

Hathaway Ranch Museum

News From the Ranch



Summer 2000
Volume 10, Number 2



Betty Putnam is the new Mayor of Santa Fe Springs.



Betty Putnam, new Mayor of Santa Fe Springs, and also a Charter Member of the Hathaway Ranch Museum.

Betty Putnam's year-long tenure as the new Mayor begins, as she focuses on improving communication with local governmental departments, as well as with the citizenry. In addition, she intends to carry out her job governing with compassion.

The City Council voted to name Putnam mayor, replacing George Minnehan. Council member Louie Gonzalez was selected as Mayor pro tem.

"Good communication is critical to good government," she says. "By broadening and enhancing communication skills,

we will enhance our ability to deal with the issues that face us as a community."

Serving her first term as mayor, Betty has been on the City Council since 1997, and has lived in Santa Fe Springs for 47 years. She has been involved with local schools as a mother, teacher and school board member, and was a charter member of the Hathaway Ranch Museum. Currently, she is on the Museum's Board of Directors.

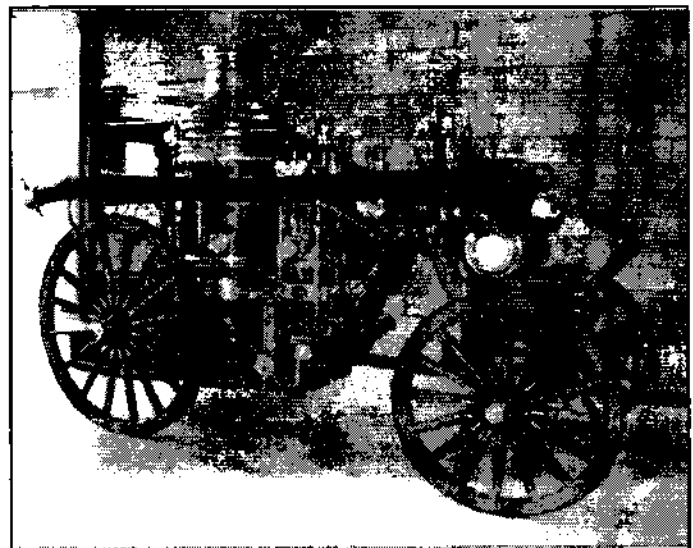
Save This Date!

The Annual Volunteers Recognition Picnic will be held on **Sunday, October 8, 2000**, at the **Hathaway Ranch Museum** at **1:00 p.m.** Guests will include the regular museum docents and ranch-hands and their spouses. Everyone else who wants to participate in this catered BBQ luncheon please send \$10.00 to the Hathaway Ranch Museum at 11901 E. Florence Avenue, Santa Fe Springs, CA 90670, before **October 2, 2000.**

Want to Buy a Steam Pumper?

It took more than five years and about \$80,000 to restore the 1902 Metropolitan Steamer pictured below, which was typically used to fight fires in the early 20th century. The Steamer is now estimated to be worth about \$100,000 to \$150,000.

During much of the restoration, parts of the steamer resided in the North Tank on Hathaway Ranch Museum property. Currently, the restored pumper is sitting safely inside a Santa Fe Springs Fire Department building, but its future remains uncertain. The steamer was first used in St. Petersburg, Virginia, and was completely disassembled and rebuilt to the original factory specifications. The surface was sandblasted and repainted, and any nickel plating carefully restored.



1902 Metropolitan Steamer belonging to the Santa Fe Springs Fire Department.

The first successful horse-drawn steam pumps were manufactured in Cincinnati in 1852, and relied upon steam to operate a high-pressure water pump located next to the boiler. This pump in turn supplied pressurized water suitable for hosing down a target fire. The suction side of the water pump was connected to a fire-hydrant, or other suitable source, such as throwing a "suction" side hose into a nearby lake or pond. Coal was used to fire the boiler, heating the water contained in the boiler, which created the steam pressure necessary to power the water pump.

Museum Schedule

Except during major holidays
the weekly schedule is as follows:

Monday, Tuesday, Thursday & Friday

Tours & Activities 11:00 A.M. to 4:00 P.M.

