

City of San Bernardino
Historical & Pioneer Society
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City of San Bernardino
Historical & Pioneer Society

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SEPTEMBER TO DECEMBER 1996

SAN BERNARDINO'S GUADALUPE SCHOOL, 1919 - 1989

By R. BRUCE HARLEY

The Mexican Revolution of 1910 - 1917 brought a wave of Hispanic refugees into California, many of them settling during the period of World War 1 in the San Bernardino area. It soon became apparent that St. Catherine's School, adjacent to the St. Bernardine's Parish, could not accommodate an unplanned influx of pupils.

When a parochial school for Hispanics opened in Redlands in 1916, the pressure mounted to have a similar institution to serve the West San Bernardino-Colton area. Even though no parish yet existed in the Mount Vernon Avenue neighborhood, the usual order of establishing parish institutions was reversed, just as it had been in Redlands.

The arrival of Father Nicholas Conneally as pastor of St. Bernardine's in 1918, was the necessary catalyst. He instigated representatives of St. Catherine's School to procure through a bid of \$2,205.00, the old public school building and grounds on Fifth Street, north of Mount Vernon. The facilities and furnishings of the new four-classroom building were welcomed by the teaching Sisters who taught two grades in each room.

Soon the school was moved to a site at Fifth and Stanford Streets (now known as Pico). Although 200 children could be accommodated, Father J. Rossi,

appointed to organize the forthcoming parish, reluctantly turned away about 700 more. The Sisters extended religious instruction to them at Sunday School and after-school sessions.

Despite the continuing need for the flourishing school, it could not survive the problems of the Great Depression. The closing of the school in 1932 brought deep sorrow to the community which had supported its operation at great sacrifice. The most famous supporters were members of the "Sunshine Club". This group of ladies assembled weekly to sew and provide for the needy. Generous townsfolk also supported a medical clinic which procured on behalf of the less-privileged children the gratuitous and devoted service of outstanding medical and dental physicians and surgeons.

After World War II, a large number of parochial schools were founded in the valley. It was therefore deemed feasible to reopen Our Lady of Guadalupe School in 1948 in the old facility. A new building was dedicated in 1951 at a new location on Seventh Street. An addition was constructed in 1966.

In the early 1970's, many of the nation's schools discovered the need for bilingual education, especially for Hispanics. This was not new for West-siders, for the parish school had already been furnishing this facet of Americanization for a half century. Consequently, the school was the first in

(Continued page 3)

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The City of San Bernardino Historical and Pioneer Society was founded on November 16, 1977, and was incorporated by the state as a non-profit organization on July 20, 1978.

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EDITOR'S COLUMN

For quite some time Larry Sheffield and I had discussed the possibility of teaching a course on the colorful history of San Bernardino. Not certain that many people would be interested in taking such a course, we sent a proposal to the department of San Bernardino Adult School. With the help of Vice Principal, Wes Harmelink, our course was offered during the school district's Fall Semester if we could attract students. This proved to be no easy task.

On the first day of class only five students showed up and it appeared certain the class would be cancelled. However, with the insistence of the few students who did come, we were given one week to draw up more "customers".

During that next week, press releases were sent to local newspapers and, with the exceptional coverage by the *San Bernardino Sun* and the school districts "FYI", we attracted thirteen more students!

Throughout the duration of the course, which included six two hour sessions and a four hour field trip, Larry and I received many compliments and "thank you's" for offering this course. We were pleased to learn that, indeed, there are many people who want to learn more about San Bernardino's past.

Therefore, during the school district's spring semester, Larry and I will once again be teaching the course.

SAN BERNARDINO - - The Gate City of So. Calif.

This course will stimulate and broaden interest in the rich heritage of San Bernardino and the important role that the area has played in Southern California for more than two centuries. The topics will begin with the local Indian tribes and the first European contact, then proceed with the San Gabriel Mission period, the Mexican rancho era, the arrival of the Mormons which coincides with San Bernardino's founding as a city, the turbulent Civil War years, the arrival of the railroads and the citrus industry, the social changes that affected San Bernardino during the early twentieth century, and finally the events that helped San Bernardino evolve into what it is today. The class will conclude with a Saturday field trip which will explore some of the historic sites in the San Bernardino area.

The class meets each Wednesday evening from January 29, through March 5, 6:30 P.M. to 8:30 P.M. The class will conclude with a Saturday field trip on March 8. If you are interested, contact the San Bernardino Adult School at 388-6000.

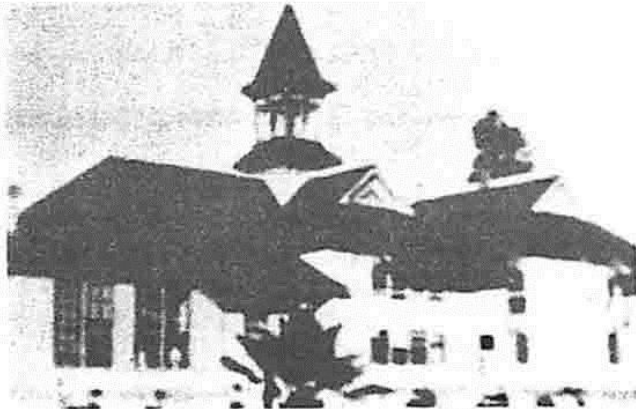
Nicholas R. Cataldo



(Guadalupe School Continued from page 1)

in the diocese to receive a \$10,000 grant for its bilingual/bicultural program. Very soon, the city's public school system began visitations to determine how such a program should be managed. Shortly, both private and public schools in other communities were also making inquiries. As a result, Guadalupe's principal, Mother Gloria Felicia Resa, was honored with a proclamation by Mayor Bob Holcomb of San Bernardino which set aside the day of January 4, 1973, as "Mother Gloria Day".

