

TEMECULA VALLEY HISTORICAL SOCIETY



NEWSLETTER

December 2003 Vol 3 Issue 12

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ADIEU, BUT NOT GOODBYE

Whether it's saying goodbye to a loved one, congratulating a fellow worker on a well-earned promotion, or expressing our thoughts to the son or daughter about to marry and leave home, we sometimes search for appropriate words. Such is my case now.

There were many hard choices, many meetings, many new faces, many great challenges to be weathered. There were never enough hours in the day to accomplish everything that needed done.

The history of Temecula is not isolated to the present townsite nor even to this valley. The task was to connect with other groups and individuals who have (or had) a part in developing and recording our history. The effort occasionally put us into the spotlight. I thank the Board members for their courage and help in this journey of discovery about our unique place in American History.

We've made many new friends, stayed within budget, continually recruited new members, and offered research help to those who have asked. All in all friends ... **we done good!**

With appreciation to every member, I bid adieu to the presidency, but not goodbye to this wonderful Society. See you around!

Charolette Fox



President's Corner

It is an honor and privilege to be selected as President of the Society for 2004, the fourth year of the Society's existence. Under the capable leadership of Eve Craig, who served as President in 2001, and Charolette Fox, the President for the past two years, the Society has gained its rightful place among the many fine organizations that are the life blood of our community.

Through its infancy the Society has made great progress in working toward achieving its purpose: *To identify, preserve and promote the historic legacy of the Temecula Valley and to educate the public about its historical significance.* Restoration of Louis Wolf's tomb, the placing of plaques and markers on historic buildings and significant historical sites, publishing a very informative newsletter, and conducting tours and promoting events of historical relevance have led to success of the three year old Society.

But our work has just begun. In 2004 we will begin to celebrate the 100th anniversary of the Vail Ranch, a year-long celebration of our recent historical past. We will see a renaissance taking place in Old Town Temecula as the old gives way to the new. Hopefully, the Society will be able to influence new development to have respect for our past.

I look forward to working with the newly elected officers, Audrey Cilurzo, Wendy Lesovsky, Eve Craig, and Bill Harker to guide the fifteen members of the Board of Directors to further our aims. To move forward, we need your continued support. We especially need help in recruiting new members, so mention your membership in the society to your neighbors and friends.

You are always welcome at the Board meetings held at the Temecula Library at noon on the first Friday of each month. Bring a friend!

Jimmy Moore



JENSEN-ALVARADO HISTORIC RANCH & MUSEUM

Captain Cornelius Boy Jensen, who for many years had sailed out of Hamburg, Germany, sailed into San Francisco Bay during 1848. He never again went to sea. When shouts of "Gold! Gold! Gold!" were heard by his crew, they deserted to seek their fortunes in the gold fields. Cornelius Jensen followed his crew to gold country, where he set up a store in Sacramento and sold the cargo from his ship. During the very early 1850s his Spanish friends, Don Ygnacio Alvarado and Don Ygnacio Palomares, urged Cornelius to move south. Cornelius agreed, and moved to the community of Agua Mansa, built by New Mexican immigrants and located five miles south of San Bernardino. By 1854, Cornelius had built an adobe home with one room to be used as a store.

During August 1854, Don Cornelio, as his Spanish friends knew him, addressed a letter to Don Francisco María Alvarado, Casa de Alvarado, Los Angeles. In his letter, the forty-year-old Don Cornelio asked for permission to marry Mercedes, the almost seventeen year old daughter of Don Francisco and Doña Juana María Avila de Alvarado, both members of prominent Californio families. Don Cornelio wrote that he wished to marry Mercedes "for she is the one my heart chooses." They were married in the Little Church of Agua Mansa on Monday, September 18, 1854. Their wedding fiesta of three days was held in the large adobe home of Don Louis Robidoux on the Robidoux Rancho a few miles away. For sixteen years the Jensens lived in Agua Mansa, where eight of their twelve children were born.

In 1865, Don Cornelio and Doña Mercedes purchased a portion of the Robidoux Rancho, formerly part of Don Juan Bandini's Rancho Jurupa land grant. They started a vineyard to provide grapes for wine and raisins, and also planted an orchard of citrus and other fruit. The Jensens' merino sheep, horses and cattle grazed on this land as well as land in the Temecula area.

