

Model Colony News

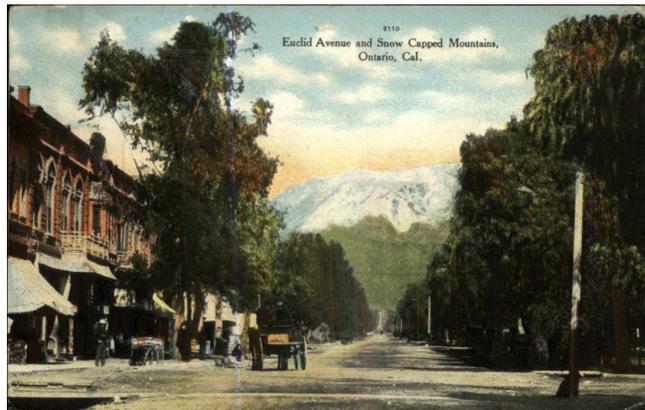


Heritage Events

Upcoming Events

January 8, 2020: Monthly Board Meeting

February 2, 2020: Will be our 1st Quarter Dinner Potluck Meeting from 4:00 PM-6:30 PM.
Location: The historic Oakley house located at 1007 N. Euclid Ave Ontario CA 91762. Guest speaker TBD.



Circa 1910 Postcard

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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:
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Heritage Corner

Ontario Heritage 2019 Cemetery Tour

The 10th annual Ontario Heritage cemetery tour took place on October 12, 2019 at Bellevue Memorial Park in Ontario. More than 140 people – double last year’s participants – came to visit the graves and hear from five historic Ontario residents: Antonio Signorio, Byron D. Gibbs, Joe Dippolito, John Todd Morris and Opal Anderson.

Antonio Signorio, portrayed by Rick Gage, was born in Italy in 1868. At the age of 21, he immigrated to the United States through Ellis Island and settled in Santa Barbara. There he met a French immigrant, Mr. Pellesiers, who owned a tract of land in the Cucamonga Valley. Antonio and Mr. Pellesiers shared a love for wine and wine-making, and knowing that the Cucamonga Valley was fertile enough to grow grapes, they began a partnership in a vineyard there. Antonio, the original owner and wine harvester, laid out the first 2000 acres of vineyards in 1885 in what came to be known as the Guasti District.

But the vineyard failed. The first planting was during a severe drought period, and after four years, the vines dried up and the fruit failed. The land was lost and Antonio returned to Santa Barbara. There he met a fellow Italian immigrant named Secondo Guasti who had convinced other Italians to invest in his idea of starting a vineyard and winery in the same sandy, dry area of South Cucamonga where Antonio had originally planted vineyards. Where most people saw desert land, Secondo and Antonio knew there was enough moisture below the surface to sustain grape vines.

Secondo invited Antonio to become a stockholder and foreman of his newly-formed Italian Vineyard Company. Antonio faced many challenges as he managed the planting of the vines. Windstorms were blinding and wildlife – particularly jackrabbits – held dominion over the land. It took 65 mule teams to clear the land so 26 varieties of grapes could be planted.

In 1902 Antonio married Anna, another Italian immigrant who came through Ellis Island. Their son Alfred was born in 1903 – the first child born in the town of Guasti. Alfred was christened in the Guasti family’s big house and Mrs. Guasti was his godmother.

The town of Guasti continued to grow, eventually boasting a post office, grocery store, bakery and fire station. In 1904 Mr. and Mrs. Guasti built the Piedmont School and deeded land for the Piedmont School District for \$5.

By 1917, the Cucamonga Guasti vineyard spanned more than 20,000 acres and was heralded as the world’s largest contiguous vineyard. Antonio retired in 1918 and his son Alfred became the new field superintendent at Guasti. With Alfred, Antonio’s son Julio operated the Signorio Garage that Antonio built at the corner of Archibald Avenue and Colton Road (now 9th Street) in Ontario.

Antonio died suddenly in 1926 at the age of 58. He was in good health, except for complaining of a slight cold. Feeling faint, he called out his wife. Before she could answer, he became limp, sank to the

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Heritage Corner (continued from page 2)

floor, and died before assistance could be summoned. Doctors later decided he had suffered a heart attack.