Toward the close of the school year in 1974, the school and the Incarnate Word Sisters celebrated their twenty-fifth year of service to the community since the reopening. In attendance to help celebrate at Mass were His Eminence, Cardinal Miguel Dario Miranda from Mexico City and His Excellency, Bishop Leo T. Maher from San Diego.



Guadalupe School 1919

Despite these outward appearances of a successful operation, Guadalupe School again fell a victim to economic problems stemming from the runaway inflation of the 1970's and early 1980's. With space for 250 children, the school had but 146 pupils by 1986. The lack of enrollment growth combined with rising annual costs and the inability of many parents to pay higher fees meant that the school had actually existed for several years on fund-raisers.

It thus appeared in the spring of 1986, that the school would not reopen in the fall. However, a new round of pledges and fund-raisers enabled it to stay open as based on a three-year financial plan. Although the faculty left in June, four new teachers were hired for the September opening to accommodate 112 students. The student body quickly grew to 120, the enrollment goal.

In addition, a two-year renovation plan based on donated time and materials was soon implemented. This included repainting of the entire indoor facility, a new driveway for its truck entrance and a renovated playground on the western side of the building.

Despite these accomplishments and an enormous reservoir of goodwill and parishioners' efforts, the school did not flourish, largely due to an inability to hold the student population at not less than 120. By 1989, the figure had declined to 110. Furthermore, the school was unable to respond creditably to the major recommendations of the two previous visiting committees for certification and accreditation.

Accordingly, Bishop Phillip F. Straling accepted the recommendation of the diocesan school board that Our Lady of Guadalupe School close its doors permanently on the last day of classes, June 16, 1989. Thus, the biblical three score and ten years was barely attained.

Parish plans called for conversion of the building into a parish ministry center.

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Our Lady of Guadalupe Combined Buildings 1958

CONQUERING THE MARVELOUS DISTANCES

By Russ McDonald

Two outstanding men who dared visions of conquering the marvelous distance between the east coast and the west coast had a lot in common. Both had the same first names. Both fought the almost impossible odds but both were determined to build a road across the open lands of America. They were years apart and never met and the main difference in their dreams was one wanted a railroad and the other wanted a highway.

The two were Cyrus K. Holliday, founder of the Atchison, Topeka and Santa Fe Railway System and Cyrus Avery, founder of the National Highway System and Route 66. Great portions of the two systems ran parallel and crossed each other at various points. For example, there were fifteen such places between Needles, California and Los Angeles. Both played a distinctive and vital part in tying the nation together.

Before the route from Chicago to Los Angeles became a highway and before the coming of the automobile there were other travelers following the route west to California. In 1826 Jedidiah Smith and his mountain men crossed the Mojave desert to San Bernardino and San Gabriel and ended the myth of the waste lands being unconquerable. Other mountain men followed and after that came the wagon trains in the 1849s and 1850s blazing a pathway across the wilderness.

In the mid-1800s the railways came into existence. The Atchison, Topeka, and Santa Fe was founded February 11, 1859 and organized into a railway system in September of 1860 in Atchison, Kansas. It was Holliday's plan to follow the Santa Fe Trail that Captain William Becknell had established in 1821 for trading in Santa Fe.

WHAT IS IT ?
FOR HEAVENS SAKE, WHAT IS IT?

THIS IS THE
ATCHISON, TOPEKA & SANTA FE R.R.
THE BANANA LINE.
The Tree is known by its Fruits.

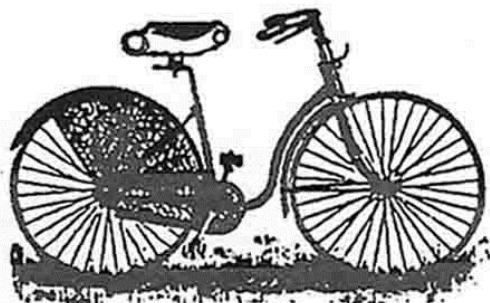
W.F. WHITE,
 Gen. Pass & Ticket Agt. Topeka.

Fred Harvey's gallant girls and fine food



Comely Harvey Girls, simply but attractively dressed, take a break at Rosenberg, Texas.

1892 LADIES' HARTFORD.



Americans had been calling for good highways and roads since 1800 but had lost interest temporarily when the railroads enabled people to travel quickly across the country.

After the Civil War bicycles became a popular means of transportation and the call for improved roads picked up again and by the turn of the century automobiles were introduced. The gas driven contraptions had to have better roads and they needed to be connected. But any improvement of roads was still an individual county thing supported by local booster groups.

It was 1925 before the country adopted a plan for a national highway system. Cyrus Avery in Oklahoma led the cause to develop a main artery across the country. His plan was to start at Chicago, Illinois from the shores of Lake Michigan, then south out onto the prairie lands, south to Saint Louis and follow the Missouri Ozarks before reaching the old west of the cattle drives in Kansas.

From Oklahoma it reached the dusty Texas Panhandle and onto the plains of New Mexico, where settlers had not arrived until almost the turn of the century. The highway moved across the Sandia Mountains and down onto the mesas, butts, where lived a pueblo people who had not seen white visitors since Coronado and De Soto.

In Arizona the road climbed past a few lonesome towns on the plains where the only movement was a few broken clouds coursing rapidly with high breezes like a billowing ocean. It reached Flagstaff and over the Black Mountains to Needles, California. Across the sand-blown Mojave Desert and followed the railroad stops and tank towns of Essex, Cadiz and Amboy then to Barstow and San Bernardino. It went through Fontana, Cucamonga, Pasadena and Los Angeles and finally to Santa Monica.

