

edition short

The following article from the Visalia Weekly Delta of March 9, 1861, would seem to indicate that early residents were prone to "whoop it up" on occasions:

"It is our private opinion that when men get drunk and go whooping, yelling and shooting pistols about the streets in the night, they should be put in the lower story of the court house building for safe keeping until they become sober, wiser and better men.

"We have a pious horror of being picked up by a stray bullet and having our name adorn a local item with a coroner's verdict of 'accidentally shot' attached thereto."

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Perhaps no one is remembered with as much reverence as is Father Dade, who came to Visalia as a missionary priest in May, 1861, according to Miss Annie Mitchell, who has compiled much data on the early history of Visalia and Tulare county.

This kind, hard working priest not only established St. Mary's, the oldest parish in the valley, but started one of Visalia's earliest schools, the ~~Saturday~~ Academy of the Nativity.

Father Dade conducted his first services in a stable situated on the same ground as the present Catholic church. This stable also served as a school and in the loft, Father Dade curtained off one corner for his own living quarters. He would accept only ~~22~~ 25 pupils and after the first year had to have assistance.

His teaching assistants were Mrs. Wilson and Miss Hattie Denning. The growth of the school made it necessary to rebuild the stable and divide the classes. The women taught the girls down stairs and Father Dade taught the boys upstairs. He was an excellent teacher and the children liked him.

When anyone recited well, Father Dade rewarded him with a white card upon which was written D.F. Dade. At the end of the year, the pupil who had the most cards would receive a gift. The school term lasted nine months and tuition was \$5 a month. The subjects were reading, spelling, writing arithmetic and studies pertaining to the Catholic church.

more



ad one dade

The list of those who went to school.  
to Father Dade reads like a who's who of pioneer Visalia.  
Among those who were taught ~~by him~~ at his school were:

Salina Becquette Patrick,  
Mary Jane Walker McEwen, Tom Chatten, Dr. T.W. Patterson,  
Ed. Jeffords, Edith Barr Kieffer, Paschal Becquette, the Reid girls  
Will Johnston, Eva Miller, Mamie Johnston, Frank Jeffords,  
Bella Sheperd, Mary D<sub>o</sub>lan, Jenny Droulliard, Carrie Toms,  
Lizzie Mooney Parker, S<sub>u</sub>sman Mitchell, Bertha Kohlberg,  
Mike Mitchell, William C<sup>u</sup>rtis, Ulysses Curtis, Celeste Chatten,  
Frances C<sub>n</sub>atten, Eliza Ridgeway C<sup>u</sup>rtis, Annie Meade Van Gordon,  
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edition early artesian wells

Efforts to obtain water from artesian wells for general use in Tulare county were first made as early as 1859. At that ~~period~~ period, some of the citizens of Visalia and vicinity sank a well at about the present corner of Main and Court streets in Visalia.

Nothing came of this attempt, however, for ~~at~~ after boring 212 feet and finding no stratum that would rise to the surface, the work was abandoned, the work was abandoned.

The Southern Pacific, in 1875, bored a well near the track south of Tipton. At a depth of 210 feet a stratum of water was found that flowed to the surface in a strong stream. Many other flowing wells since have been bored. The water, however, is tepid with a slight smell of sulphur and rather insipid.

In 1881, another well was bored on the Paige and Morton ranch and at a depth of 330 feet a grand flow of water was obtained. The completion of this well was made the occasion of a great celebration. It established the theory that there is an artesian belt in the county. By 1912, there were about 400 wells used for watering stock and for irrigation. This belt of flowing wells was mostly west of the main line of the railroad and extended to the westerly line of Tulare lake.

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940  
1360  
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2310

The business of maintaining ferries across streams in the county appears to have been a profitable one in early days, judging from the number engaged in it.

At one of the first meetings of the board of supervisors, in 1853, A.B. Gordon was granted the privelege of maintaining a ferry across Kern river, free of taxation for a period of eight months. The following rates were authorized: six horse team or four yoke of oxen, \$6; four horse wagon, \$4; two horse wagon, \$2; horse and man, \$1; pack mules, 50 cents.

In 1855, the court of sessions granted licenses to L.A. Whitman to conduct a ferry on Kings river at a point two and one-half miles west of Crumley's ranch and to I.S. George to run a ferry to at the Poindexter crossing; granted to John Pool the right to continue his ferry and gave to Crumley and S<sup>th</sup>ith the privelege of conducting another.

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About 10 miles above Three Rivers, on the middle fork of the Kaweah river, stands an enormous rock, undercut in such a way as to form a considerable shelter .

The rock is covered with the painted sign-writing of a prehistoric race and ~~xxxxxxxxxxxxxx~~ for a number of years was the abiding place of a settlement of Indians. The name "Hospital Rock" arose ~~through~~ as the result of an accident that befell A. Everton in 1873 or 1874.

Everton, with George Cahoon, was hunting and trapping in the vicinity and had out several set guns for bear. One morning the finding of fresh blood on the trail indicated a wounded bear and Everton started to return to camp to obtain dogs. On the way, he accidentally sprung one of the guns, receiving the load in his leg, a nasty wound from which he ~~would~~ probably would not have recovered had it not been for the Indians.

The Indians carried him to camp and the squaws nursed him back to health, applying such herb remedies as they deemed suited to the case. As Hospital Rock, therefore, the huge pile has been known ever since.

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A correspondent, writing of Visalia in the 1890's, speaks as follows of the engine that hauled passengers from Visalia to Goshen:

"The engine doing service on the Visalia railroad is one of the most novel arrangements we recollect to have seen in railroading. It has engine, tender and car all aggregated together, will carry 10 or 15 passengers and baggage, and can doubtless be run at half the cost of an ordinary stage coach.

"We place no high estimate on its speed, but the engineer tells us that it has the power to move any train likely to be loaded at any point in the valley."

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