

NILAND

\$3.50

GATEWAY to the VALLEY



1914 - 1989

NILAND CALIFORNIA

1914 - 1989

GATEWAY
TO THE
VALLEY

By
Alma Miller

1st Printing 1989

Printed by
Sun Graphics
2035 Arizona Avenue
Yuma, Arizona

TABLE OF CONTENTS

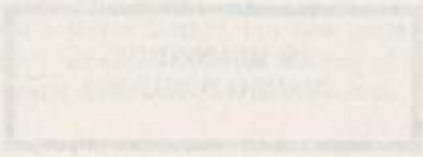
Acknowledgements And Thank Yous	6
Niland -- Then & Now	7
History Of Salton Sea	16
Fish Story	20
Story of Mullet Island	23
Niland Chamber of Commerce	25
The Rock House	27
Not So Quiet Nights In The North	28
Along The Sunset Route	31
Imperial Irrigation District	37
Along The Trail	39
Niland Puts On Cosmopolitan Airs	42
The Livermore Salt Works	43

Niland -- The Sportsman's Paradise	45
The First Telephone Line	47
1986-87 Imperial County Agricultural Report	48
Welcome To Wonderland	50
Greasewood	51
Mud Pots	52
The Story Of The Tomato	53
A Desert Oasis	55
Random Facts About Niland And Imperial County	56
Slab City	60
Geothermal Energy In Imperial Valley	65
Niland's Womens Club	66
Niland Youth Betterment Club	66
Cattle Raising In Imperial County	67

Niland Fire Department	70
Fish and Fowl	72
Last Bank In Niland	73
Home Remedies Of Long Ago	74
Niland's First Church	75
The American Sahara	76
Niland Tower	76
You Think Our Roads Are Bad ?	77
Beauty and Household Hints From Long Ago	79

WARRIOR WEDDINGS
AND THANK YOU

*THIS BOOK IS DEDICATED TO THE
BRAVE PIONEERS WHO PUT UP WITH SO
MANY HARDSHIPS TO MAKE NILAND A
POSSIBILITY.*



ACKNOWLEDGEMENTS AND THANK YOU

No historical book can be written by just one person, the effort, yes, but not the knowledge.

Sources ---

Imperial Valley by Tracey Henderson, *The First Thirty Years, a History of Imperial Valley* by Otis B. Trout, *The Salton Sea, Yesterday and Today* by Mildred de Stanley, *Imperial Valley and the Salton Sink*, by H. T. Cory, *Imperial Irrigation District, Unocal Corporation, Morton Salt Company, Ormesa I-E, Southern Pacific Railroad Company, Imperial Valley Pioneers Museum.*

To the guest writers, who contributed articles, *Thank You very much:* Don Knight, Harold Gaston, Sandra L. Miller, Rollo Williams, Shiela Cox, Mike Aleksick.

May I especially **thank** Alton Thweat, Fred Sones, Ruth Caffey, George Widmann, Vena Rowe, Sandra Miller, Carol Lawrence, Tom Remington, (Hartman & Williams Feed Lot) and the many others who have given of their time and memories to make this book possible.

75 years ago, in 1914, people worked together and made a town, Niland California. In 1989 the following Niland organizations worked together to make Niland's 75th birthday a success. Niland Chamber of Commerce, V.F.W. Post 2089, Great Salton Sea Experience (Niland Chapter), Niland Senior's Club, American Legion Post 801, HI-12 Club,

Photos -- Bob Crow

Cover -- Roger B. Tapiceria

-- IN MEMORIUM --
MARGO DENISON

NILAND -- THEN & NOW

Can you envision a town out in the desert where there is no water, no roads and not many people? Luckily Ed Welch and William Alcott could, and purchased 160 acres with government script. They had the property surveyed, graded and plotted the streets and lots and then sold it to the Imperial Valley Lands Association. John D. Reavis and John B. Woodridge were appointed the townsite agents and the sale began.

On March 14, 1914, Niland was ushered into being with the blare of trumpets and showmanship under the direction of Mr. Reavis. Up to this time the township had had the names Old Beach, Imperial Junction and for a short time in 1913, Hopgood (named by Mr. Hopgood, who was Post Master at the time).

A nine car pullman train brought several hundred land buyers from Los Angeles and vicinity for the opening day sales. In spite of no water and other handicaps, the first day sales reached \$248,000.00. The town lots were sold from a huge map and every buyer was given the chance to win \$100 in gold. This was a festive occasion with a bar-b-que, entertainment by members of the Orpheum circuit and attending movie stars.

The town name of Niland is credited to two sources. Some historians say Mr. Reavis christened it. Others say a contest was held and a woman from Los Angeles won \$200 for the name. The name Niland refers to the Valley of the Nile and the fertile valleys there. This writer will allow you to use whichever story you like best.

The people who elected to live in Niland after this sale were furnished their water from a big tank supplied by the railroad (while awaiting the arrival of irrigation water through the extended ditches). Rapid town growth was premature, as the farm development had just began and the town had to depend greatly on the farmers' support for survival.

Niland

The greatest handicap was no water. Most of the area north of Niland did not have a water system, so progress came to a standstill and Niland had some very hard years.

Niland had a Water District, but new paths had to be chartered in legal procedures to make possible the forming of a district within a district, in order to water 8000 acres north of Niland.

FISH and FOWL

You can fish in the ocean or you can fish in your favorite lake but you'll never catch a tastier fish than the Corvina from the Salton Sea. Introduced into the Salton Sea in the 1950's, along with gulf Croaker and Sargo, the corvina has become the favorite of all. For a good fight and taste it can't be beat. Better use a wire leader if you want to hold on to your fish. For bait you can use lures, small croaker or other live bait.

If you're really lucky, you might even catch a 35 pounder but ten to fifteen pounders are the most common.

The croaker and sargo are good eating fish but you'll need quite a few for a good meal, as they seldom run over two pounds.

Talapia was introduced into the canals to eat the hydrilla but soon found their way to the sea. They can also be found in the irrigation ditches and canals. For their size (1 - 3½ pounds) they put up a pretty good fight and no limit. A very mild tasting fish.

There are many ponds around the Niland area that are regularly stocked with catfish and bass. At the Wister Fish and Game Headquarters there are several ponds open for fishing. Both the All American and the Highline Canal are good for catching Catfish.

Imperial Valley is one of the most important wintering areas for ducks and geese. Various kinds of waterfowl pass through this area every winter and the hunting is great. Wister Fish and Game Headquarters have many duck blinds for the visiting hunters and there are numerous private duck clubs in the area, who are required to feed during the season, all of which helps draw the birds. In September, dove season starts and normally there are enough birds for most hunters to limit out.

I remember once when we had guests and I forgot to tell them that in the morning dove season would open. I'm not sure who was the most surprised the next morning, them, when they were awakened by a barrage of gunfire at dawn, or me, when they woke me and wanted to know if there was a war on.

Whether it's winter or summer, whether you're a hunter or a fisherman, it's all here in Imperial County just waiting for you.



LAST BANK IN NILAND

How many readers of this article remember the time when there was a bank in Niland? I do because I was the last person to lock the door and close the bank. The facts are quite unusual and it might be interesting to relate them at this time.

In 1924-25 I was manager of the Pacific Southwest Trust and Savings Bank in Calipatria. That name was one of several used for what is now Security First National Bank. One afternoon in the summer of 1925 after the closing hour, I answered a knock and admitted Thomas M. Montgomery. He told me he had brought down for deposit all of the accounts of the Farmers & Merchants Bank of Niland. In a sack he had currency, silver and a draft on a Los Angeles bank. I counted the contents and found the total agreed with the total of a bundle of ledger sheets covering the checking accounts of all depositors in the bank. Mr. Montgomery explained that the directors of the bank had decided to close shop and carry the bank loans themselves.

I reported this unique happening to my Head Office. They suggested I go to Niland on railroad paydays and take with me cash and drafts so service could continue to Southern Pacific employees and any other residents who might come in for a banking need. I did this four or five times before I decided the effort was appreciated by only a few. The community had accepted the bank closing graciously and did not avail themselves of the new service. Everybody was happy to know that the depositors had not suffered the loss of any money whatsoever.

So ends the story about the last bank to operate in Niland.

*C. A. Jacobson, Manager
Security Pacific National Bank, Brawley, Calif.*

CALDERON, JAHAM & OSBORN
*An Accountancy Corporation
Certified Public Accountants*



VICTOR CALDERON, CPA
WILLIAM R. OSBORN, CPA
JEFFERY NUNN, CPA
DELBERT WIDMANN, CPA

350 "G" Street
Brawley, CA 92227
(619) 344-0340

1236 State Street
El Centro, CA 92243
(619) 352-6022

In 1925, Ed. Welch, as representative of the Niland Water District, was sent to Sacramento where he succeeded in getting a bill passed to form a district within a district. It wasn't long after this until water was flowing in the laterals and a few hardy souls who had weathered the dry years began planting vegetable crops. It was largely a time of trial and error for new methods had to meet the requirements of the new district. They soon passed the experimentation era and the acreage began producing fruits and vegetables in astounding quantities, especially during the winter months.

In 1914-15 the town growth began as laid out by the early developers. A school was built and opened its doors in 1915. On the Northshore Rd. (where the Old Town of Niland) is now located) other buildings were being erected, including a hotel, which housed the Post Office, cafes, grocery stores, a hardware store and other business establishments. A charter was granted to the 1st. National Bank in 1920, and they took up residence in the corner building, where the Youth Betterment Store is now located. The bank was changed to a State bank in 1922 and in later years became the site of Bank of America.

One of the earliest business men in Niland was H.W. Merkly, who opened a furniture store and was also the town mortician.

Even before the building of "old town", there was a hotel and a cafe located along the railroad tracks, back and east of where the Silver Dollar now stands. This hotel provided the early accommodations in Niland for both visitors and the railroad men. Until the new hotel was built at the corner of Niland Ave. and Main Street. In 1921, the Niland Chamber of Commerce was formed, with O. J. Renfrew as its president.

The Niland Businessmen's Club was formed in 1923.

The Niland P.T.A. was formed in 1925, with 125 persons attending the first meeting. Although there is no longer a P.T.A. as such, the parents of the Niland school children function as the Niland Community Club. They assist in co-ordinating many of the school activities, such as the annual Easter egg hunt, the Halloween carnival and participation in the eighth grade graduation ceremonies.

In 1929, R. Turner started the New Era, a weekly paper, but it was discontinued within a few months.

Beginning in the late 1930's, Niland again began a "boom" period when the town became the headquarters for the construction crews building the Coachella branch of the All American canal.

According to Bea White owner of Bea's Trailer Park at Niland and Main Streets, her apartment and some of the other buildings on her property can be traced back 75 years. The motel portion of her park was built with railroad ties as beams and was probably used as an office by the railroad.

The population of Niland in 1930 was 814.

Fred Sones, who came to Niland in 1931, and his partner George Brand established one of the first trucking concerns in Niland, picking up produce from many of the small farmers in the area. After picking up the loads, they were hauled to the loading dock, which was located where the east end of the Oasis Park's recreational hall is now located. From there it was shipped to markets in Los Angeles and points North. Sones recalls that after the depression, the state contracted for W.P.A. workers to work on the road from Niland to Bombay Beach. They were to fill in the chuck holes and smooth it down. Remember--this was a dirt road, not Highway 111 as we know it today. Work on the road ran smoothly to within two miles of Bombay Beach, then the money ran out. The crew boss figured it would take two more days of work to finish and, as a smooth road was an asset to Sones and Brand, the two businessmen made arrangements and financed the last two miles with their money. At this time, this dirt road extended nearly to Little Richard's, near Mecca.

A. L. Wilkins, who came to Niland around 1914, is credited with the development of present day Niland. This development almost caused a division of the town, as both the old and now new sections would both be in business. Eventually business ceased in old town and many of the beautiful buildings were either torn down or burned.

The North Shore Road (Hwy 111) was rerouted in 1950 and the building began. When the buildings in Niland were completed they were valued at \$250,000.00. Wilkins then proceeded to erect houses on First Street. By 1951 there were several produce companies or their agents, four trucking companies, grower supply companies, saloons, a welding shop, department store, food markets, realtors, restaurants, service stations, motel, soda fountain, lumber company, dry ice plant and seed companies.

In 1953 a spot check of truck traffic revealed that 25 trucks per hour used HWY, 111 from Arizona and Imperial valley to Los Angeles.

In 1959 the population of Niland was estimated at 2200.

The street dividers in front of the business properties downtown were erected in the late 1950's.

Niland, at one time, even boasted of it's own movie theater.

In the mid 1980's, through the efforts of Ray Knight, a member of the Niland Chamber of Commerce, Niland had street lights installed.

At the last census, taken in 1980, Niland's population was 1040.

In 1930 John Reavis wrote about Niland, "Some day Niland's dream of commercial and horticultural greatness will be realized. That time depends upon its land owners, who have in Niland the most strategic location for the building of a commercial city of any place in Imperial Valley. Near Niland is the famous Salton Sea, swimming, boating, fishing

and hunting are excellently provided for by nature but man has not grasped the opportunity of development."

This writer agrees with Reavis but even if this doesn't happen, Niland is still one of the greatest towns there is to live in.



NILAND'S BUSTLING BUSINESS DISTRICT in 1914-15 boasted a hotel, which housed a post office, cafes, grocery stores, and a hardware store. A bank occupies the building at the corner of Niland Avenue and Main Streets after 1920.