Sceptics laughed and wanted to know why build a highway through unpopulated areas since there wouldn't be enough taxes to

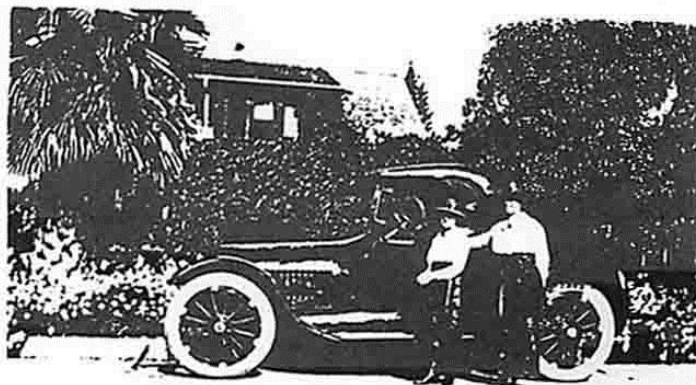
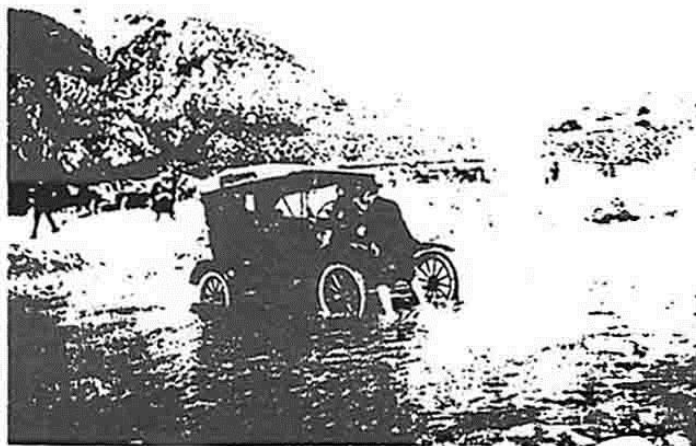
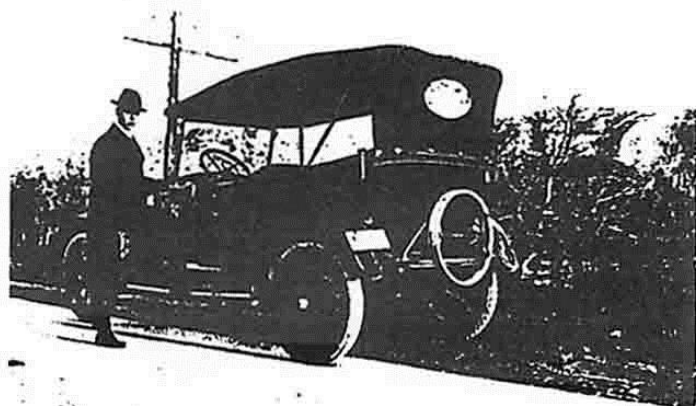
maintain it. Avery believed he could build a highway and tourists would follow along with business.

It was several years and untold amounts of persuasion to convince the congress the necessity of a national highway system but gradually it came about. Cy Avery's 'Road of Phantoms and Dreams' took in parts of the Pontiac Trail, Osage Indian Trail, Wire Road, Postal Highway, Ozark Trail, Mormon Trail and Will Rogers Highway. The 2400 miles linked eight states and 3 time zones and when it was removed from the National Highway System in 1980 it took five different interstates to replace it.

Some said it was a 'Road of Flight' and others said 66 was a sign of 'Yesterday, Today and Tomorrow.' It was also a 'Mother Road' for destitute farmers, a haven for small business men fleeing the ravages of the Great Depression, a valuable military road to army bases and air fields and armaments factories of World War II. After the war it became known as the 'Golden Road West.'

For 59 years the road became a factor in millions of trips, vacations and relocations. It became the 'Glory Road' and brought wealth and recognition to people like Bobby Troup and his song 'Get Your Kicks on Route 66,' and John Steinbeck novel, 'The Grapes of Wrath' and Henry Fonda's movie from the book, a TV series of 'Route 66' with Martin Millner, books such as 'Route 66' by Susan Croce Kelly and Quanta Scott.

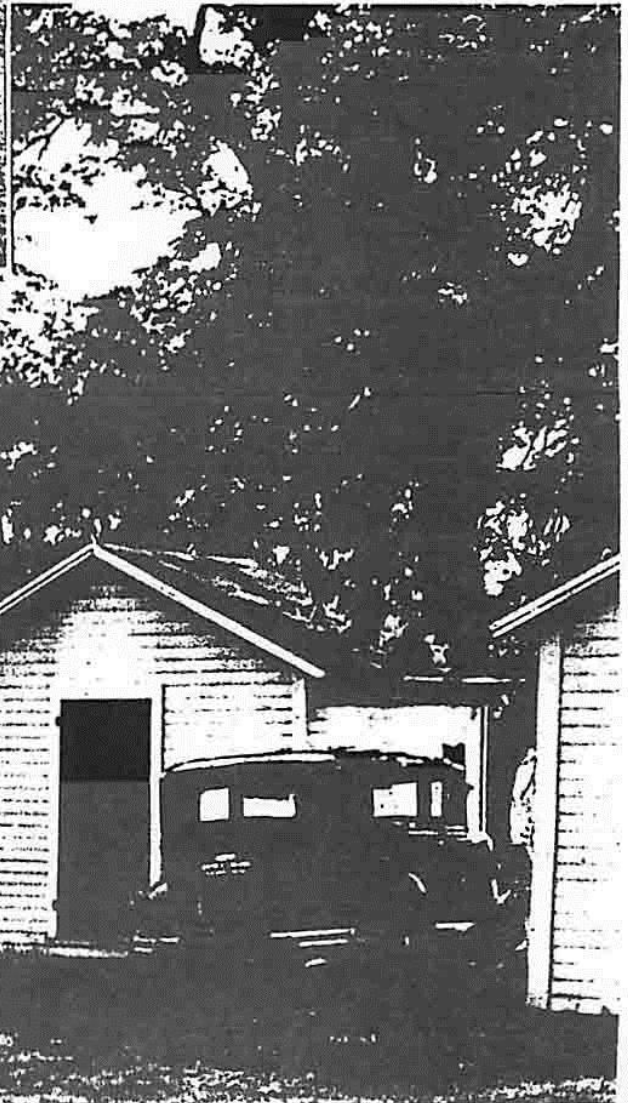
It was a road that nobody could forget even though it wasn't completely paved until 1938. In the early thirties people began selling gasoline, oil and other services. As soon as the service stations opened they began to build tourist courts for the traveler to sleep in and cafes to eat in and curio shops for souvenirs. Next came the bus lines and truck lines and 66 became the symbol of 'Going Somewhere.'





