

Fairview Register

Monthly publication of the Costa Mesa Historical Society, a non-profit 501(c)(3)

MEMBER: CONFERENCE OF CALIFORNIA HISTORICAL SOCIETIES, NATIONAL TRUST FOR HISTORIC PRESERVATION,
AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY



VOL. 48 NO. 6 • JUNE 2018

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Historical Society Updates

BY CYNTHIA HUMPHREYS

Remembering Barbara Panian

Society member and volunteer Barbara Panian passed away on March 30, 2018. Residents of Costa Mesa since 1956, Barbara and Hank Panian raised their family in the College Park neighborhood. Long-time docents at the Diego Sepulveda Adobe, Barbara and Hank were involved in the early days of the Society and attended many community events over the years. We offer our sincere condolences to Hank & family for their loss.



Hank and Barbara Panian in 2015.



Thank You, Public Services Maintenance!

THANK YOU to City of Costa Mesa Public Services Maintenance Superintendents Jim Ortiz and Doug Lovell and crews for their responsiveness and

upkeep of our Museum buildings exteriors and park grounds.

Happy Birthday, Costa Mesa!

Costa Mesa incorporated on June 30, 1953, **65 years ago** this month. While this is Costa Mesa's official "birthday," other dates are worth remembering, too.

98 years ago the farming community of Harper, near the intersection of Newport and Harbor, changed its name to Costa Mesa.

~110 years ago settlement in Harper, the town that became Costa Mesa, began in earnest.

131 years ago the tract map was filed for Fairview, placing it near the intersection of present-day of Harbor and Adams.

132 years ago the "Boston Colony" of Paularino was settled between Fairview and Newport on today's north side.

~200 years ago the Diego Sepulveda Adobe was built as an official *estancia* of Mission San Juan Capistrano.

208 years ago the Spanish empire granted future Costa Mesa land to José Antonio Yorba and Juan Pablo Peralta.

~1500 years ago the Tongva settled in Costa Mesa, establishing an important village overlooking the Santa Ana River.

Between 3,500 and 8,500 years ago the "Milling Stone Horizon Culture" introduced its mysterious coggled stones to the area.

~5 million years ago the sedimentary Los Angeles basin began rising from the sea.

MARK YOUR CALENDARS



Jeff Rountree on the History of John Wayne Airport • Sunday, June 24 at 2 p.m.

Come join us and listen to Jeff Rountree speak on the history of Orange County's only commercial service airport. Rountree will take us from the airport's early years as an army airfield during World War II, through its transformation to an airline "stop" in the 1950s and 60s, on to its growth into the nation's operationally 3rd busiest airport in the 1970s, and finally to its status today as a commercial airport serving 10.4 million passengers per year.

When it comes to John Wayne Airport, few could boast more insider knowledge than Jeff Rountree. In his role as manager of airside operations he has ensured the safety of the airport's airfield and terminal operations since 1995. Previously he worked at the Burbank-Glendale-Pasadena Airport Authority and the Oxnard and Camarillo Airports, and, along the way, became a pilot himself. Don't miss this informative talk.

(Note: Please enter the Costa Mesa Historical Society Museum parking lot by entering from Park Avenue. The Anaheim entrance will be closed due to construction.)

INSIDE
A Journey to Fairview
History Nuggets

Promoting and preserving Costa Mesa's history is our mission

FAIRVIEW REGISTER, FAIRVIEW, LOS ANGELES COUNTY, CALIFORNIA, MARCH 2, 1889



The Fairview No. 1 steam locomotive was a narrow-gauge engine in the 0-4-2T configuration. Photograph by Conaway & Hummel.

The big day is finally here. It's June 30, 1888, and you've been invited to board Fairview No. 1 for its maiden voyage from Santa Ana to the new town of Fairview.

You've been waiting for this day ever since you heard about the plans for the Santa Ana, Fairview and Pacific last year. For a while, not much seemed to happen. Then the grading started in March, and somehow, in three months, they managed to lay 20,000 ties and 30 carloads of rails across the valley.

You and your spouse arrive early at the corner of First and West [Broadway] to admire the craftsmanship of the rolling stock. The steam locomotive is a charming little beaut', a 0-4-2 tank engine sitting jauntily on the narrow-gauge tracks. Behind it sits large open passenger coaches, bright and full of windows.