Today Guasti Village encompasses 50 acres and about 15 structures including one-of-a-kind stone warehouses, the Guasti Mansion, workers' cottages and still to this day, an active historic church that rivals the California missions.



Rick Gage portraying Antonio Signorio



Antonio Signorio



Byron D. Gibbs, portrayed by Joe Blackstock died in 1922 at the age of 86 from pneumonia. His obituary mentioned that he was a long time, prominent member of Ontario Post #124 of the Grand Army of the Republic, an organization of Union veterans. A 30-year resident of Ontario, Byron was a bachelor and had no living relatives. Funeral services were held at Draper Mortuary. The following article was written by Joe Blackstock and posted in the Inland Valley Daily Bulletin on December 16, 2013. Joe gave us permission to reprint his article in our newsletter.

“The aged American warriors saluted the memory of Cpl. Gibbs, who many years earlier had been a member of perhaps American's most traveled military unit of the Civil War.

Gibbs was one of the California Hundred, a group of men who decided to make a difference in a war a continent away. These mid-19th century Californians, all of whom had already made one arduous journey west across the country, set out to return to the east to fight in the Civil War.

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Heritage Corner (continued from page 3)

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The 1861 outbreak of hostilities in the war that pitted American against American caused much anguish among men who had come to California during and immediately after the Gold Rush. The West Coast at the time was virtually isolated from the east, as the war broke out well before completion of the transcontinental railroad.

But the vast distances involved did not deter a group of men in the Bay Area who felt compelled to join the Union army. Frustrated by an inability to enlist in San Francisco - Army officials there didn't want to pay to ship California recruits the 3,000 miles to the battlefields - they found a solution in far-off Massachusetts.

Each Northern state has a quota of troops to raise for the Union army. Massachusetts was short of recruits, so it offered a \$200 bounty for anyone who would join up.

The Californians contacted Gov. John A. Andrew of Massachusetts, who agreed to bring 100 men east using the bounty to pay for the travel. Money for uniforms and equipment was collected in San Francisco through various fundraising events.

On Dec. 10, 1862, Gibbs - who had come to the Bay Area from his native Schoharie, N.Y. - signed his enlistment papers for a return to the east.

The next day the group left San Francisco Bay bound for Panama aboard the ship "Golden Age." Once in Panama, they crossed the Isthmus by rail and then sailed into the Caribbean and up the East Coast.

Their ship-train-ship journey was completed in less than a month and landed them at Camp Meigs at Readville, Mass. There they underwent several weeks of training to become Company A of the 2nd Massachusetts Cavalry.

The 2nd Massachusetts (other Californians later arrived to make up other companies in the unit) spent most of the war in Maryland and Virginia.

It was often hit in guerrilla raids conducted by Confederate cavalry led by Col. John Singleton Mosby, whose daring attacks thwarted Union advances in Virginia through 1864 and 1865.

The unit, which used the slogan "Remember California!", was in the vicinity of Appomattox Court House in April 1865, when Confederate Gen. Robert E. Lee surrendered. Company A mustered out of U.S. service in July at Fairfax Court House in Virginia, then returned to Camp Meigs, when the California Hundred became civilians again on Aug. 3.

Already a veteran of two cross-country trips but apparently not lacking in wanderlust, Gibbs is next found in Ogden, Utah two years later. In applying for a pension later in his life, Gibbs said he also spent time in Nevada

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Heritage Corner (continued from page 4)

and Oregon before settling temporarily in Del Norte County on California's northern coast.

About 1894, Gibbs moved to Etiwanda, according to the pension records. His obituary reports that about 1908 he moved to a house on South Vine Street in Ontario, where he lived until his death.

Cemetery records listed him as a farmer and orange rancher. He was a longtime member of Ontario Post 124 of the Grand Army of the Republic, the organization of Union veterans.

His grave at Bellevue is decorated only a few times each year, when an American flag is placed there on patriotic holidays.

The stone itself is a simple one, but it contains an ancient error. The stone lists him as "Sergeant, Co. A., 2nd Mass. Cav." His highest rank, by his own description on the pension records, was only that of corporal."



Joe Blackstock portraying
Byron D. Gibbs



Model Colony News

Heritage Corner (continued from page 5)

Joe Dippolito, nicknamed Joe Dip, was portrayed by Joe Caskey. Joe was born in 1914 in Brooklyn, New York. His father was Salvatore Charles Dippolito, well-known as Charlie Dip. At the young age of 18, Joe was arrested for gambling, and at age 23 was jailed five times for transporting untaxed alcohol – a crime during the Depression.