In 1950s Route 66 began to crumble under the eight of wartime traffic and was too narrow for the post war design of cars and trucks. It was still, however, 'The Main Street of America' for visitors and vacationers to the Grand Canyon, the Petrified Forest, the Indians of the Southwest, Las Vegas and Hollywood.

The earlier dream of Cyrus K. Holliday for a great railroad in the southwest was based on the fabulous legend of the of Santos Fe Trail over which, from the time of the conquistadores, had came the riches of New Spain: embroidered shawls, the plumes of tropical birds, laces, sugar, wine and silk.



The city-owned tourist park in Winona, Minnesota, has the usual amenities including central kitchen facilities, running water and bathrooms.

Across the plains of Missouri they came in ever increasing quantities and found their way to the growing lands east of the Mississippi. To Santa Fe the traders in their stout ox carts carried gold, salt, copper, fur, hides, broadcloth, muslin, prints, taffeta, calico and linens along with the gadgets of Yankee ingenuity, razors, tools, scissors, pots and pans and thread and needles. The New Mexicans had plenty of 'money and mules' to spend and fortunes were made.

The railroad that was to take over all this traffic was started in Topeka, Kansas on a bleak October day in 1868. Colonel Holliday made a speech. Facing the incredulous but tolerant grins of his neighbors he envisioned a railroad which would join Kansas City and Santa Fe. From there it would go on to the Pacific Coast to meet the ships of the Orient, would tap the hidden mineral wealth of the Rockies and the traffic from Mexico, would afford shipping facilities for the vast land in between with its cattle herds and its growing agriculture.

Agriculture indeed, said the smiling sceptics, with 75,000,000 buffalo roaming the plains, to say nothing of marauding bands of Indians. And how about the blizzards and cyclones; how about mountains to cross at the altitudes of seven, eight, and nine thousand feet; how about the shifting sands of the deserts, the bottomless canyons, the floods, the arid wastes?

In 1868 it began to look like the Colonel's dream of a railroad might be getting a start. The Civil War was over and the Colonel had been talking about a railroad for ten years. He had made some money as a farmer, land-seller and lawyer since his arrival in Kansas in 1854 and now he meant to use it for his railroad.

No matter if out in western Kansas the Indians still whooped, galloped and scalped. Cheyennes and Arapahos blazed away and General Sheridan took command of the Nineteenth Regiment to guard the frontier. He expressed the conviction that the only good Indian was a dead Indian.

It looked to most like a bad time to start a railroad west across the rolling and swelling prairie, beyond the mountains stacked up against the sunset. The desert valleys lay grim and sunbaked and beyond them more ranges. Across these were greener and fatter lands sloping down the marvelous distances to the lapping waves and shoreline of the Pacific.

Sceptics wanted to know why build a railroad in unpopulated areas which couldn't provide enough freight or passengers to make it profitable.

Iron to Santa Fe was wistful thinking. The Conestoga wagon still lumbered out of Independence and in all of America there was not 50,000 miles of iron track, and nearly all of that was east of the Mississippi.

But Cyrus Holliday never ceased to talk about the proposed plan and he believed he could build a railroad and be the advance vanguard of the silent army of traders, merchants, farmers, storekeepers and many others who would sweep across the open plains and the mountains of the west.

He meant to build that railroad and call it the Atchison, Topeka, and Santa Fe. There was a lot of competition. Far to the north and west, up in the Sierra and across Nevada, 14,000 Chinese coolies alongside of 2,000 whites were laboring and sweating, shoveling, swearing from dawn to dusk grading and laying ten miles of track each day.

On the blustery morning of October 30, 1868, Colonel Holliday gathered up a few onlookers and reporters along Washington Street in Topeka. A few speeches were made. Senator Ross spoke of the plans of the future then introduced Colonel Holliday. The Colonel mounted the livery shack and spoke of his railroad out of Topeka, across the prairies to Santa Fe and of the coming future when it reached the Pacific.

The ceremony ended with Colonel Holliday bearing down on a shovel, heaving up a chunk of brown earth to start the track laying. The graders moved in and the dirt began flying. The Santa Fe was on its way.

It was not an easy task to build a railroad. There were numerous problems, pitfalls, delays and financial trouble. But somehow the Colonel kept his railroad going. Across the prairie to states they hired local farm boys, known as "Sorghum Lappers" to drive the mules and horses hitched to breaking plows and followed by the scraper gangs to establish the beds for ties and rails. They lived on beans, salt pork, bread and sorghum. Sunday treats were usually dried apples or peaches, store bread and black coffee and sugar.

The Irish workers were called "Jerrie", everyone else was a "Dago", regardless of nationality.