In 1868, the Jensens began building a brick house that would be different from any other house in California. Materials for construction came from the local area. The bricks were made by Chinese, Mexican and Indian labor. Don Cornelio used a plan similar to sea captains' houses he remembered from his homeland, the Isle of Sylt, with the addition of high ceilings and a long front porch. When completed in 1870, the house was a mansion for its day. A little brick milk house, a small brick building used first as a winery and livery stable, and later a large winery were built behind the Jensen home, and can still be seen today.

Captain Cornelius Boy Jensen spoke many languages and had visited many countries. During his years in California he served as a merchant, banker for family and friends, a ranchero and as a county supervisor. Cornelius was in Southern California between 1851 and 1886, as the days of the Indians, Spaniards and Mexicans gave way to the days of the United States. Cornelius Jensen and his wife, Doña Mercedes Alvarado, left a legacy of life in California's pioneer days.

Public Hours: Saturday from 10 a.m. to 4 p.m. Closed Holidays. Admission \$2.00 for adults, \$1.00 for children ages 3-12. Children under 3 are free.

JENSEN-ALVARADO HISTORIC RANCH & MUSEUM

4307 BRIGGS STREET RIVERSIDE, CA 92509 909-369-6055

AVIATION NOTES

INTERESTED IN AVIATION? ITCHING TO TRAVEL?

LINDBERGH'S BOYHOOD HOME NOW A MUSEUM

Charles Lindbergh grew up in Little Falls, Minnesota, in a house built by his father on the west bank of the Mississippi River. As early as 1931, the family gave the house and 110 acres to the State for a Park. In 1969, the house and 17 surrounding acres were parceled off and given to the Minnesota Historical Society to preserve and provide an interpretive history of the Lindbergh family.

The Interpretive Center was dedicated in 1973. Charles attended the ceremony and recalled how as a child before WWI he heard an airplane flying up river and climbed out his window to the rooftop to watch.

To learn more about the boyhood home and life of Charles A. Lindbergh, visit www.charleslindebergh.com.

AMELIA EARHART



**Emptied is old Lorenzo's royal crypt;
Breathless now stands the startled Taj Mahal;
Amelia lies in that blue manuscript —
The sea, true heroine's memorial.
So she achieves. What if the fatal prize
Be misty tomb with airy marble set?
Who knows where Desdemona's kerchief lies,
Or where the last word of dark Juliet?
A sudden courage plucks us from ourselves,
Bids us be heroine though death the price;
Wherefore we bed on many lilled shelves
The straight defenders of the sacrifice.
Count her among the beautiful and brave,
Her turquoise mausoleum in each wave.**

NATHALIA CRANE



Spirit of St. Louis Aviator Glasses

notice appeared on website, November 22, 2003

Here's your opportunity to get an official replica of the original aviator glasses worn on the historic flight of the Spirit of St. Louis in 1927. With the cooperation of the Lindbergh Foundation and Missouri Historical Society the manufacturer of the "Spirit of St. Louis Aviator Glasses" has been able to create a virtual replica. Visit www.lindberghsunglasses.com for more information.

HISTORIC SITE MANAGER POSITION

The Minnesota Historical Society seeks a dynamic individual to be the Site Manager at the Charles A. Lindbergh Historic Site. The historic site features an expanded visitor center with new exhibits and the renowned aviator and environmentalist's boyhood home on the Mississippi River in Little Falls, Minnesota. The position will provide professional administration for the daily operations, maintenance, preservation, and interpretation of the historic site.

COSTUME CONTEST WINNERS

TEMECULA VALLEY HISTORICAL SOCIETY'S
"FIRST 25 YEARS OF POWERED FLIGHT"

First Place:

Best Representation of Theme "Aviation"
Dr. Sam and Susan Puma

First Place Tie:

Best Representation of Temecula History
Malcolm Barnett, "Barnett Family"
Jimmy Moore, "Joe Winkles"

The Iron Horse and a Mayor's Challenge

by Charolette Fox

This Society has prepared a plaque commemorating the California Southern Rail Road and the tracks that once started in National City, ran north to Oceanside, through Temecula Canyon, Temecula, and northward still to Elsinore, Perris, San Bernardino and terminated in Barstow. [A map of the 1888 train routes can be downloaded at <http://www.psrn.org/history/cs/photos/calsmap.jpg>]

At the meeting of the Temecula City Council when the plaque was unveiled, Mayor Stone suggested that we now work to locate the whereabouts of the steam locomotive or parts of the train that ran on the old CSRR. Quite a challenge! But one which has had me digging for information.

