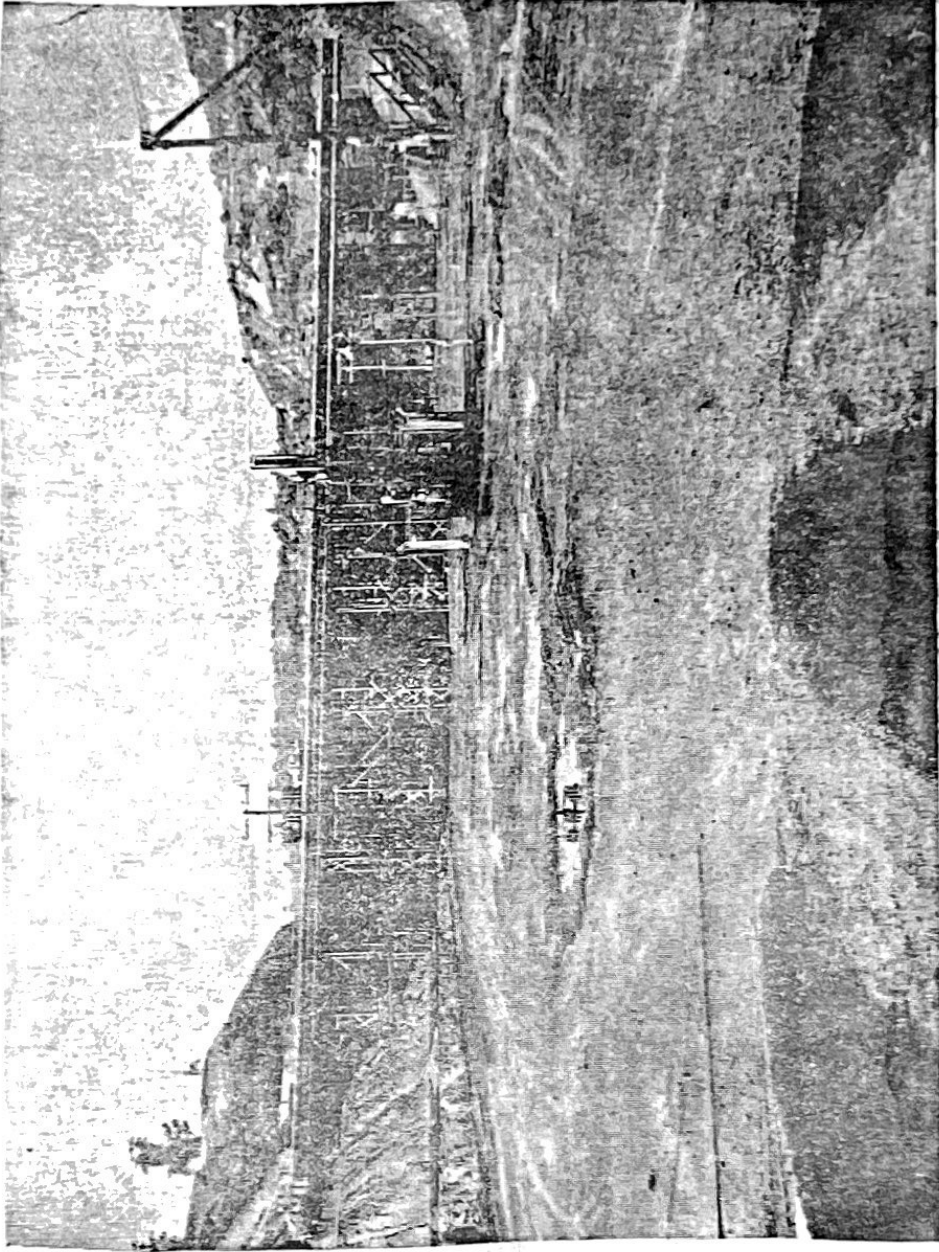
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News Tribune Photo

TONNER CANYON BRIDGE — Moving toward construction completion is this span across Tonner Canyon, north of Brea which is part of the Orange Freeway. The bridge will be part of the freeway which will be open to traffic into

Los Angeles County this spring or early summer, thus completing the north-south freeway construction through Brea. One more freeway remains to be built through Brea, the east-west facility.

COMMISSION MAY NIX BREA AIRPORT

Board Drafting Resolution Against 'Infeasible' Site

By VERN PERRY

Star-Progress Staff Writer

BREA—Two members of the Orange County Airport Commission are busy drafting up a resolution that will completely reject the recommended site in Brea for a non-jet, general aviation airport.

The commission met Saturday and indicated that it will completely reject the Brea site, but will accept, "with strong reservations," the Bell Canyon site in the Santa Ana foothills.

The five commissioners stressed they were not ready to make new airport site recommendations this Tuesday to the Board of Supervisors as had been previously planned. Because of this the commission instructed two members to draft a proposal by Nov. 24 that will reject the Brea site and accept the Bell Canyon one.

Commissioners were acting on a report from the Ralph M. Parsons Co. that has come under heavy criticism for its recommendation of the Brea site. The Brea city council, planning commission, the Brea-Olinda Unified School District and the Brea Chamber of Commerce

have all come out strongly against the proposed airport.

The airport would have been located north of Imperial Highway and west of Valencia Street. Major criticism of the project was that it would have a takeoff pattern over three Brea elementary schools and would cause major problems in street re-location including the Orange Freeway which is now under construction.

It has been reported that the man who drew up the controversial proposal for the Parsons firm has been terminated.

Commissioners Donald W. Killiam and Robert A. Clark, who is also a member of the

Brea City Council, will draw up the proposal for the airport commission. They were chosen to do so after a four-hour long session Saturday morning.

Howard H. Lathrop, chairman of the commission, indicated that Brea was ruled out because of costs and noise impact on the surrounding community.

In addition to the Brea site and the Bell Canyon site the commission will also have to decide whether or not to accept the Parsons report recommending that El Toro Marine Air Station and the Los Alamitos Naval Station be turned into joint civilian-military airports.

Blazes in County Battled

Sunday, normally a day of rest for most Orange Countians, was anything but restful for most Orange County fire departments and many of its residents as two major brush fires seared more than 6,000 acres in two fires.

Flames Trap Tribune Reporter, Photographer

By DICK HASLAM
News Tribune Writer

Panic!

Like animals in a cage, we were surrounded by walls of flame, trapped in a car whose only protection was a thin wall of metal and glass.

We — myself along with a News Tribune photographer, Jess Andresen Jr. and a free-lance photographer, had been covering the fire in the Brea Hills from a vantage point on a ridge road leading to the Nike missile base.

The photographers had walked east along the road to take pictures of the flames racing up the slopes towards the base and an Orange County engine company attempting to protect two oil tanks west of the site, while the reporter stayed behind to watch for flames on the west.

Suddenly the flames raced out from the north side of the base, casting embers hundreds of yards to the west and north, starting new fires in every direction.

For a time the flames appeared to be eating their way slowly towards the ridge where we watched, but it soon became apparent that the ridge was going to become a holocaust.

We barely had time to jump in the car and move east to the two photographers before the flames were racing up the

ridge from the north, creating their own fire-storm.

We attempted to outrace the flames by running west on the road, but we were stopped by flames already licking at the road and another car in front of us.

As the storm broke across the road, we reversed direction, traveling backward at speeds up to 30 miles per hour, with flames all all sides. The heat became nearly unbearable, smoke and cinders rained on the car from all sides — we were trapped.

Still the car moved backward, into dense clouds of black smoke that obscured everything within five feet.

We could easily have been traveling downhill through burned-out brush for all we knew.

Suddenly, a breath of fresher air, the scene lightened, and we were free, while the flames raced to the south downhill.

Even now, a day after the near-tragedy, it is impossible to recount the full extent of the thoughts that went through our minds as we stared at the flames. It becomes a near-blank as we think back, thankful that we're still alive.

Later, as we stood gasping for breath in the still smoke-laden air, we realized that the car ahead of us had also been trapped.

When the flames died down, we moved back down the road, along with several firemen, locating the car, now empty. The occupant, who turned out to be a

young serviceman trying to get to the Nike base to help fight the fire, was nowhere to be found and a search of the now devastated hillside turned up no trace.

Much later we learned that an oil company worker found the young man, identified as Pfc. William Thompson, far below the road near the gasoline refinery, unhurt, but very, very scared.

Both fires, one in Trabuco Canyon north of El Toro Marine Air Base, and the other in Brea Canyon, near the Los Angeles-Orange County line, broke out at approximately the same time — around noon.

The Brea Canyon blaze, which the Los Angeles County Fire Department has termed the "Fullerton Fire," charred 3,000 hillside acres, 200 in Orange County. No structures were burned.

The fire apparently started on the west side of Brea Canyon Road, then quickly moved up adjoining hillsides.

Before the first units on the scene could even get their lines established, the flames raced across the Brea Hills surrounding the Nike Missile Base, then marching west-northwest towards La Habra Heights.

A scarcity of equipment and erratic winds forced fire equipment to restrict most of their activities to protecting homes west of Brea and valuable tanks and equipment in the Shell Oil Company field scattered around the hills.

By 3 p.m., as firemen battled to keep the hungry flames from reaching a Shell gasoline refinery located northwest of Brea, several tongues of flame licked towards a cluster of homes in La Habra Heights, east of Fullerton Road.



OIL FIELD SCORCHER—Aerial view shows flames raging west of Brea Blvd. north of the city and threatening the oil facility.

Brush Fires Sweep Trabuco, Brea Areas, Force Evacuation

Shifting Winds Ease Threat in County After Flames Scorch Campgrounds, Raze Home, Peril Gasoline Plant

BY STEVE EMMONS
Times Staff Writer

Brush fires swept through Orange County Sunday for the second time in three days, scorching campgrounds, destroying a house, forcing evacuations and burning to the edge of a gasoline plant.

A fire that broke out in Trabuco Canyon east of El Toro blackened about 1,500 acres of brush before 300 fire fighters, 40 fire trucks and six aerial tankers checked the blaze at about 9 p.m.

The flames had surrounded the tiny Trabuco Oaks community and had blackened the fringes of O'Neill Park, but fire officials said if winds did not whip up the fire, it might die out by this morning.

A fire in the hills a half mile north of Brea charred 200 acres just north of a housing tract, but a shift in wind drove the flames away from the houses and a gasoline plant.

Into L.A. County

The wind shift eased the danger in Orange County but sent the fire out of control into Los Angeles County.

At 7:30 p.m. another fire erupted near the county line in Santa Ana Canyon, but firemen contained the small fire in a half-hour. They reported no damage to anything but brush.

Sid Nelson, superintendent of the Shell Oil Co. gasoline plant north of Brea, said the flames burned within 50 feet of his plant.

"I didn't think we'd ever save it," he said. "We had taken safety steps to prevent an explosion of the plant."

He estimated, however, that if fire had started within the plant, it would have eventually caused \$2 million damage.

Missile Site

The Brea fire also surrounded a Nike ground-to-air missile site but caused no damage. Military authorities pointed out both missile and control facilities are underground.

The Trabuco fire started at the northern end of Trabuco Oaks and burned to the east, fanning out and narrowly missing the St. Michael's Seminary and the Ramakrishna Monastery. One house in that area, however, was destroyed.

