

# Model Colony News



## Heritage Events

### 2019 Upcoming Events

**January 08:** Monthly board meeting

**January 27:** Ontario Heritage and Chaffey Community Museum of Art (CCMA) will have a joint dinner potluck meeting where popular Inland Valley Daily Bulletin columnist David Allen will present a brief program including a reading from his new book "On Track". The potluck will be from 4:00 pm—6:30 pm. Prior to the potluck, David will have a book signing at CCMA from 2:30 pm to 4:00 pm. Both events will be at 217 S. Lemon Ave Ontario 91761. See event flyer on page 18 of this newsletter.

**February 06:** Monthly board meeting

**March 06:** Monthly board meeting

**March 15:** Our 3rd Annual St. Paddy's Golf Tournament at Whispering Lakes Golf Course in Ontario

**April 03:** Monthly board meeting

**April:** Our 2nd Quarter Dinner Potluck Meeting (Date & location TBD)

**May 01:** Monthly board meeting

**May 15:** Ontario Heritage will have a booth at the annual Ontario Showcase & Heritage Celebration. This event will be held in Ontario Town Square from 5 pm to 9pm. See [www.ontarioca.gov/ontarioshowcase](http://www.ontarioca.gov/ontarioshowcase) for further information.

**May 18:** Our Historic Homes Tour—Volunteer Docents Needed!

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Like us on Facebook at  
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### VOLUNTEERS WANTED

If you would like to  
volunteer your time at our  
events, please contact us at:  
909.984.6558  
or email us at:  
[info@ontarioheritage.org](mailto:info@ontarioheritage.org)

## Heritage Corner

### Ontario Heritage 2018 Cemetery Tour

The 9th annual Ontario Heritage cemetery tour took place on October 13, 2018 at Bellevue Memorial Park in Ontario. Over 70 people braved rain and unseasonable cold to visit the graves and hear from five historic Ontario residents: Charles Frankish, Edna Swan, John Henry Klusman, Andrew E. Wilcox (also known as A.E. Wilcox) and John W. Anderson (also known as Jack Anderson).

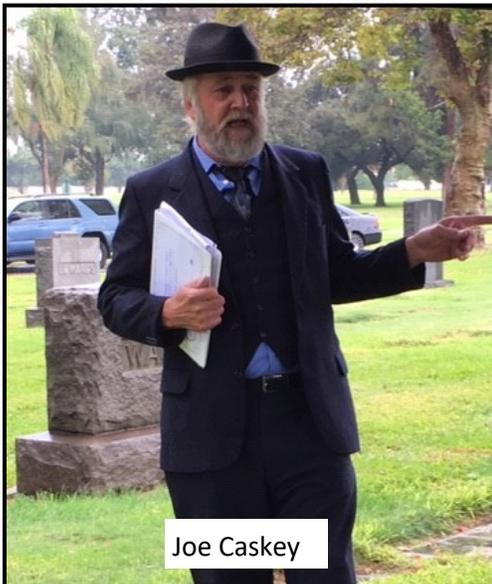
**Charles Frankish**, portrayed by Joe Caskey, was born in England in 1850. He immigrated to the United States at the age of 18 and settled in Riverside where he owned a citrus ranch. When Charles learned of the Chaffey brothers Model Colony in Ontario, he was intrigued. He traded his citrus ranch for 80 acres of undeveloped land on Euclid Avenue south of the Southern Pacific railroad tracks.

When the Chaffey brothers left Ontario for Australia, Charles joined a group of investors who bought the balance of the Chaffey brother's holdings in Ontario. Charles served as president and manager of the group.

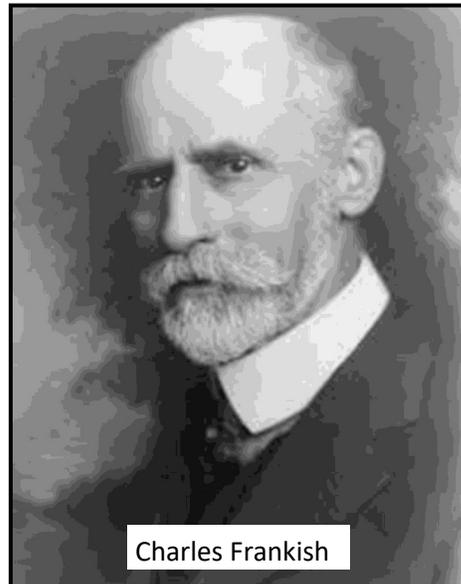
Charles was very active in developing and planning Ontario. He designed almost all of the portion of the city south of the Southern Pacific tracks and supervised the extension of Euclid Avenue to Ely Street, including the installation of rock gutters to handle flood waters.

Charles's other activities in Ontario included organizing the Ontario and San Antonio Heights Railroad (a trolley system); establishing Ontario State Bank (the first bank), commissioning a water fountain (now known as the Frankish fountain and located on the grounds of the Ontario Museum of History & Art) to demonstrate the availability of water in Ontario; building the landmark Frankish Building with commercial businesses on the ground floor and the luxury Charlemagne Apartments on the second floor.

(Continued on page 3)



Joe Caskey



Charles Frankish

## Heritage Corner (continued from page 2)

Charles married three times and had four children (a daughter and three sons). His first wife, Ruth Mary Goodwin, died in 1902 after 26 years of marriage. His second wife, Eliza Palmer, died in 1921 after 19 years of marriage. He married for a third time in 1924. His wife, Sari Buffington, was an actress and many years his junior. After only three years of marriage, Charles went on a European trip with one of his sons and never returned to California. When Charles's sons told Sari he was in Paris, she initiated an international search for him. However, she never found him because Charles had taken up residence near Philadelphia, Pennsylvania to hide from her. It was only after his death on December 1, 1931, when an obscure item in a village newspaper reported his death, that Sari learned what had become of her husband.

**Edna West Swan**, portrayed by Margot Cardona, was born in 1895 in Colorado. She moved to Upland at the age of 14 and attended Chaffey High School in Ontario. There she fell in love with her classmate Earle Swan and married him after graduation. Together, Edna and Earle started a business, Swannie's Music and Art Shop. In 1925 Earle suffered a nervous breakdown. He left Edna and their three children for six months to recuperate in Chicago, leaving her to run the business. Upon his return, Earle declared he had never loved Edna and was in love with another woman. She filed for divorce the next year.

Edna continued to run the business to support herself and her children. Working 18 hours a day while her aunt helped with the children, Edna became Upland's chief photographer. She photographed many events in the community – storms, floods, auto wrecks and fires. She also photographed weddings and society events and sold cameras, sheet music and instruments, did photo framing and developed photo prints as part of her business services.