From *I Hear America Talking*, by Stuart Berg Flexner, comes this information: "Rails for horse-drawn wagons with grooved wheels were in use by 1550, and by the 18th century in England were called *tracks*, *railways*, and *railroads*. The first such *railroad* chartered in the U.S. was just such a road, the 1826 *Granite Railroad* for hauling granite from Quincy, Massachusetts quarries to a wharf three miles away, the granite being used to build Bunker Hill Monument. The first U.S. passenger railroad, the 1827 *Baltimore and Ohio Railroad*, the "B&O," was also originally equipped with horse-drawn cars."

In England experimentation began with steam powered locomotives as early as 1804, and the first successful one, the *Rocket*, was put into service in 1829. In America, in 1830, Peter Cooper built a small coal-burning engine dubbed the *Tom Thumb* because it was so small. Cooper's engine was put to the test by

the B&O in a race against a horse-drawn car, and while the engine lost, it convinced the railroad to convert to steam ushering in "the age of steam." Later that same year, the B&O achieved commercial success with its *York*.

Engine was a term from the 17th century meaning any complex machine, and the *steam engine* was known long before it was used to pull railroad cars. These older terms were still in use when the 19th century word *locomotive*, meaning "to move from place to place," was added to railroading terminology. Since cars on railroads were originally pulled by horses, it was also natural to call a locomotive an *iron horse* (1830s) or even a *steam horse* (1840s).

Steam railroads became competition to boats and to stagecoaches, and thus some railroading terms such as *All aboard!*, *berth*, *caboose* and *crew* were boating terms, and *car*, *coach*, *conductor* and *station* were stagecoach terms. *Train* (from the Latin *trahere*, to drag) denoted a string of cars, came to usage in America during the 1840s and 1850s and introduced yet other new terms such as *mule train* and *pack train*.

The railroad changed commerce forever. But there were many places that the railroads did not reach and passengers and freight still depended on boat and stagecoach connections to reach their final destination. The *Atchison, Topeka, and Santa Fe Railroad*, "the Santa Fe", was chartered in 1859, and by 1880 extended lines to National City, CA. The California Southern Rail Road was organized to build a route from National City northeasterly to San Bernardino and ultimately connect with the Atlantic & Pacific at Barstow.

The rush was on in the West to build routes, and railroad companies competed vigorously to be the first to get rights-of-way, the first to lay track, and the first to recoup their investments. Innovations for passenger travel brought improvements such as dining cars, sleeping cars. Freight hauling accommodated mail, cattle, coal, wheat, potatoes, oranges, and other western agriculture shipments up and down the California Southern Rail Road that ran through Temecula. Ran that is until the second of two great floods in the Temecula Canyon washed away the tracks nearly bankrupting the company and ending the National City to Temecula service on January 28, 1892.

This turn of events has been marked as the compelling reason behind the formation of a new county. And so the southerly part of San Bernardino County and the northerly part of San Diego County were "carved up" to create Riverside County in March of 1893.

Pictures of the steam locomotive exist, but as yet no part of the train's remains have been located. We do not know the engine's maker, its number, or its performance record. We think we know the name of the engineer who stayed with the train and tried valiantly to save it from abandonment on that fateful last washout. His name was Richard V. Dodge. He and the passengers were stranded a week in the canyon waiting for rescue. They subsisted on squirrels and other scavenges as they could get.

So, for now, Mayor Stone, we continue to research and wonder when and where a rusting relic will be found...a prize above price that belongs to Temecula's future as much as it does to its past.



"The Best Friend of Charleston," first locomotive built in U.S. for actual service, 1830.

Jacob Bergman of Aguanga: The Real Story

by Coral R. Bergman

We left the story mid-point in Chapter 3, having quoted a [San Diego] Union newspaper article from 1877 which described an excursion between Campo and San Bernardino. The report gave a glowing account of the rest stop and hospitality available at "Jacob Bergman's place." We continue with another news report from the Union dated June 19th [1877].
The following material is copyrighted, 1996, and used with permission of the author. -- Editor

CHAPTER 3: The Growing Years (continued from November 2003 issue)



Life in the back country was not without its problems. In the June 19th edition of that same year there is the notice of a problem which existed for area farmers and ranchers:

"Jacob Bergman reports that eighty-one bands of sheep from Los Angeles and adjoining counties have passed by his place, going south for the mountain pastures of San Diego County. Bergman and his neighbors have constant trouble with outside sheep men, whose flocks leave the ground bare wherever they stop. There are many bands in Smith's Mountain and the Cuyamaca range where the feed is fine."