Firemen made their stand along El Toro Road and held the line. Later

the wind shifted, driving the fire back toward O'Neill Park and Trabuco Oaks, putting them in danger for the second time.

By 9 p.m., fire officials on the lines said the fire had been checked but that a new wind could revive it. They said they were hoping for a still night at least through sunrise.

As the flames approached O'Neill Park, campers were routed out of the canyon through its back door—out Coto de Caza to Ortega Highway.

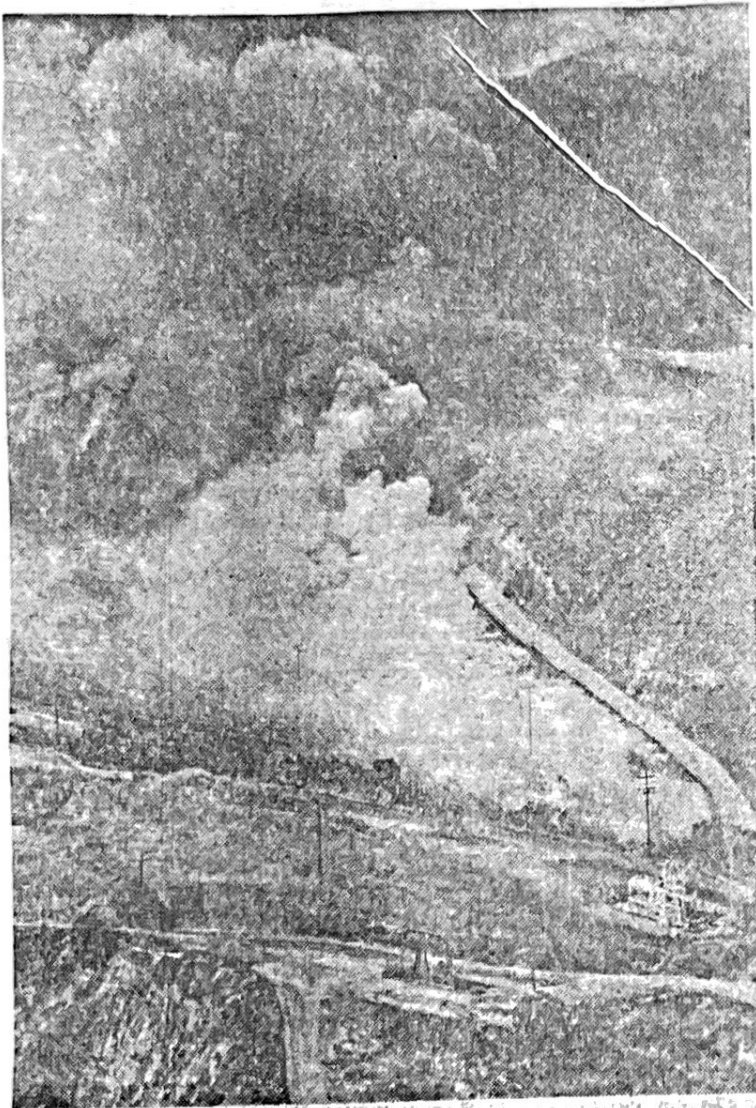
Awaiting News

Residents along Live Oak Canyon Road and nearby congregated at Cook's Corner to drink beer and soft drinks, munch snacks, and nervously await news of the fire.

One woman brought her trailer house out with her and parked it at Cook's Corner.

Telephone service was briefly knocked out, and during the night a bulldozer heading into the canyon brushed against some power lines and shorted them. There were no injuries in the accident.

During the height of the fires, both Brea Canyon Road and El Toro Road were closed off.



OIL FIELD SCORCHER—Aerial view shows flames raging west of Brea Blvd. north of the city and threatening the oil facility.

Times photo

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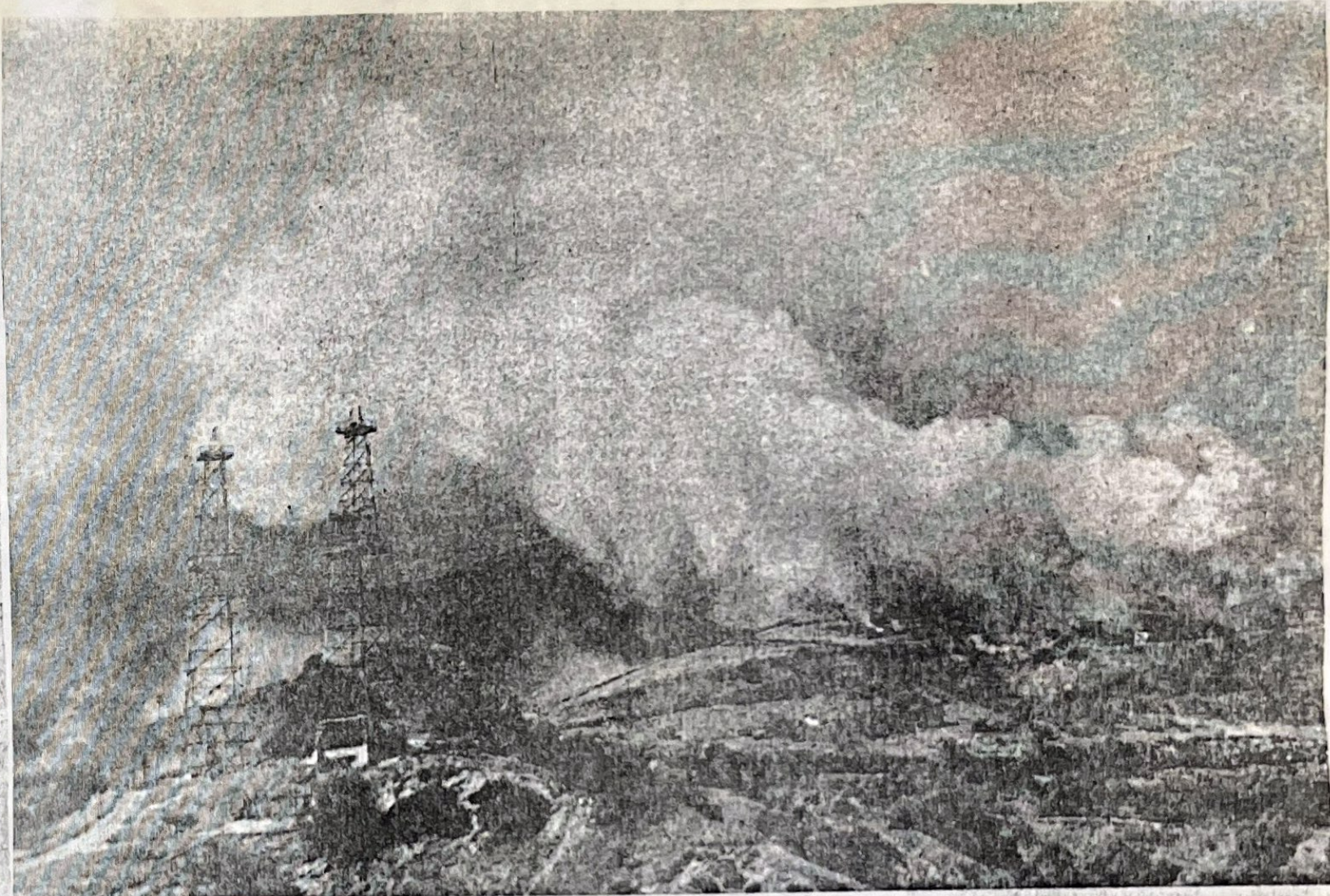
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FIRE BLACKENS 3,000 ACRES NEAR BREA SUNDAY
Flames and Smoke Race Over The Brea Hills Sunday Afternoon, Threatening Shell Oil Field.

Brea Area Refinery Escapes

By RUSS WILLIAMS
News Tribune Writer

BREA — A small but potentially volatile pocket nestled among 3,000 fire-charred acres in the Brea hills Sunday was the subject of more attention and concern than it has received in its 33-year history.

The pocket, surrounded by hills, harbors four tanks containing 25,000 gallons of crude gasoline.

If the brush fire would have roared unchecked into the Shell Oil Co. absorption plant, the tanks would have blown and "it would've been all over for all of us," said a

firefighter manning one of seven hoses specially assigned to the plant.

"I guess she was smiling on us today," said Wayne Young, Brea fire engineer, who was part of the fire fighting contingent assigned to the facility.

Young apparently was re-

ferring to Lady Luck, who made her presence felt when gusty Santa Ana winds suddenly died at approximately 3:15 p.m., ending immediate danger of the fire reaching the refinery.

As it was, the flames licked their way down the sides of three hills northwest of the plant, but were stopped by water streams from strategically spotted fire hoses.

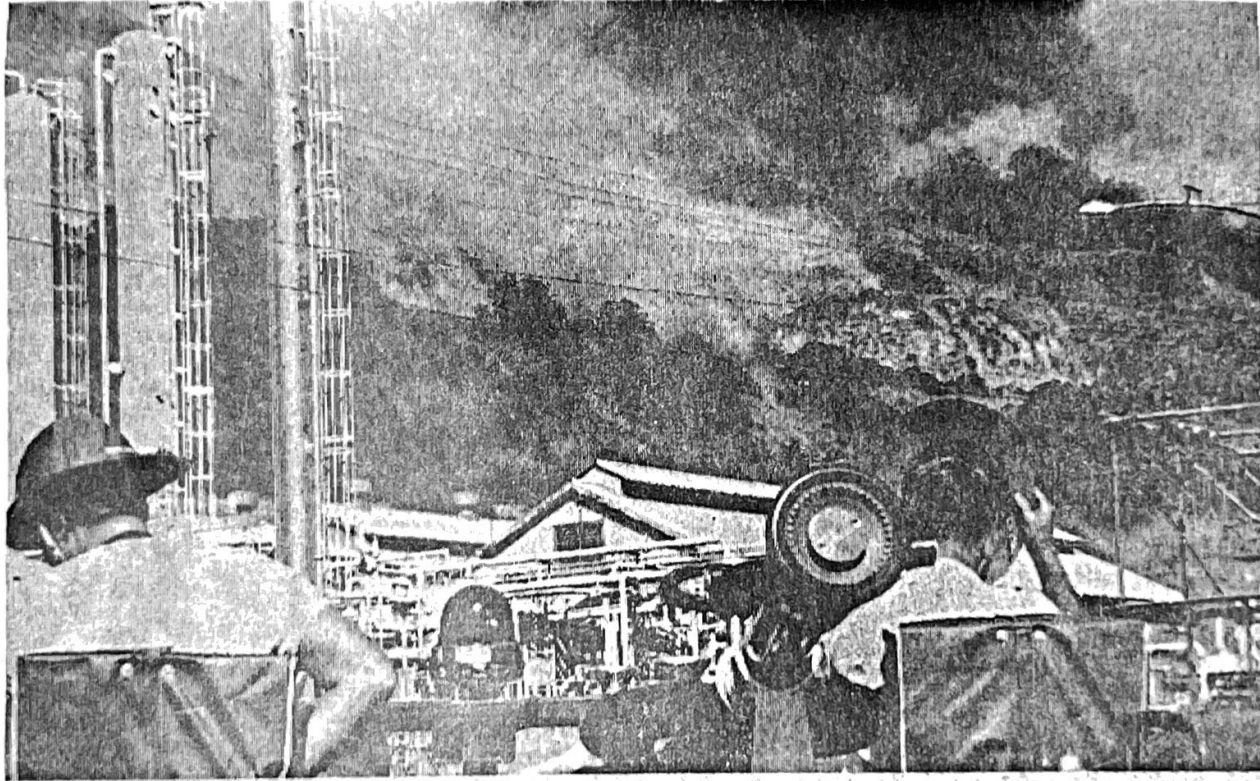
The gasoline tanks, on the extremely western edge of the plant, were being guarded by firemen who periodically doused them and the surrounding brushy area. A sprinkler system on top of the tanks also was turned on.