When World War II started, Joe was living in San Bernardino. He was drafted, and his draft card shows he was 25 years old, a big, muscular man at 5'11" and 204 lbs. He had brown eyes, brown hair and a dark complexion, like many Italians. After the war ended, he married Frances, who at only 20 years old was 11 years his junior, and they started a family. In their later years, they lived on North Third Avenue in Upland where they managed the Dippolito Grape Vineyards holdings.

Joe and his father Charlie Dip became prominent and powerful men in the Inland Empire, owning a lot of real estate. They a hotel on Third Street in San Bernardino, hundreds of acres of wine-producing vineyards (they sold the grapes to many leading wineries), and a liquor store called Charley's Market. It was a modern, well-kept store in an Ontario shopping center, across the street from a nice residential neighborhood. They owned land in San Bernardino, Rialto, Fontana and Cucamonga and did real estate deals with celebrities like Danny Kaye, "Doc" from Gunsmoke and Frank Sinatra.

It was no secret that Joe was an underboss in the La Cosa Nostra crime family in Los Angeles, otherwise known as the Mafia. He and his father were under constant investigation by Los Angeles and San Bernardino intelligence squad officers. Over the years he was arrested for minor bootlegging offences and for lying to a federal grand jury. He served some time at the federal prison on Terminal Island in San Pedro.

Joe never admitted that he participated in killing gangsters or whether his Cucamonga vineyard was used as a burial ground for victims of "unsolved disappearances". He died in 1974 of a heart attack at his daughter Josephine's wedding. The full extent of his role in the L.A. Mafia was revealed in the 1981 bestseller *The Last Mafioso* by Ovid Domaris. The book gave no clue as to what property Joe used as a dumping ground for crime land bodies.

Joe's wife Frances died in 2004. She was fingerprinted by the FBI in Bellevue Mausoleum to confirm her identity before being placed in her crypt. During her funeral service, family members threw \$100 bills into her casket, totaling approximately \$10,000 by someone's count. The money is still in the casket with Frances.



Joe Caskey portraying Joe Dippolito



Mug shot of Joe Dippolito



Father & Son mobsters

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Heritage Corner (continued from page 6)

Opal Pearl Anderson, portrayed by Margot Cardona, was born in Kentucky in 1906. Blond and blue-eyed, she considered herself to be a free spirit. She was very outgoing and made friends easily.

As a teenager, she moved with her family to Chicago. She mended clothing for 2 cents an hour, eventually saving enough money to purchase a pilot's license at age 16.

Later, she purchased an airfield in Streator, Illinois. She gave flying lessons and practice aerobatics. She flew mail from place-to-place, restored airplanes and dusted crops. Her success in these endeavors led to a meeting with aviator Jacqueline "Jackie" Cochran, considered to be the best female pilot in the country. Jackie was the first woman to fly a bomber across the Atlantic.

At the age of 35, Jackie recruited Opal and several other women pilots to join the Air Transport Auxiliary (ATA) in England during World War II. They flew airplanes for the British, transporting aircraft from one base to another from 1942 until the end of the war in 1945. Though they never in combat, their missions were just as dangerous, and they worked as hard as the male pilots. They flew several airplanes a day, without radios and ammunition. Their uniform was a dark blue skirt or trousers, a forage cap, black tie and single-breasted jacket with the ATA insignia and gold-threaded wings.

Before the war, Opal had logged 2300 hours of flight time in 56 different aircraft, including the B-17 Flying Fortress. This fast, high-flying, long-range bomber dropped more bombs than any other US aircraft in WWII. She also flew the Mosquito and Spitfire fighter planes. She could do three snap rolls in the single-seat British Spitfire, and she flew so many Mosquitoes that she was called the Mosquito Queen.

The end of WWII meant the end of Opal's new-found freedom. The female ATA section quickly dissolved and only a few women continued successfully as pilots. Opal's marriage dissolved and she and her son Norman moved to California where she rented Errol Flynn's Hollywood Hills home. Here is worked for two years for the Hollywood designer Don Loper, making hats.