First Sunday of Each Month

Tours & Activities 1:00 to 4:00 P.M.

Special Events

October 8, 2000 1:00 P.M.
Annual Volunteers Recognition Picnic
Catered BBQ -- \$10.00 fee, see front page inset.



Lifetime Members

O.K. Flood	Thomas Scott
Nadine Hathaway	Ray & Phyllis Stenson

HATHAWAY RANCH MUSEUM GUILD

Youth (high school or younger)	\$1.50
Individual	\$3.00
Family (two adults & minor children)	\$5.00
Business	\$10.00

"Angel" Membership Categories

Supporting	\$50.00
Sustaining	\$100.00
Lifetime	\$500.00

Make checks payable to Hathaway Ranch Museum, 11901 E. Florence Ave., Santa Fe Springs, CA 90670

Notice of membership dues are sent on a twelve-month basis. Donations are tax-deductible in the amount allowed by law.

The MUSEUM GUILD supports the aims and activities of the HATHAWAY RANCH MUSEUM, a 501(c)3 nonprofit corporation dedicated to preserving and presenting the eras of farming, ranching and oil development in early Santa Fe Springs.

HATHAWAY RANCH MUSEUM NEWSLETTER

Published by	The Hathaway Ranch Museum
Mailing Address	11901 E. Florence Ave. Santa Fe Springs, CA 90670
Telephone	(562) 944-6563 or (562) 944-7372

This Newsletter is a general news journal and solicits articles regarding the general interest and the technical aspects of historical maintenance or restoration. Submissions must be sent to the Hathaway Ranch Museum, 11901 E. Florence Ave., Santa Fe Springs, California 90670.

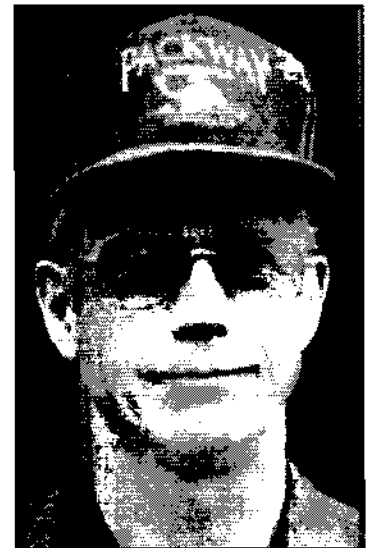
Volunteers

R. A. Gibson	Joyce Virnala
Frances Agapoff	Mollie Teschler
Mildred Carlzen	Louise Thorson
Jeanne Grant	Joe Salvadore
Carrie Long	Mary O'Connor
Frank Martinez	Chris Marker
Betty Putnam	Merrie Hathaway
Josie Ramirez	Francine Rippy
Henry Lynn	Slats Seeley
Melvin Smith	Loline Hathaway
Jack Johnson	Patrick Kundtz
Ray Stenson	

Members in the News

The following persons have sent their views to the Whittier Daily News: **LUIS FRANCO, JANE and STU GOTHOLD, JOE RAMIREZ and HAROLD RUMMEL.**

RICHARD HATHAWAY, JR. was honored recently for 25 years of service as a volunteer with the Hat Creek Volunteer Fire Company, No. 11. He was among the Shasta County firefighters recognized during an appreciation dinner hosted by the Shasta-Trinity Ranger Unit of the California Department of Forestry and Fire Protection in Redding, California.



Richard F. Hathaway, Jr.

Hathaway and Cy Monkman started the volunteer fire department in Hat Creek in the early 1970's. Hathaway was a fire chief from 1975 to 1980. "I've been a hose squirter since then," he said. Hathaway, who was raised in Santa Fe Springs, was in the first graduating class at Santa Fe High School in 1957.

SARA RIPPY was honored by being placed on the Cal Poly Theater Department's list of "Outstanding Alumni."

MARILYN JENSEN, a Whittier Police Department Volunteer and area historian, has written a pictorial history of the department entitled, "Whittier Police Department: Looking Back, Moving Forward," which is basically a short story of the city, too. The book sells for \$35.00, which is virtually at cost, at the Whittier Police Department, located on Painter Avenue, Whittier.