Ed Neslon, plant foreman, said the four tanks have a capacity of 75,000 gallons but were only about one-third filled.

When the wind died, Neslon began making preparations to pipe the gasoline out of the fire zone. The crude gasoline is siphoned from oil wells and stored in the tanks until it is shipped out for refining.

Neslon said the absorption plant, with a complement of three 60-foot distilling towers and a large warehouse, has been tucked away in the Brea hills pocket for 33 years.

The plant is situated at the foot of the Army Nike Base, which was encircled and eventually bypassed by the brush fire.



SEVEN HOSES, AT WIND'S END

Distilling towers at a Shell Oil Co. absorption plant overlook black clouds of smoke kicked up by a wind-fed brush fire in the Brea hills. When

the wind died, firemen set up a seven-hose defense around the plant and its four gasoline tanks.

SEPT, 1970



HIGH VANTAGE POINT — Residents on Palmetto Place in Brea used their rooftops Sunday as a strategic vantage point to view the fire which raged in the hills north of the city. The fire completely surrounded the U.S. Army Nike site in the hills, but military authori-

ties reported that no damage was done to any of the underground missiles or launching facilities. After the wind shifted the fire burned over the hill into Los Angeles County territory it blackened between three and four thousand acres.

Letters to the Editor

We are a young family who invested in rental property nearly ten years ago. We lived in one house and rented the other for several years while improving the property with our own hands. We had to scrimp for a while to make our property a better place to live in, but it was worth it to know we could have the security of a good investment. However, with the coming of this rent control initiative on the April 8 ballot, we are wondering if all our hard work has been for nothing.

We have tried to be fair to renters, not raising often, and then only in small amounts. What good does it do for us to put our money on a house for someone else to live in if we can expect no return? Not too many investors give away their stocks and bonds, and not too many people give away free housing to others, but that is essentially what the rent control initiative is asking us to do by returning rents to the 1978 level and paying a board to "render services". That will be more paper work and busy work for tax payers to underwrite. Inflation is running away with everyone's money, but to freeze rents for five years is unrealistic.

The only solution we can see is to sell, which would take two more rentals out of the Brea market. With the price of houses these days, how many renters could make the payments, which would be two or three times the rent? This rental initiative is poorly written and will not provide the relief it tries to promise. It will only place an added burden on renters, owners, and taxpayers alike.

Mary and Van Schultz

We are very disturbed and dismayed by the rent control Proposition "A" to be voted upon April 8.

Nearly twenty-five years ago we started building up rental property. With our own hands, we have improved and revitalized each house into homes we would be proud to live in. In fact we received the Beautification Award in 1977 for our rentals.

But we have maintained reasonable rents; only increasing when tenants vacated or in one and two year intervals with small increases. We now have renters who have remained from ten to twenty years.

Five of our units have been held for Senior Citizens only. We have in the past and still maintain some rents at one third today's rental price for Senior Citizens who cannot pay more.

But if rents are rolled back to 1978 rates and are held for five years - we are being penalized for trying to rent fairly. With the increased price of insurance, paint, roofing, plumbing, electrical work - plus high labor cost for maintenance - we will be forced to dispose of our rentals. Thus removing nine houses from the rental market.

Proposition "A" is so badly constructed that no one can predict what the cost will be to the city of Brea. And if the city must raise a large amount - only the home owners and businesses of Brea will be called upon to pay it.

Catherine and Richard Seiler

Breans Organize Anti-Rent Unit

BREA — "Concerned Homeowners and Taxpayers of Brea" (CHTB) have organized a campaign to alert Breans of the counterproductive effects of rent control.

The voters in Brea will be voting on rent control legislation initiated by the Brea Political Action Committee in the municipal election on April 8.

According to CHTB Treasurer Bob Witham, the committee — upon examining other unsuccessful rent control ordinances in

the country — want the voters of Brea to realize the backfiring potential of such legislation.

Chairman Ray Madsen — a former planning commissioner in Brea, stated, "Previous rent control legislation has only hindered the housing market and severely hurt the renter.

"While we must look for alternatives, this is not one of them."

Witham added, "The committee will do everything possible to educate Breans of the evils of this dastard proposal."

Letters to the Editor

We are a young family who invested in rental property nearly ten years ago. We lived in one house and rented the other for several years while improving the property with our own hands. We had to scrimp for a while to make our property a better place to live in, but it was worth it to know we could have the security of a good investment. However, with the coming of this rent control initiative on the April 8 ballot, we are wondering if all our hard work has been for nothing.

We have tried to be fair to renters, not raising often, and then only in small amounts. What good does it do for us to put our money on a house for someone else to live in if we can expect no return? Not too many investors give away their stocks and bonds, and not too many people give away free housing to others, but that is essentially what the rent control initiative is asking us to do by returning rents to the 1978 level and paying a board to "render services". That will be more paper work and busy work for tax payers to underwrite. Inflation is running away with everyone's money, but to freeze rents for five years is unrealistic.

The only solution we can see is to sell, which would take two more rentals out of the Brea market. With the price of houses these days, how many renters could make the payments, which would be two or three times the rent? This rental initiative is poorly written and will not provide the relief it tries to promise. It will only place an added burden on renters, owners, and taxpayers alike.

Mary and Van Schultz

We are very disturbed and dismayed by the rent control Proposition "A" to be voted upon April 8.

Nearly twenty-five years ago we started building up rental property. With our own hands, we have improved and revitalized each house into homes we would be proud to live in. In fact we received the Beautification Award in 1977 for our rentals.

But we have maintained reasonable rents, only increasing when tenants vacated or in one and two year intervals with small increases. We now have renters who have remained from ten to twenty years.

Five of our units have been held for Senior Citizens only. We have in the past and still maintain some rents at one third today's rental price for Senior Citizens who cannot pay more.

But if rents are rolled back to 1978 rates and are held for five years - we are being penalized for trying to rent fairly. With the increased price of insurance, paint, roofing, plumbing, electrical work - plus high labor cost for maintenance - we will be forced to dispose of our rentals. Thus removing nine houses from the rental market.

Proposition "A" is so badly constructed that no one can predict what the cost will be to the city of Brea. And if the city must raise a large amount - only the home owners and businesses of Brea will be called upon to pay it.

Catherine and Richard Seiler

Breans Organize Anti-Rent Unit

BREA — "Concerned Homeowners and Taxpayers of Brea" (CHTB) have organized a campaign to alert Breans of the counterproductive effects of rent control.

The voters in Brea will be voting on rent control legislation initiated by the Brea Political Action Committee in the municipal election on April 8.

According to CHTB Treasurer Bob Witham, the committee — upon examining other unsuccessful rent control ordinances in

the country — want the voters of Brea to realize the backfiring potential of such legislation.

Chairman Ray Madsen — a former planning commissioner in Brea, stated, "Previous rent control legislation has only hindered the housing market and severely hurt the renter.

"While we must look for alternatives, this is not one of them."

Witham added, "The committee will do everything possible to educate Breans of the evils of this dastard proposal."

Brea—A Growing Community

BREA — "All one needs to do in order to feel the growing spirit of the community is to note the substantial amount of construction that is going on in the city." With these words, Mayor Sam Magnus set the stage for what he predicts will be the start of a period of significant growth for the city.

"In order to develop the proper frame of reference to evaluate what is coming in the remainder of 1970 and later years, we should of necessity review some of these items accomplished or set in motion during 1969," he said.

In spite of temporary inconveniences caused by construction, major street improvements were started during 1969 and 1970 and will continue into 1971.

By the end of this month Brea residents will be able to use the Orange Freeway in getting around the Southern California area, as the Imperial off-ramp is scheduled for opening. Concentrated efforts to secure early adoption of an East-West Freeway route developed during 1969 with the express desire to find out where the Freeway will ultimately be built. The city felt, and still does, that an early resolution of this matter will greatly facilitate long-range planning for everyone.

At this point a recommended route has been suggested to the state, but no formal state hearings have yet been scheduled to consider route adoption. Even after route adoption, it could be many years before actual construction would take place.

Imperial Highway has been extended in four lanes through the city and State College Boulevard is being extended, providing another valuable north-south street to serve the area. The northern part of Brea Boulevard will also be improved during the latter part of the year. Central Avenue has already been improved to provide new wide streets to improve traffic circulation in this area of town.

A combined storm drain and street project on Alder Street has been completed, eliminating a lengthy and inconvenient construction process and removing a bad drainage situation that had developed.

Right-of-way acquisition for the extension of Lambert Road and work to secure the approval of a new alignment of Carbon Canyon Road through Carbon Canyon were started during 1969 and will bear important benefits to motorists and homeowners as they are completed. The Lambert Road extension is scheduled for construction in the spring of 1971.

Also designed to provide recreation for the citizenry and included in the City Center is an 18-hole, 600-yard public golf course that is scheduled for opening in the late summer of '69 year.

Realizing that any City Center has people, a variety of types of new housing ranging from traditional single family homes to executive's and high-density housing units is under construction by the Mecco Corporation as part of their 80-million-dollar, 700-acre master planned development within this City. This development also includes the construction of a major regional shopping center, a financial complex, and a subregional commercial area all within the new City Center.

Finally, by recommendation of the Brea Planning Commission and action by the Brea City Council, the General Plan of the city has been amended to include the future Civic Center development within this same new City Center area. This particular location for civic purposes has generally been described as including Birch Street on the north, Poplar on the west, Imperial Highway on the south, and Randolph Street on the east. This location will be a valuable catalyst for multi-agency utilization with a resulting saving to city taxpayers. It would more centrally locate the Civic Center for maximum accessibility and efficiency of service. This location will also capitalize on the City Center location and its resulting visibility to the public to act as the visual central theme and identification point for not only the new City Center, but the local North County area as well.

Details of the Civic Center plan are being worked on by a special consultant, with specific attention being directed toward proper land use and General Plan considerations. With Orange County in general and North Orange County in particular experiencing one of the strongest periods of growth in the country, the development of an identification mechanism that

is constructed upon the lessons of proper land use and prudent fiscal policy will prove to be of lasting value to not only present residents but future generations as well.

In order to assure the continued growth and orderly development of the area in and around Brea Boulevard, the city is in the midst of a comprehensive examination of this downtown area, working in close cooperation with the Chamber of Commerce and businessmen in the area. In this regard, efforts to develop additional parking and added aesthetic features are already under way. These efforts are a very real indication of the interest of the city in maintaining a strong business climate and community value. Results of this research will have to be completed prior to any city action in the aviation question.