"C. J." DONUT SHOP

(Formerly Fay's)

**Donuts • Coffee
Good Food**

Open 5:00 am to 3:00 pm

Closed Sunday

348-0245

Next to the Niland Post Office

Imperial Foam Systems

POLYURETHANE
FOAM ROOFING

RESIDENTIAL
COMMERCIAL
MOBILE HOMES

C-39-387603

260 Cedar
El Centro, CA 92243

(619) 353-0716

MODERN HOOKUPS
STORAGE

TRAILER-CAMPER
LAUNDRY

OLEANDER TRAILER PARK

3RD & INTERNATIONAL -- 2 BLOCKS EAST HWY. 111
P.O. BOX 986 • OFFICE 124 THIRD STREET
NILAND, CA 92257

ETTA M. PIERCE (RIO) & PAUL, OWNER, MGR.
PHONE (619) 348-0445

CONGRATULATIONS NILAND

On Your 75th Birthday

1914 - 1989

Mr. & Mrs.
Clifford C. Lawrence

celebrating their

50th ANNIVERSARY

August 4, 1989



**BUD'S
AUTO
PARTS**

See Us First!

**Auto Parts and
Accessories**

Phone: 348-2469
P.O. Box 933
Calipatria, CA



L & N Sporting Goods

HUNTING AND FISHING
GUNS & AMMO · BAIT & TACKLE
SPORTSWEAR · SPORTS LICENSES
LIQUOR

HOT & COLD SANDWICHES
ICE COLD BEER

8101 Highway 111 Niland, California

Phone: 348-0674

"Sportsmen's Hours" 7 Days A Week

Larry & Nora Hartsfield

I. V. RESTAURANT



8120 Highway 111
Niland, California 92257

*Chinese
and
American
Food*

Lunch and Dinner



Authorized
Sales Sales
Agent
XEROX.

smart
STATIONERS, INC.

More than just pens, pencils and paper!

144 Main Street
P.O. Box 1400
Brawley, CA 92227
619-344-1680

ABE F. SEABOLT

SUPERVISOR
DISTRICT FOUR
COUNTY OF IMPERIAL

October 24, 1988

Niland Historical Association
P. O. Box 358
Niland, California
92257

Dear Members,

I wish to extend my sincere congratulations to the town of Niland upon the occasion of their 75th ANNIVERSARY - FEBRUARY 4, 1989 through FEBRUARY 12, 1989. It is also exciting to anticipate the 49th NILAND TOMATO FESTIVAL which will encompass the last three days of the 75th ANNIVERSARY.

The entire town is working hard on this 9 day celebration, I know. I am very proud to have been your supervisor for the past 8 years!

Sincerely,

Abe F. Seabolt
Abe F. Seabolt, Supervisor
District 4

AFS:hhs

Imperial County Sheriff - Coroner's Office

OREN R. FOX
SHERIFF • CORONER • MARSHAL

October 10, 1988

Niland Historical Association
Attn: Alma Miller, Chairman
P. O. Box 358
Niland, CA 92257

Open Letter to the Niland Community:

Even before the Niland community was settled, it was a vital link to all of Imperial County. The railroad station was the main transportation link which eventually connected all of the trade to the southern part of the county.

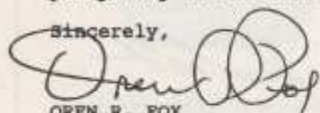
As Niland evolved into a townsite and the community took on the air of a thriving hub of commerce, Imperial Valley began to grow as a major farming area. By the early 1920's Niland was glistening with a bank, stores and shops to serve the rail passengers and the extreme northend.

Today, Niland is again growing. It is near the center of activity once again as Geothermal energy attracts new investors. Electric power could be one of Imperial County's most lucrative export products by the year 2000.

As Niland nears its 75th Birthday, the community stands on the threshold of a new era in Imperial Valley. Continued growth will bring new challenges and a new life for many in the northend.

Congratulations Niland, on your 75th Anniversary. Good luck and prosperity in the next 75.

Sincerely,



OREN R. FOX
SHERIFF-CORONER
IMPERIAL COUNTY, CALIFORNIA

ORF:wr

P. O. BOX 1040, EL CENTRO, CA 92244-1040 PHONE: (619) 338-6311
AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER



ERLE STANLEY GARDNER

One of Niland's property owners, the famed mystery novelist enjoyed our desert.

RHODES EXXON

348-0057

NILAND, CALIFORNIA

CONGRATULATIONS NILAND
on your 75th Birthday

Jean Bethell Gardner

BYRD STURDEVANT HARMON & PACE

Attorneys At Law

Brawley Office
El Centro Office

110 South Plaza
1224 State

344-4110
353-5333

HISTORY OF SALTON SEA

Several million years ago, an inland sea which included what is now the Gulf of California, extended through the Imperial and Coachella Valleys. Then came a tremendous upheaval which formed the mountain ranges to the east and west of the valley.

As evidence of this upthrust, beds of fossilized oyster shells and other forms of marine life came into view and may be seen today one thousand feet above the valley floor on the sides of the San Jacinto Mountains. The waters of the old sea must have been extremely favorable for oysters. There are many square miles of fossil beds which in some places are two hundred feet thick. Some of the shells found have been as large as dinner plates. A marked fault line in the mountains show that the Valley simply dropped at some time, either slowly or suddenly.

As the central portion of the Imperial and Coachella Valleys began to settle into a huge depression, the Colorado River began its meandering across its delta area. The delta eventually extended itself for hundreds of miles into the Gulf of California, as well as to the West and North through Imperial Valley. As the river meandered back and forth cross its delta, it began disgorging vast quantities of silt. Tests have shown that in some places in Imperial Valley, the silt is two thousand feet deep.

It is believed that, during a period of many years, the entire flow of the River was into Imperial Valley. This was evidenced by the vast lake which was formed. The shoreline can be seen in many places around the Imperial and Coachella Valleys. This shoreline has an elevation of over thirty feet above sea level.

The water stood at this elevation for many years, as shown by the travertine deposits on the rock below the water line.

Dr. W. P. Blake, a geology professor at the University of Arizona, in 1853 named this vast body of water Lake Cahuilla (Ka-wee-yah). At that time, it was approximately 100 miles long, 35 feet wide, and a maximum depth of over 300 feet.

Lake Cahuilla slowly dried up with the loss of water supplied from the Colorado River and evaporation, and eventually disappeared. This was a process that took many years. Records show that there was again water in the Lake in the 1980's, and in 1981 the overflow of the river was sufficient to cover about one hundred thousand acres.

By 1900 the lake was again dry and the salts it contained were concentrated in the lowest part of the area, near the north end of the sink, where Bombay Beach is now located.

As this century came into being, so did the new Liverpool Salt Works. They harvested the salt in the sink for several years. The

Southern Pacific Railroad established a railroad station near the salt works, and it was called Salton.

In 1905 unusual winter floods poured out of the Gila River in Arizona and into the Colorado River. Unchecked, the flood water rushed northward toward the Salton sink. Because the sink was below sea level and the river higher ground, the raging waters poured into the Valley. The swirling torrents of water enlarged the channel intake to a width of 1200 feet and greatly enlarged the New and Alamo Rivers. The result of this flow was the Salton Sea.

Through the supreme efforts of the Southern Pacific Railroad, the flood into the sea was halted before most of Imperial Valley became flooded. The Sea reached a length of 45 miles, a width of 17 miles, and a maximum depth of 83 feet; an area of 410 square miles.

Below are salinity levels of the sea during various periods:

<u>Year</u>	<u>Elevation of sea</u>	<u>Tons of salt per acre foot of water</u>
1907	195 feet	00.95
1913	222 feet	04.85
1941	241.30	49.85
1951	237.00	48.55
1962	232.65	47.43
1988		

Here are some comparisons of salinity levels from 1962.

Dead Sea	303.00
Great Salt Lake	266.00
Ocean Water	47.80
Salton Sea	47.43

Since 1941, the water has been diverted at Imperial Dam on the Colorado River through the All American Canal, which is operated by I.I.D.

The rising salinity rate of the sea, caused by evaporation and irrigation, has become the major concern of Imperial County over the last decade. If the salinity rate is not checked, it will damage the fish and bird population.

Twenty thousand birdwatchers show up every year to study the myriad species of birds flocking about the Salton Sea. The Sea, California's largest inland body of water, boasts more species of wildlife than any other national wildlife preserve in the United States.

In the 1950's, saltwater fish were introduced to the Salton Sea. Corvina, sargo and gulf croaker were introduced from the Gulf of Mexico. Corvina presently ranks as the most popular catch among Sea fishermen.

But this inland resort natural paradise is threatened because of the increasing salinity of the Sea.

In 1986, the Sea's salinity was 40,000 parts per million. It was ten percent saltier than the Pacific Ocean. Every year, the salt content increase by 350 parts per million.

If the Sea's salt content continue increasing without interruption, recreation at the Sea will become a dead issue, literally.

Why is the salinity increasing?

Most water in the sea comes from the Colorado River. The river collects salts from the mountains through which it flows in its seaward journey . . . from mountain ranges in Wyoming and Colorado.

Returning water from irrigation systems and municipalities also return large amounts of salt to the Sea.

In the past, the inflow of salt has been balanced by the sheer size of the Sea. But, as the sea becomes increasingly salty, this protection is lost.

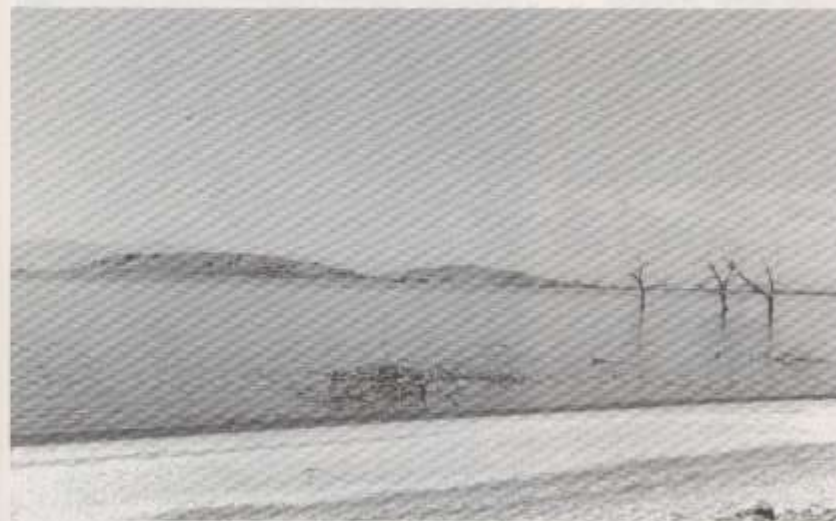
Farmers explain that, in order to counteract the high salt content of their irrigation water, they must use more water than is truly necessary to water their crops. The excess water is merely to help dilute the extra salt content. With the drought and increasing water shortages, such excessive water use is now impractical.

The only answer is to remove enough salt from the water to stabilize the salinity in the Sea created by inflow. Ormat Engineers have developed a de-salinization system through their research on the shores of the Dead Sea in Israel, and are now implementing it in the Imperial Valley.

Since 1970, highly saline waters have been used in Israel to produce electricity. A byproduct of the system is the desalinization of the water itself.

The system, used in the Ormesa I and II plants in Imperial County, pumps the highly saline water from the sea through overhead evaporation systems. Precisely measured droplets fall from the overhead pipes, allowing the maximum amount of water evaporation with the least amount of water loss. The salty brine resulting is collected in solar ponds. Eventually, when substantial amounts of salt has collected in the ponds, the salty deposits are pumped to a special processing plant in Yuma, and, eventually, returned to the Sea at the Gulf of Mexico. The return to the ocean is, explains Ormat, a natural return to the ocean of waters which had been unnaturally diverted into agriculture use in the Imperial Valley. Had these Colorado Water River waters not been diverted into irrigation,

all of the salt content would have drained into the Gulf of Mexico. Hence, no unnatural pollution of ocean is taking place during this process.



COMPLIMENTS OF . . .

IMPERIAL VALLEY AUTO DEALERS ASSOCIATION

- DEL NORTE
CHEVROLET-OLDS
TOYOTA
- EL CENTRO MOTORS
FORD-LINCOLN-
MERCURY-ISUZU
- ROGERS & ROGERS
NISSAN
- ROBINSON FORD
SALES, INC.
- THOMAS MOTOR CO.
- WOMACK-MOTORS
CHEVROLET-CADILLAC

AAA Waters

Bottle & Tank Water
Service

SERVING IMPERIAL VALLEY
SINCE 1912

522 "I" STREET
BRAWLEY
Phone 344-2075 or 352-4981

FISH STORY ...

By Rollo Williams

It was my pal Connie, who got me into it. It is all his fault. You can't blame an old tired sport's reporter from wishing out loud that he'd like to go fishing with a real corvina expert, one who knew all the ropes.

"I've got the guy", Connie shouted when he heard me say it. Out in the boat, later, when he looked at me and snarled, "You got me into this", he was wrong. Real wrong. It was his fault.

What was happening was Connie and I were learning what a corvina fanatic is. And the corvina I didn't get taught me something about fishing.

The place was Imperial Valley's Salton Sea. A fantastic body of salt water in Southern California 250 feet below sea level. The time was spring. The corvina maniac was Harold Gaston, who manages a restaurant in Niland, California.

We had coasted down the Alamo River and threaded our way between mud bars out past Mullet Island and into the sea. We'd been fishing about half a day when Connie got that wild haunted look. Now when I say fishing, I mean fishing. We fished every second, absolutely no letup. At dawn we were casting spoons into the brush around the old Alamo channel. We couldn't smoke, we couldn't take a drink. Every instant Gaston was casting a spoon that looked like the side of a battleship, or drifting mudsuckers around the trees.

If we stopped casting he commanded, "Keep the bait in the water, can't catch corvina in the air."