Edna and her children lived at 635 N. Euclid Avenue, on the corner of Euclid and D Street in Upland. Her daughter Phyllis caught scarlet fever in 1928 but recovered. Her son Kennard developed meningitis and died in 1931. Edna retired in 1959 at the age of 64. In her retirement years she stayed busy with her photography and traveling. In 1978 Edna died of natural causes at the age of 83. She was considered a very nice, businesslike woman who worked very hard. (continued on page 4)



Swannie's Art and Music Shop



Margot Cardona



Edna Swan

# Model Colony News

## Heritage Corner (continued from page 3)

**John Henry Klusman**, portrayed by Rick Gage, was born in 1872 in Germany. He immigrated to the United States in 1892 with his two brothers, Henry and George. John found work in the vineyards belonging to George Haven as a planter. He spoke no English, but learned it by reading the Los Angeles Times.

After several years of working as a planter, John went into partnership with Colonel M.E. Post, a former Wyoming banker. With \$365,000 of Post's money, they bought land and planted grapes to start a winery. They continued to buy land and plant grapes until by 1909 they had a total of 1000 acres. They formed the Mission Vineyard Company and built winery buildings. They employed 200 workers.

In 1911, John married Elizabeth A. Craig. They had two children, John Jr. and Margaret. John gave up his interest in the winery to get into citrus farming and construction. In 1918 he became president of the Cucamonga Water Company which was \$260,000 in debt and had unreliable equipment. He paid off the debt, installed new equipment and managed the company. After John requested that a north-south road be built to connect Foothill Boulevard and San Bernardino Road, the new road was named for him.



The Mission (Virginia Dare) Winery. The builder, John Klusman, is pictured in front of the structure.

John's brothers, who were also in the construction business, built many buildings such as the stone church at Archibald and Church Avenue, the Cucamonga Garage Super Service, the Archibald Avenue business district, several grammar schools and bungalows.

In 1920, John and his brother Henry build a new rustic-looking building on the site of a Butterfield stagecoach stop from 1848. The brothers wanted a building that could be a social gathering place, modeled on the inns of Germany. They called the building the Sycamore Inn after an old store on the site that burned down. The first floor of the inn had a bar and dining room, while the upstairs had eight hotel rooms.

In 1929 John built a beautiful two-story home for his family at 8841 East Foothill Boulevard near Carnelian Avenue. In 1938, a terrible flood caused storm water to rush down Carnelian, wiping out John's 3-acre lemon grove. The water caused major damage to the house, and John and his wife were swept out of the house and into the branches of an orange tree. They were rescued by a "human chain" of neighbors.

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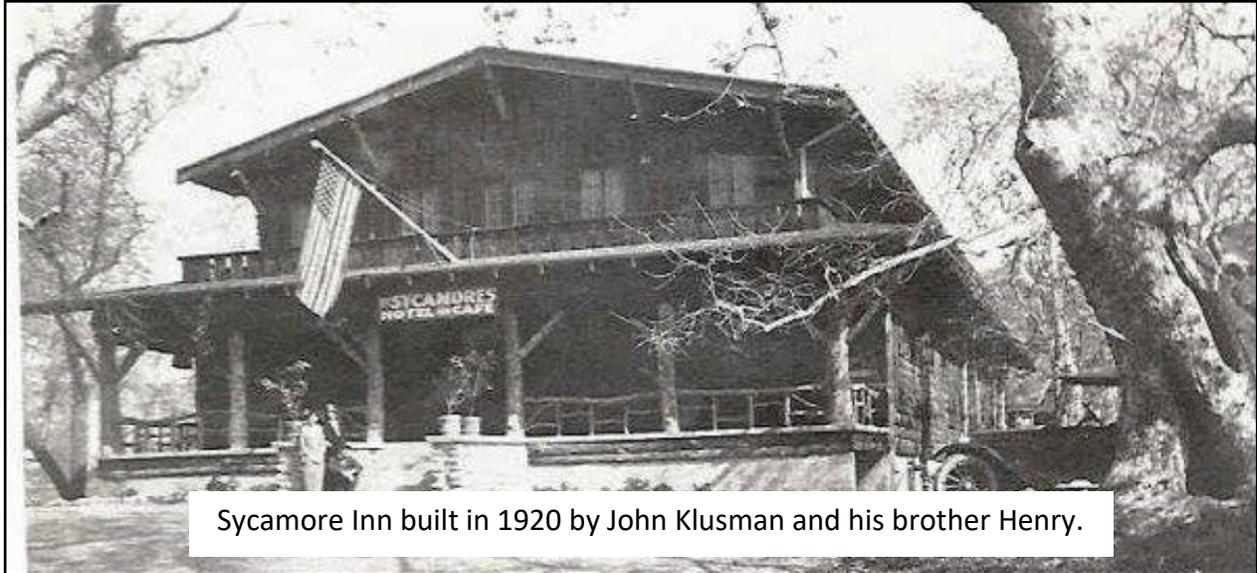
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## Heritage Corner (continued from page 4)

John and his brothers were active in the community as members of service clubs and strong supporters of various service and community functions. John died in 1960 at the age of 88. His wife Elizabeth lived until 1985; she was 101 years old when she died.



Sycamore Inn built in 1920 by John Klusman and his brother Henry.

**Andrew E. (A.E.) Wilcox**, portrayed by Shawn Thrasher, was born in 1864 in New York. His family moved to Overton, Nebraska where he spent his childhood. In 1891 he married Ada Blanche Young and they had a daughter, Glen Ida. In 1894, the family moved to Ontario.

In Ontario, A.E. opened a business, the Paintman Paint Store at 125 E. A Street, selling paints, wallpaper and painters materials as well as windshields, headlights and other items. A.E. and his 4-6 man crew became known as one of the best painters in the region. They painted houses, hung wall paper and house decorations and painted frescoes. Because he was prompt when working and charged reasonable prices, he was considered an enterprising business man.

In 1905 A.E. helped organized Ontario's first fire department. 28 citizens volunteered to be "fire boys". In the early days, the fire bell stood in the Euclid Avenue parkway. When a fire alarm was called in to the telephone exchange at Jesson's Drug Store, a clerk dashed across Euclid to pull the rope and ring the fire bell.

In 1907, the volunteer fire company got its own building at 316 N. Euclid Avenue, between C and D Streets. It was a one-story, concrete block building complete with electric lights and sewer connections. In 1911, the City of Ontario bought a new white, 6-cylinder Mitchell fire truck with brass lamps, nickel trimmings, a large chemical tank and an enormous search light on the dash. It had a speed of 50-60 miles per hour. Two full-time employees were hired to operate the fire truck – one for the day and the other at night. Firefighters remained volunteers. It wasn't until 1918 that the volunteers were compensated at the rate of \$2 for each fire call.