With the rezoning of over 100 acres of the Mecco property for industrial uses, a total inventory of over 1200 acres of industrial land is now available to help stabilize community financial burdens. When added to land that is planned for commercial uses, such as the major commercial developments anticipated in the City Center area, it can easily be seen that major financial diversification and outside revenue will be available to meet the financial obligations of a quickly expanding, people-oriented community. Throughout the year considerable study was devoted to ways in which additional revenue sources could be brought to bear on the financial needs of the community without increase the property tax burden.

Another matter of study currently in process has to do with the question of whether or not a general aviation airport can be developed in Brea. The analysis of this question is in process with emphasis being placed on safety, noise, land use compatibility, economic feasibility

and service than ever before. The Recreation Commission has been reoriented to more fully act as a coordinating and stimulating agent for programs that relate to the leisure time needs of people. For the first time in Brea's history, a high school student was appointed to serve on a City Commission. With the assistance of the Recreation Commission, the City Council has developed a Master Plan for park development which maintains a policy of aggressive park expansion to serve the current and future citizens of the city. In addition to over 300 acres of park land included in two different Regional Parks in the immediate service area, the city currently has three additional parks with several more planned as the area grows. In order to make maximum use of public land and funds, and through the cooperation of Brea-Olinda Unified School District, current park plans are based upon joint usage by both the schools and the City, wherever possible.

The extent of cooperation between the school district and the city is a very positive force in maintaining a strong recreation program in the city as well as in general community development efforts.

This last year has witnessed a major expansion of leisure

time activities that has included (to name but a few) the re-establishment of "Summer Concerts in the Park," development of an active preschool program, expansion of our well known plunge and swimming program, the initiation of an Annual Christmas Tree Lighting Program, and the establishment of a Tiny Tot area in cooperation with the Junior Woman's Club.

Citizen involvement objectives reached a significant new high level in 1969 with the continued development of the Community Leaders' Forum, the Brea Community Volunteers (C.V.) Program, numerous speaking programs in Brea schools by the Police and Fire Departments, visits to the high school government classes by civic officials, and as many meetings with local groups as could be managed to discuss the future of the City of Brea.

Current plans to revitalize the Community Center facilities and surrounding park land are designed to provide positive and valuable assistance to the many programs carried out in the building.

In response to citizen requests, a civic television company is now located in Brea and work is proceeding to provide television hookup opportunities to Brea residents as well as possible. Complete color-television studio and remote T.V. van have also been set up and by the latter part of 1970 a unique program of local television origination that will feature local events and educational programs will be underway and available to those who wish to subscribe to the cable service.



CONTINUED GROWTH—Brea is a growing community as this photograph illustrates. New construction, of both homes and industry, is springing up throughout the city. City officials say the city will double its population within the next five years.

(Daily Star-Progress Photo)

The first beautiful entry marker was completed during 1969 and is located at Elm Street and State College Boulevard. Similar markers will be constructed at the west and east city limits on Imperial Highway as soon as that road project is completed. Another entry marker on the west end of Central Avenue is also in the planning stages. These markers are all designed to carry out a general theme and are being located in performance with a special report prepared by the City's Beautification Committee. A strong concern for beautification and general aesthetic appearance is also made a part of all development consideration under way in the community.

Summing it all up, Mayor Magnus noted, "1969 has been the year of preparation and 1970 will see the growth results of that preparation. It is incumbent upon us to manage that growth and make it work to the advantage of the people that call Brea their home."

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BREA is a profitable place for industry!

40 profit earning industries NOW located in Brea speaks for itself!

- ★ Master planned for industry
- ★ Constantly low tax rate
- ★ Industrially conscious city administration
- ★ Outstanding transportation
- ★ Industrial areas conveniently located
- ★ Adequate labor pool
- ★ Attractive community for work and living
- ★ Excellent business climate

TO INDUSTRY LOCATORS:



TAKE A LOOK AT BREA'S PLUS-BENEFITS FOR INDUSTRY:

LAND: There are approximately 1,400 acres of industrial land within or adjacent to city limits. Approximately 800 acres are in the city and zoned for industrial use, with 25 per cent of this land developed. Available parcels range from 1 to more than 100 acres in size.

UTILITIES: Dependable low cost electricity is provided by Southern California Edison Co. Southern Counties Gas Co. provides natural gas. The City of Brea operates its own water system. Sewerage facilities are available in most of the industrial areas.

POPULATION: Population of Orange County reached an estimated 1,414,580 persons on October 1, 1969. The estimated population of Brea on this date was 17,320 with an expected increase to about 47,000 persons by 1980. Present city size in area is approximately ten square miles.

TRANSPORTATION: Brea's industrial areas are served by the Southern Pacific Railroad. The Orange Freeway now is partially complete through Brea, connecting with Santa Ana and Riverside Freeways to the south. Imperial Highway, Central Avenue, State College and Brea Blvds. have been widened.

COMMUNITY SERVICES: Brea was incorporated in 1917. The city has a council-manager type of government. The assessed valuation is \$44,500,000. The ad valorem property tax rate is \$1.46 per \$100 assessed value. Brea has its own police and fire facilities. A comprehensive general plan of land use was adopted in 1968.

COMMUNITY FACILITIES: Brea has five elementary schools, one junior high, one senior high and one parochial school within Brea-Olinda School District. There are three municipal parks and two golf courses. Housing is available in a variety of prices with most homes ranging from \$26,000 to \$35,000.

Brea School Districts Are Far Way From Early Year

(Editors note: This history of the Brea School District was submitted by Dr. Paul Bolle, 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 20 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 Tomer 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. Elzek and a Mr. Scott.

In the next decade several important changes took place. The first imprint was the change of name from "Randolph School" to "Brea Grammar School" in 1918.

The school enrolled 31 pupils in 1918 and was served by 2 teachers. In 1920, 293 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.

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.

Brea Alloy's Custom Work Well Known

BREA — This is the day of customizing, what with custom cars, custom-made clothes and even custom-made homes.

In the machine business there is custom work done and one of the firms doing it is located in Brea.

Working from blueprints, employees of Brea Alloy and Manufacturing Co. Inc., 203 N. Brea Blvd. use a special precision steel casting method.

Employed in the local firm are between 40 and 50 skilled workers. It sends castings throughout Southern California and its Bamco rotors throughout the United States, and internationally.

In addition to the rotors, which are made with a special alloy, the concern a division of Brea Trading Co., manufactures companion stator tubes and nozzle orifices.

The precision steel casting is termed "ceram - science" (short for ceramics science).

P.A. Cassel is now president of Brea Trading, of which Brea Alloys is a division. The company has been located in Brea for 18 years.

Two of the original three principals, Bernie Lowe and Leo Shriver, are still with the company.

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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 R. W. 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 \$20,000 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 \$1,629,735 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 1936, Brea Grammar School changed its name to Brea Junior High School. In this same year Aravista School, another elementary school, came into existence.

It is located on Eadlington Drive and Aravista Avenue north of the Brea Golf Course. At that time Brea Junior High School enrolled pupils in grades six through eight. Other pupils attended Aravista 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. Slevers, M. Mears and W. D. Shaffer.

On February 20, 1928, voters approved a 234-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, 1928 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 at 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 1948 following unification of the Brea Elementary, Olinda Elementary and Brea - Olinda High School Districts, Dr. Gole 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 District was voted in by the electorate in December of 1965 to become effective July 1, 1968. This ended the history of Brea Elementary School District as a separate entity.

Civic Center Site Adjusted Slightly

BREA — A change in the general plan for the site of the proposed civic center has been made by city council. The site change involves moving the proposed center from an area adjacent to the Orange Freeway to a 49-acre tract near the proposed Macco regional shopping center.



MISS BREA — Marilyn Thomas (center) was crowned as the new Miss Brea in ceremonies during the Miss Brea Beauty Pageant held as part of Brea Bonanza Days in September. She is surrounded here by two runners-up Sharon Beach (left) and Michelle Price (right). Miss Thomas serves as official city hostess and represents the city and the Chamber of Commerce at numerous ceremonies. (Daily Star-Progress Photo)

ed here by two runners-up Sharon Beach (left) and Michelle Price (right). Miss Thomas serves as official city hostess and represents the city and the Chamber of Commerce at numerous ceremonies. (Daily Star-Progress Photo)

FAMILIAR LANDMARK

Chicksan Celebrates 42nd Year In Brea

BREA — Chicksan, a familiar landmark in Orange County, is now in its 42nd year as a supplier of swivel joints—special pipe fittings used to interconnect metal piping so that it becomes as flexible as rubber or metallic hose — swivel joint assemblies, and related products to most major markets throughout the world.

The name Chicksan was originally given to a gold mining company founded near the village of Chicksan, Korea, in 1906 by a group of American engineers. Translated, the word Chicksan means "Mountain of Gold". The mining operation prospered in Korea until shortly after World War I when it was dissolved and the group of en-

gineers moved to the United States.

In Fullerton they formed a small oil company and once again gave their company the name Chicksan. Just as the Chicksan Mining Company prospered in Korea, so did Chicksan Oil Company prosper in California with producing oil wells in Huntington Beach and Long Beach areas.

Company, and sales outlets were introduced to the industrial markets throughout the United States and Canada. In the ensuing years, manufacturer's representatives were appointed throughout the world, and manufacturing licenses were established in England, Japan, France, Mexico, Australia and Argentina.

During this period Chicksan developed, for its own use, a number of tools and pieces of machinery that brought significant advances in oil well drilling. These tools were so successful that in 1928 the company devoted itself exclusively to the manufacture of oil tools. New offices were established in Brea

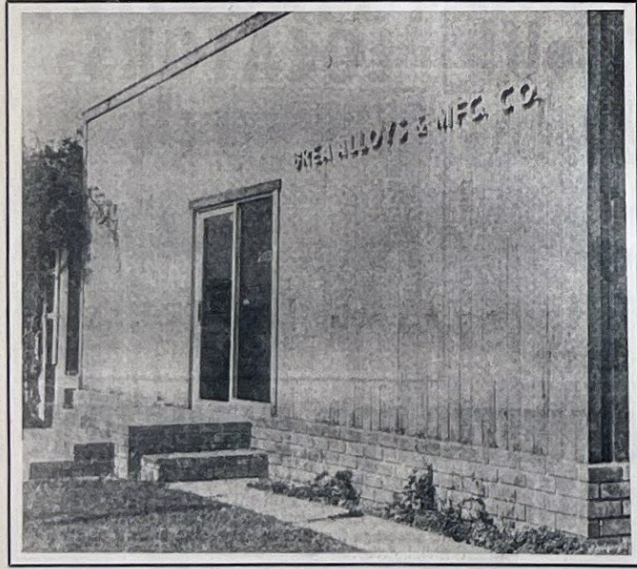
As the company prospered, new items were designed, developed, and introduced to the market. Among these items was the swivel joint. From the beginning the swivel joint was a success, and it quickly became evident that it could be used in a wide range of applications in a great many industries other than the oil industry. One good example of the versatility of the swivel joint is its use in loading arms for loading liquid cargo into ocean-going tankers where it must withstand temperatures as low as 250 degrees below zero and as high as 250 above zero.

So, in the early 1930's, the company name was changed to a less restrictive Chicksan Tool

Chicksan was acquired by FMC Corporation in 1953 and currently operates as the Chicksan Division of FMC Corporation.