GASTON and his fish

When my arm would start to come off I'd retreat behind the camera. Gaston would glower. I'd explain that I had to earn a living. Connie had no such defense. All he had to do was to try to light a cigarette and, "Keep that bait in the water, boy!" Connie is almost over it now. He hardly ever screams in his sleep any more.

I tell you every second this guy Gaston was pounding the water. The only break he made was to oil his reel. It was like a thing with him. The way he fished I guess "It" would have caught fish if he hadn't.

But it paid off. We caught eighteen fantastic corvina that day, from ten to sixteen pounds.

The sixteen pounder was a beauty. One of these fish any man would have been proud to take in a lifetime.

Gaston? He was disappointed, "I thought that fish would weigh 20 pounds the way he fought," he told us confidentially. Then he glowered at Connie, listening attentively. "You can't catch fish with your bait in the boat, Connie."

Then with a sixteen-pounder still gasping for breath in the bottom of the boat, "whoosh!" out went that battleship spoon. Gaston was at it again.

MACHINE and
AUTO PARTS

**SHANK
AND
KRETZ**

8th & "D" Street
Brawley, California

OK RUBBER TIRES

- Passenger
- Truck
- Road Service
- Farm

DOUGLAS-CENTENNIAL

B.F. Goodrich - Riken

Bridgestone

375 No. 8th Brawley CA
Phone 344-4541

CONGRATULATIONS NILAND

On Your 75th Birthday

Southern California Water Company

Don - John - Mike

631 SOUTH SORENSON

CALIPATRIA, CALIFORNIA

348-2303

STORY OF MULLET ISLAND

"Hell's Kitchen"

All during the "twenties" a recreation resort was operated on Mullet Island. Owner and operator of this resort was Captain Charles Davis, who came to Imperial Valley from New England. This was the place the young people of the area went to dance and have a good time. Capt. Davis established a museum on the island which he called "Hell's Kitchen". His museum was filled with large paintings, which had been painted with the colored mud from the nearby mud pots that bubbled up from the ground. He mixed his colors with fish oil from the mullet fish that were abundant in the sea. The colors were mostly sennas, umbers and ocher. He also had a mixture of other weird things in his "kitchen"; rocks, petrified wood, sea shells, and even skeletons. It was dark, damp and covered with cobwebs, a real haunted house type.

There were ramadas and picnic tables and benches outside, and on a Saturday night, he usually had a local dance band perform. On Sundays he charged admission for cars and his place was popular for family picnics. There was a salt works on the island too and the big paint companies mined huge deposits of earth for paint colors. The Captain claimed he could cause minor earthquakes in the North end of the valley by capping off the right number of mud pots. The results would cause the quakes, he said.

Captain Davis also ran a mullet industry at the island since Mullet was the most numerous fish in the Salton Sea in those days. As the mullet fish was a vegetarian and had gizzards similar to birds, the Captain installed an enclosed feeding ground on the island and fed the mullet chopped alfalfa with supposedly good results. During World War II, seiners (net fishermen) invaded the Salton Sea and took out the vast majority of mullet which soon depleted the stock.

Captain Charles Davis died in 1933 and his heirs tried to operate the resort, but they didn't have the interest in it the Captain had had and it soon was abandoned.

Today on Mullet Island you will find Red Hill Marina, a boat ramp and camping facilities, but, maybe, if you're out in your boat on a clear calm night or fishing quietly, you might hear the echo of the Saturday Night Dance Band from "Hell's Kitchen", inviting you to join in.



HELL'S KITCHEN was Captain Charles Davis' bizarre museum on Mullet Island in the 1920's. In its dark, spooky interior were paintings colored with the nearby bubbling mud pots and fish oil, as well as other curiosities.



MULLET ISLAND, now popularly known as "Black Rock", flourished during the 1920's as a resort with picnicking and dancing to top tunes of the day.

ALFORD

DISTRIBUTING COMPANY

BUDWEISER
BUD LIGHT
OLYMPIA-MICHELOB
MICHELOB LIGHT
HAMM'S
OLY GOLD-BUCKHORN
EAGLE SNACKS

*Local Distributors of
Anheuser-Busch
since 1952*

21 East Evan Hewes Highway
El Centro, California 92243
(619) 353-3920

IMPERIAL PRINTERS

50 YEARS
CONTINUOUS
QUALITY AND SERVICE

EL CENTRO 352-1300 · BRAWLEY 344-0631
TOLL FREE 800-352-1300

Celebrate the 49th Annual Niland Tomato and Sportmen's Festival with Imperial Savings

During the 49th Annual Niland Tomato and Sportmen's Festival, you can get **200 free checks** with every checking account opened.

And, get a **free safe deposit box** for 6 months when you open a Money Market Checking account.

Imperial Savings and the Imperial Valley
Growing together for over 60 years.

Imperial Savings

190 Main Street
Brawley, 344-4510



NILAND CHAMBER OF COMMERCE

Every town needs a governing body and Niland is no exception. Because our township is unincorporated and has no city council, the Chamber acts in this capacity.

Formed in 1921 with O. J. Renfrew as its first president, the Chamber since that time has participated in the progress of the town.

In the past, the Chamber was given the responsibility of holding the public meetings needed to decide the use of Revenue Sharing Funds which were allotted to Niland. Through the disbursement of these funds, the fire department was able to purchase the Jaws of Life; the Seniors were able to improve their facilities, and the Chamber was able to build the smaller building, where community functions are held.

When the Chamber was first formed, they met in the Women's Clubhouse. In 1966 they were able to erect the steel building, on land they had previously purchased, where the festival is now held. In the mid-1980s, they realized the need of a smaller building that could be used as a community center. Consequently, the brick building was built. These buildings are used for a multitude of purposes by the people of Niland. One of the most important uses is the distribution of Share (food allocations for low income residents).

In 1940, the first Tomato Festival was held, in a tent on Main Street. The tent served successfully for several years, with the exception of 1946, when the wind blew the tent down. No one was hurt, but it was this "blow" that convinced the Chamber that they needed more permanent quarters.

The Tomato Festival was so named because at its conception, Niland was the chief producer of tomatoes in the valley. In 1962, because of the tremendous amount of fishing, hunting, boating and bathing in our area, the name was changed to the Sportsman and Tomato Festival. In 1989, Niland will be hosting its 49th. Festival in conjunction with the town's 75th birthday celebration.

The highlight of the Festival is the Tomato Packing Contest, which was inaugurated in 1948. Even though today, most contestants are local people and the tomatoes are "imported", it wasn't always that way. In 1958, the champion was Jack Tillery from Tampa Florida. Gene Magno, from Niland, was second and Garnet Hobson from Chelon Washington was third.

One of the features of the 1953 Festival was an endurance ride. The ride was eighty miles in length and took two days. The contestants left Niland on horseback, and rode forty miles to Glamis, through desert, hills and unclaimed lands. The following day they returned by a different

route, finishing at Niland. There were two weight divisions for the horses and the grand prize was a Tex-tan trophy saddle. Additional prizes to both classes were cash prizes. I suppose, in this day and age the closest thing we could come to this would be two laps around the football field, or a fast game of musical chairs.

In addition to the Festival, the Chamber, through the efforts of Ray Knight, a member, had street lights installed throughout the town. They help support the Boy Scouts, Girl Scouts, Little League, and participate with the Niland School in its many functions. They have held town clean-up days, helped at one time in bringing a Doctor to Niland, assisted needy families and donate the grounds and buildings for civic affairs. The Chamber helps promote every activity the people of Niland participate in.

Although "our" Chamber is located in one of the smallest towns in Imperial County, it has one of the strongest and most active memberships. A good case in point --- that much can be accomplished by a few.

In November 1987, Niland held its first "Old Time Fiddlers Contest". Contestants arrived from many states and it was enjoyed by all. The Chamber hopes to make this an annual event.

The 1988-89 very capable officers are: President, Ken Simmons, First Vice-President, James Dearmore, Second Vice-President, Robert Walton, and the Treasurer, C. C. Lawrence.

The Niland Chamber of Commerce is one of the few chamber organizations that accepts all persons, not just business-men. If you would like to be an active part of Niland -- Join the Chamber.



THE ROCK HOUSE

A unique house of stones standing on the main highway, in Niland at corner of Highway 111 and Main St., catches traveler's eyes as they rush past on the highway.

Harry Chandler of the L.A. Times ordered construction of the house in 1934 for T. M. Montgomery.

Walls are of brown desert sandstone, tons and tons of large flat slabs brought from the nearby ancient beach line of Lake Cahuilla. A carload of cement and 20 barrels of lime were used to mortar sandstone together.

Interior lintels are of railroad ties, finished with an antique process.

Total floor space of approximately 1800 square feet, includes, two bedrooms, kitchen, bath, and service porch. A separate guest house, built for Mr. Chandler to use when he came to the area for fishing, has two bedrooms and a bath.

Deep foundations of concrete and huge reinforced blocks support the structure on bed clay. Walls are 18 inches thick, the width of the railway ties used as door and window frames. A huge eucalyptus log supports rafters on the front porch and a pergola terrace at the rear. The same sandstone used in the walls is used on the floors of the terrace and porch.

The roof is finished with hand-split cedar shakes. The magnificent interior fireplace is topped with a polished ironwood mantelpiece.

The floors are of three-width pegged mahogany on a pine subfloor. Kenneth A. Gordon of Pasadena was the architect.

The "Rock House" is currently owned by Mr. and Mrs. G. R. Hulse.

When the house was originally built, it was located "way out in the country". Little did the builder realize that someday it would be a showplace in the heart of town.

The building contractor was paid \$250.00 for his labors.

NOT SO QUIET NIGHTS IN THE NORTH

By Peter R. Odens

A few yards from the tracks of the Southern Pacific, near Niland, a little spring bubbles forth a few drops of water, forms a puddle and loses itself in the weeds and the sand.

Across a dusty road used to be a monument erected by a Boy Scouts troop years ago. They had asked this writer to help them pinpoint a place in Imperial County which should be remembered, and he suggested this lonely spot because it had at one time been the gateway to Imperial Valley.

The monument proclaimed that this was the site of Flowing Wells. Unfortunately, the monument was smashed by floods some years ago, but it is to be rebuilt soon, and, when this appears in print, may be standing in its old spot.

When the California Development Company told the nation in 1901 that an agricultural paradise was being created in the Colorado Desert and that water had been diverted from the great river 60 miles to the east to make this possible, courageous men, women and youngsters rushed to the scene, many of them traveling by railroad which stopped briefly near the little spring to allow them to get off.

From there, they made the trip - 25 or 30 miles - to Imperial, the first city built in the new "paradise" and other places in what had become known as Imperial Valley.

George McCaulley, a businessman from Yuma, decided to move to this railroad stop and to set up a stage route into the Valley.

He even built a hotel of canvas and eventually became a station-master for the Southern Pacific Railroad. Soon, Flowing Wells was a busy place from which the pioneers ventured forth into the desert valley, turning it into the garden spot the development company had foreseen.

Animals and, of course, to be brought into the valley as well as humans, and many of them also came via Flowing Wells, and were then driven into the Imperial area.

Perhaps one of the most unusual of such drives was that of 80 gilts which had to be taken to the Silsbee area, the first city of the Valley, not too far from Imperial, by the shores of Blue Lake.

Gilts are young female pigs that have been bred but have not yet given birth. The late Clyde Havens, who was on this first pig drive when he was a boy in April 1903, would often talk about it.

Clyde's father, John, who had come into the Valley in 1901, originated this drive assisted by Clyde and an older son. Also in the drive were five other men; Ray Clark, W. Van Horn, Jim Jackson, George Nichols and George Avery - six men in all, and two boys.

John Havens had taken the train from Flowing Wells to Colton where he bought the 80 gilts. He loaded them on the train and accompanied them to Flowing Wells where the others were waiting.

The gilts were quickly unloaded. Then men had rigged up the two wagons, one containing a water tank holding about 400 or 500 gallons, the other one loaded with feed as well as panels which could be knocked together to form emergency pens.

Since the days were quite warm, the men decided to make the drive at night. It must have been a strange sight. The moon was shining and weird shadows were dancing over mesquite bushes, arrowweed and salt cedars and seemed to be paying hide and seek in the washes.

The porkers, with an oink here, an oink there, were staggering behind the wagon containing the feed. They were Poland-China and Berkshire breeds, both dark in color, and with their short legs and heavy with their young ones, the drive had to halt every now and then to let the animals rest. That's when the pens were needed.

"It took us three nights to make the trip, Clyde Havens recalled. "Then we reached Blue Lake and our 80 acre spread. All the gilts had been spoken for, and we lost not a one."

Well, not exactly, because one of the hogs decided that she liked Flowing Wells. She broke away from the rest and returned to the little railroad stop. There, she was caught by the station master who built her a pen. Havens decided to give the gilt to him, for after all, he would have lost the animal.

"And that's how we got pigs in Imperial Valley," Havens said with a chuckle.

Flowing Wells flourished for a short time only, then McCaulley moved his hotel a few miles away and built a new hotel, this one a small wooden structure around which several tent houses began to group themselves. This was the beginning of Niland.

Dr. W. T. Heffernan, a surgeon, wrote the unusual story of an evening in the McCaulley hotel in 1926.

He had met McCaulley in 1894 when McCaulley had been running a saloon near a mining camp southeast of Yuma. Heffernan had stopped at the saloon briefly on his way to the mine where he was to take care of a patient.

McCaulley's bar, he reported later, consisted of a board laid across two trestles on which the liquor was displayed. The roof of this "saloon" was made of arrowweed.

McCaulley owned several wagons and an old Concord stage coach, and Heffernan convinced him that business in Imperial Valley would soon be booming. McCaulley moved to Flowing Wells and, when Flowing Wells died, the development company suggested that the Southern Pacific move its station to Old Beach. This was done and the station soon was opened there with a telephone, a store and an agent - McCaulley. In 1906, Old Beach became Imperial Junction, and finally, Niland.