In 1922, a new fire station was built on the northeast corner of Euclid and Transit. The

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## Heritage Corner (continued from page 5)

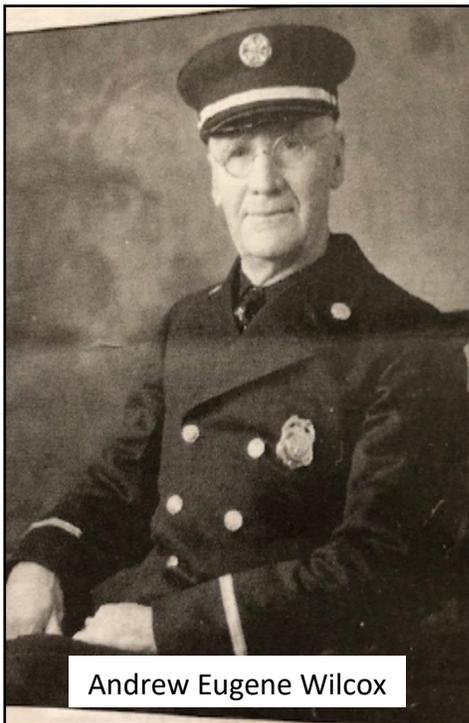
original fire bell was moved to the top of this new building, to be used in case of emergencies. It was later sold for scrap metal.

A.E. served as volunteer fire chief from 1916 to 1928, then as regular fire chief from 1928 until 1930, an unpaid position. Fire chiefs in Ontario weren't paid until 1932.

A.E. had some sadness in his life. His oldest daughter Glen Ida died of spinal meningitis in 1906 at the age of 16, though his other two daughters were fine. His wife Ada later gave birth to a son. Ada died in 1934 from heart complications caused by pneumonia. They had been married 34 years. A.E. died in 1950 at the age of 86. He led an unusually active life, was well-known in the community and esteemed as a citizen.



Shawn Thrasher



Andrew Eugene Wilcox

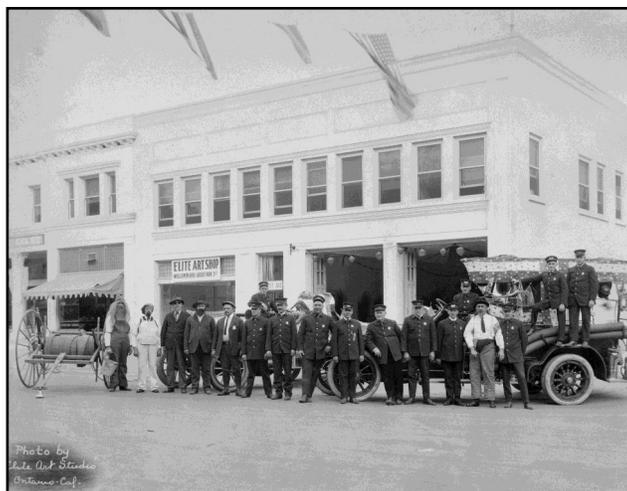


Photo was taken by Elite Art Studio which was located next door to the fire department.

**John W. "Jack" Anderson**, portrayed by Joe Blackstock, was born in Sweden in 1883. He immigrated to the United States at the age of 20, eventually living in Ontario. He ran a taxi service from a stand in front of the Euclid Theater at 112 N. Euclid Avenue. He became interested in the theater business and bought in as a partner in the Euclid Theater. The theater had many patrons until 1920 when the magnificent new California Theater opened at 136 N Euclid.

From 1922 to 1929, Jack operated a chain of theaters – the Euclid Theater, California Theater and the Colonial Theater in Upland (later known as the Upland Theater). In 1930, Jack sold his entire chain of theaters to Fox West Coast Theaters and began traveling in Sweden and Europe. He returned to Ontario in 1931 and became a naturalized American citizen. He also bought a Hudson automobile dealership on Holt Boulevard where the Casa Blanca garage once stood. He sold Hudson, Essex and Packard vehicles. He lived at 231 Armsley Square.

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## Heritage Corner (continued from page 6)

In 1933 Jack sold the Hudson dealership and repurchased the California Theater from Fox West Coast, who had closed all the theaters in Ontario. He later bought the Granada Theater in the Emmons building. He was one of the earliest theater owners to switch to “talkies” and his sound equipment ranked with the best.

In 1936 Jack was elected to the Ontario City Council for a 4-year term. By 1942 he employed 25 people at the theaters and had an annual payroll of \$20,000. His son Arnold joined him in the business and managed the theaters.

During World War II, the Euclid Theater was closed and used by the Four Square Gospel Church. Jack bought it back and in 1943 had it renovated and redecorated. It was renamed Park Theater. In 1947 Jack and his son Arnold opened a new theater on Central Avenue in Chino.

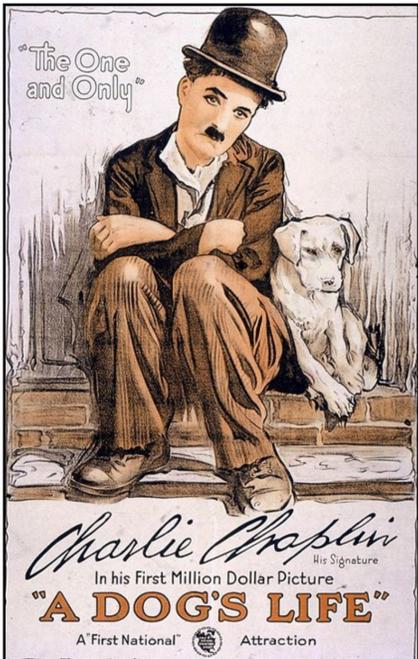
Jack died in 1946 at age 62, a week after suffering a light stroke. Jack’s sons Arnold and Jack F. continued operating the theaters after their father’s death. The California Theater later became the Ritz Theater and showed X-rated movies. It burned down in 1979 due to an electrical short circuit in the balcony.