ANOTHER YEAR OF PROGRESS

And Growing With This Fine Community



Brea Alloys and Manufacturing Co.

(DIVISION OF BREA TRADING CO.)

- Pres. Paul A. Cassel
- Gen. Mgr. Leo Shriver
- Quality Control and Sales Eng. Lou Cuculic
- Foundry Supt. J. Democh
- Chief Engineer Bernard D. Lowe
- Office Mgr. J. A. Calhoun

- Production:
- Aerospace 34%
 - Construction 33%
 - General 33%

BAMCO PRODUCTS DIVISION
203 N. BREA BLVD., BREA
529-2176

We're proud of our 42 years of service to industry



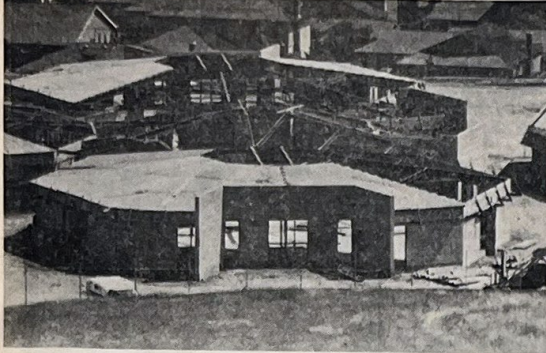
Chicksan present day plant in Brea, California.

Chicksan swivel joints make metal piping as flexible as rubber or metallic hose.



Chicksan is well known in the world markets where its products are used in almost every industry. Chicksan swivel joints are being used on every continent where ever lines carrying liquids or gases require flexibility. Successfully selling products on a worldwide basis requires experienced personnel working in a friendly environment. That is what we have in Brea where Chicksan has been located for 42 years.

In our Brea plant Chicksan products are manufactured, assembled, tested, crated, and shipped for service in the oil fields of the Sahara Desert, in the refineries of Europe, in tanker loading installations in Japan, and in general industry around the world.



NEW SCHOOL — Fanning School (in the foreground), now under construction in Brea, is one of the city's many schools. The new school is scheduled to open its doors in November. (Daily Star-Progress Photo)

Goals Set By Chamber

BREA—When Ralph Hubbard took the oath as the 1970 Chamber of Commerce president in January he immediately set aside a list of goals for the Chamber during 1970.

One of the most important items Hubbard indicated that had to be undertaken was the problem of Brea's business district. "We do not believe this area can afford to deteriorate or go backwards. This area should be modernized, beautified and have adequate street parking," Hubbard said at that time. "Today the off-street parking problem is of the immediate concern of the city and of the Chamber. Proposals to take care of the parking problem are being undertaken and solutions to these problems can be expected soon."

At his installation Hubbard noted that too many people were concerned with the route of the proposed east-west freeway. He said these people were concerned that the freeway would take much of the downtown property. At that time Hubbard asked citizens not to "sit tight" waiting for that day.

"That freeway is at least ten years away, maybe more. Now is the time to move ahead, increase property values, increase business, increase advertising and promotion; also to increase customer and public relations," he emphasized.

Hubbard also said every effort will be put forward in 1970 to balance "our city's economy through industrial growth and expansion." Predicting Brea's population would skyrocket to 35,000 in five years, he said new and growing industries are key factors in jobs and expanding the city's tax base.

Although the business and industrial development will keep the Chamber busy during the year, Hubbard said time must be found to "work with and for our local educators in developing programs that will develop an awareness of what our free enterprise system really is, what it means and how it works."

Noting that much needs to be done to make Brea a growing community, Hubbard said "A board of directors made up of 15 people and a chamber staff of two cannot do it alone. It will require your cooperation and support. I am sold on Brea, and I hope you are too."

UCB'S Local Office Keeps Up With Banking Progress

BREA — United California Bank's Brea office has kept up with the times, progressing with the rest of the banking industry changes that has taken place

within United California Bank and the banking world as a whole since 1956 has been diversification of services.

WE ARE PROUD TO SERVE BREA AND SURROUNDING COMMUNITIES FOR OVER 40 YEARS

BREA ELECTRIC CO.

FRANK M. HOLLY, INC.
SAME OWNERSHIP 40 YEARS

Commercial — Residential And Industrial Wiring

COLOR TV SERVICE

MAYTAG SALES AND SERVICE

529-3030

524 E. IMPERIAL HWY., BREA

"Banks now realize," C. J. Schwartz, Brea Branch manager said, "that they must be far more than a depository and lender of funds. They must meet all of the diverse financial needs of a clientele that is becoming increasingly selective and sophisticated."

"We at UCB," Schwartz said, "have met this challenge by expanding into our new areas of service in recent years, including computerized business services, credit cards, direct leasing of capital equipment and specialized programs for such segments of business and industry as petroleum, agriculture, electronics and insurance."

"One outstanding example of this growth and development is our business services program. United California Bank is one of the foremost banks in the country in furnishing computerized services for its customers, because we recognize the importance of this dynamic function of banking. Our new business services center in Arcadia processes a wide range of services, including master billing, escrow accounting, savings and loan services, data transmission and payroll preparation with detailed labor distribution and extensive tax reporting," he said.

Looking ahead into the 1970s, Schwartz envisions the arrival of the long-awaited "cashless and checkless society" and the universal credit card along with other innovations which only yesterday were relegated to the realm of science fiction.

"As exciting as our early years in Brea have been, we believe the best still lies ahead of us. We at UCB plan to continue to explore and develop new services as needs arise so that our customers here as well as throughout the world will continue to have the most up-to-date facilities available," Schwartz said.

Total resources of UCB now exceed five billion dollars. The institution has recently announced plans to build a new 62-story corporate headquarters building in downtown Los Angeles, which will be the tallest structure west of Chicago.

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(BREA'S 1st AUTO PARTS STORE)

Complete Line Of AUTO PARTS and SUPPLIES
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MACHINE SHOP SERVICE
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Pharmacy
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WE CARRY A COMPLETE LINE OF

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ALL TYPES OF SUNDRIES

Phone 529-3901
PRESCRIPTIONS FILLED PROMPTLY
FREE DELIVERY

634 SO. BREA BLVD., BREA

Local Concern Branches Out

BREA — Although many Brea residents may not be aware, they have the opportunity of purchasing a cabinet for their home from Jackson Bros. Cabinet Co.

Previously thought to be exclusively a manufacturing company for home contractors, a spokesman for the firm indicated that Jackson Bros. would always be eager to serve the private homeowner.

He did indicate, however, that all business through Jackson Bros. is done on a "tailor-made basis."

This means that there are no showroom display models available. All work performed by the company is done to the specifications of the customer.

Located in Brea since March, 1969, the cabinet making concern is owned jointly by Edward and Floyd Jackson. Nearly 70 people are employed by the company; one-half of which work in the shop.

The work done by Jackson Bros. is by no means exclusively local. The spokesman indicated that cabinets have been made for contractors in San Bernardino and Riverside counties as well as in the counties of Los Angeles and Orange.

Police Honor Fellow Worker

BREA — Sgt. John Mann, a five-year veteran of the Brea Police force, was named as "Policeman of the Year" by his fellow officers in February at the annual Police Awards Banquet.

In announcing the selection, Police Chief Richard Baugh told a large gathering of policemen, city officials and friends that "This selection is a difficult one at best. To say that one officer has performed his duties better than another is very hard."

Baugh noted that the general rule in awarding the "Officer of the Year" trophy is to give it to a patrolman. "However," he said, "this year we felt that the man who really deserved the award should get it despite the fact that he is a supervisor."

In accepting the award, Mann, with tongue-in-cheek, said that "Last Saturday I completed a course in teacher's training so I should be able to speak in front of a group, but I'm speechless now."

"I was one of the people originally against supervisors getting this award... but what can I say now? It's quite an honor," Mann concluded.

Mann started with the Brea Police Dept. in 1965 as patrolman and has advanced to the position of Patrol Sergeant. He is 28, married, the father of three sons and currently enrolled in Fullerton Junior College completing studies in police science.

Others honored at the banquet included Patrolman William C. "Cliff" Tremble who received the Bullseye Course Trophy, Det. Bob Kubel who received the Practical Pistol Trophy and Sgt. Frank Blake who received the Shooter of the Year Trophy.

Also honored was Reserve Sgt. Jerry Gulickson who received the Reserve Officer of the Year Trophy.

The guest speaker was the Honorable Judge John R. Smith of the Santa Ana Municipal Court, a former Brea attorney who spoke on the responsibility of the modern-day policeman in his role as law enforcer.



HAPPY ANNIVERSARY—Kirkhill Rubber Company recently observed its 51st anniversary. At a Kirkhill employee awards dinner, Walter Knott (standing right), founder of Knott's Berry Farm

50 years ago, dropped in to greet W. J. (Bill) Haney, Kirkhill president (left) and T. Kirk Hill, founder of Kirkhill Rubber. Seated in front is Robert Short, Kirkhill vice-president.

Kirkhill Is Brea's Largest Industry

BREA — The Kirkhill Rubber Company not only is Brea's largest industry and the largest manufacturer of custom-built rubber products in Southern California, but it also probably has the largest diversity of products of any manufacturer in the California Southland.

The company manufactures products for specific uses designed by the customer. Kirkhill estimates it has made 100,000 different rubber products over the past 50 years.

To illustrate the diversity, an aquanaut leisurely swimming along the ocean floor might be surprised to learn that the same company which made his

rubber suit material also manufactures vital parts for a space vehicle streaking for the moon. Kirkhill - made components, of course, also are used in the areas between the moon and ocean floor!

Kirkhill specializes in molded, extruded, sheeted (calendered), sponge, lathe cut, and spliced rubber products, as well as a wide variety of flexible ducts, packing, gaskets, seals, rubber metal bonding, etc., etc. The plastic unit of Kirkhill manufactures a variety of extrusions.

Kirkhill is one of the very few rubber companies in the United States which combine under one roof so many different rubber manufacturing methods.

Besides the longtime tried and true rubber compounds which have been the basis for many standard rubber components, Kirkhill also is a leader in the field of "exotic" materials.

Rubber has highly specialized uses in the jet - missile-satellite field which cannot be matched by other materials.

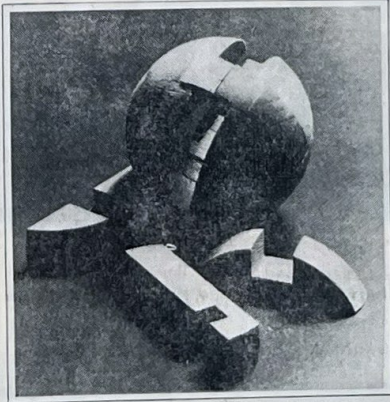
To keep abreast of fast-moving developments, Kirkhill has a large laboratory, chemical and engineering staff, to study and develop materials which must function under the most exacting requirements of extreme cold and heat, and will

resist fuels, oils, chemicals, ozone, sea water, wear, etc., and have special characteristics of elasticity, conductivity, insulation, wearability, etc.

Keeping abreast of the progressive and exacting rubber requirements of the nation's industry requires a continuous development program at Kirkhill, according to W.J. (Bill) Haney, company president.