As for the hotel, its walls consisted of unbleached muslin sheets. Heffernan recalled that he always undressed in the dark because it was easy to see through the "walls" when the light was on.

One night, Heffernan was about to travel to Los Angeles and was waiting for the train while staying at McCaulley's Hotel.

One room of the hotel was occupied by a woman from the coast who had been visiting her nephew in Brawley and was returning home. She, too, was waiting for the train which was to pass through Flowing Wells in the early morning.

In the middle of the night, Heffernan was awakened by a loud noise. Apparently, two miners had come in from the mountains where they had been digging for gold.

Heffernan never found out what they were celebrating, but supposed that they either had found gold or wanted to drown in booze their sorrows at not having found any.

One of the miners had pulled out a gun and began shooting, and when their manager of the hotel asked him to be quiet, he fired a few more rounds in defiance.

Heffernan rolled out of bed and lay quietly, but the woman in the other room became hysterical and started to scream for help at the top of her voice. Heffernan said she apparently wanted to run out into the street, so he warned her not to do so but to lie down on the floor just as he had done. She followed his advice while Heffernan himself went out to see what was going on.

He had a talk with the two prospectors, begged them to be quiet because there was a woman in the hotel who wanted to sleep and strangely enough, the prospectors complied and, in turn, decided the time had come to stop celebrating.

A minute later, all that could be heard in Niland was the snoring of the two men.

ALONG THE SUNSET ROUTE

By Sandra L. Miller

In the 1800's, that great triangle of wasteland extending from the San Gorgonio Pass to the west bank of the Colorado River on the triangle's base, to the Superstition Mountains on the South, was deemed a dreaded, parched and hellishly hot area to be travelled over as quickly as possible -- usually in the night to escape the heat, and at the fastest pace possible.

The Colorado Desert, or the Salton Basin, as this giant triangle was known, stretched 185 miles in length, and its width at the base was 75 miles. It was largely unknown to travelers, who crossed it at night in a race for life.

In 1858, David Butterfield had contracted with the government to carry the U.S. mail from St. Louis to San Francisco twice a month. Butterfield's route crossed the valley by way of Indian and Coyote Wells, going north through Carrizo Canyon and Warner's Spring. An adobe building was erected at Indian Wells near Seeley to service the stage route. It stood until it was washed away during the flood of 1906. This stage route ended in March, 1861, when the government, channeling resources to the Civil War, halted funding.

In May of 1849, Dr. Oliver M. Wozencraft visited the then-unknown Colorado Desert with a small pack train. He conceived the idea of reclaiming the desert by bringing in water, and in 1859 secured from the California State Legislature all the state rights to 1600 square miles of the Salton Sink. He lobbied Congress for a bill to supply Colorado river water to the desert, but government interest was diverted from the project by the Civil War and later, Reconstruction.

San Gorgonio Discovered

The United States Congress, during President Pierce's administration, agreed to pay the bill for surveys of possible railroad routes to the West. A party of Army engineers in 1853 was sent west and discovered the San Gorgonio Pass, which cut between the San Bernardino and San Jacinto Mountains. Geologist Dr. William P. Blake, a member of the party, wrote:

"Imagine the enthusiasm with which the great unknown break in the mountain range between San Bernardino and San Jacinto was approached by members of our party as we made our way eastward from the region, then practically unoccupied but now known as Colton and Redlands, and found an easy grade and open country for our train of wagons to the summit, only 2580 feet above the sea. The pass was evidently the true gateway from the interior to the Pacific Ocean."

The discovery of this easy railway route spurred construction of the railroad, and in 1873, the southern route of the Southern Pacific Railroad began. Construction of Southern Pacific's line into Imperial Valley was begun by the Imperial & Gulf Railway at Old Beach (later called Imperial Junction and now Niland).

First Canal Built

In 1892, all supplies for valley settlers arrived at the main line stop at Old Beach. Freight was then hauled by wagon to settlers through the valley. It wasn't until April 10, 1903, that the Old Imperial Gulf Railway line was opened from Old Beach to the town of Imperial. By 1904, the population of the valley was over 12,000.

But the Colorado bore on its breast more than just water. The mighty river carried ten tons of silt with every acre foot of water it brought the farmers. The silt collected in the main canal until, in 1904, four miles of the main canal was blocked and the Valley was without water.

Panicking farmers threatened mayhem to the promoters who had promised an unending supply of water. The California Development Company, unable to get help from the U.S. Government, in desperation decided to make a cut in the Colorado River, channeling waters over to the Imperial Canal where it ran through Mexican territory, four miles below the border. The river was allowed to empty directly into the channel of the Alamo River, which was being used as the main canal delivering water to the valley. The bypass canal was scraped out in urgency. Engineers planned to build the necessary control gates after water service was resumed.

Flash Floods

But a series of flash floods in the spring of 1905 swelled the river, and the 60-foot cut widened to 120 feet, then 600 feet, and finally a quarter mile wide and 40 feet deep. Through it the Colorado gushed, pouring 19 million gallons of water every 24 hours -- 160 million cubic feet of water an hour -- into the valley. It was now too late to close the gap. The Alamo, which couldn't handle all the flow, spread over the south of Imperial Valley until New River was formed.

For three years - 1905, 1906, and 1907, the entire Colorado River drained into the Salton Sink instead of into the Gulf of California, and filled up what is now the Salton Sea. Six times efforts were made to dam the widening break and 6 times the flooded Colorado broke through. Had the flow not been halted, it would eventually have inundated present farm lands northward to a point between Indio and Palm Springs.

Vast Sea Formed

Water soon covered almost 800 square miles of the Salton Sink, forming a vast sea. The New Liverpool Salt Company, producing \$34-a-ton salt for the world markets, was inundated in 1906, and submerged under 60 feet of water, including its tall windmill tower. The Salt Company filed suit in Riverside County against the California Development Company for damages.

The river was rising at a rate of as much as seven inches a day. The Southern Pacific moved its tracks to higher ground five times. During nine months of that year, the Colorado, in cutting itself a new channel to the Salton Sea carried down a silt volume equal to four times the amount of earth excavated to build the Panama Canal.

The California Development Company fought to stop the break. The river was dynamited to stop the flow of the New River. After that failed, a second attempt dropped 30,000 sacks filled with sand into the break, and piles were driven into the river bottom. The efforts failed as floods washed the barrier away.

The water by then was within 100 feet of the Southern Pacific main tracks along the Salton Sea. The string of seven lakes on the west side of the valley filled and overflowed, spreading east and west. Bridges at Calexico, Selsbee, and Brawley went out. Many ranchers left the valley, while some fought to save their land by building levees.

The railroad was forced to rebuild 40 miles of its tracks between Mecca and Imperial Junction to reopen the line on March 1, 1906.

E. H. Harriman, President of the Southern Pacific Railroad, originally lent the California Development Company \$200,000 to stop the flow. When the company failed, the railroad sent their top engineer, Harry T. Cory, to do the job. Within six weeks, Cory had spur lines, barracks, and commissaries built to care for workers. He hired six Indian tribes -- Pimas, Papagoes, Maricopa, and Yumas from Arizona, and Cocopahs and Diegueñas from Mexico - a camp of 2,000 people -- to supply labor.

Appeal to Government

After the railroad had spent over one million dollars, Harriman appealed to the government for financial aid. President Teddy Roosevelt authorized the railroad to spend all necessary money to halt the flood, promising reimbursement when Congress reconvened.

Cory ordered all available flatcars to bring in rock and rubble to build a dam. Trains with their loads of rock came from as far away as 480 miles. Normal operations along 1200 miles of main line were virtually abandoned as all resources were commandeered for the epic man-against-river battle.

In December, 1906, the Gila River, which flows in to the Colorado, went on a rampage and stirred the Colorado into new activity. A new breach was made in the levee, and again water began to flood into the Imperial Valley. It took two months to close this new breach.

In 15 days, 2057 carloads of rock, 221 carloads of gravel, and 203 carloads of clay were dumped into the river; 80,000 cubic yards of rock in all were dumped before the break was closed.

Victory in 1907

Three attempts were made to put a temporary trestle across the river. Finally, in 1907, the break was closed when a 90-foot trestle was built across the torrent, the first of twin trestles. On February 11, 1907, the river was again shut out of the valley.

The river quickly cut another bed aimed at the Gulf of California. Miles of dikes were built by the Railroad to keep the river within its new bounds. Hoover Dam, built in 1935, completed the river's conquest.

The railroad had spent over \$3 million curtailing the flood. Not until 1930, 24 years after the job was completed, did the federal government pay the railroad \$1,012,665.17 as its share of the expense of saving the valley.

On February 12, 1907, the San Diego Union carried this Associated Press report:

"Imperial, Cal. Feb. 11 - The last water coming through the break in the Colorado River was shut off this morning after a long and hard struggle by the Southern Pacific Railroad Company.

"... The New and Alamo rivers carrying water from the Colorado to the Salton Sea are rapidly going dry in the valley. It is expected that the Salton Sea will now fall steadily and finally disappear through evaporation in about 10 years."

Even as the railroad saved Imperial Valley during the floods of 1905-06-07, their rail service continued to reach Niland.

The "Sunset Limited", heralded as one of the first vestibule trains to operate from the Pacific Coast, was inaugurated in November 1894 between San Francisco and New Orleans, making regular stops at the town which later became Niland.

The "Golden State" also stopped at Niland on its run between Los Angeles and Chicago. It was a winter train in 1902, and became a daily train at the close of 1904.

In 1903-04 a new Railroad line branching from Niland was completed to the Mexican border at Calexico. This was the line taken by the Southern Pacific train "Imperial" which dipped into Mexico on its Los Angeles-Chicago daily run.

Niland was once the stopping point for six regular daily eastbound and five daily westbound passenger trains as well as numerous freights.

In 1966 the Southern Pacific Railroad decided to close the Niland Station, because business had fallen to a low ebb.

The combined Golden State and Sunset Limited continued to make two regular daily stops at Niland and people could purchase their tickets after boarding. Baggage service, telegraphic service and freight handling was discontinued.

Nowadays, as we wait at the tracks (forever it seems) for the train to pass or hear the mournful whistle in the middle of the nite, maybe we could take a minute and try to visualize what it was like twenty years ago.

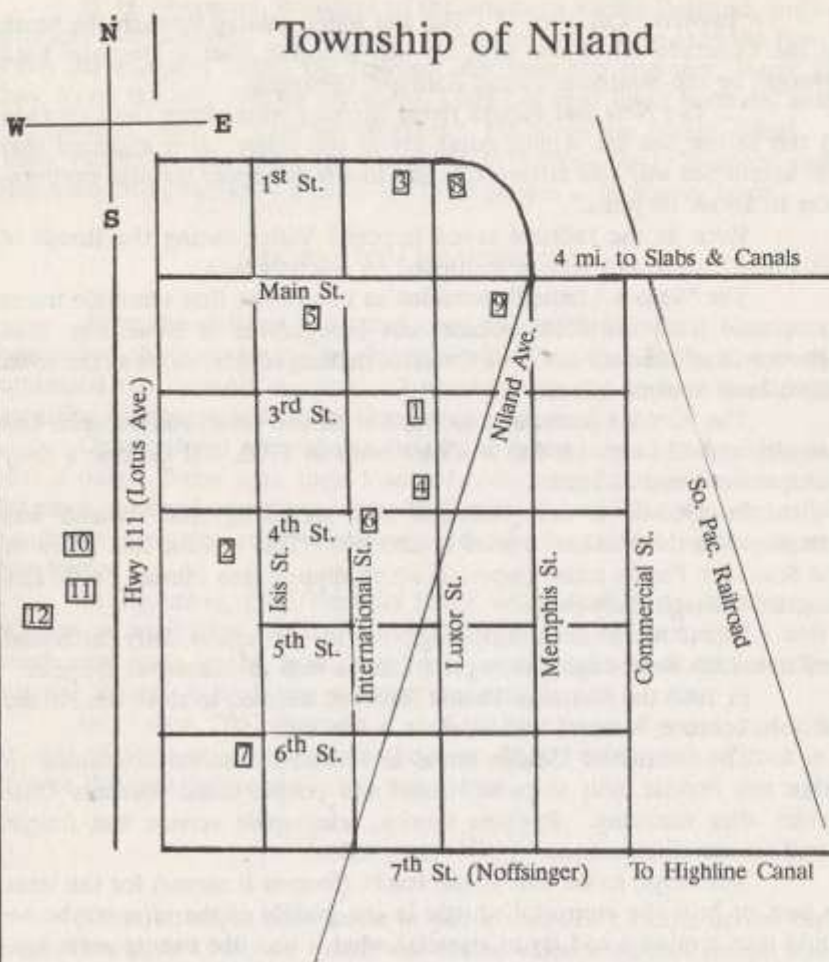


Serving Imperial Valley Since 1908

EL CENTRO
(3 Locations)

BRAWLEY
CALEXICO

HOLTVILLE
CALIPATRIA



- | | |
|-------------------------------------|--------------------------------|
| 1 - Niland Fire Dept | 8 - Site of Old Railroad depot |
| 2 - Niland School | 9 - Original Town Site |
| 3 - Old Jail | 10 - Chamber of Commerce |
| 4 - Woman's Club | 11 - Community Bldg. |
| | 12 - Trap Shoot |
| 5 - Full Gospel Lighthouse Church | |
| 6 - Niland Union Church | |
| 7 - Immaculate Heart of Mary Church | |

IMPERIAL IRRIGATION DISTRICT

Water Power

The Imperial Irrigation District (IID) supplies water to some of the most productive farmland in the world. Located in the lower southeastern corner of Southern California, Imperial Valley's annual agricultural production ranks among the top in the country with between 16 to 20 crops a year that can be classed in the multimillion dollar category.