Joe Blackstock



John W. Anderson



## Archives of Ontario History

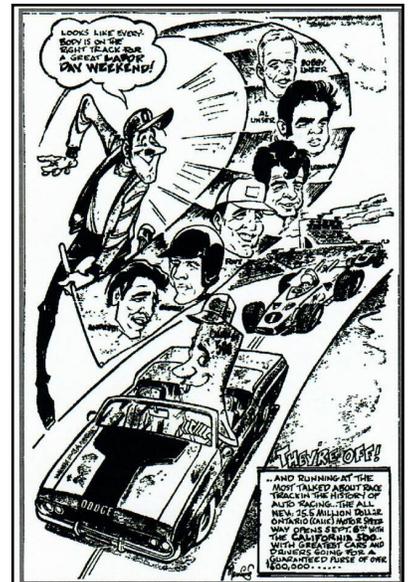
### Ontario Motor Speedway

Operating from 1970 to 1980, the Ontario Motor Speedway (OMS), had a 2.5 mile track designed as a replica of the racetrack at the Indianapolis Motor Speedway. OMS was the first and only speedway built to accommodate major races by all four dominant racing sanctioning bodies: United States Auto Club (USAC) (now IndyCar Series) for open-wheel oval car races; NASCAR for 500-mile oval stock car races; National Hot Rod Association (NHRA) for drag races; and *Federation Internationale de l'Automobile (FIA)* for Formula One road course races.

In the mid-60s there were two attempts to build "The Indianapolis of the West", one by National General Corporation and another by the Santa Anita Consolidated and Filmways Corporation. The second attempt focused on the 800-acre Cucamonga Winery parcel located directly across from Ontario International Airport. When the construction project failed, William Looz, CEO of Stolte Construction Company (a large California commercial construction company that had been the designated contractor for the failed project) notified David Lockton, co-founder of Sports Headliners in Indianapolis. (Sports Headliners represented most of the leading Formula One drivers and the winners of Indianapolis 500-mile race winners.) Lockton believed that the two prior efforts failed because of lack of involvement by anyone familiar with the automobile racing community.

Lockton flew to Los Angeles in October 1966 to meet with Stolte Construction. He viewed the proposed site, which by then had been subdivided into 14 separate parcels owned by 150 individual owners—many of them Hollywood celebrities who had bought the land as a tax shelter. Over the next nine months, Lockton acquired options on all 14 parcels and leveraged his position on the board of USAC and his personal friendship with Tony Hulman, owner of the Indianapolis Motor Speedway, to obtain the promise of a USAC-sanction 500-mile race and the commitment and involvement of Indianapolis Motor Speedway personnel.

Based on this, Lockton raised \$5 million in equity and convinced two bond investment companies to underwrite a bond offering. California architect Walter Ted Tyler designed the state-of-the-art facility, (Continued on page 9)



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## Archives of Ontario History (continued from page 8)

planned as a replica of the Indianapolis Motor Speedway but with important enhancements. The racing surface was one lane wider and the two short straightaways at either end of the track were banked, making OMS slightly faster. It was built with an infield road course, enabling it to host both oval and road course and drag racing.

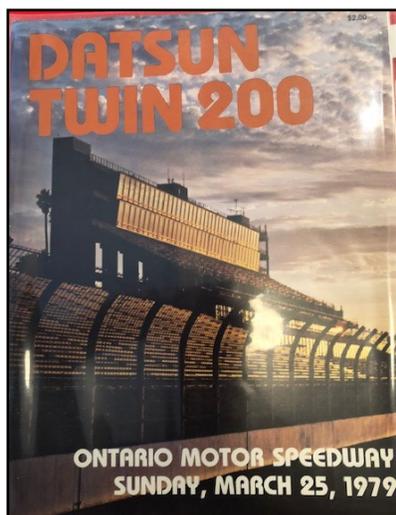
OMS introduced other innovations such as a private stadium club with annual memberships; corporate suites; crash-absorbent retaining walls and safety fences; state-of-the-art modern garage facilities for race teams, a computerized real-time timing and scoring system, and a pro-am celebrity race.

The racetrack was constructed in 22 months on 800 acres. Besides the racetrack, facilities included the stadium with 155,000 permanent seats and an air-conditioned private stadium club. The racetrack was dedicated in August 1970 when it held the first Celebrity Pro-Am Race featuring many stars from the entertainment industry paired with professional race drivers. The event was subsequently aired as a television special on NBC.

The inaugural race, the California 500, was held on September 6, 1970 and drew an audience estimated at 180,223. Other races during the first year included the Super Nationals drag race (November 1970), the Miller High Life 500 stock car race (February 1971), and the Questor Grand Prix (March 1971). Each race in the inaugural year drew attendance second only to the Indianapolis 500, the NASCAR Daytona 500, the NHRA US Nationals and the US Formula One race at Watkins Glen—all established race venues.

The attendance figures were due to a multimillion-dollar marketing campaign conducted by two Los Angeles advertising agencies. Market research indicated there were 50,000 hard-core racing fans in Southern California. To attract non-racing fans to the new speedway, research showed OMS had to convince them of the new speedway's safety (to overcome their fears of seeing a terrible accident); to position the facility as a clean, safe, fun place to take the family; and as a place to rub elbows with Hollywood stars, astronauts and other celebrities.

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## Archives of Ontario History (continued from page 9)

OMS launched a radio, billboard and newspaper advertising campaign in December 1969, promoting the California 500 as “the place for the family to be for their Labor Day weekend” nine months later. Legendary Hollywood PR agent Warren Cowan heavily promoted the interest of astronauts and the Hollywood community in OMS. During races, the suites were full of celebrities such as Paul Newman, Kirk Douglas, Dick Smothers, John Wayne, James Garner and Ina Balin, and astronauts such as Pete Conrad.

The advertising campaign was so successful that all reserved seats were completely sold out over six weeks before the Inaugural California 500. The 178,000 paid attendance and \$3.3 million gross remained the largest crowd and highest gross in inflation adjusted dollars of any single day sporting event other than the Indianapolis 500 for nearly three decades. California Governor Ronald Reagan presented the trophy to race winner Jim McElreath, a team mate of car owner A.J. Foyt. President Richard M. Nixon was represented at the event by his daughter Tricia Nixon and her husband Ed Cox.

The second event, the Mattel Hot Wheels Super Nationals Drag Race on November 20, 1971 drew a crowd second only to the NHRA Championships in Indianapolis. The OMS drag strip proved to be the fastest ever with many world records set. The NASCAR-sanctioned Miller High Life 500-mile stock car race on February 28, 1971 drew a crowd of 80,000 and was the third largest crowd to see the first low-bank, 2 ½-mile oval, 500-mile stock car race. It also set attendance records.

The Questor Grand Prix, won by Mario Andretti on March 28, 1971 was a head-to-head battle between European drivers using Formula One cars against the U.S. Formula 5000 series. (This format was a precondition to receipt of a second FIA sanctioned U.S. Grand Prix.) The crowd of only 55,000, while the largest to attend a road race in California, was a disappointment. From a racing standpoint, the inaugural season was a tremendous success and from an attendance standpoint only the hybrid Questor Grand Prix was a disappointment.