"As the nation's manufacturers go farther into the jet and Apollo age the trend almost can be charted by some of the equipment we install and materials we develop for the production departments of our plants," Mr. Haney points out.

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BREA BY NIGHT — The intersection of Imperial Highway and Brea Boulevard are pictured by night in this time-exposure photograph. The new Orange Freeway and other new building projects in the city will give the city a giant leap into the decade of the 70s. By the year 1990 over 80,000 people are expected to pass through the city, via the new freeway, each day. (Daily Star-Progress Photo)

IN HISTORY OF BREA

Religion Plays 'Most Important Role'

By JOSE CAVLEY
 Star-Progress Staff Writer

The religious and medical history begins the story of the city of Brea, since the two were often linked in the lives of early settlers. Being some distance from good medical assistance meant that only faith could be relied upon for help in emergencies.

Religion was also the impetus which ran through every aspect of daily life, from church services to entertainment, and the popular songs were usually hymns.

The first religious service recorded in the valley was mass, celebrated by Father Coughlin, of the Pomona expedition on July 21, 1886, near Brea. It was, however, many years before the local Mexican and Hispanic residents founded a Catholic Church in the area.

Brea formed a city in 1937, and La Habra Township became

part of the Brea Township because the two small communities could not support separate administrations.

Business began to build in Brea with the establishment of local branches of stores and gas stations there, and the establishment of the Pacific Electric Railroad Line from Whittier to La Habra and Brea in 1913, which ran the north and the south of the town. They were very successful and large storage tanks were built, along with large machine shops near Brea.

The water and railroad development in the settlement of Brea, which means "Little Brea," a reference to the town of Brea in California, was made by Henry Huntington Eschscholtz, A. M., J. Chadwick, George Chadwick and J. H. Hoad. The birth of the new town of Brea in August of 1913, "East Coyote" and "West Coyote."

Oil discoveries near Brea led to 1937 with the major field opened about five miles east of Brea.

Brea Hospital Offers New Hope For All

BREA—With its 140 beds and its accreditation by the Joint Commission on Accreditation of Hospitals, the Brea Hospital and Neuro-Psychiatric Center is by far the largest investor-owned hospital in Southern California.

The hospital employs the most modern psychiatric treatment methods in an atmosphere of comfort and tranquility. There are no locked doors and the staff do not wear uniforms. Patients who present management problems are provided special duty nursing care until their symptoms subside.

Brea Hospital has 44 physicians on the open staff, half of whom are psychiatrists. Psychiatrist Stewart B. Hoover, M.D., is the full time resident medical director. Howard K. S. Brown, M.D., is chief of staff, while Nicholas S. Prange, M.D. is vice chief of staff, and Franklin Jones, M.D., is secretary-treasurer.

The hospital has four treatment areas: Acute Care, Therapeutic Community, Geriatric and Alcohol Rehabilitation. The Acute Care section is for those patients requiring special psychiatric and medical management. The Therapeutic Community area is a group oriented society of patients emphasizing personal interaction and individual psychotherapy and rehabilitation activities such as occupational and recreational therapy. The Geriatric Section provides specialized care for those elderly patients suffering from senile dementia.

The Alcohol Rehabilitation area offers a highly program designed to approach the problems of excessive drinking from a medical, psychological, sociological, educational and spiritual position.

The hospital maintains an active and comprehensive educational program, besides a fully developed on-going in-service training effort. Brea Hospital has 100 beds and Golden West School of Nursing for their students' registered nurses in an acute psychiatric hospital for its recreation therapy and occupational training. Golden West College is also commencing using the hospital for its course for psychiatric technicians.

Like most hospitals, Brea Hospital has a volunteer cadre of many persons. Volunteers perform many functions, from assisting in nursing services to their duties to being companions to patients. Both adults and teenagers comprise the volunteer service.

Brea Hospital is operated by Neuro-Psychiatric and Health Services, Inc., of Newport Beach. Earl G. Gamble, who holds masters degrees in clinical psychology and hospital administration, is the administrator.

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Everybody in the community is affected by the economic success or failure of industries in Brea, and across the land.

The American Free Enterprise-Capitalistic system has built Brea and every other city in America into prosperous communities which are the envy of the world.

YET . . .

Some thoughtless people believe they can "make a point" for themselves by downgrading "profits" and "capital", the essentials of the system which has put us on top of the world.

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Police Chief Tells History Of Force

EDITOR'S NOTE: This is a continuation of the history of the Brea Police Department compiled by police chief Richard Baugh.

During the year 1920 the Orange Investment Company filed a map with the county showing the township of Brea. This was the beginning of Brea. In those days the primary police officers were drunken judges and disorderly pupils.

In March 9, 1914, George Ford was appointed constable, and as such, was the first law enforcement officer for Brea.

In 1931 Chief McClure became the first chief of police of the city of Brea. This marked the birth of the Brea Police Department. One of the first vehicles was a red 1924 Buick sedan and ridden by William "Bill" Looney.

The motorcycle was a delight to ride due to the poor roads in the area. The big police problem at this time was chain-link burglars who were operating between the city of Anaheim and the hills surrounding Brea.

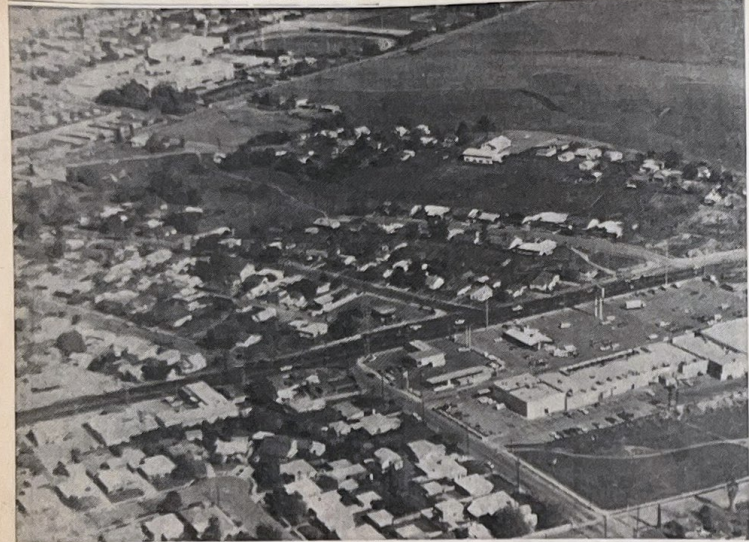
In 1939 the Brea Police Department started utilizing a portable AM radio built by Chief George Ellis. Every

indication is that this was the second such police communication system in the State of California; the city of Berkeley having the first.

In 1951 was "Bill" Adams was chief. The department had grown to four patrolmen and four motorcycles. Brea was starting to grow. At the present time the Brea Police Department has a complement of 21 sworn and five civilian personnel.

New law enforcement is on the minds of many new "civic" "Back Bays" types of equipment, computerized records, information, waste and stolen property is in progress in the county, state and federal levels. Watch out two-way radio communication, it is around the corner. Police machines pralling out at 260 mph, and 40 words per minute are in the development stages. Helicopters are being used by local law enforcement as well as fixed-wing aircraft.

Law enforcement is on the minds of the most exciting advance in its history. As with radio communication where Brea led the pack, so it is to be hoped in the future development of the leader in many of these newly acquired skills and responsibilities.



FROM THE AIR — Much of the City of Brea is shown in this aerial photograph. The group of buildings and field in the upper-left portion of the photograph is Brea-Olinda High School. The street cut-

ting the picture in half is Imperial Highway. The proposed site for the civic center is the area to the north of Imperial on the right hand side of the picture.

(Daily Star-Progress Photo)

New Orange Freeway Is Engineering Feat

BREA — Everyone is taught in school that the shortest distance between two points is a straight line. This still holds true when building a freeway, so Route 57, better known as the Orange Freeway, is taking the straight line route through the hills north of Brea. To do this engineers have to remove entire hills or fill huge canyons. But engineers remain unperturbed and the eight-lane freeway is proceeding on schedule. This seems highly improbable to most though because of the straight-line route the freeway is taken. To most it seems impossible that the freeway just doesn't follow the route that the Spanish explorer Portola and his band did when they crossed the hills—roughly the route of Brea Canyon Road. But it makes no difference which way the freeway goes because it is at least being built—a fact that many thought would never happen.

After the project had been postponed seven times a group of residents comprising most of the cities of North Orange County decided on a visit to Sacramento. Fullerton attorney William Dannemeyer, who was then a state assemblyman, decided to work on the project even though he had been told there was no way the project could be started before 1972. But undaunted, Dannemeyer got a commitment from the Department of Highways that the project would be undertaken as soon as funds were available.

When a project was cancelled in San Francisco the funds became available and the Orange Freeway was begun. The freeway is now open from the Riverside Freeway to Nutwood Street, the off-ramp for California State College at Fullerton. The next link, to Imperial Highway in Brea, is now scheduled to be opened in June, officials have announced. Concrete for that section has already been poured and it is being used by state vehicles while the on and off ramps are being completed.

A. M. Iwamasa, resident engineer for the section through the mountains to a point north of Tonner Canyon and south of the Los Angeles County Line, said that the project would be completed that far in slightly over another year. Bids have been opened to continue the route to the south junction of the Pomona Freeway, nearly five miles away. The completion date for that project has been set for the spring of 1972. When the whole project is completed Orange County residents will be able to get on the freeway in Anaheim and travel north to Pomona non-stop. But the freeway doesn't stop there—it will continue north to a junction planned near Kellogg Avenue in Pomona. Once there an engineering marvel will join the San Bernardino, the 210, the Corona and Orange Freeways. This four-deck junction slated for completion also in 1972. The southern route of the Orange Freeway is still seen as far away as ten years. It is hoped that it eventually will connect with Pacific Coast Highway.



ORANGE FREEWAY — This aerial photograph gives a good look at the Orange Freeway as its heads north into the City of Brea. A new stretch of the freeway, the first in the city, is scheduled to be opened in June.

(Daily Star-Progress Photo)

Jane James Is Outstanding Citizen

BREA — "I've never before and has served as veteran's been at a loss for words. But service chairman for the past I am tonight . . . Thank you very much."

Mrs. James is also on the executive board of the Women's Club and is active in the Brea Congregational Church. Mrs. James said the award came as a complete surprise. "I didn't think I had a chance (of receiving the award). Naturally I am happy."

She was named to the single honor from a list of ten persons vying for the title and becomes the seventh Brea "Citizen of the Year," since the award's inception in 1965. There were two "Citizens" in each of the first three years.

The award was presented by Dr. H. Lynn Sheller, president emeritus of Fullerton Junior College.