REGINA PHELAN, California historian, was Grand Marshal of the Founders Day Parade in Whittier.

The Largest Oil Field in the World

Plans are afoot for a unit commemorating the oil business at the Hathaway Ranch Museum. Julian I. Hathaway, the only surviving son of Lola and Jesse Hathaway, has donated some equipment and volunteer R. A. Gibson is at work on platforms to hold and display the equipment. Many people do not know that at one time Santa Fe Springs was the largest producer of oil in the world.

In conjunction with this new, planned commemorative and display, we need articles and stories about the early day in the oil fields; and we also are seeking mini-biographies of oil workers. As a beginning, here is one from Donald E. Bodenschatz, familiarly known as "Bodie."

Bodie

I was born in October of 1908, and when I pause to think about this, I wonder how in the world time has passed by so quickly! I suppose the older one gets, the faster time seems to fly. You will note, amongst other things, the effects of aging-particularly the receding hairline-in the enclosed photograph of yours truly, taken at my daughter's home on Christmas of 1999.



Donald E. Bodenschatz, familiarly known as "Bodie," December of 1999

Graduated from the University of Illinois in 1930 and "migrating" west to California, I worked for a while with the Standard Oil Company of California, and then transferred to the General Petroleum Company (a subsidiary of Mobil Oil Company). I spent about three years as an inspector of chemical tests on crude oil and various petroleum products. After this, I went on to the Crude and Products Supply Department, where I eventually became a

supervisor of crude purchases and exchanges for Mobil Oil's West Coast Operation.

I retired from Mobil Oil in 1973 and then set up an independent petroleum consulting business. I stayed active as a consultant until 1987, at which time I got fed up with the oil business and moved from Arcadia to Mission Viejo to be near my daughter and her family. She is chief executive of her household as well as mine. I am chairman of the board and that's the way I like it!

Engines in the Swimming Pool

When is the last time you paid attention to the Hathaway Ranch Museum's beautiful collection of authentically restored oil-field type gas engines (circa 1900 to 1920)? They are housed in the old swimming pool, converted into a building. Ask about the collection, especially if you have not yet seen and appreciated it. These impressive antique mechanical powerhouses are huge, and most of them required a person to actually stand on the spokes of the flywheel to get the engine rotating, so that it could be started.

The engines in this collection represent the type of motive power used on the Hathaway Ranch, and on adjacent oil leases, in the early part of the last century. Of particular significance to the Hathaway family is the "little" 20 H.P. Western engine on display, because Jesse Hathaway worked for the Western Engine company, Los Angeles, California, before moving to Santa Fe Springs in 1905. He was at least partially, if not completely, responsible for the redesign (circa 1902-03) of the Western Engine.

By tossing out the troublesome "ratchet" timing system, Jesse replaced it with a durable and trouble free geared system, which was used by Western up to the time the Company went out of business in 1938.

Fortunately, the Museum still has a limited number of books on Western Engines for sale. The first and larger book (61 pages) is about the history of the Western Engine Company. The second, smaller book (13 pages) reveals the fascinating story behind the "little" Western Engine that is now situated in the swimming

pool display building. The story begins with the re-discovery of this engine circa 1958, and concludes with the grueling and exhausting ordeal suffered in 1973 when it was removed, piece by piece, from an abandoned oilfield jack-plant located high up on the side of a steep mountain in the old and historic Sespe Forks area, near Fillmore, California.

These two books, by Terry Hathaway, will not be reprinted, and can be purchased from the Museum. Ask to see them, as they are not usually out on display. They are one example of the "hidden" treasures the museum has available. Buy yours now, before the limited supply is exhausted.



A "WESTERN" HISTORY

*A "Western" History
A Capsule History of the
"Western Engine Companies"
Only \$12.50 plus tax.*



THE "LITTLE" ENGINE

*The "Little" Engine.
The story of the Western
Engine on display at the
Hathaway Ranch Museum.
Only \$3.95 plus tax.*

The Sproul Brothers of Norwalk

by Virginia Mathony

Gilbert Sproul and an older brother, Ephraim, sought adventure on the high seas. They inherited a schooner from their grandfather who had been a sea Captain in the Boston area. They sailed to ports in South America; visited the Spice Islands and the Orient. They returned to New York full of tales of far away places. But Ephraim tired of the sea and returned home.