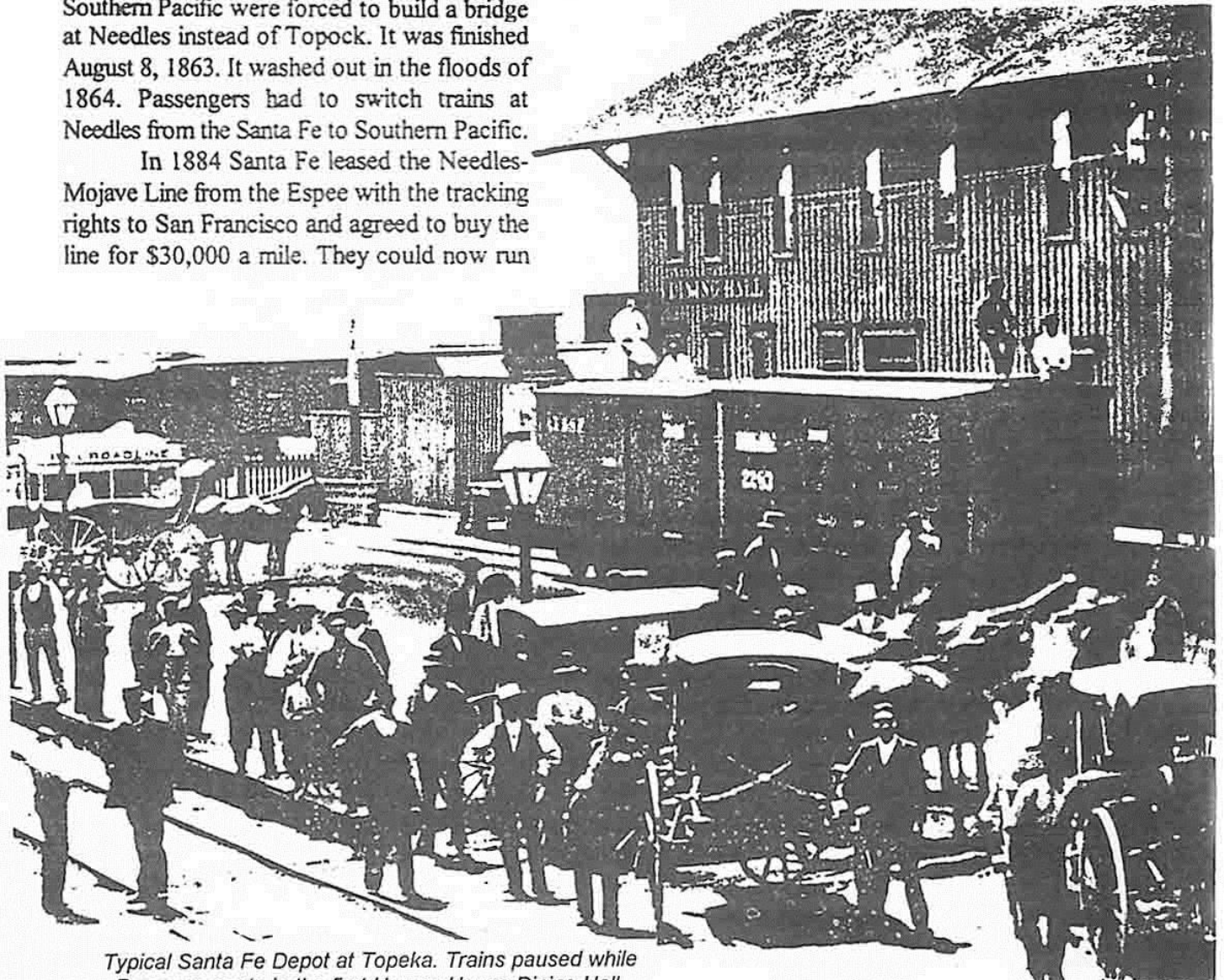
The Santa Fe competing with the Southern Pacific were forced to build a bridge at Needles instead of Topock. It was finished August 8, 1863. It washed out in the floods of 1864. Passengers had to switch trains at Needles from the Santa Fe to Southern Pacific.

In 1884 Santa Fe leased the Needles-Mojave Line from the Espee with the tracking rights to San Francisco and agreed to buy the line for \$30,000 a mile. They could now run

117 miles west of Needles to Waterman, (later the name was changed to Barstow) then 78 miles to San Bernardino over Cajon Pass.

IN August of 1888 the Santa Fe reached Los Angeles and at last you could board a train in Chicago and in a few days reach the shores of California.

There have been numerous books on the subject such as 'Santa Fe. The Railroad That Built an Empire.', by James Marshall. In 1945 there was a song in the movie 'Harvey Girls' starring Judy Garland, and part of it was "Do you hear that whistle down the line? I figure it's engine number forty-nine. She's the only one that'll sound that way-on the Atchison, Topeka, and Santa Fe."



Typical Santa Fe Depot at Topeka. Trains paused while Passengers ate in the first Harvey House Dining Hall.



PIONEER PAGES



The Weekly Courier, December 10, 1892

C. O. Buddington says he's a widower - - ditto Bud.

Sidewalks that are not paved should be graveled.

Things were quiet Wednesday in police circles.

Jailer Newton Brown is kept busy letting in tramps.

John Metcalf has bought in interest in Smith Haile's grocery store.

Rent a lock box in mammouth burglarproof valts at Moore's jewelers.

Buy a case of fine assorted California wines from E. Vache.

Drop around court today and see how the contest goes.

A Redlands constable yesterday brought in a fellow charged with petit larceny, and locked him up in the County jail.

The Gazette speaks of Doran Brothers as the agents for the *Los Angeles Herald*. This is an error as W. G. Moore is the agent.

James Breeden is an aspirant for the internal revenueship for the eighth division of the First district. Jim is a solid Democrat.

McGilvary Bros. have sold their billiard parlors on D street to Joe Wagner & Co. They take possession this morning. Success to you Joe.

The Courier gives you all the latest news, and you should have it left at your house, as it costs you only twenty cents per week. The home news is what you want. Try Lamb's celebrated headache Powders. A sure cure for a headache and neuralgia. Prepared and sold at Lamb's drug store, corner Third and D Streets, San Bernardino.

The City board of education did not have a quorum present on Monday night.

Court street is coming rapidly to the front as a business street.