Margot Cardona portraying Opal Anderson



Opal Anderson



ATA pilots. Opal is on the right

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Heritage Corner (continued from page 7)

Opal lived in Ontario for 43 years and was a regular visitor at the Chino airport. Before retiring as a pilot at age 70, she worked as a crop duster and entertained air show audiences across the country with stunts in her clipper-wing biplane. Her motto was "Never say can't". According to her daughter-in-law Sandra Anderson, Opal was a very active person who never slept past 4 a.m.

Opal died in 1994 at the age of 88. She was survived by her son Norman, daughter-in-law Sandra, grandson Norman William, and a great-grandson, Dylan. Her log book resides in an aviation museum in Oklahoma.



John Todd Morris, portrayed by his great grandson Jim Frost, was born in 1846 in Wisconsin. At the age of 22 he married Mary Ellen Joiner, a country school teacher. They had grown up in the same neighborhood and attended school together. Shortly after their first daughter was born in 1870, they moved to Norfolk, Nebraska to farm. They built a little house, plowed the land, planted many crops, and bought a cow and some chickens. They were young, ambitious, thrifty and worked hard. They were happy and their family continued to grow. By 1888, Mary Ellen and John had seven children.

One evening without warning, grasshoppers descended on their crops. The grasshoppers hit the ground and house with the noise of a hailstorm. John and Mary Ellen were helpless in fighting them. The grasshoppers destroyed the crops, leaving desolation and discouragement in their wake. John and Mary Ellen replanted, and again the grasshoppers destroyed their crops.

They gave up and moved back to John's father's 80-acre farm in Wisconsin, traveling in a covered wagon pulled by mules. The journey took three weeks. They lived on the Morris farm for the next 10 years. John bought an additional 40 acres of adjoining land, and they started beekeeping and raising cows. They exchanged honey for groceries and sold extra milk to a cheese factory. John heard there was a demand for surveyors, so began studying surveying and bought some equipment. He learned to make precise measurements to determine property boundaries.

In 1900, John traveled to California to visit relatives. He was growing tired of the cold winters in Nebraska and liked the warmer climate in California. So in 1902, the family relocated to Etiwanda. They traveled by train, shipping their household goods and team of horses in a freight car. They bought a house on a five-acre orange grove on East G Street in Ontario. John hired a man to help him with the heavy work of rebuilding the house, adding several rooms. Later he built a barn and kept a cow and some chickens. Water came from the mountains in underground cement pipes.

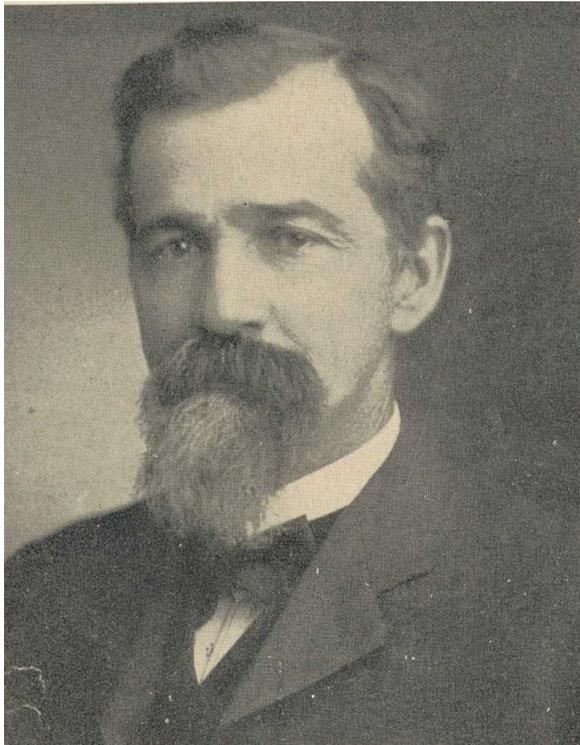
John started working for the county as a citrus tree inspector, eventually becoming deputy assessor. He became interested in improving the grounds of Ontario's cemetery, so began investigating cemetery management. He interested the cemetery owners in the idea of perpetual care lots – a plan whereby each owner pays a fixed sum for a lot, creating a reserve fund used for the care and improvement of the cemetery.