Imperial Irrigation District was formed in 1911 under the California State Irrigation District Act to acquire properties of the bankrupt California Development Company and its Mexican subsidiary. By 1922 the District had also taken over the 13 mutual water companies, which had developed and operated the distribution canals, and was delivering water to nearly 500,000 acres.

As early as 1912 the vision of the Valley pioneers was to construct an All-American Canal. It was not until the Boulder Canyon Project Act in 1928 that authorization was achieved for construction of Hoover Dam, Imperial Dam and the All-American Canal.

Since 1942, water has been diverted at Imperial Dam on the Colorado River through the All-American Canal, all of which the District operates and maintains.

Electrical Power

The IID provides and distributes electricity to more than 60,000 consumers in Imperial County and parts of Riverside and San Diego Counties. Because of the extremely hot summers that characterize this desert region, power consumption ranks among the highest in the nation.

The first hydroelectric drop in the Imperial Valley was developed on the Alamo River in 1904 by early developer W. F. Holt. His company provided light and power to the entire Valley until 1916, when he sold his company to the Nevada-California Electric Company (Nev-Cal). Nev-Cal supplied power for many years via the "longest transmission line in the world." Unfortunately, each time a thunderstorm knocked out the line, the Valley was without power for days. In addition to the undependable service, rates were extremely high.

The District entered the power business in 1936 in anticipation of revenues from hydroelectric generation. In 1943, the District became the sole distributor of electric energy in Imperial County and the Coachella Valley of Riverside County. The District constructed nine hydroelectric

plants, a 180-megawatt steamplant, eight gas turbines and an eight-unit Diesel plant. Today's total generation output is 453 megawatts.

IID purchases power from the Western Area Power Administration (Parker-Davis) from Southern California Edison Company's Yucca Plant near Yuma, Arizona, and from the El Paso Electric Company to serve its 60,000 electric power accounts. The District has also joined with the Southern California Public Power Authority in purchasing an interest in the Palo Verde Nuclear Generating Plant near Phoenix, Arizona, and has a partnership interest with San Diego Gas and Electric Company and the Department of Water Resources in the Heber Binary Geothermal Plant in the Imperial Valley.



Best Wishes On Your 75th Anniversary

From your utility employees . . . the line workers who climb the poles in the midnight hours . . . the hydrographers and zanjeros who deliver your water . . . the customer service representatives who answer your questions . . . the engineers who keep the electricity flowing . . . and the decision-makers who plan for the future.

We are a powerfully dedicated team, the men and women who keep you supplied with water and electricity 24 hours a day, 365 days a year.

Around-the-clock service means around-the-clock dedication — to make sure you have the service when you need it.

IMPERIAL IRRIGATION DISTRICT BOARD OF DIRECTORS

William R. Condit
Division 1

Ted H. Lyons
Division 2



Lester R. Bornt
Division 5

Tony P. Gallegos
Division 3

Donald H. Cox
Division 4

ALONG THE TRAIL

The two pictures show the well at Beall's Well, one of the few remaining watering holes in this arid waste. The other is the old Butterfield Stage Station in the same area. This country was crossed over in the days before railroad and before the Salton Sea was formed, by the stage coaches on their way from Phoenix, Arizona to San Diego, California. Their route brought them through Iris pass, across the salt sink and up San Felipe Canyon and on into San Diego.



BEALL'S WELL



BUTTERFIELD STAGE STATION located in the Chocolate Mountains north of Niland.

NILAND PUTS ON COSMOPOLITAN AIRS

From the El Centro Progress
circa 1920

"In the extreme northern end of this district and at the junction of the main line of the Southern Pacific railway and the Imperial valley the town of Niland (the gateway to the valley) is situated and on account of being the last to have the advantage of irrigation has not been so thickly settled, but it is now coming into prominence as the frostless belt of the valley, making it the most talked about citrus belt in the state. Its fruit will ripen months before other parts of the state and its climate and soils are peculiarly adapted for citrus trees, grapes, alfalfa and vegetables and the town is putting on cosmopolitan airs, having recently completed a national bank building at a cost of \$45,000 built solid block of concrete business buildings, cement sidewalks, etc., and the railway company has the plans all drawn for a \$45,000 depot, consequently we expect Niland will soon be one of the most envied communities in the valley."

**CALIFORNIA'S LEADING
BANK SALUTES**

**NILAND CALIFORNIA
On Its 75th Birthday**

 Bank of America

MEMBER FDIC

THE LIVERPOOL SALT WORKS

The salt deposits of the Salton Sea region were known and described as early as 1848 and were worked on a small scale. The first organized production, however, came in 1884 when the New Liverpool Salt Company commenced operations. The plant, at the north end of Salton Sink, (offshore of what is now Bombay Beach) was connected with the railroad at Salton by a mile-long spur. Several methods of operation have been described, but most of the salt was scraped from the playa crusts with plows.

The New Liverpool Salt Company's works were destroyed by the flood of 1905 and 1906, which left the property 60 feet beneath the surface of the Salton Sea. The town of Salton, located nearby, was also moved out at this time. When the New River poured into the valley, a huge waterfall formed where it poured from the cutbank into the Basin. The swirling torrents of water had enlarged the channel intake to a width of 1,200 feet, and the water rushed into the Salton Sea. Charles Rockwood, an engineer and the California Development Company fought frantically to save the valley and stop the break. Even though the New River was dynamited to stop the flow, the flooding occurred.

The New Liverpool Salt Company filed suit in Riverside County against the California Development Co. for \$87,000 damages, because its salt fields and plant were inundated by waste water coming through the three intakes to the sea.

It is said on a clear day, from an airplane, you can still see the buildings of the Southern Pacific's old Salton Basin station submerged in the murky sea. The building was once the business shipping point for \$34-a-ton salt bound for San Francisco and world markets.

In some of the remote regions of the Imperial Valley, you can still see some of the old trails which were used by the Indians to make the journey from Yuma to Salton Sink to get their salt. A distance of 90 miles.

No more salt was produced from Salton Sea until, in 1927, Seth Hartley began experimenting with solar evaporation near Caleb at the north end of the sea. A crop of 1500 tons was harvested in 1929, but no further activity has been recorded. Seth Hartley and his son Chester, however, built two more solar salt plants. The last and largest was the Imperial Salt Works near Frink (north of Niland) which was brought into production in 1935. In 1943 the Western Salt Company bought the plant, and in 1947, after the precipitation of sodium sulfate caused the loss of a year's crop, the operation was abandoned.

The only other production of salt by solar evaporation in this area had been near Mullet Island. In 1919 the Mullet Island Paint Company produced some salt from salt springs, and in 1934 the Mullet Island Development Company obtained salt from well brine. The Reeder Salt Company's Mullet Island Salt Works, productive from 1940 through 1942, evaporated Salton Sea water supplemented with well brine.



Workmen at Liverpool Salt Works

NEW LIVERPOOL SALT COMPANY OPERATIONS began in 1884 at the north end of Salton Sink, offshore what is now Bombay Beach, and continued until the floods of 1905 and 1906 inundated the plant.



OASIS MOBILE VILLAGE

8132 Highway 111, Niland California 92257
(619) 348-0411 P.O. Box 985

BINGO
BILLIARD ROOM
ACTIVITY ROOM
LIBRARY

POOL & JACUZZI
SHUFFLEBOARD
HORSESHOES
LAUNDRY ROOM

NILAND THE SPORTSMAN'S PARADISE

By Harold Gaston

I was introduced to the Salton Sea in December of 1924 by my dad. We went duck hunting at Old Man Allyee's club, somewhere around Mullet Island. It was cold and we had to wade through the mud to the boats. My uncle was along and he offered to give me a ride on his back going out. It worked fine and I didn't even get wet, even though he was a little wobbly. Coming back in the evening, I chose to walk in and got my pants wet in the effort. That was alright too, because my uncle got stuck in the mud and fell down. I never knew a sheepskin coat could get that muddy. As I remember, we had lots of ducks.

After high school and before college I worked at a ranch west of Hemet for two years. During this time, about 1928, I brought one of the ranch hands duck hunting at the Salton Sea. We came in about where Desert Shores is now. The ducks were flying about 100 yards beyond gun range, so we looked around and found an old boat on the shore. It didn't look too good but we put it in the water and it didn't leak. My partner decided he would go out to get a duck, so he found a board to use as a paddle and went out about a quarter mile to get under the duck flight. He made it out all right and disaster struck. The boat sprung a leak.

I knew he couldn't swim, I also knew the water was only about three feet deep and he couldn't drown. Water started spouting up out of the boat and he started to paddle for shore. He finally had to give up paddling and started to thrash his way to shore. He swam as far as possible and then gave up and sank to the bottom, all the way to his knees. I couldn't understand why he was so mad at me for rolling on the beach and laughing so much.

In the late 40's, I had a cafe in Banning and was doing a lot of fishing on the Colorado River. I was also learning about motors and boats and the Salton Sea was the closest body of water to learn on.

My dad built a nice 16 foot run-about, and I purchased a four-cylinder 60 HP outboard to go on it. I discovered that the mullet fishermen would pay me \$10 for every school of fish I could find and lead them to. I used to scout the sea from one end to the other on weekends.

In 1956, Interstate 10 went around Banning and I moved my cafe to Niland. Corvina had been planted in the Sea in 1951, but outside of an isolated fish here and there, no one had caught any nor knew how to catch them.

Spring, 1957, rolled around and Tunney Williams from Brawley started catching fish at Salt Creek off the beach fairly often. I was cruising the sea in my boat trying to find corvina. I tried fishing the old Navy target north of Bombay Beach with some of my Dad's old salmon spoons and caught a few fish. Using one of the spoons for a pattern, I cut some spoons out of sheet brass and put a treble hook on one end. In early July, I invited Raymond Birch to go out to the target with me. The fish were there and we returned with two limits of 10 to 12 pound fish; the first limits ever caught, as far as I know.

The fishing ballooned from there. All three targets were hot spots, then the old Alamo River channel and Mullet Island.

In 1960 a friend of mine from San Diego, who was in the live bait business, asked me to try mudsuckers on Corvina. They were an instant success. I went into the bait business and stayed for fifteen years.

I wined and dined sports writers and took them fishing. They wrote about the Sea worldwide. Men like Lupe Saldana from the Times-Mirror and Rollo Williams from the San Diego Union let the public know about the best fishing in California. Niland got it started and look at it now. No place can you catch fish like we do --- no place.

Rollo Williams has been the best friend the Salton Sea has ever had. He still writes about it and brags about it. He helped me land a 35 pound corvina in 1962, when I jumped out of the boat to save a new rod and reel that the fish had run off with. The people of Imperial Valley owe him a debt of gratitude and I owe him one for saving my big fish.

Fall comes to Imperial Valley and the far cry of the snow geese brings the duck and goose season into high gear. A string of private duck clubs surround the California Fish and Game, Wister area.

This area on the east side of the sea and around the south end is prime duck and goose country, some of the best in the state. At present time the private clubs are allowed to feed the ducks to attract them to a certain area. This practice is about to be stopped and will hurt the hunting here. The birds will all go to Mexico and the hunters will follow them. Too bad for local businesses and unattached hunters.

Dove hunting, which used to be the best here, has fallen off in late years - not enough feed for the birds. Most wheat fields are plowed by season time. We still have good quail shooting in some places and some wild pleasant in the south end of the valley.

Bass and channel catfish abound in the Coachella Canal, the east High Line Canal and all irrigation canals. Flat head catfish up to 50lbs. are caught in the High Line Canal and Alamo River.

All together, we have a sportsman's paradise here, for everyone to enjoy.

THE FIRST TELEPHONE LINE

Telephone service began in the Imperial Valley through the efforts of W. F. Holt, who set up the first system by stringing a wire over brush and on small posts between Imperial Junction, now Niland, and the town of Imperial in 1901.

This single wire, with a grounded circuit, was a private line for Holt with Imperial. Soon other businessmen, especially those freighting supplies by wagon from Imperial Junction into the valley, craved the advantages of such a communications system. They asked Holt to help them get service, and he established the first telephone exchange in the Valley at Imperial in 1903. The firm was the Imperial Valley Telephone Company.

Soon 26 phones serviced the area. One telephone man and two women operators were the work force. The original phone customers were the Imperial Valley Hardware Company, attorneys John Ross and Phil Swing, the Southern Pacific Railroad, and the Western Union.

When additional telephone lines were needed in 1907, J. F. Bezdecheck, new telephone company employee, asked the Southern Pacific Railroad Company if he could use their barbed wire fences as telephone lines. The idea worked except when families of some railroad workers hung their weekly washing on the barbed wires and short-circuited the phone lines.

CONGRATULATIONS TO THE
COMMUNITY OF NILAND ON
THEIR 75TH ANNIVERSARY
AND THANKS FOR MAKING
OUR 33 YEARS A SUCCESS!