Atwood Sproul, a younger brother, fascinated by the tales his brothers told, longed for such an experience. Gilbert was ready to set sail again, so he and Atwood headed west in the schooner in 1854, to look for gold in California. Their sea adventure was cut short a year later, but not their adventure.

They had trouble with the schooner near Panama, so they sold the vessel, purchased horses, supplies and made their way across the Isthmus of Panama to the West Coast. Turning north, they proceeded to work their way through the San Gabriel and Los Nietos Valleys, as did Gaspar de Portola and his army eighty-six years earlier. The marshes were full of ducks and geese; seagulls and crows were in the skies, buttercups, wild lupine, and sage grew on the land. The few inhabitants that they saw were Indians and Mexicans. They liked the lush valley, but were looking for gold, so continued their travels northward. They spent about four years in California, continually moving northward while they panned for gold, but they were not very successful.

By 1859 they reached Humboldt County and found work in flour and saw mills as well as in mining. They reached Oregon by 1862 and decided to settle down. They acquired land, built their own sawmill in what is now Canyon City, and made their home there. Gilbert met Ann Davis and they married in 1864. Gilbert built a palatial home from redwood trees that were on their property near the mill. All the hardships they had encountered during the past ten years seemed to be behind the Sproul brothers and they, along with Anna, looked forward to a bright future.

Meanwhile, in Southern California, the boom of the 1850s was about over. Much of the land in the Los Nieto Valley had been allotted to Spanish families who had come by way of Mexico. They grazed their cattle on the lush slopes and built homes for their families and relatives. They provided houses for ranch hands to help do the work. New families drifted into the area, many of which were farmers from the East, who were not familiar with the large ranch-type living that was popular among the Spanish and Mexicans. These "Easterners" were looking for smaller acreage to farm and on which to build their homes. The owners of large ranches found that they needed money. Many were in debt, and could no longer afford to pay for the number of workers necessary to till the soil and tend the livestock. They began to sub-divide their ranchos.

News of the land sales reached Oregon. Many of the prospectors were tired of the bad weather in the north and welcomed the opportunity to head south. The Sproul brothers remembered the

lush green area they passed through a decade earlier; the fertile land with great Sycamore trees. They agreed that Atwood would go south to investigate land sales, while Gilbert would remain in Oregon and operate the mill with his wife, Anna, and their first child Ambrose.

Atwood left for Southern California. When he arrived in the land of the Sycamores, he liked what he saw. Land was selling for \$10 an acre, offered on the installment plan. By 1869 he had purchased 463 acres on which the city of Norwalk was eventually built. His parcel was bounded on the north by Rancho Santa Gertrudes. Settlers came from the North and the East arriving in Conestoga wagons - a steady stream of them transporting household furniture, bedding, seeds for planting, garden tools and other necessary items. They bought rich, fertile land and went to work planting and building. In a short time crops were growing. They called their new land "Corazon de Las Valles," or Heart of the Valleys. However it was difficult for the people from the East to pronounce the Spanish words, so the name soon was shortened to Corvalles.

Lumber for building was not plentiful in the area. In order for Atwood to build, he decided to return to Canyon City, Oregon, and get lumber from his and Gilbert's trees. He also needed to report to Gilbert about conditions in Southern California. When he arrived in Canyon City, he found his brother Ephraim was there also. Atwood didn't stay long. He was anxious to build on the new property, so stayed long enough to cut wood from the redwood trees on the Sproul's property, had it milled at their saw mill, and arranged to have it sent south by ferry. Atwood arranged to pay the freight charges with lumber, and he traveled along with the lumber.

When the lumber arrived in Southern California, Atwood watched as it was unloaded by workers at Anaheim Landing (Seal Beach area). He saw it floated ashore, reloaded on flatbed freight drays, then hauled up the North Walk to "Siete Alisos" (Seven Sycamores) near where San Antonio Drive and Foster Road in Norwalk meet; the spot on which he chose to build. The North Walk was originally a path made by Indians that started at the Pacific Ocean and wound inland eventually crossing County Line (Whittier Boulevard). Through use it became a roadway and the name shortened to Nor'Walk, and finally Norwalk Boulevard. Atwood was a horse lover. He laid out a quarter-mile track and began buying, selling and training horses.