One additional article seems to indicate that there was a strong friendship between Jacob and the editor of the San Diego Union:

"The numerous friends of honest Jake Bergman, ex Supervisor from the First District will congratulate him on the addition to his family chronicled in another column. Mr. Bergman has a beautiful home up in the fertile northwestern section, which is the admiration of all who travel that way. It is one of the finest places in the county. When we can get a holiday we mean to go out that way and see that baby."

In these years when the Bergman household was filling up with young children, Jacob took care to see that his son Henry was educated and learned a trade. In 1877 the 14 year old Henry was in Temecula. We think he was apprenticed to a butcher there. We have this letter which he wrote to his father:

Temecula, Feb 1. 1877

Dear Father,

I am going to write a letter to you.

We are all well. My vaccination made me quite sick and Mrs. Stewart gave me some Hamburg Tea, but I am well

now. My dog is dead and I have not been out hunting since he died. I found two bits and I went to the store and bought some shot. Mrs. Wolf has some cats that are very mean and she told me to shoot them. We have had 2.87 inches of rain since the first of Jan. The grass looks nice. I wrote a letter to Jerry Curtis'. This is all I know of to write.

Your affectionate Son
Henry F. Bergman

Jacob continued to look after Phillipena's affairs, as well as his own. In 1878, her father died in Germany. Jacob wrote a letter concerning her inheritance to the Royal Court in Germany. Following is a very rough translation:

"To the High Honored Royal Court at Pirmasens County of Pirmasens Rheinbaiern

The undersigned Jacob Bergman, husband of Mrs. Phillippine Bergman, born Scherer, born at Hoemuhlbach Laudkommivariat Primasens - and daughter of the deceased Wilhelm Scherer, who is now living at Bergman Ranch, County of San Diego, California, addresses himself to a Highly Honored Royal Court with the request to give him information on the following:

Since we were notified of the death at Helmikeback of Wilhelm Scherer by private means, neither I nor my wife, as beneficiary, has received from the Court a notice or request to appear in this matter. Neither have the beneficiaries been notified through the court concerning the regulation of the estate of the deceased Wilhelm Scherer. Through private means it has been requested that the beneficiaries hire a "Vollnacht" (translation not certain), which I have refused to do in the name of my wife and as her husband.

At present, I request the Court to give us official notice and information about the regulation of the Estate of the deceased Wilhelm Scherer and, in the meantime, acknowledge and honor the interest of my wife, Phillippine, heiress of the deceased Wilhelm Scherer. Hoping that the request be answered and the notice be granted to the undersigned by the Highly Honored Royal Court.

Sincerely,

Jacob Bergman

Husband of Phillippine born Scherer

Bergman Ranch, March 6, 1878

My address is

Mr. Jacob Bergman

Bergman Ranch

San Diego County, California

(Enclosed is \$.50 for postage)

We do not know if they received any inheritance from Phillipena's father. Jacob did, however, continue adding to the acreage that he owned in the Aguanga area. On

July 11th, 1878, he received the deed to 160 acres of swamp land for the sum of \$38, bought through the government Swamp Act. That land is described as "the SE 1/4 of SE 1/4 of Sec. 29. SW 1/4 of SW 1/4 of Sec. 28. NW 1/4 of NW 1/4 of Sec 33 and NW 1/4 of SW 1/4 of Sec. 26. T 8S. R1E San Bernardino Meridian."

On July 5, 1878, Jacob became postmaster at the Oak Grove Post Office and he held that post until November 19, 1878. Also in that year, there is a very clear section in the aforementioned account book entitled "Mail Contract", and entries make reference to the communities of Julian and San Jacinto. A clear date is given for the beginning of the contract on November 14, 1878. So in that year Jacob received a lucrative government job which he held until the end of his life.

We know that Jacob himself, now 47 years old, was carrying the mail in 1879 from the following short article in the Anaheim Gazette dated June 7, 1879:

"Jake Bergman, the mail carrier between Colton and Temecula was fired at by two men a few days ago. His horse ran away, throwing him over a precipice, and jarring him severely."