Joan and Harold

GASTON'S CAFE

8060 Highway 111 Niland
Across from Chamber of Commerce
OPEN 24 HOURS

1986-87 AGRICULTURAL REPORT FOR IMPERIAL COUNTY

CROP	ACRES	GROSS VALUE
Alfalfa	27,994	\$ 22,873,000
Alfalfa Hay	31,036	19,787,000
Total Alfalfa acres	186,627	128,425,000
Barley	484	100,000
Corn (field)	372	126,000
Cotton (lint)	19,313	16,778,000
Cotton (seed)	19,313	2,216,000
Pasture crops	161,878 (Total)	-----
Sugar Beets	37,741	36,672,000
Wheat	68,249	19,044,000
Asparagus	3,821	12,829,000
Broccoli	7,874	19,672,000
Cabbage	708	884,000
Cantaloupes (spring)	18,935	52,804,000
Cantaloupes (fall)	9,168	12,013,000
Carrots	12,038	56,164,000
Cauliflower	5,640	150,064,000
Lettuce	28,986	76,992,000
Lettuce (mixed)	1,772	6,643,000
Onions (market)	3,291	28,284,000
Onions (processor)	5,014	7,337,000
Salad Products	29,694	5,472,000
Squash (all varieties)	361	920,000
Tomatoes (market)	683	6,496,000
Tomatoes (processor)	2,510	3,600,000
Watermelons	4,456	10,113,000
Mixed Vegetables	---	10,983,000

LIVESTOCK 1986-87

Cattle	410,550 (head)	167,656,000
Sheep (feeders)	105,000 (head)	5,175,000
Wool		722,000
Aquatic Products (fish & algae)		3,059,000
Misc. Livestock (dairy & swine)		1,113,000

FRUIT AND NUT CROPS 1986-87

CROP	ACRES	GROSS VALUE
Dates	446	\$ 5,105,000
Grapefruit	446	1,845,000
Lemons	1,656	3,455,000
Oranges	632	1,859,000
Tangerines	205	833,000
Mixed Citrus	304	1,318,000
Fruit, Nuts, Oil Crops (pecans, jojoba, peaches, grapes)	3,594	6,800,000
Citrus By-Products		785,000

APIARY PRODUCTS

Honey	92,002 (Hives)	2,474,000
Wax	92,002 (Hives)	87,000
Pollination	122,669	2,217,000

Imperial Market

8092 Lotus (Hwy 111)
Niland, California

Palm Gardens
Chinese Food to Go

348-2700
138 E. Main Calipatria

COWBOY SHOP

RUBY BUTTERS, Owner
Planters Hotel Building
PHONE 344-2580
BRAWLEY, CALIFORNIA

Locke Air Conditioning & Custom Sheet Metal

Contr. License No. 344585
(714) 353-4501

Post Office Box 852
2112 Highway 86
El Centro, California 92244

Brawley
Superior
Furniture Co.

Complete
Home
Furnishings

• MAYTAG • FRIGIDAIRE • ZENITH • FLOOR COVERINGS

501 MAIN STREET
BRAWLEY, CALIFORNIA 92257

Phone 344-4570
Mary Lourdes Miller

WELCOME TO WONDERLAND . . .

By Charles Feller

Would you believe it, if someone told you there was a place on the map where you could visit the rugged mountains, the sea shore, the desert sand dunes, and the lowest down city in the western hemisphere, all in little more than one hour? You would probably say "I'm from Missouri, SHOW me".

Well, lets start from Niland and travel twelve miles to the north and you will be in rugged mountains, over 2,000 feet about sea level, or, you can travel eight miles south and you will be in the lowest down City in the Western Hemisphere, the elevation 184 feet below sea level. But how about the seashore and the sand dunes? Once again we will start at Niland. Traveling west for six miles you had better have your water wings, because you will be right in the Salton Sea, near a very famous island; but if you travel sixteen miles in an easterly direction you would ask for a camel 'cause you would be in the shifting sand dunes.

Right here inside this perimeter, you can catch fish that have gizzards, like a chicken, or pan gold in most any wash . . . there are rocks that float and wood that sinks . . . gas that is colder than the north pole comes out of the ground . . . mineral water springs at 175 degrees F. that will boil eggs in a few minutes . . . hunters can limit out on ducks, geese, quail, dove, pheasant or deer . . . fisherman have their choice of good fresh water or good salt water fishing within fifteen minutes . . . wild flowers grow out of doors in the wintertime . . . there are large deposits of volcanic glass . . . tomatoes and other tender vegetables are the main agricultural crop, and peak production is at midwinter . . . where mud bubbles and boils out of the ground and the sun shines 360 days in every year . . . and last but by no means least . . . where the dangdest, rootin', tootin', Tomato Festival that ever was, is held annually in mid-winter.

Niland is the closest town to the Salton Sea, and is 145 feet below sea level. Located eight miles south is Calipatria which is 184 feet below sea level. Twelve miles north of Niland are the great Chocolate Mountain ranges, well over 200 feet above sea level. About six miles west of Niland begins the Salton Sea and about sixteen miles in an easterly direction from Niland starts the shifting Sand Dunes of the Colorado Desert.

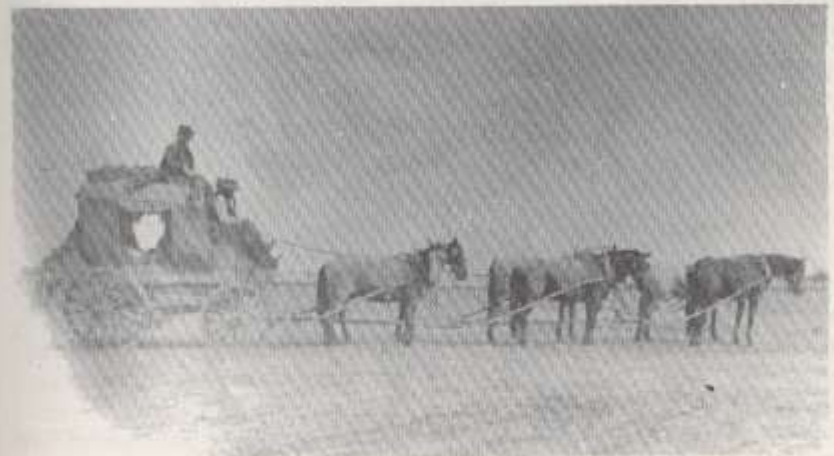
Yes, folks, there may be words to describe such a very unique spot on the map, but we will sum it all up by saying that we who live there are just ordinary folk, who think it is a privilege indeed, to live in or near Niland and we only wish you had discovered this place before now. We invite you to come out our way, to live and to enjoy the interesting surroundings of our friendly community, Niland.

GREASEWOOD

Mankind normally thinks of the Desert as a mass area of waste lands, however these lands do produce a large variety of useful products. Perhaps the most unique of these products is the food preservative now being made from the leaves of the Creosote Bush, more commonly known as Greasewood.

Tribes of the North American Indians of the desert, were the first of discover the preserving qualities of the Greasewood. They discovered that their meats which were smoked with Greasewood smoke would keep almost indefinitely. With this knowledge, chemists began experiments which led to the present process of extracting the oils from the Greasewood leaves by the use of modern chemicals and acids. Additional, tedious and lengthy processing produces the preserving element which is being widely used today in many food preparations, such as cake mixes, chocolate, butter, cooking oils, etc. to prevent spoilage.

Next time you take a trip to the desert, and see the dark green foliage of the Greasewood bushes, which abound in the Niland area, you will know that this bush is responsible for a small industry in our Valley and that it will likely reach your dinner table daily at home.



Stage Coach - used to carry passengers from Flowing Wells

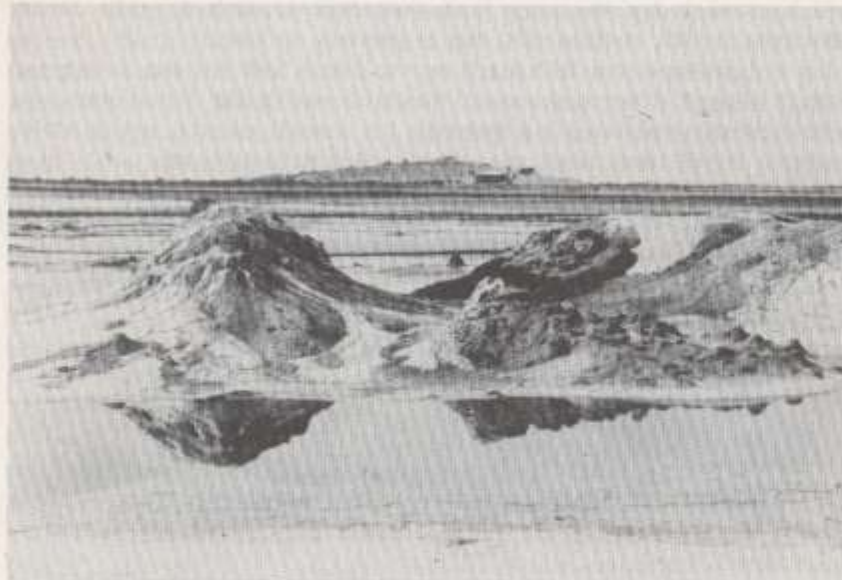
MUD POTS

The mud pots were first reported by white men stationed at Yuma Garrison in 1852. There were many to be found around the Niland area but in the passing years, most have disappeared.

The mud pots were small volcanoes that rise as boiling mud pots, building themselves higher and higher as the mud poured over the sides and hardened. Within these self constructed stew pots, the mud burped moodily and plopped as the gasses rose and escaped.

One of the scientific explanation for these phenomena is that in the molten subcrust of the earth sometimes reaches the surface along a fault line and that may have been what happened along the shore of the Salton Sea, as this area lies directly astride an extension of the San Andreas fault which has caused earthquakes and structured features of California. One of the theories was that highly mineralized water from the sea seeps down to superheated rocks and limestone below and the resulting steam and gasses find their way to the surface, along the fault. The pots give off a sulphurous odor.

One of the few remaining active groups of mud pots in the Niland area can be seen at the Wister Fish and Game Refuge.



EARLY MUD POTS in the Imperial Valley near Mullet Island, no longer in existence, were early artists' source for tints for paintings.

THE STORY OF THE TOMATO

Long before Columbus tomatoes, no bigger than cherries, grew in Peru. They still do. Spanish Conquistadors found the ancient Mexican Indians growing the strange fruit they called "Tamati". The Spanish called it "Pomo D' Oro" (Apple of Gold).

French settlers brought a new "Pomme D' Amour", or "Love Apple" and recipes for ketchup to New Orleans in the late 1700s.

Around 1710 in England the tomato had become a sort of all-around wonder drug of the time. It's cooling nature was said to be grateful to the stomach, would soothe the eyes, heal all manner of wounds, prevent fits and suppress vapours.

In 1809 Thomas Jefferson grew "Tamas" for his table, exchanging seeds with General John Mason, (who called the tomato a kind of Spanish Cantaloupe). So seed catalogues listed tomatoes under "annual ornamental flowers".

In 1820 many people thought tomatoes poisonous. Robert Gibbon Johnson made himself famous by eating a whole basket of them on the courthouse at Salem, N.J.. Many of the crowd went home to sample cautiously a love apple.

In 1839 people were growing tomatoes but still growing the old primitive kinds. In 1952, for the first time, a prize was offered for the best tomato by the Massachusetts Horticultural Society.

By 1842 tomatoes were served by everybody. Doctors even prescribed them.

In 1845 a tomato stem was grafted onto a potato stalk by which a crop of tomatoes were grown in the air and a crop of potatoes below ground. Don't laugh, it can be done.

About 1925 Ed. Welch found a volunteer tomato plant with fruit growing on the ditch bank of the Highline Canal. This was in January, which was evident that Niland was a thermal belt. This was the beginning of a thriving industry. Produced on small acreage farms, the prices were fabulous. Lush red, juicy tomatoes on the Christmas table. This prosperity lasted for several years and then U.S. cut the tariff on tomatoes coming in from Mexico where much larger acreages had been planted. The market for Niland growers dropped so low they could not pay expenses and many lost all they had worked so hard to build. Both crops hit the market at the same time. Fighting against this, legislation was not successful and that is why there are no large tomato farms in Niland today. There has been acreage planted with tomatoes in recent years in the hope the market can be regained.

In 1940 the first Niland Tomato Festival was held, to celebrate the tomato industry. The highlight of the festival, then and now, is the Tomato Packing Contest. At one time, during the tomato auction, (the growers donated a box of their choicest tomatoes which were then auctioned off) A bidder bought one box of tomatoes for \$100. Local people referred to the luscious red fruit as "gold Nuggets"

One year, planning to make the festival really grandiose, a circus tent was erected and the crowds attended was one of the largest. A peaceful festival was not to be, for just as the festival was getting under way a terrific west wind came up and blew the tent down. No one was hurt but it did convince the Chamber of Commerce a more permanent structure was needed. They bought the property and in 1966 erected the large metal building where the festival is now held. In the 1980s the concrete building was built to accommodate smaller functions.

In the early 1940's when tomatoes were still at their peak, the C. H. Withers packing shed had the very latest in equipment for processing them.

The fruit was cleaned and waxed by machinery to prevent molding, Sorted and graded on moving belts, they were then wrapped and packed in flats and lugs.. A skilled packer could turn out 200 crates a day. Then the crates were lidded and loaded into railroad cars, 700 to a car.

ANNOUNCING ...

CALIFORNIA TOMATOES

Troy Brand - G.V. Brand

first of the season

- MATURE GREENS
- VINE RIPE PINKS

Hydro cooled & Decco Treated
for lasting freshness

GREEN VALLEY FARMS, INC.

(619) 344-5921 L.D. - 344-1346 Local
P.O. Box 163, Brawley CA

Packing Shed at Brawley California

A DESERT OASIS

Since time began people have searched for youth, beauty and health. The discovery of the desert hot water wells in Imperial Valley has fulfilled this dream for many.

You will find this desert phenomena nestled at the foot of the Chocolate Mountains, 17 miles north of Niland.

Discovered by Government Engineers seeking water to wash gravel for the structure of the All American Canal, these hot springs, since 1839, have been bubbling up water at the rate of 2 cubic feet per second. The temperature of 175 degrees discouraged bathing at the spring source but smaller pools were dammed with stones and one could start at the cooler end and work up to the hotter waters.