After the birth of their second child, Gilbert, Jr., Anna and Gilbert left Canyon City for Southern California and Ephraim stayed to run the mill. Atwood then took another trip to Canyon City to arrange for more redwood, while Gilbert stayed in Southern California to survey the new land. He chose an ideal spot for his and Anna's new home, near a huge Sycamore tree. When the Sproul brothers learned that the new railroad would run through "The Heart of the Valley," they donated twenty-three acres of their land to the railroad for a depot, provided there always would be a passenger stop at Corvalles.

Continued on page 5

Sproul Brothers of Norwalk -- Continued from page 4

Ephraim was anxious to see the new land in California, so he left Canyon City as soon as Atwood arrived, but he never made it. Indians attacked and killed him in Humboldt County. Atwood had no choice but to stay in Canyon city and take charge of the business at the Mill.

The tracks of the Anahcim railroad crossed the North Walk for the first time in December 1874. The railroad built a depot and chose to call it the Norwalk Station, combining the historic North Walk into one word. Gilbert arranged to have a townsite surveyed on the Sproul land, which joined the railroad tracks. The town-site was not filed with the county until three years later. At that time, the name Corvallis was dropped and the town was called Norwalk. That ended the confusion of having mail addressed to Corvallis and sent to Norwalk Station.

People kept arriving, but rather than buying farmland many purchased lots in the new town-site and established businesses. The first store on Front Street was a beer saloon run by a man called "Dutch John." Then A. B. Chapman opened a store for general merchandise. Jim Baldwin opened a blacksmith shop, the United States Government approved a Post Office and named Gilbert Sproul postmaster. Darius Davis Johnston helped form the Norwalk School District.

Linius Strong and his family came to Corvallis from Texas (by way of San Francisco) in the early 1870s, with one of the earliest wagon trains to cross the continent. They boarded a boat at San Francisco that sailed south to Anaheim Landing, where they ferried ashore. Transferring to a wagon, they rode up the North Walk to view the farmland that was for sale. Linius bought land and established his farm, and in a few years he built the Old River Schoolhouse.

John Paddison settled at what today is "Five Points." He planted alfalfa first, and then changed to the dairy business, stocking Holstein cattle. Paddison Farm is still well known. His acreage was sold to a developer. It now is a business area with many stores, called Paddison Square. The Paddison home, restored to the late 1800s, is open to special parties. Weddings are often held on the grounds. The present owner, Robert Scantlebury, is a great grandson of John Paddison.

William Orr and John Day, chose land west of Pioneer Boulevard. Each built a house, barn and corncrib, one at one end of the property and one at the other end. The road which connected the two properties became Orr and Day Road.

In 1883, Scofield Holgate moved to the area and formed the town's first band. He came from England and had once played in the Royal Orchestra, frequently entertaining Queen Victoria. A social hall, was built by band members, where young people came from miles around, to waltz, square dance, do mazurkas and schottisches. The ladies spread a table for supper at midnight, and when the festivities ended, in the early morning hours, someone passed the hat to collect money to pay the square dance

caller and the musicians.

It was an era for good times, but news of Gilbert Sproul's death in 1883, at age 53, saddened the townsfolk. Anna was named postmistress in her husband's place. She carried on as her husband had done, as a supporter and benefactor to the town of Norwalk.

The San Gabriel River, always on a rampage in times of heavy rain, caused floods in 1867 and again in 1883. For three weeks in 1883, people were able to travel from Norwalk to Compton in boats; the ground was so deep with water. The passenger train, unable to travel through the mud and high water, spent two weeks at the Norwalk Station. There was much damage to crops and homes. But the bad times turned to good times again and land was in great demand. Another surge of people from the East headed for California and the Los Nietos Valley. News of the land boom reached Canyon City, Oregon, where Atwood was caring for the Mill. He had met and married while in Canyon City and he and his wife, Caroline, sold the Oregon property and headed south. Atwood sub-divided his property south of the railroad tracks and announced it as "Sproul's Addition to Norwalk." One hundred eighty business and residential lots were sold at auction.