Despite the Speedway's commercial success in building attendance for each event and the clear potential for future profitability, the operating company had difficulty meeting its debt service obligations on the municipal bonds. In 1973 the operating company was sold. The new operating company tried a new strategy to boost attendance; when it failed, the new operator defaulted on the debt service.

Attempts were made to improve revenue by holding other events and concerts to promote the track as an entertainment venue. On February 28, 1971, OMS promoted and staged motorcycle daredevil Evel Knievel's record jump over 19 cars, drawing a crowd of 50,000 in paid attendance on the day prior to the NASCAR sanctioned Miller High Life 500 mile stock car race. The jump was filmed as the climactic scene in the movie Evel Knievel, starring George Hamilton, which was filmed in and around the race track during that weekend.

The rock festival concert California Jam was held on April 6, 1974, drawing a crowd of 300-400,000 and setting a record for the largest paid attendance for a rock concert. Portions of the concert were televised live on ABC. The performers included (in order of appearance) Rare Earth, Earth, Wind & Fire, Eagles, Seals and Crofts, Black Oak Arkansas, Black Sabbath, Deep Purple and Emerson, Lake & Palmer. California Jam II was held on March 18, 1978, drawing a crowd of almost 300,000 paid attendance. Performers included Ted Nugent, Aerosmith, Santana, Dave Mason, Foreigner, Heart, Bob Welch, Stevie Nicks and Mike Fleetwood,

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## Archives of Ontario History (continued from page 10)

Mahogany Rush and Rubicon.

By 1980, OMS bonds were selling at approximately 30 cents on the dollar. Generally unknown and unrealized by the bond-holding public, the 800 acres of land originally purchased at an average price of \$7,500 per acre were now worth \$150,000 per acre. Chevron Land Company, a division of Chevron Corporation, recognized the opportunity to acquire the bonds and effectively foreclosed on the real estate. For approximately \$10 million, Chevron acquired land which had a commercial real estate development value of \$120 million.

Disregarding the historic significance of OMS and its future potential as a speedway, Chevron Land Company sold many of the grandstands and other infrastructure to other venues. The racetrack was demolished in 1981 at a cost of \$3 million. The property remained vacant for several years until the mid-1980s when a Hilton Hotel was built on Turn 4 of the racetrack site. The Hilton was the first multiple-story building of its kind in the City of Ontario.

Development of the property continued into the mid-2000s. In 2007, much of the remainder became Piemonte, a mixed-use development with condominiums, business offices and some retail stores. In the fall of 2008, the centerpiece of Piemonte opened: the Citizens Business Bank Arena, an 11,000-seat sports and entertainment venue. It was built in the general area of Turn 3 of the racetrack.

A minor tribute to the racing heritage of the property remains in the street names of the developed area (Duesenburg Drive, Ferrari Lane among others). During its 10-year lifetime, many great drivers raced on its track, including Richard Petty, Dale Earnhardt and Mario Andretti. Several drivers felt it was one of the best tracks ever built, as well as one of the safest.



Per the San Bernardino County Sun newspaper the concert was held November 24, 1973. Ticket prices were \$10 in advance, \$12.50 at the gate.



## Archives of Ontario History

### The Royal Tahitian

The Royal Tahitian restaurant, adjacent to the Ontario National Golf Course (renamed Whispering Lakes in 1993) in Ontario, claimed to be the world's largest Polynesian restaurant owing to its "250 acres of tropical landscaping and lagoons". However, this was something of an exaggeration, since the acreage and "lagoons" belonged to the golf course.

The golf course was located on Riverside Drive between Vineyard and Archibald Avenues and was built by Diversa-Cal Properties, a Texas company. Diversa-Cal's plans called for building homes, shopping centers and an industrial park. The Royal Tahitian was owned by Herb Hafif, a Claremont attorney and Walter Boldig, a restaurateur. The two also owned Walter's Coffee Shops in Ontario and Claremont and Casa de Mayo Mexican restaurant in Upland

Hafif and Boldig took what was basically a snack shop and added a restaurant called The Tahitian Room in 1961 at a cost of \$350,000. The architecture featured a dramatic asymmetrical, swooping A-frame front entrance and decorations such as a fire pit and carved Polynesian statues. A small footbridge extended over a koi pond and was lit with tiki torches.

The restaurant was on the main floor; a bar was downstairs; and there was an outside show area for garden concerts. The restaurant had seating for 500 diners, modern stainless steel equipment in the kitchen, a head chef who was a native of Hilo, Hawaii, and a staff of 40. Diners were surrounded by décor of nets, mats and bamboo and entertained by female dancers and South Seas music played by the house band, the Royal Ts. The menu included pineapple pork, Hawaiian sole and teriyaki. Drinks included fog cutters, Singapore slings and mai tais.

(Continued on page 13)



THE ROYAL TAHITIAN CONCERT GARDENS Summer '67	
<b>ELLA FITZGERALD</b> WITH OSCAR PETERSON JUNE 16-17-18 FRIDAY 8 p.m. - 10 p.m. SATURDAY 8 p.m. - 10 p.m. SUNDAY 8 p.m. - 10 p.m. TICKETS: 2.50 - 3.50 - 4.50 - 5.50	<b>BOBBY DARIN</b> JULY 28 - 29 - 30 FRIDAY 8 p.m. - 10 p.m. SATURDAY 8 p.m. - 10 p.m. SUNDAY 8 p.m. - 10 p.m. TICKETS: 2.50 - 3.50 - 4.50 - 5.50
<b>FOUR TOPS</b> FRIDAY JULY 7 8 p.m. - 10 p.m. TICKETS: 2.50 - 3.50 - 4.50 - 5.50	<b>VIVE LES FEMMES</b> JULY 11 to 30 CAST OF 40 TICKETS: 2.50 - 3.50 - 4.50 - 5.50
<b>JAMES BROWN</b> JULY 13-14-15-16 FRIDAY 8 p.m. - 10 p.m. SATURDAY 8 p.m. - 10 p.m. SUNDAY 8 p.m. - 10 p.m. TICKETS: 2.50 - 3.50 - 4.50 - 5.50	<b>the PLATTERS</b> AUGUST 4-5-6 TICKETS: 2.50 - 3.50 - 4.50 - 5.50
<b>RAMSEY LEWIS</b> AND HIS TRIO... SUNDAY, JULY 23 8 p.m. - 10 p.m. TICKETS: 2.50 - 3.50 - 4.50 - 5.50	<b>Ray CHARLES</b> SEPTEMBER 16-17 TICKETS: 2.50 - 3.50 - 4.50 - 5.50

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## Archives of Ontario History (continued from page 12)

Hafif and Boldig added a patio in 1962 for luaus that included fire dances with Polynesian and Samoan dancers. Garden concerts began in 1964 in an outdoor amphitheater built around the patio that seated 1000 people. All seats were less than 50 feet from the stage.