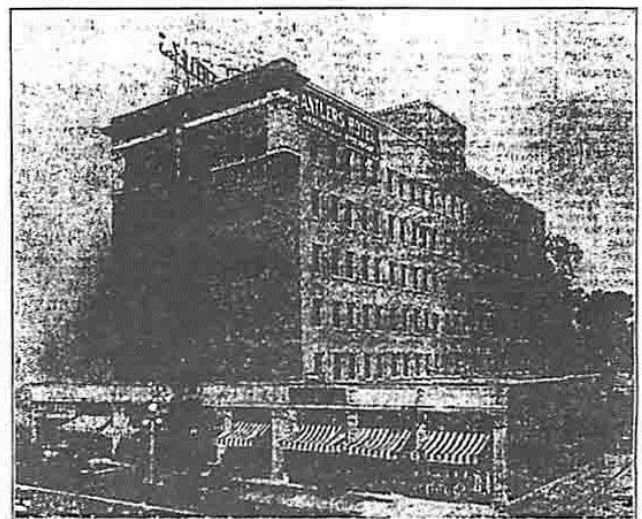
Charlie Garner, an employee of this office was laid up with the earache yesterday.

Riverside has a "Peeping Tom".

The fellows who cut up Nels Hansen's coupe are yet at large.

THE FOLLOWING ARE EXCERPTS
FROM ADS FOUND IN THE 40TH
ANNIVERSARY EDITION OF THE
SAN BERNARDINO SUN 9-30-1934

ANTLERS HOTEL



Antlers Hotel, Home of Hospitality and Charm

SAN BERNARDINO ICE DELIVERY

Southern California Ice Delivery Is Factor in Economic Health of Inland Empire

IT is a cry from the Sixteenth Century when Bacon, the scientist, described methods of preserving fowls by packing them in snow, to the modern importance of ice as a necessity of refrigerating processes. It is only in the last few years that ice became a real and vital need for scores of great industries as well as an every day household utility.

Ice has become the greatest food preservative in the world and the outstanding guardian of community health. In fact, were it not for ice, the millions of dollars worth of products of a perishable nature shipped from San Bernardino county annually would have no chance of competing in the markets of the world.

So important has ice become in the every day life of the present era that the business of distributing it to consumers has become a specialized endeavor which is in every sense a utility enterprise. The ice company has a real responsibility to the community.

Meeting this responsibility in the fullest measure here, is the Southern California Ice Company. The familiar blue and white trucks cover not only San Bernardino but Colton, Rialto, Fontana, Bloomington and all mountain points.

This splendid organization prides itself on the purity of its product and upon the efficiency of its distributing organization. Its first ideal has and always will be, service to the consumer that transcends ordinary delivery or sale.

There are many systems of refrigeration but so far, science has been unable to find any which are superior to the refrigeration of pure, factory-made ice.

Points of superiority chalked up for ice as against mechanical refrigeration are as follows:

The temperature generated by melting ice is constant and has proven to be the most ideal for the preservation of household foods without detracting from natural flavors.

The humidity of melting ice is more nearly suited to maintaining food at its natural form. No excessive drying out occurs which detract from flavor and goodness.

Ice absorbs food odors. Noxious vapors are not frozen only to release their odors when temperatures rise as often happens in mechanical systems.

Refrigeration by ice is the simplest and most efficient method. There are no mechanical aids to get out of order; no excessive variation of temperatures; no noise; only the silent process of a natural law operating constantly, thus making for economical refrigeration.

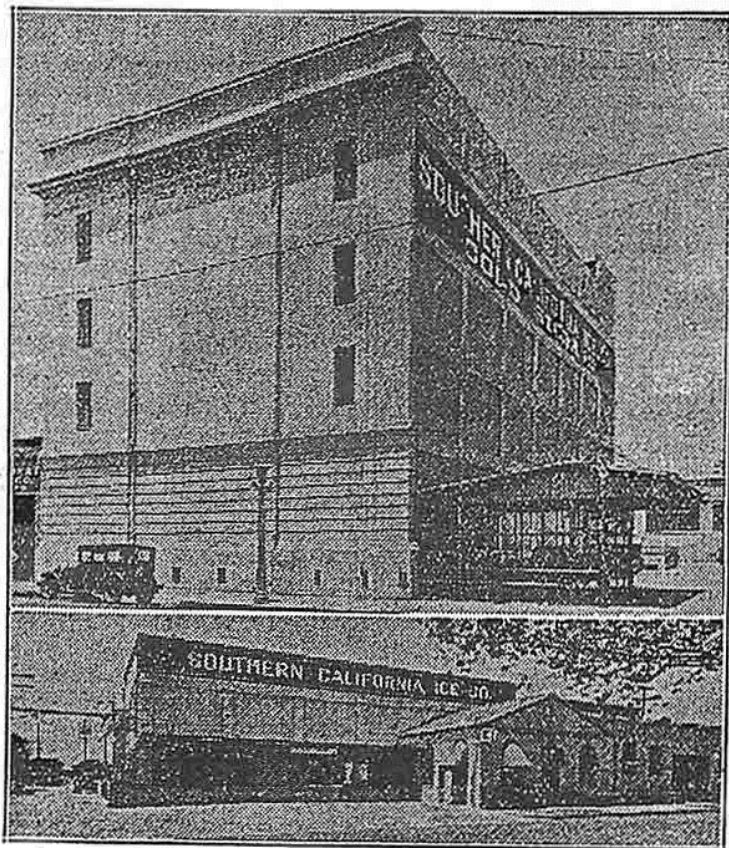
The Southern California Ice Company, through the San Bernardino Ice Delivery, offers consumers an ice which is the epitome of purity.