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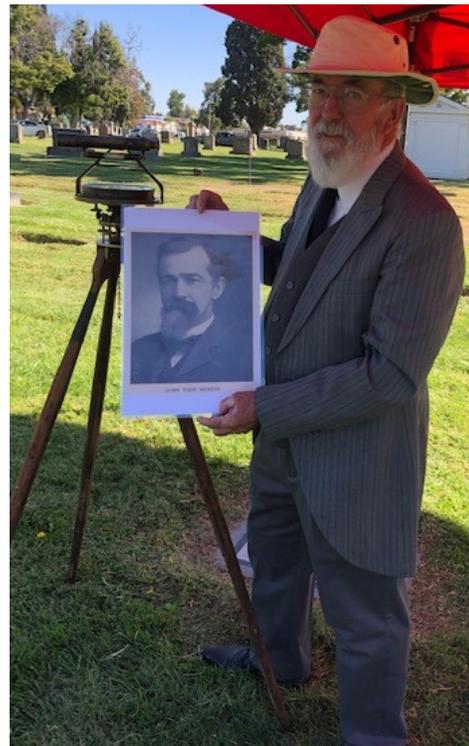
Heritage Corner (continued from page 8)

John and the four owners of Ontario's cemetery formed an association, pooling their money to buy a five-acre tract of land that became Bellevue Memorial Park. John became the manager and surveyed the grounds, laying out driveways and sidewalks. He planted camphor trees and many other trees and shrubs. He had the brick chapel built. Over time, more land was purchased to add to the cemetery.

John died in 1922 at the age of 76. He was survived by his wife Mary Ellen and three daughters, one son, 30 grandchildren and six great-grandchildren. The cause of death was pernicious anemia, a disease that prevents the absorption of vitamin B12. Mary Ellen lived for several more years in the family home on West G Street and Euclid Avenue Ontario – now a commercial plaza.



John Todd Morris



Jim Frost portraying John Todd Morris



A Historic Highway

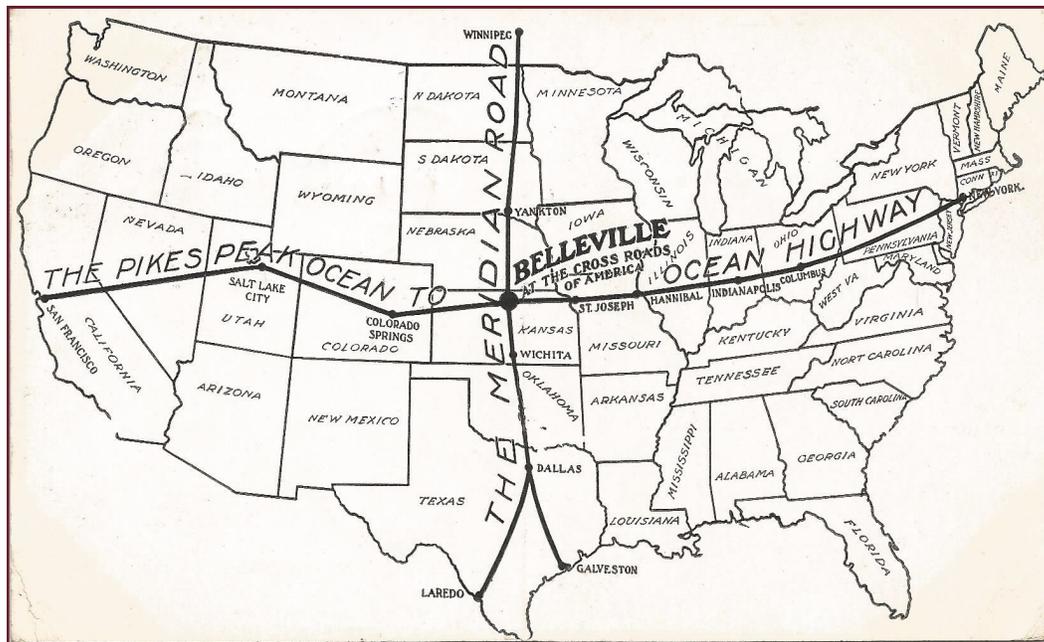
Pike's Peak Ocean to Ocean Highway in Ontario

By Diane Ayala, City of Ontario Planning Department

Arriving from Europe, the automobile first appeared on the American scene during the 1890s and was not regarded as having practical, workday uses. It was considered an elaborate plaything for the wealthy class. Nonetheless, it excited the curiosity of American mechanics, who immediately began to construct adaptations of the European models.