At one period of time, you could find people picnicking and camping around these springs in tents, cars and trailers. No fee was charged nor any time limit. As time went by and the developers built cement swimming pools, power plants and recreational facilities, this once lonely spot in the desert has become a home to many. A veritable Fountain of Youth in Imperial Valley.

FOUNTAIN OF YOUTH SPA and RV PARK

For your Health's sake

606 Full Hook-Ups

- 5 Hydro Jet Pools ◦ 2 Swimming Pools
- Bingo ◦ Barber & Beauty Shops
- Grocery Store ◦ Steam Rooms ◦ Masseur
- Recreation Rooms ◦ Horseshoe Pits, etc.

Church Services, Major Faiths

44 miles South of Indio, 15 miles north of Niland on Highway 111. Easy drive from Los Angeles, San Diego.



Send for Colorful Brochure.

HC #01, Box 12, Dept. A, Niland, CA 92257

RANDOM FACTS ABOUT NILAND AND IMPERIAL COUNTY

The Spanish conquistadors were the first known white men to set foot on the parched, dusty soil now known as Imperial Valley. De Alarcon visited the area in 1540, only 38 years after Columbus discovered the new world. Captain Juan Bautista de Anza and Father Junipero Serra traversed the valley in the 1770s.

The first discovery of gold in California occurred in eastern Imperial County in 1836, several years before Sutter's find.

When Charles Lindberg took off from San Diego, in 1926 on his historic flight to Paris, he flew over Imperial Valley. He remarked "What a hopeless place for a forced landing" and glancing at the two canteens hanging beside him in his cockpit, wondered if he was forced down, would he have enough water to take him out?

Some 35 years later Astronaut John Glenn also told about looking down on Imperial Valley. He talked more about the green of the fields and the rivers (canals) than of the barren desert. A credit to our vast irrigation system.

Mobley Meadows was Imperial County's first sheriff. An old frontier type of law enforcement officer, he was efficient, versatile, big-hearted and courageous. He served as sheriff from 1907 to 1915, when he died from an acute attack of indigestion. A life size statue of this pioneer now stands at the entrance to the Pioneers Museum at the California Mid-Winter Fair Grounds.

The two most well-known novels written about the Imperial Valley are; The Winning of Barbara Worth, by Harold Bell Wright and The Lonesome Gods by Louis L'Amour.

In 1907 the people of Imperial Valley voted to separate the valley from San Diego County and form a government of their own, Imperial County. George Chaffey and L. M. Holt are credited with the name Imperial County, because they didn't like the name Salton or Salton Sink and they hoped that someday this would be a regal region. In the very early days this area was known as the New River country.

In 1928 Mrs. Sidney Burritt was appointed Justice of the Peace for Niland Township. She was the first and only woman justice in Imperial County.

At one time, in Imperial County, there were seven fresh water lakes. Pelican Lane, directly west of where Imperial is now; Mesquite Lake, northwest of Imperial; Blue Lake, west of where Seeley is now located; Cameron and Diamond, south of Blue Lake, toward the border; and Laguna Lake, near the present Calexico. These lakes were all cut out by the 1906 floods, excepting Mesquite, which was drained to make more farm lands.

In 1954, \$2.00 to \$3.00 worth of gold wash was being dug each day.

In 1954, Grapefruit was a major crop in Imperial Valley.

The Niland Paint and Palette Club of Niland was formed in 1959. Known first as the Grandma Moses Club, they met in the Women's Club and exhibited their finished paintings at the Tomato Festival. A tradition that still goes on today.

Southern Pacific Railroad had their original tracks closer to the sea and at one time, even had a roundhouse here in the area (west of where the Immigration Station is now). The station was called Wister.

Niland's only cemetery is located north of town, although the years, vandals and farming have taken their toll and the markers have disappeared.

SILVER DOLLAR

Cocktails

NILAND, CALIFORNIA
266 First Street 348-0076

JF inc.

Petroleum Products
Calipatria, CA 348-5214

"Hi-Line Cafe"

Good Mexican & American Food
1087 Highway 111, Niland, CA
CLOSED THURSDAYS

CONCHA'S BEAUTY SALON and Gifts

Phone 348-2270
134 East Main
Calipatria, California

BRAWLEY ANIMAL CLINIC

(619) 344-3531
Joseph G. Clark, D. V. M.
266 West Highway 86
Brawley, California 92227

DESERT
SHOES

344-0581
Brawley, California

**Congratulations NILAND
On Your 75th Birthday**



- Geothermal
 - Tourism
 - Winter Visitors
- Strong Possibility**
- of a New Prison
 - Reduce the level and salinity of the Salton Sea



**THINGS ARE
HAPPENING IN
NORTH COUNTY!**



"It's not surprising that North County is Leading in attracting new industry and investment. They have a supervisor who Listens to them ... HOW REFRESHING!!"



*A GLORIOUS PAST and a BRIGHTER FUTURE
YOUR FRIEND AND COUNTY SUPERVISOR*

Al J. Sealott

Niland School -- 1915 - 1953

The first school building in Niland was erected in 1915, south of where the present school stands. A beautiful building of Spanish style architecture, the original school had four classrooms. As the town grew, so did the school population. In time the two outside corridors were closed in and used for a library, kitchen, supply room and teacher's room. A cafeteria was built, where there once had been a patio. It became necessary to add a furnace room, additional lavatories, and two buildings to serve as temporary classrooms. The first church of Niland loaned their building to the school to serve as a classroom.



Niland School -- 1953 --->

The present school was erected in 1953 at a cost of \$305,000.00. The present school includes a kindergarten and first through eighth grades. One of the most popular buildings on the campus is the cafetorium, which serves as a cafeteria, where hot lunches are served and as the auditorium, where special functions are held.

SLAB CITY

By Sheila L. Cox

Mr. F. W. Greer, Editor of the Imperial County Democrat in Brawley and a Niland Newspaperboy, dream was to have a Military base established in Niland to help the economy. He was a California delegate in 1932 and 1936 for President Roosevelt and in that capacity appealed to the president to establish a base. His wish was granted in December 1941 when a suitable area was found near Niland California and steps were taken to secure lands to build accommodations for one artillery regiment and one defense battalion at the established cost of \$3,840,000. This project was based on a Marine Corps of 104,000 men.

A change of plans was made in May 1942, when it was decided to increase the corps to 130,000 men and expanded Marine West Coast facilities. The Secretary of the Navy then secured a new training area 40 miles north of San Diego called Santa Margarita Ranch. Thus, General Vogel Commanding General of the Amphibious, Pacific Fleet under whose all training on the West Coast for Fleet Marine Force Units was conducted recommended as of March 27th that only the following facilities should be provided in Niland, i.e. Camp Dunlap. There were mess halls, galleys, bathing and toilet facilities, water and electricity, store rooms, including a commissary, recreational buildings to include a post exchange outdoor movie projection house and a motor repair shop. Thus the original plan for Camp Dunlap was scrapped and a smaller plan implemented.

Greer appealed to the President, but to no avail. Camp Dunlap, now Slab City, was to be a minor Marine Camp in the West Coast plan. It was activated 15 October 1942 and disbanded 5 March 1946 at the completion of its need in World War II.

The buildings were sold and the base was left empty with only blank spaces and empty Slabs where they sat waiting for the arrival of the new visitors to the Valley, Snowbirds, and a new name -- Slab City. Here thousands of visitors travel yearly to come and enjoy the good weather and friendships they meet while living in their R.V.s'.

You can meet folks from all over the USA and Canada who will roost anywhere, from a few days to six months out of the year. They set up camps in everything from back seat of cars, tents, campers, vans, trailers, fifth wheels, any style motor home or bus, to converted Semi-truck boxes made into their travelling home. It is a place where the wealthy and the poor gather each year in every age bracket and become neighbors, sharing evening fires, pot lucks, dances, impromptu music, tears and

laughter. It has no ruling body, but, it also has few problems that they don't pitch in together and solve.

Occasionally folks like M. C. Davis, past NCOIC, return and visit with the folks and tell them how it was when he was in charge at the end of the War. Books have been written, National T. V. has covered this winter paradise, travel clubs and magazines as well as many newspaper folks travel thousands of miles just for a glimpse of it. To travelers it is their winter piece of heaven in Slab City.

The original 10 to 15 units have increased. At first, Sam (Good Sam) Osborne held evening roll call to keep track of everyone. Then Ada (Lucky Lady) Hilton started a registry and made a map, still used and enlarged, next was the founding of the Christian Center by Ralph and Dorothy Hoeflinger until 1986-87. For one year Gerry and Rusty (Widow and Whiskey I) Jones handled registration and this year the New Slab City Christian Center was opened under the direction of Revs. Neil and Susan Adamson (Soul Winners). Folks register in and can be found in emergencies. Various clinics are held at the center, Arts and Crafts, and religious services.

The C. B. Radio acts as the communications link for all. Here nightly announcements provide the answers to everyone's need in the local community services as well as the Swap, Trade and Sell Hour.

Dune Buggys are everywhere. These folks spend some of their leisure time exploring the outlining desert and the wildlife. First called the "23 Skidoo" in 1979, and changed to the Apple Dumpling Gang in 1981 its oldest members are Erwin and Nadine (Hadacawl and Colorback) Anglin still wintering at Slab City.

Music of every sound fills the air as old time musicians get together and play for everyone's entertainment. The LOW's are in their 15th year of residency, the oldest single group in the Slab City. Loners on Wheels who yearly help the Niland Chamber of Commerce during the Tomato and Sportsmen's Festival. Pot lucks are a way of life. Here at the break of dawn a call can go out on the C. B. and by mid-afternoon a crowd of thirty or more gather for the best ever Pot Luck. Fishing the canals for catfish and the Salton Sea for Corvina appeals to the fishermen.

Medical emergencies are coordinated through the Niland Fire Dept. and the Jones in Area I. It is often necessary to have another person ride in the emergency equipment or the ambulances and never has there been a time where there were more than enough volunteers.

Slab City today is a place where people share their special talents with each other. From handicrafts to electronics, mixing up special paint for a sealing roof or making a casserole to share with your neighbor. If you are in need of a friend you have many, if you want to be alone, you can be that too in Slab City.

Each year more and more of the Snowbirds become involved in the community. They share in the school projects and fund raisers, visit Sr. Centers, and the weekly Chamber Bingo Games. Share their musical talents at the local weekly jam session and best yet, love to gather in Niland to visit with all their new found local friends and Snowbirds at the Post Office.

Niland has according to the sign about 1,000 residents, Slab City increases this number in the winter months to nine or 10,000 with more and more coming every year.

Each and every person in Slab City wishes Niland a very special 75th Birthday and looks forward to sharing their 100th Birthday with them again.

*Eye Examinations, Eyeglasses
Contact Lenses, Complete Vision Care
- Optical Repairs -*

Drs. Graves & Barniske, Optometrists, Inc.

260 Main, Brawley

1-619-344-4131

J.W. Graves, O.D.

D.L. Barniske, O.D.

D.A. Paul, O.D.

BEA'S TRAILER PARK
MODERN TRAILER HOOKUPS
150 NILAND AVENUE
348-0401

THE MUSIC BAR
The Finest Music Service
Lou Lange - Ethel Lange
541 Main St. - Ph. 344-3265

COOK'S MARKETS

SERVING

THE IMPERIAL VALLEY

Brawley • El Centro • Calexico

**RED HILL
GEOTHERMAL, INC.**

480 W. Sinclair Rd. Calipatria, CA 92233

**WOULD LIKE TO CONGRATULATE
THE CITY OF NILAND!**

75th

**"DIAMOND JUBILEE"
1914-1989**

This Is Your Hospital



Pioneers Memorial Hospital

207 W. Legion Road, Brawley



Personally we care
for you.

"HOT ICE"

One of the most unique industries that Niland had in the past was a dry ice plant. The mud pots that were located a few miles south of Niland were the medium of the discovery of large natural supplies of carbon dioxide (CO₂). The mud pots were located along a branch of the San Andreas Fault.

One theory for the formation of CO₂ is that highly mineralized water from the Salton Sea entered these fissures and came in contact with limestone and other rocks at a high temperature with result that CO₂ and hydrogen sulphide were liberated in the reaction that took place.

The first CO₂ well was dug in the early-thirties at Obsidian Butte. It was capped and never re-opened.

The first well for the express purpose of tapping and utilizing this gas supply was drilled in 1932. Productive sand about 35' thick was found at a depth of 600 feet down. Most production was done in the original sand at a depth of 800 feet.

Probably the first well to encounter the gas supply was one originally drilled by the railroad in a search for fresh water for locomotives.

The temperature at the bottom of the holes was above 212 degrees Fahrenheit and the pressure on the casing was often as high as 400 pounds per square inch. From the well the gas was carried to a processing plant where it was partially cooled. Then it flowed through the final stage of iron oxide sponge purification. The purpose of the treatment was to remove hydrogen sulphide and complex sulphur compounds. Several treatments for purifying, pre-cooling and compressing followed. The gas was then conveyed by pipes to the main plant in Niland, at the corners of 5th. street and Commercial. There it was further purified and condensed and dehydrated to remove excess moisture and finally the liquid was cooled to 40 degrees and allowed to expand.

The carbon dioxide that was found in the field near Niland was more than 98 percent pure and required far less purification than in most other areas.

Pastime Cafe

Beer-Games-Sandwiches
8111 Hwy 111 Niland, CA

Wright & Knight Service Center, Inc.

"Complete Automotive Repair"
Ph. 344-3370 566 "E" St.
Brawley, California

Albert H. Smith

Real Estate
205 South Imperial Avenue
Brawley, California 92227

GEOHERMAL ENERGY IN IMPERIAL VALLEY

Early discoveries of steam in the Imperial Valley near the Salton Sea led to uses such as steam baths at Mullet Islands more than fifty years ago. Later the people building the All American Canal, Coachella Branch, discovered hot water when they were seeking water to use in construction. This discovery brought about the many health spas now in the area near Niland. This was only the beginning.