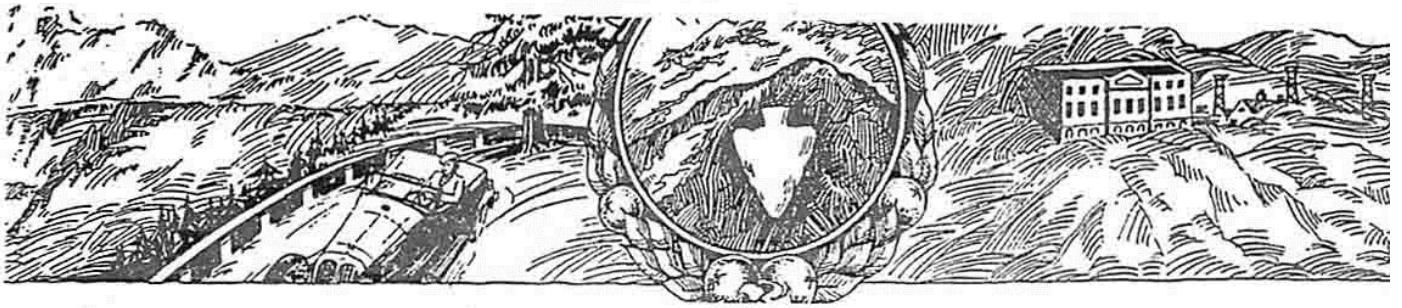
Employees are especially trained to meet the public. Consumers will find them unusually courteous and anxious to please in every way. The company has stressed this

phase of service to its patrons.

In addition to the company's service to household consumers, it operates a cold storage service for the benefit of shippers, wholesale dealers, fruit growers and others, in a modern four-story concrete structure. Ten cold rooms with temperatures ranging from 65 degrees above to 10 degrees below zero Fahrenheit, are available. Spur tracks reach directly to a loading platform.

The Southern California Ice Company is under the able management of Norman Pike. He has more than 26 years of experience in his business. This company, a truly worthy organization, deserves the esteem and patronage of all.





MARKET SPOT

*Offering Greatest Food Values in Inland Empire
Is Unique Organization*



VISITORS TO CALIFORNIA invariably exclaim at the wonderful food markets which we have in the Southland. "Such splendid markets, we have never seen before," is the usual comment. And it's true. No other section of the country has finer markets.

These splendid institutions make the old groceries seem like old-time trading posts by comparison. Every convenience is at hand for the use of patrons. An efficiency of service prevails and the articles on sale are arranged so that one may quickly procure what is wanted without waiting for service.

In the Inland Empire we have our share of the marvelous markets and one especially that is the largest and most wonderful of all.

Everyone in San Bernardino knows THE MARKET SPOT. This huge store, located on E between Sixth and Seventh streets, is without question, retail food headquarters of the Inland Empire.

Consider THE MARKET SPOT, first, from the standpoint of its importance as one of San Bernardino's largest enterprises and its relation to the economic background of

community prosperity. The payroll of THE MARKET SPOT represents one of the largest retail payrolls in the entire county.

Money spent with THE MARKET SPOT, is in large part directly returned to community circulation, thus adding to the buying power in a substantial manner. Through purchases, taxes, payrolls, etc., thousands of dollars are poured into general circulation, making the institution a potent and far reaching factor of community prosperity.

In making possible a quantity turnover of many products that are raised here, THE MARKET SPOT aids agriculture in the Inland Empire.

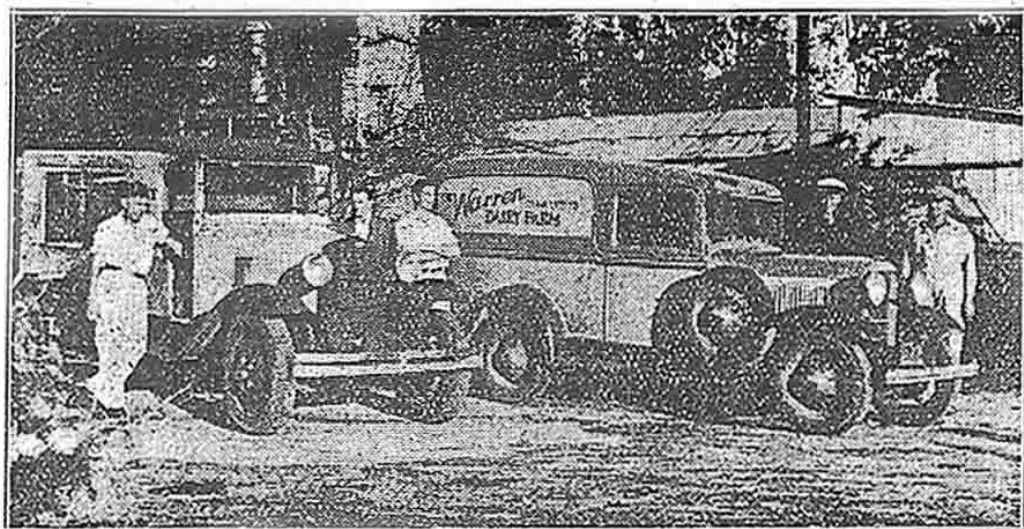
Large, airy and spacious, THE MARKET SPOT is ideally arranged. In daytime, an ingenious adaptation of clear-story lighting makes it bright and cheerful. Modern electric fixtures supplement this arrangement.

By being located out of the business district proper, THE MARKET SPOT gains two advantages for its patrons. Traffic congestion is obviated and lower property values out of the main business district make less taxes and thus less overhead to carry. These savings are passed to the consumer.

WARREN DAIRY FARM

Progressive Organization

Aids Health Here



GOOD health is an important asset in these days of high speed living. First in importance in the preservation of good health is proper food. Outstanding among all foods is milk containing all elements necessary to sustain life.

Firms which supply milk have become by virtue of milk's importance in diet, veritable public utilities. Outstanding among the fine dairies which supply this section with rich, wholesome and hygienically pure milk is the Warren Dairy Farm.