"They sure can build trains in San Francisco," you say.

"And how," says your spouse. "Very handsome."

"Of course, they'll want to upgrade to broad gauge when the line is pushed to Newport in a couple months. But for the ride to Fairview, this is perfect."

The crowd soon swells to 75 passengers, all dressed in fine clothes and bubbling with laughter and excitement. When you board, you wisely choose a seat on the left side of the car – you don't want to miss Fairview as it comes into view.

The mood is so jolly and the car so full you can barely hear yourself think. But when the train pulls out of the city and into the fragrant fields and pastureland, you sink back into your seat and relish the view. You've written letters about days like this to your relatives back East, partly as a lure and partly, you must admit, as a boast: sunny, mid-70s, a delicious kiss of ocean air...

The train glides along the tracks, past fields of alfalfa and barley and hops, until about two miles south of Santa Ana the train curves abruptly west.

"What's he growing now?" you say as you pass the Edinger ranch. "Pumpkins? Potatoes? Beets? Some sort of vegetable."

Along the way, while the train steams southwest along the gently sloping contour of the land, locals gather by the tracks to cheer you on. Curious cows look up from pastures lush with wholesome grain. Even the fallow land, bursting with golds and

greens, seems cultivated by the hand of Nature. Off in the East you see, maybe, Gospel Swamp, "The Egypt of Los Angeles County," famous for its corn.

When the track curves by Fruitland you lean across the car, for the train has begun to follow the sandy banks of the Santa Ana River. It's so close you want to reach out and touch the cool, calm waters. You begin to daydream, as an infinite expanse of grass and pastureland stretches beyond.

Suddenly your spouse grabs your sleeve. A small town rises up before you, daubed with patches of cypress and eucalyptus, and presided over by the magnificent 3-story Hotel Fairview. Here is the slightly location you came for. The train slows to a stop at the south end of town, past the board and batten buildings along Fairview Avenue, lined with freshly-planted pepper trees. In all, the 8-mile trip took 30 minutes.

"'Quick times and a pleasant ride' ought to be the line's motto," your spouse says to a smiling stranger.

A great festival soon follows, filled with music and a picnic and the always thrilling anvil firing, where anvils are stuffed with gunpowder and shot into the sky. You visit the famous hot springs, pick up a copy of the *Fairview Register*, and stop by the Henderson brothers' general store. Later you admire the construction of the Fairview Methodist Episcopal church, which will be finished in just a couple weeks, and marvel at the natural gas flowing from an artesian well. "By touching a lighted match to the top of the pipe," you're told, "it will burn constantly."

Sooner than you'd like, tired but satisfied, you board the train back to the city. You and your spouse plan more visits to the hotel and the hot springs. Plus, you've heard hints about upcoming excursions to Shell Beach, just 20 minutes by carriage from the Fairview station. "And only 75 cents round trip," your spouse reminds you.

"And don't forget: one day we'll be able to ride the Santa Fe or the Southern Pacific all the way to Rocky Point."

The train curves east through Fruitland, and you start to daydream again. The river is on your left, rolling fields beyond, and the future opens in front of you. ■

History Nuggets

Little bits of history on the SAF&P RR, Fruitland, the lost pronunciation of Edinger, and more.

The Santa Ana, Fairview, and Pacific Railroad was one of the shortest-lived railroads in boom-era Orange County. In March 1889, the Santa Ana River overflowed at Fruitland, washing out a portion of the nine-month-old tracks, and the small repairs were never made.

The town of Fruitland was near the intersection of present-day Harbor and Warner. It is called a phantom town because it was never officially registered.

In addition to the town of Fruitland, the right of way survey for the railroad lists other landholders adjacent to the tracks. At least three properties appear to have been held by women: Elizabeth Rabel, Mary Smith, and Mary Banning.

The SAF&P never reached the harbor. Some claim Banning denied the right of way, while others say the boosters only wanted to sell land, not run a railway.

Many old place names have changed over the years. Fairview Avenue is now Harbor Boulevard, Shell Beach is now Huntington, Rocky Point is now Corona Del Mar, and Santa Ana's West Street is now Broadway.