The first performer at a garden concert was Duke Ellington and his orchestra. Later that year Odetta, Eartha Kitt, Dorothy Dandridge and George Shearing performed. Ticket prices ranges from \$2.50 to \$5. According to a 2010 column by David Allen, "Louis Armstrong played a six day engagement at the concert garden in 1964. During his visit, Armstrong received a proclamation from Ontario City Councilman, Sam Crowe, who honored him for his appearance at the Royal Tahitian.

The garden concerts continued through 1967 with performances by James Brown, Ella Fitzgerald, Louis Armstrong, Ray Charles, the Four Tops, the Righteous Brothers, Richard Pryor, Ray Charles, Bobby Darin the Platters, the Kingston Trio, Laugh-In's Dan Rowan and Dick Martin, Julie London, Edie Adams, Ramsey Lewis, Chad Mitchel, Sonny & Cher and Mrs. Miller (a novelty act from Upland). On a good week, 10,000 people attended the concerts.

Despite being willing to spend as much as \$3000 a night for entertainers, Hafif and Boldig found it was difficult to sustain an audience in sufficient numbers. The golf course was hard to find and the odor from the nearby dairies and sewer effluent ponds were a drawback. And it wasn't easy to fill a 1000-seat outdoor amphitheater. Rain affected attendance, as did last-minute cancellations by performers. Walter Boldig likened the operation to "running a Greek Theater, a Las Vegas showroom, a major restaurant and a golf course coffee shop simultaneously."

After seven years of operation (1960-1967), Hafif and Boldig closed the restaurant. Its operation was taken over by the golf course vendor, National Golf Courses, Inc. which turned the Royal Tahitian into a clubhouse with banquet facilities. By 1967 the tiki culture was winding down. The Polynesian decorations were removed and little remained of the Polynesian theme besides the plantings, A-frame roof and lava rocks.

The site remained a popular venue for weddings, banquets and quinceaneras. But because there were no funds to maintain the clubhouse, it gradually became less popular. Eventually it fell in disrepair as holes in the roof allowed rain into the building which ruined the carpet.

In 2010, the Ontario City Council allocated \$114,000 for demolition of the building, intending to replace it with a new clubhouse, wood decking and landscaping. The building was demolished in 2010.



Photo at left is of the interior of the Royal Tahitian.

Photo at right was taken in 2010 just before demolition.

## Archives of Ontario History

### Ontario in 1940

In 1940, the Los Angeles Directory Company, publishers of city and county directories in many local cities, published a directory for Ontario. The directory, similar to a telephone book, had four sections: a Buyer's Guide of business advertisements; a list of resident and business names in alphabetic order; a second list of resident and business names, but in alphabetic order by street names (and including a symbol for denoting households and businesses with telephones); and a list of manufacturing, retail businesses and professional offices in alphabetic order. Besides Ontario, the directory included listings for Pomona, Upland, Chino, Claremont, La Verne, San Dimas, Alta Loma, Cucamonga and Etiwanda.

The directory begins with a statistical review of Ontario. The form of government is given as "modified form of the Council Manager." Population from the 1930 census was 13,582 and estimated for 1940 to be 16,280, based on the number of individual names in the alphabetic section of the directory, with "due allowance for children and for women whose names are not listed separately from those of their husbands." The city occupied 12 square miles and is at an altitude of 1000 feet the average mean temperature is 75.1 degrees and rainfall was 21 inches, mostly falling in the winter months. The average summer temperature was 85 degrees.

The assessed valuation of the property within the city was \$17.8 million; the combined city and county property tax rate was \$4.77. Ontario had three banks with assets totaling \$72.4 million and deposits totaling \$8.2 million. Post office receipts for the year were \$72,420. In 1939, building permits totaling \$555,884 were issued.

The retail trade territory was considered to be a 10-mile radius around the city serving a total of 60,000 people within that area. Agricultural products included citrus fruits, grapes, apples, apricots, avocados, almonds, berries, figs, olives, peaches, walnuts, beans, sweet corn, sugar beets, potatoes and tomatoes as well as grain, hay, poultry, rabbits, dairy products (4 million pounds of butterfat annually) and vegetables from truck gardens (a small farm where vegetables are grown for market). Crop production in the Great West End of San Bernardino was valued at \$10 million in 1939.

Principal manufactured products included tile, electrical equipment and supplies, chemicals and machinery. Manufacturing plants included the General Electric Hotpoint factory where 475 employees worked in buildings totaling 150,000 square feet of floor space. The Hotpoint iron was developed by E.H. Richardson of Ontario and the Hotpoint factory was the only one in the United States manufacturing irons. Hotpoint's annual payroll was \$500,000 of a total annual industrial payroll exceeding \$3 million paid by 500 businesses.

Other major employers in Ontario were the Exchange Orange Product Company (a division of the California Fruit Growers' Exchange) employing 370 people seasonally; various citrus packing houses employing 2500 seasonally; wineries employing 1000 people; and the Cal-Aero Academy, training United States Air Corps pilots as part of the National Defense Program.



(Continued on page 15)

# Model Colony News

## Archives of Ontario History (continued from page 14)

In 1940 Ontario had 27 churches representing 24 denominations, two newspapers (the Daily Report and Ontario Herald) and five hotels. The city was served by taxi and bus service and four railroads: Union Pacific, Southern Pacific, Santa Fe and Pacific Electric as well as Motor Transit bus lines. Recreational facilities included three theaters, parks, a swimming pool and tennis courts.

One hospital – San Antonio Community Hospital in Upland – served Ontario. The city had one library and an airport located 1.5 miles southeast of the city center.

There were 13 schools including Chaffey Junior College and Chaffey High School (both sharing a 40-acre campus on Euclid Avenue between 4th and 5th Streets); a junior high school that covers one city block: 6 elementary schools (Grove Street, South Euclid, San Antonio, Central, Lincoln, Edison), and 1 parochial school. In 1940, the Chaffey campus included two experimental farms of 60 acres and 10 acres respectively. Enrollment for the 1939-1940 school year totaled 1775 in the high school and 874 in the junior college. Chaffey also offered a night school serving several thousand adults.

