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edition

tulare

with early visalia or early county

Tulare is situated on the main lines of both the Southern Pacific and the Santa Fe railroads some 10 miles south of Visalia. A checkered career, marked by a series of misfortunes has been the lot of the city of Tulare.

Founded by the Southern Pacific railway company, Tulare lies almost equidistant from San Francisco and Los Angeles in the heart of one of the richest dairying districts in the San Joaquin valley. Designed to become the county seat, Tulare at first had the brightest prospects before ~~xxxx~~ disaster swept in in the form of a succession of devastating fires and oppressive debt caused many to abandon hope and for a time business just ceased to exist.

Finally, the irrigation debt was lifted in 1904, the surrounding district had been proved as especially favorable for agriculture, dairying was in its infancy and the population took new interest in making their city what it has developed into at the present time.

The earliest settlers of the county passed by the section in the vicinity of Tulare because it did not lie in the path of water courses. A few pioneers were there, namely W.F. Cartmill, J.A. M<sup>c</sup>rehead, J.W. ~~xxxx~~ Hooper, I.N. Wright, the Powell, & McCoy, Hugh and Wallace families, whose homesteads were tributary to what is now Tulare, but no settlement existed in this neighborhood prior to the coming in ~~ix~~ 1872, of the Southern Pacific ~~xxxxxxxx~~ railroad.

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An immediate growth in the settlement followed the sale of lots--Tulare, in fact, started with a boom. There was occasion for this, because, according to the railroad's plans, which were duly advertised, it was to be the end of a division, the site of great ~~xxix~~ railway repair shops and, not the least, the county seat of Tulare county.

In the plats submitted to prospective investors, the many projected enterprises such as factories, railroad yards and shops and the court house were outlined. There many purchasers eager to get in on the ground floor. The railway shops actually were built, perhaps not on quite as extensive a scale as anticipated, but still there they were, and so, too, were several hundred workers all of whom had to be housed, clothed and fed.

Consequently there was a need for merchants in all lines and these arrived. Of course, the court house did not materialize because the Visalia influence brought about the passage by the state legislature of a bill permitting Tulare county to issue bonds for the purpose of building a new court house ~~xxxxxVisalia~~ at Visalia. Flourishing enough, however, were conditions to cause the town to grow apace. Among the industrial pioneers of the period may be mentioned J.O. Lovejoy, who built the first residence in the town, a mill and a hotel, and I.H. Ham who constructed blocks of buildings, both in the business and residential sections.

Many of the railroad employes purchased lots and built homes on the installment plan. Monthly came the pay car with \$30,000 to \$40,000.

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In July, 1883, a disastrous fire swept the business section, causing a loss of about \$150,000 and destroying 25 places of business. Tulare recovered rapidly from the effects of this fire and better buildings were constructed almost immediately and the bustling progress of the community was resumed.

On the night of August 16, 1886, however, the entire business portion of the town was destroyed by another fire. Nothing was left, except, to quote from the Tulare Register of the time, "a fringe of residences around a fire-swept gap." The number of business houses destroyed was listed at 77. The loss was so great it seemed probable that endeavor would be paralyzed.

The residents were confident of the town's future, however, and new and more substantial buildings arose on the ashes of the older ones.

The fates, however, were not through with Tulare and in 1891 a crushing blow fell. In that year, the railroad company removed its shops to Bakersfield, taking tenants and business. Most dismal and discouraging was the situation for those who remained. A score of merchants found their patronage insufficient to make them a living; artisans and other craftsmen were without employment; rents dropped to almost nothing; business houses suspended and closed; gardens were neglected and became weed patches.

There followed a period of stagnation. Houses were sold for a fraction of their values and moved elsewhere in the county and Tulare was looked upon as beyond hope of recovery.

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The resolve for a great irrigation system to provide water for the fertile surrounding ~~x~~ acres saved the day for Tulare. The system planned was to include wide canals and far-reaching laterals. To carry out this project, the ~~people~~ residents of the territory to be served formed the Tulare Irrigation District and voted bonds of \$500,000.

The bonds sold readily and the vast enterprise giving employment to an army of men was well under and all trouble was believed in the past. Litigation over water rights in the new district, however, involved the ~~new~~ district from the start. Finally, largely due to this litigation, the money was spent and there was no water, or insufficient water. This set back occurred just as general hard times and the financial depression of 1893 was being felt most severely.

Lack of funds prevented proper upkeep of the canals. There was no water to speak of and yet there was ever-increasing indebtedness that ~~with the dragging~~ prevented further progress. Land depreciated in value until it became practically unsalable.