In 1887, when the Quaker Colony on the hill north of Norwalk was founded, Quakers came from the east by train as far as Norwalk. They were picked up by William Cooper in his spring wagon and transported to the Quaker Colony, which became the City of Whittier.

In 1888, the bottom fell out of the real estate market throughout Southern California. Norwalk had plenty of problems getting established, as did other new towns along the railroad lines. For a few years, the only way to earn a living was to farm the land. Consequently, wagon farming was popular throughout the valley.

In Norwalk people gathered on Sundays to watch horses race on Atwood's quarter-mile track. Norwalk became the dairy "heart of the valley" by 1900. It formed a Board of Trade in 1902, had telephones by 1904, and the first automobile appeared on Norwalk roads about 1909. Soon the traffic was so bad it was necessary to set a speed limit of ten miles an hour, and to pass a bond issue to construct Highway 99 and 101 through the area.

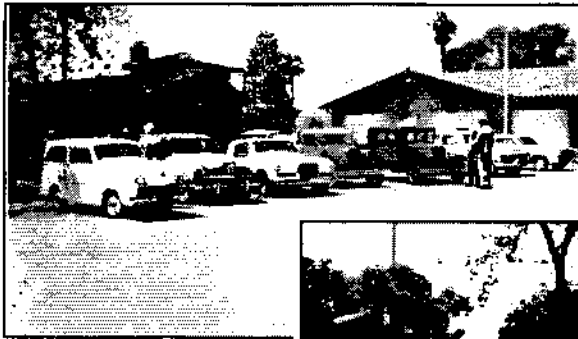
Sadness once again gripped the town when the co-founder of Norwalk, Atwood Sproul, died. His wife, Caroline, remained in Norwalk and was a booster for the town until she died in 1945. Today there is a memorial to the Sprouls in the city of Norwalk—the Gilbert Sproul House Museum. The house in which Gilbert and his family lived was moved to Norwalk Park and is open to the public. Norwalk has reason to be proud of its heritage and the early families who helped found the city.

Researched by Virginia Mathony

References:

- L. A. Co Historical Vol. II, John Swain
- A History of Norwalk, by Hahanek

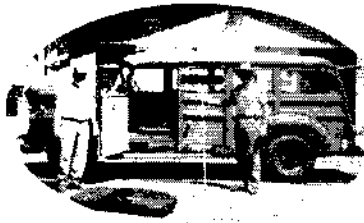
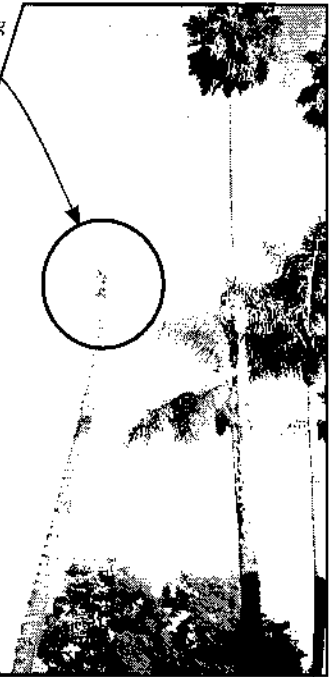
RECENT EVENTS AT THE HATHAWAY RANCH



Above and Right: Antique Automobile Club of America visit to the Hathaway Ranch Museum on May 7, 2000.



At right, a lone tree-climbing worker (see inside circle) tops a Bunya-Bunya tree located next to the museum's main yard.



Shown at left is the venerable old "woodie" station wagon, used by Jessie and Richard Hathaway for traveling between the home ranch and other ranch properties. Henry Lynn (left) and Jack Johnson (right) are cleaning up the vintage 1939 vehicle for display.

At right, Janice Harbin, Teacher, and her 2nd grade class from Lakeland School is shown visiting the Hathaway Ranch Museum.



Below: Teacher Janice Harbin's 2nd grade class enjoys a festive lunch in the shaded gardens behind the main ranch house.