As the decade of the 1870s drew to a close, we find Jacob now firmly established in the community and respected by friends near and far. His family has grown and the 1880 Census reports the following people living at the ranch:

Jacob Bergman	White Male	age 47	Farmer
Phillipena		42	Keeping House
Henry F.		17	Mail Rider
Caroline		14	
Mary B. (Blanche)		11	
Jacob		9	
Eli		5	
Matilou (Matilda)		3	
James		1	

CHAPTER 4: A Woman's Point of View

The years following 1880 found Jacob working hard at his mail contract. Somewhere in the early 1880s the Star Route cases began to be prosecuted in Washington D.C. These cases involved fraud on the part of the Postal Department in dealing with the mail contracts. That Jacob was very much interested in this case is shown by documents that the family has on hand in a later account book. This book appears to have been kept by Henry Bergman and it shows that Jacob worked with Joseph Marks in the mail contract. One entry, dated September 27, 1882, reads as follows:

"This is to certify that J. Bergman and Jos. Marks have settled all their account pertaining to mail matters up to July 1, 1882, and all money that is to be collected in Washington D.C. up to that date for them is to be equally divided between them."

*s/ Jos. Marks
s/ Jacob Bergman*

Jacob went to Washington D.C. twice in 1882. The first time was in May and an entry in the San Diego Union for May 31 reports that "Jacob Bergman, contractor on the mail route between Colton and Julian has been subpoenaed in the Star Route cases. He left for the East last Saturday." Apparently, however, there was some problem with federal agents involved in bribing jurors in the first trial, so the case was retried and Jacob had to return a second time in November of 1882. The family still possesses pieces from a set of dishes that Jacob bought for Phillipena on that trip.

In an envelope addressed to Mr. Jacob Bergman, United States Hotel, Penn. Ave. 333, Washington, D.C. we find the following letter:

Dear Father, We were all glad to hear from you, everything is going on well, we will get through plowing tomorrow, the ground is very dry in places, and hard. I have been very busy today preparing to kill the hogs. I would have killed them before this but the weather has been very strange here. We have been having very warm weather since you left, but I cannot wate any longer, so I will kill them today, but the thermometer is a standing at 72. We had a nice Christmas diner here and we all enjoyed it very much. I expect you had a nice time a back in Washington. I heard that Chancy Hayes was sumened to Wash. Also. The little bay horse that Shasta T. Had on the other end of the line got so lame that he had to bring him home and take barlow over there but he is all right now. Since you left we shod six horses and have fit up a lot of shows.

There was quite a shooting scrape at Julian the other day. James Stratton shot little Mike McDoneld. It semes that Tomy S. Got to quarling with James when Mike Kinkade, Under Sherif of San Diego, rode up to where J & T were siting on a fence. Mike and James then got to quarling and Mike drew his pistol and shot at James. James run in to the house and got his Henry rifle and commenced shooting at M. The first shot he killed his horse, the next shot he shot M through the arm, having only three cartridges he ran back to the house for more. Kinkade and Tony run and told Mike to run also, but he stood his ground as long as there was a load left in his pistol and then he started to run and James shot him through the back and Doctors say that he cannot live.

And then a day or two after that old man House and Chas. Monroe got into a quarl and Monroe got shot in the knee. The old man Fain's nephew is out here now and from what I here he is a going to stay here.

Well, Pa, there is lots of more news here but I have not got the time to write any more as the mail will be here soon. I will write more next time.

From your affectionate sone, Henry F. Bergman

P.S. I wish you a Happy New Year. Give my regards to Mr. Landgraf and keep a share for yourself."

Attached to this is a not in German from Phillipena. (Rough translation only):

December 26, 1882. Dear Husband, We have received your letter on Christmas Eve and have seen that you are in good health, which makes us content. I was very worried because of you. The little Jimmy didn't feel well at all the evening your letter arrived. So far we are all fine. We had a good Christmas. I hope you, too. Henry was written you. All goes very slow. The pigs are still in the barn. It has been too warm here. You have received a letter in a large envelop from the man in Washington. Do you want it? Let us know. You have a letter here from Lemann. I have enjoyed very much to hear about his family. He asks about things. You can speak with him yourself, now I think he is still as (-----) he used to be. Many hearty greetings to you and also to Landgrafs. Don't forget. I shall end my letter with many regards from all of us.

Phillippine Bergman

Also in 1882, Jacob filed to run for Supervisor again, but withdrew his candidacy three days later. In 1884, however, there were several articles in the San Diego Union in which he was urged to run for the position in what was now the Fifth Supervisorial District. April 5 he is congratulated for his good work as Road Overseer and urged to run for Supervisor. In another article there is talk of his running for Supervisor as an independent candidate because he doesn't like the Democratic Party. There is too much tariff talk, he says. Again in May it is reported that in the San Luis Rey Valley "Jake Bergman is 'booming' for Supervisor". He did become a candidate that year, but lost the election.