Visit Us

Diego Sepulveda Adobe

1900 Adams Ave. • Open 12-4 p.m. the 1st and 3rd Saturday of each month or by appointment.

Costa Mesa's oldest building presents 200 years of OC history from its beautiful setting in Estancia Park, overlooking the Santa Ana River bed.

Costa Mesa Historical Society Museum

1870 Anaheim Ave. • Open 10am-3pm Thursdays and Fridays or by appointment.

The museum and society headquarters displays a mind-boggling array of artifacts from nearly 5,000 years of Costa Mesa history – from the first peoples to the City of the Arts.

Speaking of Broadways, in June 1928 the residents of Harper Street in Costa Mesa successfully petitioned to rename their own thoroughfare to Broadway. Why? Was it to shake off the associations with “old” Harper? To advertise, reminding visitors of the mansion-lined street in Santa Ana? Or because every town needs a Broadway?

According to the *OC Register*, contemporary accounts show the namesake of Edinger Avenue, farmer and politician Christopher C. Edinger, rhymed his name with “finger” or “humdinger,” not with “ginger,” as it's usually heard today.

The photograph on the facing page is stamped Conaway & Hummel. Conaway was a leading landscape photographer of his day. While Conaway's partnership with Hummel only lasted between 1887-1889, he later took on a young apprentice, Lou P. Hickox, who eventually bought out his former master. Hickox in turn sold to Mary A. Smart, who re-named the studio after herself. The Smart Studio operated until 1992, when the business closed for good, some 100 years after this photo was taken. ■

Share Your Story

History is made by people like you. We'd love to hear your Costa Mesa stories. Many changes have taken place and we want to hear from those who lived through them. Write the memories yourself or come to the museum and we'll transcribe them for you. It's that simple!

Thank You, Copy 4 Less NB

Our printer discounts our costs throughout the year. Thank you so much for this, **Copy 4 Less NB** – we really appreciate it! Visit Copy 4 Less at 3930 Campus Drive, Newport Beach, CA 92660 at the corner of Campus and Quail (near John Wayne Airport) or call (949) 252-8960.

Shop with us on Amazon

Every time you start your order with Amazon Smile, Amazon will donate to the Costa Mesa Historical Society. Visit smileamazon.com before making your next purchase, being sure to check “charitable organization” and selecting the Costa Mesa Historical Society when prompted. You can use your existing Amazon account on AmazonSmile.

New Business Membership Level

For the first time, memberships for the life of a business are available for \$1,000. If you care about local history, this is a great way to show your support. To join, please fill out the membership form on the back of this newsletter or call us at 949-631-5918.

Dues Overdue?

Your dues provide **essential support** for the society's major programs and projects. Make sure you're up to date by looking at your **dues expiration date** on the address label to the right of your name. If your dues are due, send us a check, c/o Susan Weeks, Treasurer. Or drop it off on a Thursday or Friday from 10am to 3pm. Membership dues are listed on the back page.

Make a Difference – Volunteer

Help the society meet essential needs while meeting others who share your love of Costa Mesa history. We're looking for a volunteer to **set up refreshments** at our monthly programs as well as members to sit on two new committees: the **Newsletter Assembly Committee** prepares the newsletter for mailing, while the **Adobe Committee** recruits volunteers to plan an event, become a docent, or work on exhibits. Committees meet monthly and are chaired by board members. Interested? Call us at 949-631-5918. Isn't it more fun to work as a team?

Temporary Parking Instructions

For the next two months, please enter the parking lot serving our society, the Donald Dungan Library and the Recreation Center by entering from Park Avenue only, not Anaheim. The Anaheim entrance is completely blocked off.

ROBERTO'S AUTO TRIM

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— *Membership Form* —

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Membership Categories

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Individual	\$20.00	Individual Life Member	\$500.00
Individual Senior (60+)	\$15.00	Business Life Member	\$1,000.00
Family	\$25.00		
Student (under 16)	\$10.00		
Contributing	\$50.00	Special	
Business and Professional	\$100.00	SAAAB Wing Annual Member	\$10.00
Public Agency	\$100.00		
Benefactor	\$250.00		

Make your checks payable to the Costa Mesa Historical Society.
The Society, a non-profit 501(c)(3) organization, operates under the Corporation Laws of the State of California.