This progressive and modern dairy takes the most exacting pains to assure that their milk is protected against any possible contamination from source to the consumer.

The most modern equipment is found in this dairy, located to the right of West Base Line about two miles out of San Bernardino. Blooded cows of the Jersey, Guernsey and Holstein breeds supply the raw milk for which the Warren Dairy Farm finds such a demand.

With extensive pasturage for the cows which supply this rich milk, Warren Dairy Farm is ideally located. Sheds for milking and the dairy proper represent the latest ideas in scientific dairy methods and are representative of the most approved sanitary features.

Humans receive no better care than is lavished on the fine herd at this place. Twice daily the cows are washed and carefully inspected. They are healthy, sleek, well fed animals and seem perfectly happy. This does not seem so important until one considers that it is a

proven fact that the temperament of cows has a vital bearing on the grade of milk the animal produces. Perhaps that is why Warren Dairy Farm milk is so superior in quality.

Regular inspections made by Federal and state inspectors insures consumers that no infected animal will contaminate the supply, and the directors of the dairy themselves are constantly on the alert for any condition which would affect the wholesome qualities of their milk.

The Warren Dairy Farm is owned and operated by Earl M. and Warren Hubbard, who are tremendously interested in their work and are constantly striving to give even better service to their constantly increasing patronage.

Both Mr. E. M. and Warren Hubbard in addition to their business, are keenly interested in the growth and progress of the Inland Empire and are constantly in support of worthy movements designed to aid that progress.

For the fine quality of the milk which they deliver daily to hundreds of consumers in San Bernardino and vicinity they are to be congratulated. The high ideals which govern the conduct and operation of their business should be encouraged.

Those who have not yet tried Warren's Dairy Farm milk have a real treat coming. They will find in this superior product, a richer, better milk, absolutely safe and delivered by a service that never fails.

San Bernardino Thrift-Loan Co.

Formerly Morris Plan Company of San Bernardino



HOME OF SAN BERNARDINO THRIFT-LOAN CO.

THE Morris Plan for a quarter of a century has pioneered in the development of money credit to the individual wage earner and income producer.

The San Bernardino Thrift-Loan Company, formerly the Morris Plan Company of San Bernardino, has tried on during the recent trying years and proven conclusively that the individual wage earner, in the aggregate, is a good credit risk.

Distributing its loans like the insurance companies do its risk, over a large number of individually employed workers, each with their ability to repay in monthly installments, the local institution has, at all times, been able to continue loans to the community and, at the same time, pay in full, on demand, its investment certificates without pension and without notice.

Providing that a borrower can show an ability to pay in equal monthly installments from a definite salary income, he may borrow, at a low cost, of this friendly, local institution the amount which he can pay back in one or twelve months. This enables the working man, in an emergency, to meet unexpected sickness or hospital expense, and to finance household budgets, schooling, vacations, insurance premiums, and all those many troublesome expense items which must be met and for which a fund has been provided in advance. This plan also stimulates thrift and stimulates saving by first proving the individual's ability to save through the meeting of his

monthly repayments on the loan and then, it encourages him to continue this thrift plan by regular weekly or monthly accumulations for himself in installment thrift certificates. This accumulation can then be lent to others.

The local office of the San Bernardino Thrift-Loan Company is located at 500 E street in San Bernardino, under the management of A. T. Ball who was formerly Secretary-Treasurer and Manager of the Peoples Finance and Thrift Company of San Bernardino which was absorbed by the present company several years ago.

You will be pleasantly surprised at the simplicity of the arrangements necessary to secure needed money. Delay has been cut to the absolute minimum, for the management of the San Bernardino Thrift-Loan Company knows well, from experience, the need for haste when meeting the emergency plans of those in need. This institution has truly proven a boon to the Inland Empire. Thousands have been helped through times of stress with financial aid and have been taught the principles of thrift.

Whatever the sudden need may be, a sudden trip necessitated by the illness of a distant relative, emergency hospitalization, the purchase of needed articles, and many other problems which arise daily in the life of the average income and wage earner, the problem will be found to be understood and covered by the service of the San Bernardino Thrift-Loan Company.



Historical Society Meetings

HISTORICAL SOCIETY meetings are on the first Thursday of each month at 7:00 P.M. Meetings are held at the Harris Memorial Hall, behind the Heritage House at 796 North "D" Street in the City Of San Bernardino, California.

Thursday, February 6, at 7:00 P.M.

GARY LEMOS and HENRY VASQUEZ, Native Americans who reside in the San Bernardino area, will present a wonderful program featuring "Native American flute music".

Thursday, March 6, at 7:00 P.M.

DR. RUSSELL BARBER, Professor of Anthropology at Cal State San Bernardino, will talk about foods from California's Past.

Thursday, April 3, at 7:00 P.M.

W. R. "BOB" HOLCOMB, former mayor and lifetime San Bernardino resident, will give a talk on the life of his great grandfather, William F. Holcomb, the founder of the 1860's gold rush site of Holcomb Valley in the San Bernardino Mountains.

Thursday, May 1, at 7:00 P.M.

STEVE SHAW and ALLEN BONE, local firemen and avid collectors of memorabilia pertaining to the history of San Bernardino's fire department, will display and discuss their extensive collection at the Pioneer Fire Company Museum.

Thursday, June 5, at 7:00 P.M.

ALAN "LEFTY" BALTAZAR, Mojave Desert historian and author, will present a slide lecture program on the colorful history of the 1880's silver mining town of Calico.

ESTRAY NOTICE

About the 1st of January last came into my ranch, at Old Crossing of Mohave, four head of horses. One bay mare, with black colt; one mouse-colored, small mare, with white face; one sorrel horse, with white face. Owner requested to come for and prove horses, pay charges and take property.

A. H PEARL

Mahave, January 4th, 1880.

Dr. William R. Coleman

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