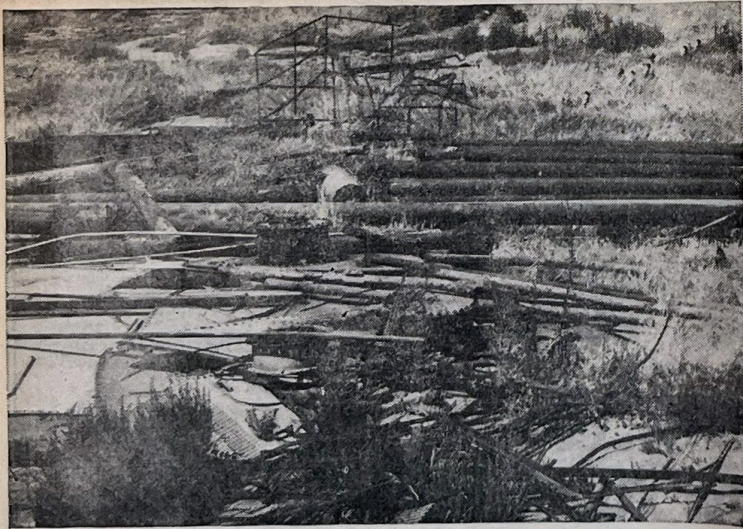
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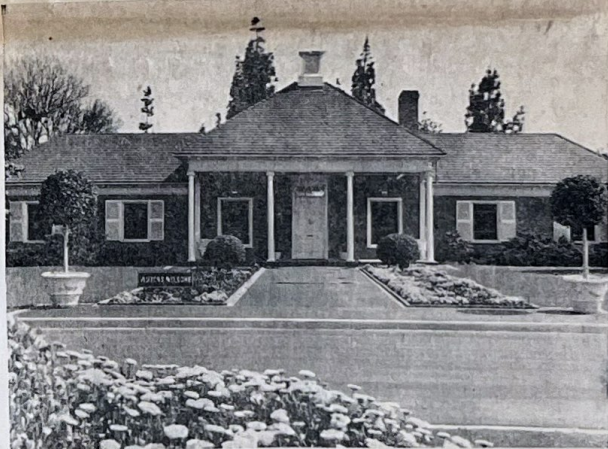
We use our backyard. We store natural gas in the sand formations below, as a reserve for Los Angeles and Southern California. Where we must have equipment, we cloak it with bushes and trees. We're particularly pleased that we have many more neighbors. Our

work has attracted not just admiration, but friends. And kids.

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'Balanced Community' True Description Of Brea

'Where It All Began'



HISTORICAL SPOT—This historical marker about one half mile north of the Brea City Limits sign on Brea Canyon Road is the beginning of the history of Brea. The monument says, "Don Gaspar Portola with 60 men

camped here July 31, 1769 on his first exploration march from San Diego to Monterey. Dedicated June 2, 1932 by Grace Parlor No. 242 Native Daughters of the Golden West."
(Daily Star-Progress Photo)

BY KARL WRAY
Daily Star-Progress

The feeling of open space is one of Brea's richest aspects. You get this pleasing sensation if you live in Brea, work in Brea or even if you are just driving through.

The city of Brea includes approximately ten square miles. It is one of Orange County's larger cities in terms of area.

The city limits include the rolling Chino Hills. Some of these hills look like small mountains to anybody who moved here from the flatlands.

Brea Boulevard, Imperial and Central Avenue are the arteries which everybody knows. However, to appreciate the real size of Brea, you have to range a lot farther. The simplest way is to drive out Carbon Canyon Road. The city limits extend all the way to the San Bernardino County line. That is quite a ways.

In doing so, you will sense, I believe, the surprising vastness which makes up the city of Brea. On Carbon Canyon Road, you will drive to the small, pleasant community of Olinda. Olinda is part of the city. Its name is perpetuated in the name of our high school.

The city limit doesn't stop at Olinda. You go farther, to La Vida Mineral Springs and beyond. The road winds pleasantly below steep hills. The landscape is pastoral. You look at the scene and ask yourself, "This, too, is part of Brea?"

It is indeed, and very much to the advantage of everybody who lives in, or has anything to do with Brea. The hills, and the sheer size, means there is plenty of room for the people who continue to come. What is also important, the open terrain, and presence of the hills, insure forever that the city will remain a pleasant, livable community.

I am sure that virtually everybody who lives in Brea has seen the Carbon Canyon Dam.

What many residents of Brea

and neighboring communities may not know is that the green, wooded hills and pastureland around Carbon Canyon dam will one day be developed as a large regional park.

Beauty and good taste will be guidelines for its development. One regional park has been established in Orange County. It is Featherly Park which is located on the Santa Ana River, just below the Riverside County line. Featherly Park is an unusually attractive, popular area. The natural, unspoiled look was retained here, while providing conveniences for the visitor.

The highest point in Brea is an unnamed peak, 1,379 feet in elevation, which is situated near the Carbon Canyon Reservoir (not the dam), near the northeast city limit. The reservoir is part of the Brea city water system. It supplies water for Olinda and the Carbon Canyon area.

A usable auto road runs up the steep road to the reservoir. The only bar is two locked gates on the way. The 1,379 foot peak can be climbed easily, if you reach the reservoir.

Brea is fortunate in its geographic location. The city is situated in the northeast corner of Orange County. Brea is not locked in between other cities. If future expansion is needed, there is plenty of room for additions to the city.

By its location, Brea is destined to become an important intersectional point. The Orange Freeway will soon open its first link in Brea. It will be a main north-south artery. The unnamed east-west freeway is now being routed. This freeway will provide quick access to and from Los Angeles, directly to Brea.

The new freeways, plus Brea's good living space, already has resulted in major home construction. In its annual economic seminar, early this year, United California Bank predicted that Brea would set the building pace for all cities in Orange County during 1970.

Two tracts alone, La Valencia and Glenbrook, either completed or

under way, account for more than 1,000 new dwelling units. The former is a project of Maceo Corporation which is a major landowner and investor in the city.

Improvement of Imperial, Brea Boulevard and Central Avenue will accelerate growth. These routes, presently clogged daily with heavy traffic, will be easier to use when reconstruction is finished.

In southern California, the pattern of access reflects the pattern of growth. New freeways and improved highways are making Brea easily reachable from every direction. For this reason, and because of Brea's pleasant living conditions, population growth is certain to come.

Brea council, and the city's professional staff, under City Manager Wayne Wedin, have planned well for the changes brought about by growth.

The city's administration has outgrown its working quarters. The overflow has removed some departments away from City Hall. A new civic center is one of the projects occupying city council's attention.

Brea has received far more than its share of desirable industry. Major plants are situated in the city's central and western sections. Many of these structures are highly attractive from an esthetic standpoint. All of Brea's industries are stable in output. None of them are dependent upon U.S. Defense Department or space exploration orders for their survival.

A vigorous industrial committee is sponsored by the city government. This group, with Chamber of Commerce assistance, has helped bring many thriving businesses to Brea.

The city of Brea's official slogan is the "Balanced Community." I think this description rings wholly true. The community is extremely pleasant as a place to live. It is the home base for large scale, desirable type industry. That is the formula which many cities seek, but which few are fortunate to accomplish.

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NIGHT LIGHTS — This night time photograph shows off the beauty of the City of Brea. The picture was taken near the intersection of State Col-

lege Boulevard and Bastanchury Road late at night and shows much of Brea in the lighted section with the hills behind the city in the background. (Daily Star-Progress Photo)

'A NEW CHALLENGE'

Vast New Quantities Of Energy Needed To Support Brea's Economic Expansion

Vast new amounts of energy will be needed to support economic expansion in the Brea area during the 1970's. Per Southern Counties Gas Co., the added demand presents a familiar challenge.

"Natural gas has served Orange County for decades as the primary source of energy for homes, business and industry," explained Don Shively, who is completing his first year as the utility's Orange County Division manager.

"Our growth pattern has been virtually uninterrupted since 1911 when Southern Counties Gas Co. began serving about 2,000 scattered Orange County customers."

Twenty years ago, the utility's Orange County unit distributed gas to 82,000 customers. The number of customers jumped to 372,000 by the end of 1969. This retained Orange County's position as the largest and fastest growing division in either Southern Counties or Southern California Gas Cos. Both are subsidiaries of Los Angeles-based Pacific Lighting Corp.

A similar expansion has taken place in Brea, according to Joe Crooke, the utility's local manager since 1957. "Our 5,100 customers in the city represent

almost a 500 per cent increase in just two decades," he said.

During 1970, the gas company estimates it will connect approximately 16,800 new meters in its Orange County Division. "Curiously enough," Shively said, "this will translate into about 28,000 new customers."

"The variation between new meters and new customers is primarily the result of two factors, both of which relate to the housing market."

"First, there has been a tremendous increase in the construction of multiple-family dwelling units—now running at well over 50 per cent of all housing starts in Orange County," he noted.

One of the newest multi-family projects in Brea is Mauna Loa Lambert at 319 W. Lambert Rd. The 68-unit Balanced Power development, built by Don McBride & Associates, consists entirely of two-bedroom apartments with family rooms and 1½ baths.

Outdoor facilities at Mauna Loa Lambert include a heated swimming pool, gas barbecue, shuffleboard and volleyball courts.

"A second factor," said Shively, "is the trend toward 'mas-

ter metering.' This involves installation of a single meter for each utility service — natural gas, water and electricity."

Master metering allows the owner of an apartment project to include the cost of utility services in the monthly rent paid by his tenants, Shively reported.

A good example of a local project offering paid utilities is Sierra Vista, an adult apartment community at 2000 Associated Rd. in Fullerton. Built by the Paul Treat Co., the development consists of 80 two-bedroom apartments with two baths. All units are gas air conditioned for year-round comfort.

In recent years, Brea's largest residential developer has been Leadership Homes, a subsidiary of Macco Corp., Newport Beach. The firm is developing an \$80 million, 700-acre community at Glenbrook Hills.

An eventual population of 5,000 is forecast for the self-contained community. Included in the master plan are single-family homes, apartments, a mobile home park, regional and neighborhood shopping centers, an industrial park, a city park, schools and churches. Some 150 Balanced Power homes already have been built in the community.

To accommodate the kind of growth and progress characteristic of Brea and the surrounding area, the gas company must plan ahead to see that gas supplies are available when needed.

The Federal Power Commission recently approved delivery of an additional 200 million cubic feet per day of natural gas for the Southern California market. Half of the new supply was authorized to begin on Nov. 1 of 1970, with the remainder expected in late 1971.

"Even with these new increments assured," Shively said, "additional supplies are being sought to meet the steadily growing demand."

"We are looking at the possibilities of importing gas from new fields in Canada and Alas-

ka. Transportation of the gas in a liquefied form is one alternative."

When gas supplies are increased, new pipelines and compressor facilities often must be constructed to handle the load.

Installation of a four-mile section of transmission pipeline was completed in northeastern Orange County last November to handle new gas supplies already flowing to this area.

Shively noted that plant investment on the local level involves much more than transmission lines.

The Orange County Division budget for 1970 calls for the expenditure of more than \$5.3 million just to keep up with growth and customer servicing requirements. Payrolls and other operating expenses are not included in this figure, the division manager said.

In Brea alone, the gas company has a total capital investment of nearly \$1.5 million. A substantial portion is invested in the installation, construction, ownership and maintenance of the city.

The gas company annually pays a franchise fee to Brea for the right to use city streets in laying and maintaining these lines. The Brea franchise tax was over \$14,800 in 1969.

One of the most exciting new uses for natural gas will soon be visible on Brea's streets, Shively said. Southern Counties Gas Co. is in the process of converting all of its service trucks to operate on natural gas as well as on gasoline.

Brea is joining the gas company in this project by converting six city-owned vehicles to the dual fuel system in the next few months.