In 1884, Jacob's friend James Fain, to whom he turned over the job as Postmaster of Oak Grove and after whom he named one of his sons, was murdered in Oak Grove by his nephew, the one who was mentioned in Henry's letter in 1882. Jacob applied and later was named administrator of the Fain Estate. The Union also reports that in that year "Jacob Bergman received a fine 4-horse coach to run daily from Julian to Temecula". Apparently he was still Road Supervisor, for the Union also reports on July 18 that his Road Supervisor Reports were accepted and filed. In May of '84, however, the Union reports that he was in town for medical treatment for his rheumatism.

In 1885 the community was experiencing a lot of growth and members of the community petitioned for the formation of two road districts instead of one. The petition was granted and the Temecula Road District was divided into the Temecula District and the Lake Elsinore District. Jacob was appointed Overseer of the Temecula District and Tripp was appointed to the Elsinore District.

Two other items the San Diego Union for 1885 mention Jacob Bergman. On March 10 in the section called "Oceanside Wavelet" it is reported that he is building a large and expensive residence at Oak Grove. This was probably when the newer ranch house was built. This house is still standing and is visible from Highway 79. On April 28, the following item appears in the section called "Items from Pala":

"Friends of Jacob Bergman intend him to run for Supervisor again. There were too many candidates last time. He was not defeated but was crowded out. We Old Timers are tired of being overcome and crowded out by the Newcomers."



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EARLY FAMILIES OF MURRIETA

from "One Hundred Years in Murrieta"

Murrieta celebrated its 100th Anniversary in 1985. That year, in commemoration of the founding families and early settlers to the area, the Chamber of Commerce published "One Hundred Years in Murrieta". Browsing through the pages of a courtesy copy (and perhaps one of the last few available), I was struck by the charm of the piece. Most notable were the photos of families and buildings, reproductions of business cards, and the sepia-tinted cover of the old Murrieta train depot. It isn't hard to see how quickly change overtakes us, and how "today" so soon becomes the past. The following is from that Anniversary publication.

Murrieta

*an introduction
"One Hundred Years in Murrieta"
1985*

Situated in southwest Riverside County at the confluence of two newly completed Interstate Highways (I-15 from Orange County and Corona, and I-215 from Riverside and San Bernardino), the Murrieta Valley is destined to be one of the nation's major growth areas during the 80s and 90s.

1985 marks Murrieta's Centennial year.

....While development and growth are inevitable, there is strong local sentiment to maintain the rural lifestyle that gave rise to the town's slogan, "COUNTRY LIVING AT ITS BEST."

The valley contains many fine horse ranches engaged in the breeding and training of thoroughbreds, quarterhorses, and most every other breed.

In recent years, some of the larger land holdings have been subdivided, and the resulting 1-20 acre parcels are much in demand by horsemen and others who desire open space and the pleasure of raising their own animals.

Murrieta is an unincorporated town governed by the Riverside County Board of Supervisors. It is home to about 3,000 people, including many retirees and a surprising number of noted industrialists and celebrities who have discovered the excellent climate, quality of life, and smog-free environment of our valley.

Summer daytime temperatures average 80-90 degrees, with a few days reaching 100; however, the summertime heat experienced by most inland valleys is tempered in Murrieta by a moderately brisk coastal breeze which

clears the air and cools the late afternoon and evening temperatures.

Murrieta is within 45-60 freeway minutes of Southern California's major employment centers.

Murrieta's Elementary School is highly rated. High-school students are currently bussed to Elsinore Union High School. A local high school will open in the fall of 1985.

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The Cooper Family

*"One Hundred Years in Murrieta"
1985*

Fred W. and Clara L. Cooper, and son Walter S., arrived in Murrieta in 1920, from Huntington Beach, California. They located on 2nd and Juniper St. The home is still standing.

The Coopers farmed hay and grain for 16 years, from 1932 to 1948, from Bundy Canyon Rd. to Murrieta Hot Springs Creek.

While Washington Ave. and Ivy St. were still part of the inland route from Los Angeles to San Diego, there was an eclipse of the sun (in 1925, according to Walter S. Cooper). The eclipse was total in Oceanside, and that evening people returning from Oceanside to points north filled the old highway bumper to bumper.