The American version of the automobile continued to develop, gaining much popularity, and by 1905, 78,000 vehicles existed in the United States. As more well-to-do people acquired automobiles, social clubs such as the American Automobile Association (AAA) emerged as strong advocates for supporting recreation auto touring and long-distance road racing. Other vested groups such as local booster clubs, petroleum companies, and auto manufacturers and dealers banded together to push for new roadways linking one town to another, thus promoting the American auto-tourism movement.

Pike's Peak Ocean-to-Ocean Highway is one of the nation's first transcontinental highways, commencing construction in 1912. The highway spanned the continent from Los Angeles to New York and passed through Ontario, along Holt Boulevard. Leading the local chapter was none other than local town promoter and developer, Charles Frankish. It was quickly realized that Ontario's participation in this new highway was key to furthering economic prosperity, as the highway would bring travelers directly to the downtown.



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A Historic Highway (continued from page 10)

By 1920, Holt Boulevard had been transformed from a two-lane scenic road lined with citrus trees and grand Victorian homes into a modern four-lane highway. It ultimately became the main transportation route from Los Angeles to Palm Springs for the newest class of automobile owners: the Hollywood movie stars and Beverly Hills socialites. Soon automobile ownership was widespread and auto tourism was on the rise, thanks to Henry Ford's Model T. The simple engineering and design applied with the assembly line technique allowed, for the first time, an affordable auto to be marketed to the middle class. Twenty-eight million cars were reported on the road by the end of the decade.

Existing property owners and businesses along Holt Boulevard began to modify their products, services and buildings to better address the needs of the highway motorist. This is evident by the many residential buildings that were converted to commercial, or commercial additions that were attached to the front of the residence. The businesses that once catered to railroad travelers (such as the Casa Blanca Hotel) expanded their advertising to Holt Boulevard to catch the attention of the auto traveler. All types of businesses began to develop along the side of the road. A certain number of travelers would always be in need of gas, and often times they grew hungry, tired, and restless. Soon gas stations, produce booths, hot dog stands, and auto camps sprouted up along Holt Boulevard to capitalize on these needs.

Early on, petroleum companies began to enlist the services of strategically located livery stables, garages, hardware stores, and grocery stores to sell their gasoline. Initially, gas was sold in cans, but soon gasoline pumps were installed near the road. This method of selling gas quickly caught on and the first stand-alone gas stations began to appear. Many gas station owners also began selling additional products and services such as tires and auto repair. However, the most dominant auto-related business along Holt Boulevard was the automobile dealership.

In the early 1920s, "autocamping" became the rage, and campgrounds equipped with tents sprang up along the highway. By the end of the decade, however, the camps became less desirable and "cabin camping" – also called "tourist courts" – were popularized. The modern tourist courts of the 1940s and 50s were professionally designed and much more sophisticated. They provided travelers with all the comforts of home, including kitchens, bathrooms, electricity and comfortable furniture.



Family autocamping in the 1920's.

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A Historic Highway (continued from page 11)

Prior to the 1920s, automobile travelers had few choices for restaurants on the road. However, that changed as food stands, drive-in restaurants, diners, and full service restaurants joined into the competition for the traveler's attention and money.

Food stands were often shacks virtually thrown together by farmers, who owned property along the highway and sold their produce and other homemade products to passing travelers. A former citrus ranch home, The Orange Grove Inn, became famous for its fried chicken dinners and homemade marmalade. Some food stands also served hot, refrigerated or frozen foods such as hot dogs and hamburgers, cold drinks and ice cream. In particular, Vince's sold fresh squeezed orange juice and French-dip sandwiches in an open-air six-stool food stand. It would later develop into a full service restaurant becoming famous for its spaghetti dinners. Meanwhile, the food stand evolved into a completely new type of restaurant, born of the automobile – the drive-in restaurant.

Unlike the businesses that provided necessary products and services to travelers, roadside tourist attractions and souvenir shops simply offered tourists a diversion from the road: Graber Olive, GE Hotpoint, Armstrong Nursery, the Ice Skating Rink, and both Fountain and Cucamonga Valley Wineries all benefitted from this notion.