Euclid Avenue is among Ontario’s amenities cited in the directory. The street is “200 feet wide with roadways on each side of a central parkway of velvety lawn and pepper trees, extending through the heart of the city and due north to the foothills.” The directory text continues, “Like so many other features of this city, it stands as a monument to the foresight of Ontario’s founders.”

Community organizations included Rotary, Lions, Kiwanis and 20-30 clubs; women’s clubs; veteran’s organizations; a YMCA; and active Girl Scouts and Boy Scouts. Two country clubs with golf courses and other recreational facilities were located within the city. Federal and state highways serving Ontario included US 99, 60 and 70 and State Highways 19, 26 and 192. Bus lines included Greyhound, Motor Transit, and Santa Fe, Union Pacific and Burlington stages.

Here is a brief comparison of Ontario in 1940 and 2018:

	1940	2018
Form of government	Modified form of Council Manager	5-person City Council
Population	16,280	175,841 (2017)
Geographic area	12 square miles	50 square miles
Mean temperature	74.1 degrees	77.8 degrees
Average summer temp	85 degrees	94 degrees
Average rainfall	21 inches	15 inches



## History of Ontario Airport

### Ontario Airport

What is now Ontario International Airport had its beginning as the work of Archie Delwood Mitchell, known as Ontario's aviation pioneer. Archie was born in 1891 in Canada to parents of Scottish and British descent. He grew up on Ontario, attending Central Elementary School and graduating from Chaffey High school (which was then called Ontario High School) in 1909. He continued his studies at the University of Southern California School of Law, graduating in 1912. He opened a law office in the Granada Theater/Emmons Building on Euclid Avenue, and in 1914 was appointed to a two-year term as Ontario's city attorney.

In 1910, shortly after graduating from high school, Archie had discovered a passion for flying while watching pilots perform maneuvers at an air meet event in Los Angeles. After his term as city attorney expired, Archie enlisted in the U.S. Navy Aviation Corps and began pilot training, though World War I ended by the time he finished.

World War I helped create an "air-minded generation" that recognized aviation's commercial possibilities. Ontario's first temporary airport, the Bryant Airport, was built in 1919 at the corner of Campus and State Street to accommodate visitors to a Welcome Home Celebration of service men returning from WWI.

In 1921, Archie Mitchell, Waldo Waterman (grandson of California Governor Robert Waterman) and others organized the Ontario Aircraft Corporation. Waldo was the most experienced of the local aviators and served as operations manager, instructor, mechanic and engineer.

For their airport, they leased land west of San Antonio Avenue between the Southern Pacific and Union Pacific tracks, across the street from Charles Latimer's packing house. They called the airport Latimer Field. They built a hanger and in 1923 went into business with one Citrus JN-4 single-engine bi-plane – nicknamed a Jenny. In 1928, the railroad refused to renew the company's lease for the Latimer Field property. The Chamber of Commerce put up \$200 toward improvements of a new airport site on California Boulevard, near the corner of Mission Boulevard and Grove Avenue (whose southwest corner would later become known as Ontario International Airport).

The new 30-acre airport was dedicated on June 24, 1929. When Ontario voters turned down a bond issue for the airport, American Legion Post 112 and the Chamber of Commerce stepped forward and formed the Ontario Legion Airport Association (an ancestor to the current Friends of the Airport) to assist with development. With the Depression coming, the airport facilities remained primitive for another ten years. One exception was the Chaffey College hanger and aeronautics program, which were very active. In 1941, in large part due to Archie's persistence, the city authorized the purchase of 70 acres of land to establish a municipal airport.

World War II greatly impacted Ontario Airport. To accommodate the war effort, Ontario Airport was changed from a dirt field in the 1930s to a modern airfield with concrete runways, an air traffic control tower and an instrument landing system. The airport continued general aviation usage until the start of World War II.

(Continued on page 17)

## History of Ontario Airport (continued from page 16)

During WWII, the airport, which encompassed about 845 acres, was used as an army airfield training facility. To initiate operations, the Army obtained control of the airport by leasing 466 acres, then expanded its size by developing an additional 379 acres of agricultural land adjacent to the airport. In 1942, two concrete runways were constructed at a cost of \$350,000 from Works Progress Administration (WPA) funds. The east/west and northeast/southwest runway configuration served the airport for the next 39 years.

While the Army had control of the airport, the airfield was known as the Ontario Observation Aerodrome. Training ceased at the end of WWII and the Army declared the airfield surplus in November 1945. The airfield was transferred to the War Assets Administration and in 1946 was reacquired by the City of Ontario to resume commercial airport operations.

On November 11, 1947, city officials dedicated Ontario International Airport in a ceremony that also celebrated Armistice Day (now called Veteran's Day). The estimated value of the airport at that time was \$2.5 million. The city received the deed for the property on March 25, 1949; the first commercial airplane, operated by Western Airlines, landed on October 27, 1949.

Military usage continued when in 1949, the City of Ontario granted a lease for specific parts of the airport property to the US Air Force to establish an Air National Guard training station. An armory for the 149th Aircraft Control and Warning Squadron was constructed and in 1952 the city began extending three runways to accommodate fighter aircraft at the airport (funds provided by the Air National Guard as military construction projects). Also during the 1950s, Lockheed, Douglas and Northrop located facilities at the airport.

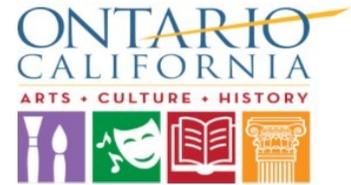
The first modern control tower was constructed in 1953 and commercial air traffic kept increasing. The Air National Guard ended its tenure at Ontario Airport in 1982 when the 163rd Fighter Group was transferred to March Air Force Base in Riverside.

From 1967 until 1985, the Los Angeles County Department of Airports (LADA) operated and maintained the commercial operations for the City of Ontario. In 1985, the airport was formally deeded to LADA (now known as Los Angeles World Airports). After a protracted negotiation with LAWA, the airport was transferred back to the City of Ontario on November 1, 2016.



Archie Mitchell 1909

## Upcoming Events



Join Ontario Heritage and Chaffey Community Museum of Art  
Sunday, January 27, 2019

Book Signing & Dinner Potluck with Guest Speaker, David Allen  
Book signing: 2:30 PM—4:00 PM

Dinner Potluck Meeting: 4:00 PM—6:30 PM

At Chaffey Community Museum of Art  
217 S. Lemon Ave Ontario 91761

Popular Inland Valley Daily Bulletin columnist David Allen will sign copies of his latest book, *“On Track”* subtitled “The next collection of Inland Valley Daily Bulletin columns, 2001-2005.”