Joe Goldman and other progressive citizens of Tulare evolved a plan under which they attempted to compromise with the bond holders. They succeeded in obtaining a concession whereby the bonds and accrued interest, aggregating \$750,000 could be wiped out for about \$273,000.

In the fall of 1902, an assessment was levied upon the real estate of the bonded district sufficient to cover the amount, the bonds were placed in escrow and efforts, finally successful, were made to collect the money.

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October 17, 1903, marked the turning point in the career of Tulare. On that day, the cancelled bonds were burned during a monster celebration and progress since has been rapid. In addition to the irrigation system, pumping plants have been installed to reach areas not touched by the ditch. Vineyards, deciduous fruits of all kinds and other products contribute to the city's prosperity but the sum received from the dairy industry remains of first importance.

The progress of the dairy ~~industry~~ industry in Tulare as well as in the county is recorded in an article elsewhere in the Anniversaries Edition.

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edition      dinuba      with early visalia or early county

Dinuba, situated along the foot hills on the eastern side of the great San Joaquin valley, once was but a cross roads when Traver was a flourishing community and, like most of the other towns situated on the east side branch of the Southern Pacific railway, owes her being and progress largely to the railroad company.

Dinuba came into being early in 1888 when, with the coming of the railroad, James Sibley and W.D. Tuxbury, owners of large acreages in that territory, deeded 240 acres to the Pacific Improvement company, the land branch of the Southern Pacific company. The Southern Pacific later purchased an additional 80 acres south of the original grant and for a time the new settlement was called Sibleyville in honor of James Sibley.

Residents of the Smith mountain section, then more thickly populated than the territory immediately surrounding the new town, objected to the "ville" ending and announced the town henceforth ~~would~~ should be called Sibley. However, when the town site was recorded and the first time tables were printed, the name had been changed to Dinuba.

Sibley, on a later visit to San Francisco, called at the headquarters of the railroad company to learn the reason for the change in name. He was informed that Dinuba was the name of a famous Grecian battle ground and that reports of a fierce battle between factions of Greek and Austrian laborers in the Mussel Slough section, resulting in heavy casualties, had suggested to him the name of Dinuba.

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ad one dimuba *x sultana*

The town was platted and made ready for the sale of lots. Dr. E.M. ~~E~~ Gebhardt was the first purchaser from the Pacific Improvement company. His lot was situated across from the depot and on it he built a building for his office and a drug store. Homer Hall and H.C. Austin bought four lots paying ~~\$2500~~ \$250 each for them.

The first structure actually to be built was a store constructed by I. Ischer (also recorded as Isher) in April, 1888 at the corner of Alta avenue and El Monte way. When the depot was built and the town site was laid out, this buuilding was so far distant from the expected center of activity that Ischer moved it nearer the center of traffic.

The first hotel in D<sub>i</sub>nuba was built by Sibley and Tuxbury and was called the S<sub>i</sub>b<sub>l</sub>ey house, Mr. and Mrs. Henry Kirkpatrick being the first lessees.

The progress of D<sub>i</sub>nuba sounded the death knell for Traver and many of the buildings and houses that could be moved were taken from Traver to Dinuba or Reedley. In the days when the main line of the Southern Pacific had been the only railway connection with the outside world and the station of T<sub>r</sub>aver was the nearest point for the great open country east and north of that prospering town, all grain from the Alta and foothill districts was hauled over many miles to Traver, which also drew most of the business from these outlying localities.

The routing of the East Side branch nearer the foot hills in 1888 and the establishment of Dimuba gave these growers a much closer shipping point, which also largely eliminated the excessive cost of long hauls. As a result, D<sub>i</sub>nuba grew and Traver almost ceased to exist.

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ad one dinuba & *cultura*

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The growth of D<sub>i</sub>nuba to its present proportions should be credited almost entirely to the raisin industry which is discussed from a county point of view, including D<sub>i</sub>nuba, in another article in the Anniversaries Edition.

There also is a considerable fig acreage in the district. Dired fruit plants and gree fruit houses provided employment for hundreds, adding to the prosperity of the city.

S<sub>u</sub>ltana, one of the new towns created by the construction of the Sante Fe railroad in 1896, lies three miles due east of D<sub>i</sub>nuba and is half way between that city and Orosi.

S<sub>u</sub>ltana, situated in the very midst of a solidly planted area of orchards and vineyards, has become an important shipping point, both for fresh and dried fruits.

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