Signing of the 1956 Federal Aid Interstate Highway Act sealed the fate of many small U.S. roads. This legislation appropriated funds for the constructing the Interstate Highway System. Federal funding absorbed nearly all of the expense, leaving the states responsible for only 10% of the shared construction cost. As result, much of the tourist traffic that traveled along Holt Boulevard was diverted to the I-10, putting an end to the golden age example of Roadside architecture.



President Eisenhower signing the 1956 Federal Aid Interstate Highway



Model Colony News

Who's Who in Historic Ontario

William Benjamin "W.B." Chaffey

Editor's Note: In September 2019, Ontario Heritage and Upland Heritage hosted a contingent of visitors from Mildura, Australia (Upland's Sister City). Ontario Heritage prepared a special cemetery tour for these visitors, with Joe Caskey portraying George and Dave Coote portraying George's younger brother William. Though George Chaffey is thought of as the founder of Ontario, his brother Williams played an important role as well.

William Benjamin Chaffey, or W.B. as he later came to be known, was born in Brockville, Canada in 1856, the third son of George and Anne Chaffey. He emigrated with his father to Riverside in 1878, joining other Canadian families in the Santa Ana River irrigation settlement. George visited but didn't move to California until 1881.



William B. Chaffey

His home is now an art gallery

Rio Vista residence was built for W.B. in 1891

Using George's grand vision for irrigating the Cucamonga Desert to become productive and profitable, the brothers formed a partnership called the Etiwanda Irrigation Colony, each making equal contributions. George as the engineer, and William as the business manager.

George's innovations in irrigation, such as cement pipes in main water channels and a hydroelectric system using mountain water, brought water to the Cucamonga Desert. Williams's contribution was establishing a mutual water company that eliminated disputes over water. The brothers' ideas for water allocation, storage and distribution enabled the citrus industry in the area to flourish.

Toward the end of 1882, the brothers founded the Model Colony, naming it Ontario after their Canadian home province. The success of the Model Colony came to the attention of W.B.'s friend, the Honorable Alfred Deakin, a minister in the government of the state of Victoria in Australia and chairman of a royal commission on water supply. Mr. Deakin visited California in 1885 and invited George to visit the Murray River in southeastern Australia as the site of a possible irrigation project. George did so in 1886, and found two areas along the Murray River as the most promising for irrigation. George cabled W.B. from Australia with instructions to sell their interests in Ontario. W.B. reluctantly did so, even though the quick asset sale to Charles Frankish resulted in realizing less than the true value of the property.

The South Australian government granted the Chaffey's a license to develop 250,000 acres of land near Mildura and another 250,000 acres around Renmark. W.B. was the manager in Mildura and a younger brother, Charles Chaffey, came from California to manage Renmark.

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Who's Who in Historic Ontario (continued from page 13)

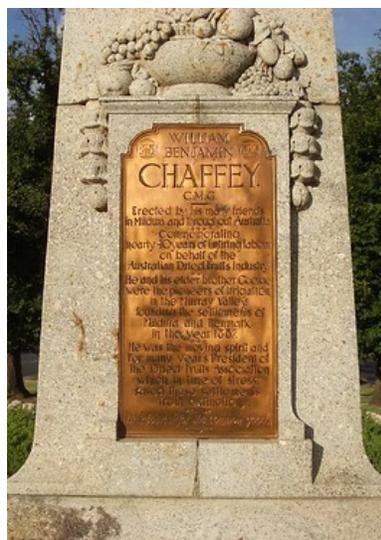
In 1888 George and W.B. founded two irrigation colonies along the Murray River – Mildura and Renmark – and set about creating town and villa lots, agricultural, and horticultural land, just as they had in California. Each lot came with water rights equal to one vote for every acre of land. They presented a block on which to build a church to each religious denomination. After only one year, there were 2000 acres under irrigation, owned by 60 families, mostly South Australians.

George and W.B. mounted a massive and expensive sales promotion campaign in Australia and Britain for the irrigation colonies. By December 1890, 3300 people were in Mildura and 1100 at Renmark – about half of them new British migrants. The Chaffey's laid out both towns as they had Ontario, with a wide main street planted lavishly with trees. Because land sales were strong, they remained confident that our colonies would be successful.