"This unique fuel system developed by the Pacific Lighting companies permits up to 90 per cent reduction of air pollution emissions from motor vehicles operating on natural gas," he explained.

Plans for the merger of Southern Counties and Southern California Gas Cos. were announced during 1969 by the respective managements. "We are hopeful that the merger ultimately will achieve significant economies without compromising our traditionally high level of service," the executive said.

Brea's Elected Officials



Mayor SAM MAGNUS



Councilman ROBERT A. CLARK



Councilman DONALD FOX



Councilman JOHN HADDOX



NEW SCHOOL—Work is continuing on schedule on the construction of

Fanning Elementary School, which is scheduled to open in November. (Daily Star-Progress Photo)



Councilman EDWARD JACKSON



RUSTIC SETTING—One of the most popular features of Brea is its rural

atmosphere as shown in this picture. (Daily Star-Progress Photo)



City Manager WAYNE WEDIN



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Four-Day 'Bonanza' Opens Tomorrow At Arovista Park

BREA — Bonanza Days will begin in Brea's Arovista Park Thursday at 5 p.m., marking the opening of the 6th annual event and four days of carnival activities.

The carnival and midway area has been positioned in the parking lot area of Arovista Park's Imperial Highway side. Originally scheduled for City Park, the event was moved last week when it was determined that rain-soaked grounds next to City Hall would not be adequate in holding carnival ride attractions, many which weigh up to 25 tons.

Besides numerous carnival rides, the Arovista midway will feature game booths, food stands and many added attractions, including regularly scheduled stage shows.

Carnival hours are: 5 to 10 p.m. on Thursday, 5 p.m. to midnight on Friday, noon to midnight on Saturday and 1 p.m. to 10 p.m. on Sunday, the concluding day for the 1973 version of the city's annual celebration.

In the opening night stage show activities, "Just Passin' Thru," a local rock group will perform from 7 to 9 p.m. on the

midway stage. Also at 7, the Bonanza Days Committee will begin judging entries in the baking contest. The judging will be conducted privately at the Chamber of Commerce office, with winners being announced at the park Sunday.

On Friday, the Checkmate Square Dancers of Brea will put on a show from 6:30 to 8:30 p.m. This will be followed by an instrumental program at 8:30 p.m.

On Saturday, the popular Durango Gunfighters will make the first of several quick-draw performances at 1 p.m. The Durangos will return for a 4 p.m. show and will perform their gun act again at 2 p.m. on Sunday. The gunman will also be roving throughout the four days and have several "surprises" planned, as well.

Parade awards will be presented from 1 p.m. to 3 p.m. on Saturday, and at 3 p.m. on Sunday, the Brea Art Assn. will present awards for its juried art show. Art displays will be included in the midway throughout the four days.

Concluding Saturday's stage

show line-up will be two performances by Key 73, a musical program featuring congregations from local churches. The two 2-hour performances will be at 4 and 7 p.m.

Sunday's stage line-up includes the Lions Club drawing on a pair of mini-trail bikes at 1 p.m., followed by the bake and beard contest awards at 1:30. The art association will conduct an auction and raffle at 3 p.m., and music from "The Vine," a drug rehabilitation group, will be featured at 5:30.

Game booths will be set up by Glenbrook Homesowner's Assn.; Brea - Olinda High School Girls' League, Brea Kiwanis Club, scout troop 801, a woman's auxiliary, the Berylita Business and Professional Assn., VFW Ladies' auxiliary, La Habra's Gary Center, Boy Scout Troop 801, Brea Junior High Servants, Girl Scout Troop 272 and Brea Rotary.

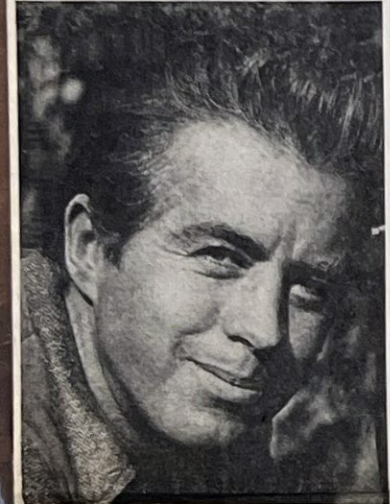
Others with game booths are the American Legion Post 181, Brea Boy's Club, Ballo Boosters and the junior high school student government. The latter group will feature a "dunk tank," a popular attraction at most carnivals.

Food concessions will be run by the Y Indian Guides, Brea Art Assn., Brea Congregational Church and The Vine. The Lions Club will conduct its annual pancake breakfast on Saturday morning.

Macrame — Photography, arts and crafts, Key 73 and a Brea Historical Society display will also be part of the carnival, as well as special concessions provided by the Show of Shows, the concessioners for this year's city-wide event.



WILD BUNCH? — No, it's the Durango Gunfighters, a group of quick-draw artists from Anaheim who will be putting on displays of their gunmanship during the four-day Bonanza Days celebration at Arovista Park. The cowpokes also indicate they have a few surprises up their sleeves for unsuspecting Breans.



Grand Marshal Clu Gulager

Scores Twice

PASADENA, Calif. (UPI) — Charles M. Schulz, creator of the "Peanuts" comic strip, scored twice today in preparations for the 1974 Tournament of Roses parade.

Edward Wilson, president of the Tournament of Roses, announced that Schulz will be grand marshal of the New Year's Day event and that "Happiness Is..." will be the parade's theme. Schulz' book, "Happiness Is a Warm Puppy," is a million-seller.

Brea's Oldest Fire Truck To Appear In Parade

BREA — Brea's oldest fire truck, a 1923 Seagraves, has been put back in running condition and will be appearing in the Bonanza Day's parade, Saturday.

According to Fire Chief Ken Staggs, the truck, which has been out of commission with mechanical troubles for nearly

three years, was restored "through the efforts and contributions of a great number of interested citizens."

Staggs said some contributed their skills while others gave money for the manufacture of a new transmission gear.

The old truck, purchased new by the city in 1923 for \$13,000, hasn't been used as a piece of

fire fighting equipment since 1960. However, it still remains a show piece for the department and is finding a new life on the parade circuit.

Staggs said the truck, in addition to the Bonanza Day's parade, is scheduled for two other appearances in the coming months: the Santa Fe Springs

Parade and the Orange County Fair.

The truck will be in the Bonanza Day's parade as the Brea Historical Society's entry and will be driven by Jack Alger, a Historical Society member and a volunteer fireman who has worked on the truck for more than 20 years.

Come In And Meet Our Friendly Staff During Brea Bonanza Days — March 29 Thru April 1



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Alternate Traffic Routes For Motorists

BREA — Bonanza Days Parade begins at 10:30 a.m. on Saturday, and the Brea Police Department has issued a warning to motorists that various city routes will be closed during portions of the days, detours will be arranged and "no parking" signs will be posted on many streets.

The parade will be staged on Lambert Road, between State College and Brea Boulevards, so that route will be closed to through traffic from 7 a.m. Saturday until 11:30 a.m.

Orange Avenue will also be closed from Lambert to the Southern Pacific Railroad crossing during the same period, as part of the parade will be lined up on that street.

Oak Place will be the site of equestrian judging at 8:30 a.m. and will be closed to through traffic on that artery prior to 10:30 a.m.

Brea Boulevard will, of course, be closed to traffic from approximately 10:30 a.m. to noon. No parking will be allowed on Fir Street, between Brea and Walnut Avenue; Walnut Avenue, between Fir and Imperial Highway; Elm Street, between Walnut and Sievers, or at the Brea Community Center parking lot, the area where the parade will disband.

Detours for eastbound traffic on Imperial will be on Walnut for those who wish to continue south and on Berry Street for traffic wishing to continue north.

Westbound traffic will be routed up State College Boulevard to a point at Central Avenue. Streets with "no parking" posted will remain in that status from 7 a.m. until 1 p.m., post indicated.

FUNNY BUSINESS



By Roger Ballen

Action Fails

STAPLETON, N.Y. (UPI) — James Guinta, 35, apparently tried to commit suicide Tuesday by shooting a spike into his heart with a gun used for driving nails into concrete. Police said he was taken to a hospital where he underwent surgery.

Rain Won't Stop Slate Of Events

BREA — Brea Bonanza Days is scheduled to begin Thursday and run through Sunday at Aravista Park, but what will happen if it rains?

The answer from Chamber of Commerce executive director Bonnie Culbertson is that the carnival and Saturday's parade will go on as scheduled.

"After all, they don't cancel the Rose Parade just because of a little rain, do they?" Mrs. Culbertson observed.

Expressing extreme optimism in looking towards rain-threatening skies earlier this week, the Chamber executive said that all the rain would be through before the celebration starts on Thursday.

To show that she's still keeping her fingers crossed for good weather during the next four days, Mrs. Culbertson indicated that she has been doing a lot of praying in hopes for sunny skies.

It is the first Bonanza Days for the new executive director, and plans have already been changed once by the nearly 20 inches of rain that has fallen this season.

It was less than a week ago that the Bonanza Days Committee was forced to move the carnival area from its regular location at City Hall Park to the pavement area at Aravista Park because of soft grounds at the former spot.



BREA TWIRLERS — Brea baton champion Cindy Pryor (top), runner-up in state competition, and fellow majorette Patti Hogan, both Brea Junior High School students, will add their talents to Saturday's Bonanza Days parade. The two Brea girls will march with the Brea Junior High Band, making its first marching performance. (Star-Progress Photo)

Eric Gregg To Benefit From Game

BREA — When you play the "jingle board" game in the Bonanza Days carnival area this week, the Glenbrook Homeowners' Association wants to remind you that you're playing for a good cause.

Proceeds from the game will go towards the Eric Gregg Fund which has been established to defray the cost of operations reportedly needed by the six-year-old Brea youngster who is suffering from brain injury.

The costs to date have exceeded \$10,000 over the past year, and the Glenbrook group is aiming the proceeds from their booth in the four day event towards this debt.

Funds could eventually lead towards the proper therapy for Eric at the special brain-injured children's clinic near Philadelphia, homeowners' representative Judy Lentz revealed.



Andrew J. Hinshaw

Star Man Will Ride In Parade

BREA — The Star Man from Carl Jr. Restaurants will ride in this Saturday's Bonanza Days parade at 10:30 a.m., and then will make a special appearance at the Brea branch of the restaurant chain, 707 S. Brea Blvd.

The restaurant character will be accompanied in the parade by Dennis Christine, Shane and Shelle Kent, children of parade chairman Karl Kent.

The Star Man is making the Brea stop as one of many at Carl Jr. Restaurants throughout Southern California. He will also be on several television stations this week.

He's Fed Up

LONDON (UPI) — After waiting four months for the gas board to fix his kitchen stove, Patrick Fisher wrote a check for his last gas bill—on his oven door.

The gas board accepted it and a bank "cashed" it.

"If I get no satisfaction," Fisher said, "my next check will be written on an old sofa."

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RONALD IN BREA — Kids everywhere will probably know Ronald McDonald, the popular television clown from the chain of hamburger outlets. Ronald will be marching in this Saturday's Bonanza Days parade, and will appear at the Brea McDonald's, 655 S. Brea Blvd., immediately after the parade.



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