Stay on after the museum closes for a potluck with Ontario Heritage and CCMA. During the potluck, David will present a brief program including a reading from his book.

All are welcome to both events, even if not a member of Ontario Heritage or CCMA. If attending the potluck, please bring a dish to share and feel free to bring a bottle of wine to share also.

Any Questions? Please call CCMA at 909.463.3733 or  
Ontario Heritage at 909.984.6558

## Other News

### 2019 Historic Home Tour

Plans are being made for the 2019 Ontario Heritage Historic Home Tour, to be held May 18, 2019. Two things are needed to make the tour a success – historic homes and volunteer docents.

The City of Ontario has many 20th century architectural styles represented in its homes, including Mediterranean, Craftsman Bungalow, Colonial Revival, Prairie, Ranch and Provincial Revival. Ontario Heritage is looking for historically accurate homes to be on the 2019 Home Tour. Candidate homes do not need to be grand or perfect to be considered. Modest bungalows and homes that are “works in progress” have all been part of previous home tours, as have historic homes that are now surrounded by more contemporary homes.

If you take pride in the history of your home and put time and energy into maintaining it, please consider putting your home forward as a candidate for the 2019 Home Tour. Ontario Heritage will research the history of your home and its previous residents (and perhaps uncover some information you didn't know about) and will provide trained docents and volunteers during the tour. If you are willing to offer your house as a candidate – or if you know of an interesting house with receptive owners – please contact Ontario Heritage at [info@ontarioheritage.org](mailto:info@ontarioheritage.org).

The success of every home tour depends on having interesting homes and ample volunteers – 60 to 70 for the day. Volunteer positions include both docents and ticket takers. No experience is necessary to serve in either role. Docents serve at one home in one or two rooms for one 4-hour shift and are provided with a script citing the noteworthy features of the room. Memorizing the script is not necessary. As a thank you for participating, all docents and volunteers are given a pass providing free entry to the home tour. So either before or after your shift, you can visit all the homes on the tour. To learn more about serving as a docent or volunteer, contact Ontario Heritage at [info@ontarioheritage.org](mailto:info@ontarioheritage.org).



In March 1933 the Long Beach earthquake destroyed the original library at Chaffey High School. The library was rebuilt in 1935 and this building will be on our historic homes tour May 18, 2019.

## Other News

### City of Ontario's Historic Plaque Program

The City of Ontario has created a plaque program to recognize designated historic properties, both commercial and residential. The plaques are made of bronze with raised letters and are eight inches (8") tall by ten inches (10") wide. The plaques typically have the name of the building or structure, the date of designation, the landmark number or district name, and a brief description of the property and its significance.

Any owner of a historic property may purchase a plaque for their designated property and the City will pay the cost of installing the plaque.

#### **Why would I want a historic plaque?**

An owner of a historic building may want a historic plaque to explain why their property is architecturally or historically significant to those who visit their property and future generations. The bronze plaque is attractive and adds a level of prestige to your property. It says you are proud to be the current steward of this historic resource.

#### **How do I apply for a historic plaque?**

The property owner of a locally designated historic property (landmark or contributor within a district) may apply for a historic plaque with the Ontario Planning Department. City staff will research the property and prepare a draft of the plaque text for the property owners review. Once the content of the plaque is agreed upon by both the City and the property owner, the City receives a formal estimate for the plaque. After the property owner makes a check payable to the City for the purchase of the plaque, the plaque is ordered. Once the plaque has been fabricated, the City arranges with the property owner and the contractor to meet on-site for plaque installation. The location of the plaque should be on the building near the front entry and visible to the public. The City pays for installation of the plaque. On average, completion of a plaque request will take 12 weeks to complete from application to installation.

#### **For more information on the City of Ontario's Historic Plaque Program contact:**

City of Ontario  
Planning Department  
303 East B Street  
Ontario, CA 91764  
Phone: 909 395-2036



[https://www.ontarioca.gov/sites/default/files/Historic-Preservation/bronze\\_plaques.pdf](https://www.ontarioca.gov/sites/default/files/Historic-Preservation/bronze_plaques.pdf)

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# Model Colony News

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1st Quarter 2019

## 2019 Ontario Heritage Membership

We are an all volunteer local non-profit organization and we need you! Is the ongoing process of preserving our historic downtown important to you? Or learning about the rich history of the Model Colony? Our Mission Statement is "Preserving, Protecting and Promoting Our Model Colony" not only for us but for our future generations. Having historic home tours, annual historic cemetery tours, being present at local events are all part of pursuing our mission and making the public more aware of our purpose. It's an important goal but who says we can't have fun pursuing it!

If you are already a member of Ontario Heritage, we sincerely thank you! If you're not yet a member, please consider joining us on this journey. Not only will you become more aware and knowledgeable of Ontario's past history, you will be inspired to walk with us as we go forward in "Preserving, Protecting and Promoting Our Model Colony."

### Benefits of Membership:

1. Participation in Ontario Heritage events such as Home Tours, Annual Historic Cemetery Tours, potlucks, local community events, historic and educational programs.
2. Discounts to events
3. E-mail Newsletters
4. Advocacy for preservation of our historical environment and cultural heritage.
5. Access to information concerning restoration and renovation.
6. The knowledge that you are part of the effort to protect, preserve and promote the Model Colony



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### Ontario Heritage Membership Form (December 31, 2018 to December 31, 2019)

\*Name: \_\_\_\_\_

\*Address: \_\_\_\_\_

\*City: \_\_\_\_\_ State: \_\_\_\_\_

\*Zip Code: \_\_\_\_\_

\*Phone: \_\_\_\_\_

\*Mobile Phone: \_\_\_\_\_

\*E-Mail: \_\_\_\_\_

#### \* Required Information

#### Membership Categories (For the 2019 Calendar Year)

- |   |          |
|---|----------|
| <input type="radio"/> Individual        | \$25.00  |
| <input type="radio"/> Senior (62 years) | \$15.00  |
| <input type="radio"/> Family            | \$40.00  |
| <input type="radio"/> Family-Senior     | \$30.00  |
| <input type="radio"/> Corporate         | \$250.00 |

**TOTAL ENCLOSED** \$ \_\_\_\_\_

#### I am interested in:

- E-mail Alert Network
- Volunteering at Events
- Other (specify) \_\_\_\_\_

Mail with Your Check Payable To: Ontario Heritage

P.O.Box 1, Ontario, CA 91762

or sign up at: [ontarioheritage.org](http://ontarioheritage.org)

In an effort to keep dues low, most communication will be via email, so providing us your email address is vital.