Walter S. Cooper still resides in Murrieta on Jefferson Ave. with his wife Leona. Their family consists of daughter Joan Roripaugh of Bishop and four grandchildren: Debbie Tulette and two children in Elsinore, Kim Cozad and one child in Sacramento, Nona Roripaugh of Bishop, and Scott Roripaugh of Bishop.

Walter and Leona are interested in horses; they have helped the youth of Murrieta learn about and care for horses. Leona is the President of The Carriage Club.

"The First 25 Years of Controlled Power Flight"

Bill Harker: An Intro



It was on a Sunday morning in 1922 that an event took place which jump started Bill Harker's lifelong love affair with aviation.

His father took him to an empty field three blocks from their home in Alhambra where some barnstormers had set up operations. Sitting on his dad's lap in the front cockpit of a surplus World War I Curtiss JN2 training plane, often referred to as a "Jenny", Bill went up for his first plane ride.

What made this event unique was the pilot of the plane sitting in the rear cockpit. It was none other than the world famous American Ace, Eddie Rickenbacker.

At an early age, Bill began building and flying rubber band powered balsa wood and tissue model airplanes and in later years advanced to fuel powered model planes equipped with miniature gas engines.

As a teenager he spent countless hours hanging around the old Alhambra Airport and washing pilot's planes for a trip around the pea patch at the close of day.

Bill started taking flying lessons in 1944 and earned his license in 1945. Over the years he logged 1,100 hours of flight time as pilot in command in 20 different makes of aircraft. In the Spring of 1973 he fulfilled a lifelong ambition by flying solo in his small plane from El Monte to the Southern tip of Florida, up the East Coast to New England, then back across the Great Lakes and over the Rockies to El Monte.

For this trip he took a sleeping bag and survival kit and often spent the night on small airports and crop dusting strips where he slept under the wing of his plane. Just like the barnstormers of yesteryear. Able to fly low and slow he says he saw more of this great country of ours up close than most people do.

Bill has also flown sailplanes and ultralights and today at age 87 he still has his licenses and loves to fly whenever the opportunity presents itself. . .

*Thus opened the evening of the Third Annual Meeting of
The Temecula Valley Historical Society.*



*Bill's presentation for the "First 25 Years of Controlled Power Flight"
was audio taped.*

*If you would like to borrow the tape, please contact
Charolette Fox (909) 302-0180 lottiefox@cs.com*

DIS 'N DAT

items of historical interest

Rotary will be celebrating its 100th anniversary in 2005. The Murrieta Rotary is interested in working with the City of Murrieta to develop an appropriate commemorative project, one that will both beautify the City as well as provide a strong historical element. Wendy Lesovsky, 2nd VP, and a member of Murrieta Rotary, has been chosen to represent the Society at meetings to discuss a future project there.

Temecula Valley Historical Society has been concerned about destruction of buildings of historic significance in Old Town Temecula. Other communities in Riverside County are facing this same problem. During this past year, our concerns have been shared with the City's Redevelopment Director, and others at City Hall. Occasionally, architectural salvage can be gleaned from a site, even if the entire structure cannot be saved.



Vail Ranch Restoration Association - Temecula Museum are in early discussions regarding a year-long promotion of the 100th anniversary of the Old Vail Ranch. For the most part, these talks are to determine what events might be appropriate, who will do what, what costs might be incurred, etc. It is hoped the celebration's kickoff can be July 4, 2004, and end on July 4, 2005. If interested in participating, contact Darell or Rebecca Farnbach (909) 699-5148.

Menifee Valley residents are considering incorporation. Part of the process of cityhood is to prepare an inventory of historical sites. Charolette Fox attended the first meeting held to discuss the research and resources needed for such an inventory. Also to be considered is the formation of a Historical Association. A website is already under construction and leadership is sought.

New Countywide Historical Website is about to debut. Local groups will be encouraged to link to the countywide website which will feature a master calendar, and include information about upcoming programs and events scheduled by various historical groups.

2004 County Historical Seminar is to be planned for late Spring 2004. Those who attended last year's seminar felt that it was an excellent opportunity to "meet and greet" like-minded souls, and to learn more about the local histories that make up the colorful but oft-overlooked

historical whole that we are part of. A fee will be charged to cover expenses -- attendance will be open to the public. Registration/reservation information will be available sometime after the 1st of the year on the new Countywide Historical Website, or by contacting Charolette Fox, (909) 302-0180, lottiefox@cs.com.

Temecula Valley Unified School District is seeking names for schools to be built in the northeastern part of the district. Submit your suggestions with background info to: nkellog@tvusd.k12.ca.us, or fax to (909) 695-7121.