But doing business in Australia turned out to be more difficult than the brothers imagined. Although the new towns were well planned, there was some settler dissatisfaction about the loss of water through seepage. Their American business practices were the subject of debate in the Victoria parliament. Local residents did not believe it was possible to make a living on only 10 acres of land (the lot size), so the brothers had to seek financing from overseas. Then dissatisfied water rights shareholders obtained control of their company, which resulted in catastrophe for the Chaffey's as well as the Mildura and Renmark settlers.

In December 1895, the Chaffey's were bankrupt. Disheartened, George returned to California and turned his attention to the Imperial Valley water project which became very successful. Charles returned to the United States and eventually settled in Vancouver, British Columbia, Canada.

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This statue of William B. Chaffey at his gravesite was made by Paul Montford and unveiled in Mildura in 1929; he was commemorated by another in Renmark in 1930. William lived from 1854-1926.



Hattie E. Schell became Williams's first wife. He married her in Canada. She lived from 1854-1889.



Heather Sexton Schell was the niece of William's first wife. He married Heather on a return trip to the States in 1891. She lived from 1867-1950

Who's Who in Historic Ontario (continued from page 14)

Even though almost all of his investment had been lost in the Mildura and Renmark irrigation projects, W.B. decided to remain in Mildura. He planted an orchard on his 200 acres and began growing wine grapes. In 1895 he became active in developing marketing procedures for local fruit. He joined both the Mildura and Australian Dried Fruits Association and served as president of the latter for many years. He was elected president of the Mildura Shire Council in 1903 and became mayor in 1920. When he and Mrs. Chaffey left on a business trip to England in 1923, leading residents of Mildura paid tribute to his character and ability. All told, he and Mrs. Chaffey resided in Mildura for almost 49 years, where he was affectionately referred to as "The Boss".

During W.B.'s tenure as president of the Australian Dried Fruits Association, he became deeply interested in viticulture and horticulture. He became an authority on grading, packing and handling fruit. He often shared his knowledge of irrigation to benefit the fruit industry, and befriended many members of the younger generation.

Fruit needed to get to market, which required transport on the Murray River. W.B.'s father had been a shipbuilder in Canada, and W.B. worked for a time in his shipyard. Using his knowledge of river boats, he worked out a way to transport fruit via waterway. He also fitted out a steamboat, the Pearl, in true American style with an eye of the comfort of the passengers. Later the Pearl was converted into a barge, and is still on the river.

One of W.B.'s proudest moments was in 1911, when the residents of Mildura presented him with a Ford motor car in appreciation of what his ability and determination to aid the development of the area and conclusively proving the value of irrigated horticulture.

W.B. eventually paid all his debts, both public and private, and was appointed a Companion of The Most Distinguished Order of St Michael and St George, one of the orders of chivalry of the British crown. Though it took him almost a lifetime, he was able to rebuild his life, create a town, and gain its trust.

W.B. Chaffey died in Mildura on June 4, 1926 following a massive heart attack that occurred while he was conversing with friends at a distillery. He had been widowed in 1898 when his first wife Hattie died, leaving a young family. He remarried in 1926 during a visit to the United States. After his death, he was survived by his second wife Heather Sexton Schell, two sons and a daughter from his first marriage, and two daughters and a son from his second. Another son had been killed in World War I. At his death, his estate was valued at about \$720,000 in 2019 dollars. His home in Rio Vista became a cultural center. A statue of W.B. by artist Paul Montford was unveiled in Mildura in 1929, and a second one in Renmark in 1930.

The Chaffey brothers first used steamboat engines to drive the irrigation pumps in Mildura and Renmark. Later they designed a complex system with a triple expansion steam engine. The engine maker so distrusted their fancy design that he wouldn't put his name on it. So the engines are today known as a Chaffey engine. One is on display in Mildura.



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Board Members

Petrina Delman, President

Randi Campbell, Treasurer

Charlene Wissing, Secretary

Joe Caskey

Rita Nelsen

Margot Cardona

Gloria Jones

Wendy Roldan

Diane Ayala, Ex-Officio

Debra Porada, City Council Liaison



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4th Quarter 2019

2020 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



Ontario Heritage Membership Form (December 31, 2019 to December 31, 2020)

*Name: _____

*Address: _____

*City: _____ State: _____

*Zip Code: _____

*Phone: _____

*Mobile Phone: _____

*E-Mail: _____

* Required Information

Membership Categories (For the 2020 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

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