Cemetery Records for Lake Elsinore have been put on a CD and are available for purchase. Contact Shirley Brooks, 31769 Via Valdez, Lake Elsinore, 92530, or call her at (909) 674-5912.

UCR Archival Project and Grant information for the conversion of newspapers to microfiche. For details, contact Donna Morin at (909) 245-9230.

2004 List of America's Most Endangered Historic Places is accepting nominations. Even non-winning nominations will be announced in early June. Entries must be postmarked by January 20. Contact the Office of Communications at (202) 588-6141 or visit www.nationaltrust.org/11 for a nomination form.



2004 Preservation Week Poster Contest is underway. The group submitting the winning entry will receive \$1,500 and be featured on the National Trust website as well as the National Building Museum in Washington, DC. The poster *and its creator* will be flown to a kickoff event on May 3 in the nation's capital. For details go to www.nationaltrust.org/preservationweek. The theme for 2004 is "New Frontiers in Preservation".

Electronic Portal for Grant Information provides a one-stop shop feature which allows grant-seekers to search current grant opportunities at all 26 federal grant-making agencies and *and to register to be notified of new listings*. Another feature allows grantors to post their packages online so that grant-seekers can apply for these other opportunities as well. Contact 1-800-518-GRANTS, www.Grants.gov. (Click on "FIND" and "APPLY")



WELCOME NEW MEMBERS !!

Oct 15 to Nov 15, 2003

New Members

Harriet M. Costo

Frank & Ginny Fitzgerald

Friends of the Santa Margarita River

Gifts & Donations

Diane Anderson

Charolette Fox

Terry Gilmore, Paradise
Chevrolet/Cadillac



CHANGE OF ADDRESS

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Send a postcard, FAX, or call:

Newsletter Editor, 32800 Hupa Drive,
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302-0180, FAX (909) 302-0171.

The Newsletter

Articles must include author's name and contact information. Historical research, biographies, and local history articles will be given preference.

All submissions are subject to editing. Some articles may be held for publication in the next newsletter or in a journal to be published at a later time.

Editor..... Charolette Fox

Assistant Editor..... Sheri Crall

Printing..... Potamus Press

Calendar

Board Meeting Dec 5

Active Committees:

Research & Preservation

Wolf's Tomb

Plaques & Markers

Public Relations

Board meetings and member programs are held in the Conference Room of the Temecula Library, unless otherwise stated. No RSVP is required.

Date, time and location of committee meetings or special events fluctuates. For information, contact committee or event chair.

When possible, member reminders are sent via email or postcard 10 days prior to the meeting or event. In addition, public service announcements are usually placed in local newspapers.

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QUOTES

If you have occasion to criticize a mule, do it to his face.

Even if this is the dawn of a bright new world, some of us are still in the dark.

Be bold in what you stand for, but careful in what you fall for.

Funders Assessment Tool Announced

A 38-page document developed by Grantmakers for Effective Organizations (GEO), is designed for use by funders assessing a grant application from a startup nonprofit. The document can also be used by new groups to guide their organizational development. Download a copy for free from www.geofunders.org.



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Mission Statement

The mission of the Temecula Valley Historical Society is to identify, preserve and promote the historic legacy of the Temecula Valley and to educate the public about its historical significance.



TEMECULA VALLEY HISTORICAL SOCIETY
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TEMECULA, CA 92593

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TEMECULA VALLEY HISTORICAL SOCIETY

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Membership

Membership/Donation Categories:

<input type="checkbox"/> Student	\$ 5.00	<input type="checkbox"/> Historian	\$ 300.00
<input type="checkbox"/> Single	\$ 15.00	<input type="checkbox"/> Corporate	\$ 500.00
<input type="checkbox"/> Family	\$ 25.00	<input type="checkbox"/> Founder	\$ 1,000.00
<input type="checkbox"/> Contributor	\$ 50.00	<input type="checkbox"/> Benefactor	\$ 5,000.00
<input type="checkbox"/> Patron	\$ 100.00	<input type="checkbox"/> Supreme	\$10,000.00

The Board of Directors formulate and vote on policies. The membership may vote for Directors at the annual meeting.

Membership is open to anyone regardless of race, color, religion, sex or national origin.

Dues and donations are tax deductible to the extent allowed by law. Donations may be designated or undesignated.

Checks payable to:

Temecula Valley Historical Society

Mail to:

P. O. Box 157

Temecula, CA 92593-0157