Over the past thirty years, geothermal energy technology has progressed far beyond the stage of fantasy and even of experiment.

Geothermal energy is the natural heat of the earth captured in reservoirs of fluid-saturated rocks at depths ranging from a few hundred feet to 10,000 feet. In most areas of the world, the heat source (magma or molten rock) lies too deep for its energy to be useful. Here and there, however the magma has worked closer to the surface, slowly transmitting heat to the layers of fluid-saturated rocks above.

The earth's crust is made up of large plates which are in relative motion. Areas with geothermal energy potential are most like to be found along the boundaries of these plates. In Imperial Valley, the plates are moving apart. Here, the thinning of the crust allows the magma to move closer to the surface. Experts say that beneath the rich agricultural land of the valley lie hot water geothermal reservoirs which may be capable of powering more than three million kilowatts of electrical generating capacity. Unocal has developed a 10,000 kilowatt power plant near the Salton Sea that has provided the experience and technological development to further develop the Imperial Valley resources.

In 1989, a projection of Desert Power Co. is the development of a 49.8 kilowatt power plant.

There are at the present time six companies in the Imperial Valley who are either drilling wells or operating power plants. Three of these developers are within the Salton Sea area.

In 1985 it was estimated that 150 megawatts of power would be generated through the development of Geothermal power plants, with the projected estimation of 500 megawatts by 1990. Southern California Edison Co., at the present is utilizing all the power that is generated.

The long term projection is that 1,400 megawatts of power will be generated by Geothermal Power Plant within Imperial County.

One megawatt will furnish enough power for 1,000 persons.

NILAND'S WOMENS CLUB

Formed in 1919 and federated with the state in 1923, the Niland womens Club is one of the oldest organizations within Niland. The present clubhouse was built by the hard work of husbands and volunteers and financed by the hard work of the women members, who held food sales and other fund raising projects. The Womens Club is a very active, civic minded group who participate in the many town functions. After their formation their clubhouse became the meeting place for the Chamber of Commerce, until their own building was constructed, Boy Scouts, Girl Scouts and many public gatherings.

NILAND YOUTH BETTERMENT CLUB

The Youth Betterment Club was formed in 1957 by a group of mothers concerned with helping their youth and bettering their education. This policy has never changed. The Youth Betterment Club manage a rummage sale in the old bank building for nine months of the year and have a dessert booth at the annual Tomato Festival to raise money. All proceeds from these endeavors still go to the youth of Niland, whether it is a scholarship to college, girl and boy scouts, little league, where ever help is needed. Since the club began awarding scholarships, approximately \$10,000 has been given.



Niland Railroad depot - closed in 1966

CATTLE RAISING IN IMPERIAL COUNTY

It is said that the ground floor of the picturesque old Planter's Hotel in Brawley was the scene of more cattle trading than any other single location in the world.

Before man and irrigation began transforming the Imperial Valley into a productive agricultural center, the cowboy was here. Cattlemen from San Diego trailed their herds down to the desert fringes, seeking the warm winter weather, grazing the grass and weeds that sprang from the ground whenever a rare rain shower appeared, but hurried back to the mountains when the burning summer approached.

After the waters of the Colorado River were harnessed to make the desert bloom, the year-around warmth of the climate, formerly a hazard, now became a benefit. Alfalfa thrived on the desert conditions and grew all year. Cattle were shipped from all over the west to pasture through the winter months on the irrigated fields. Barley and Milo were also planted as alternate fields to alfalfa.

A few growers and cattlemen experimented with feedlot fattening of cattle in the 1930's, using the field grains to produce beef poundage. At that time the greatest number of cattle in the Valley were Mexican corrientes and animals of similar quality from this side of the border, cattle not as well adopted to the full feed process as today's improved breeds.

Documented Valley history shows that the first feed lots here were the Hartman and Williams lot in Calexico in 1931, specializing almost completely in Mexican cattle, and the A. J. Kalin lot on the well known Hook Ranch outside of Brawley.

In the feedlot, more cattle can be handled, more pounds added, conditions can be kept more constant and labor costs and hours held to a minimum.

Today cattle start in the feed lot, with an average weight of 300 pounds, after branding and recovery from shipping. Then they are taken outside, some to stay in beet top fields to pasture, others returned to the feed lot. All are returned to lot at about 700 pounds and raised to 1050-1100 pounds. With the majority of the cattle staying in the feed lots the entire time from 300 to 1000 pounds, they are shipped to market in Los Angeles, California.

There are approximately 500,000 head of cattle raised in Imperial County in a year, with average gross income for the cattle industry of \$168,000,000.

CONGRATULATIONS NILAND

On Your 75th Birthday

*We are glad to be serving
the North end.*

ROCKWOOD CHEMICAL

344-0916

47 W. Rutherford Road

Brawley, CA 92227

North End Drug

174 W. Main St. P.O. Box 509
Calipatria, California 92233
(619)-348-5501

Farm Air Service, Inc.

P.O. Box 666 348-2243
Calipatria, California

B.I.G.

UNITED FOOD CENTER

*We now offer a new line of hardware and RV
supplies. Also all kinds of Ace Hi Animal
Feed.*

GROCERIES • FRESH MEATS • PRODUCE
BEER AND WINE • GENERAL MERCHANDISE

PHONE: 348-0661

Greyhound Bus Agent

Lotus Avenue & Main Street

Niland

W. H. DOUTHITT

Steel & Supply,
Inc.

Your Local
Industrial Distributor

*Proven Products,
Superior Service*

20 E. EVAN HUGHES HWY.
EL CENTRO 352-5701

CLAYPOOL DISTRIBUTING CO.

COORS - COORS LIGHT
MILLER - MILLER LITE
STROH'S
LOWENBRAU
BURGIE - HEINEKEN
MOOSEHEAD - DOS EQUIS
HENRY WEINHARD
GALLO WINE
BARTLES & JAYMES
ALMADEN
CALIFORNIA COOLER

102 CLAYPOOL DRIVE
P.O. BOX 997 • IMPERIAL
355-1166



Microbio Resources, Inc.
250 West Schrimpf Road
Calipatria, California 92233
(619) 348-5244

TORRENCE'S FARM IMPLEMENTS

190 EAST HIGHWAY 86
HEBER, CA 352-5335
211 EAST HIGHWAY 78
BRAWLEY, CA 344-6860

Puppy Palace Pet Shop



Dog & Cat Grooming
All Breeds

Pets for Sale
Pet Supplies

158 Main
Brawley

344-3366
Cleta Boone

NILAND FIRE DEPARTMENT

By Mike Aleksick

On March 19, 1947, the Niland Fire Department was formed by an interested group of Niland citizens who felt the need of more adequate fire protection. This need was met with the availability of an International Air-Craft Crash truck with a capacity of 500 gallons of water with two 150 foot, 3/4 inch hose attachments. The hoses were equipped with continuous streams or fog spray nozzles. The engine was put on display in Niland on March 19, 1947 and on the following day, the full purchase price of \$1500.00 was reached through the efforts of civic minded citizens who canvassed the town business establishments and residences. It was a tribute to the generosity of Niland folks and their willingness to meet a need, as proven by their ready contributions.

As the department progressed, financial resources dwindled, and in January 1948 more equipment was needed. The local growers were asked for a donation of one lug of tomatoes each to be sold, which again proved our people were generous, for that donation netted \$240.00. In February 1948 the department realized the need of a fire house. The property at Third and Luxor was purchased, also a 16 x 30 foot building, from Camp Dunlap. A 14 x 30 addition was erected and completed with plumbing, hot water, an electric stove and oil heat. The facilities provided accommodations for the county deputies, who made their headquarters in the Fire Department building. At this time the County Board of Supervisors and the State Controller were petitioned to form the Niland Fire District.

The District included the same area as the Niland Elementary School District, approximately 525 square miles. For many years it was the largest fire district in the United States.

As time went by, the need for another facility became more obvious, and the Bombay Beach fire station was built in 1968. The Niland Fire District is one of the largest districts in Imperial County, covering fires and emergency service from Merkley Rd to the south to the Riverside County line in the north and from Salton Sea to Mammoth Wash on the east.

The Niland fire station is equipped with a 1983 Rescue truck, a 1976 4 x 4 Ford pumper, and a 1962 4 x 4 Ford pumper. They respond to about 50 fires and 70 medical calls a year.

The Niland Fire District is governed by a five man Board of Commissioners, Billie Dale, Gary Sells, Harold Gaston, Robert Huxley and Russell Thompson. For the past thirty years the Fire District has been

under the capable direction of Fire Chief, Jessie King. Asst. Fire Chief Mike Aleksick has been with the department since 1967, and is on duty daily at the fire station. Scott Singh, Anthony Mara and Scott Kenagy (Capt. of Bombay Beach station) are part time employees. Both stations are manned by volunteers who put in many hours of training and schooling. In addition to those mentioned above, the volunteers are; Lt/EMT Jacque Gaston, Lt. Jose Zendejas, Deputy Fire Marshall/EMT Anthony Mara, Eng/EMT Scott Singh, FF/EMT Geronimo Gonzalez, FF/EMT Javier Zendejas and FF Anthony Adams who are stationed in Niland. In Bombay Beach, in addition to Capt. Kenagy there are Lt./EMT John Miles, EMT-II Annette Rodriquez, firefighters Steve Ajack, Tom Iverson, John Leslie, William Leslie, Ray Caswell and Jessie Lopez.

Niland is recognized through out the valley as having one of the finest fire department and our EMTs (Emergency Medical Technicians) are rated among the best.

For the past 27 years the Niland Fireman's Association has had their annual steak dinner on the first Saturday in May. The money raised is used to buy equipment for the trucks, safety equipment for the firemen and for scholarships awarded to Niland students that graduate from high school with honors.

Berlan F. Crouch, Inc.

Certified Public Accountant
565 Main Street
Brawley, California 92227
(619) 344-6121

JORDAN IMPLEMENT CO.

1280 EAST MAIN STREET
BRAWLEY, CALIFORNIA 92227

VOGEL'S FARM & GARDEN CENTERS

960 Main Street
Brawley, CA 92227
(619) 344-0310

1301 So. 4th Street
El Centro, CA 92243
(818) 353-8100

MOYLE ELECTRIC CO.

4619 Highway 111
Brawley, CA 92227
344-3465

CONGRATULATIONS NILAND

On Your 75th Birthday

BRAWLEY TRACTOR PARTS INC.

Baldwin Filters

Denver Webster
Res. Phone 344-0701
Bus. Phone 344-1133

1225 Main St.
P.O. Box 181
Brawley, CA

HOME REMEDIES OF LONG AGO

These remedies have never been approved by the Medical profession.

Shave Fels-Naptha soap and mix with water --- use as a poultice on cuts and scratches.

Bread soaked in milk --- used as a poultice to draw out the core of a boil, use also on cuts and scratches.

Pork Rind or salt pork --- place on a puncture wound, leave on two or three days. Draws out soreness.

Turpentine --- Dab on cuts and scratches. A mild antiseptic.

Turpentine and Lard --- mix together, heat, rub on chest and cover with a flannel or wool cloth. Relieves congested chest.

For sprains --- Soak injured limb in epsom salts, use white of egg on cloth, and wrap around sprained part. Cloth will stiffen a little as it dries, leave on a few days. Helps to heal.

For sprained ankle --- Soak in pan of warm vinegar.

Bee and bug strings --- use tea leaves soaked in warm water as a poultice. Apply to bite and repeat as needed. same type of poultice good to reduce swelling of black eye.

Sunburn --- Use vinegar straight from the bottle, immediately. In bath, use one cup of vinegar in warm bath water, pat dry.

Burns --- the scrapings of a raw white potato will draw out the fire.

Cough syrup --- slice an onion, very thin, place in a shallow dish, cover with sugar, cover dish and leave overnight. In morning take the syrup by teaspoon. Repeat as needed.

Cough syrup --- Boil a halved grapefruit, drink liquid when hot.

Cough syrup --- Cook together, lemon rind and honey.

Spring clean out tonic --- Mix together, half and half, a tablespoon of sulphur and dark molasses.

7 year itch or scabies --- Mix together, sulphur and lard. Dab on.

Swelling --- Make a compress of warm water and turpentine and apply to swollen area.



NILAND'S FIRST CHURCH

H. W. Merkley, one of Niland's earliest businessmen, donated the land on Main Street in 1913 which became the site of Niland's First Community Church.

The church was originally Baptist and Merkley served as pastor.

Merkley later sold the property and asked that the church be moved. It was moved further down the street onto a lot that was later purchased by the Noffsingers.

The church remained at this location for two years and was then moved onto the school property. In later years it was used as the kindergarten room.



NILAND'S FIRST CHURCH

NILAND'S CHURCHES

IMMACULATE HEART of MARY
Corner 6th Street & Isis

Sunday Mass is offered at 8 a.m.

FULL GOSPEL LIGHTHOUSE
115 Main Street

WORSHIP SERVICES:

Sunday School . . . 9:45 a.m.
Morning Worship Hour 11:00 a.m.
Evening Evangelistic 7:00 p.m.

NILAND UNION CHURCH
Corner 4th and International

WORSHIP SERVICES:

Sunday School . . . 9:30 a.m.
Worship Service . . . 11:00 a.m.
Adults 6:00 p.m.
Evening Worship . . 7:00 p.m.

"THE AMERICAN SAHARA"

The Ben Hulse Highway (Hwy 78, out of Brawley) was dedicated in 1964 and was constructed to give Imperial County a link to Highway 60 at Blythe. This highway, more or less, follows an old indian trail that once connected Imperial and Palo Verde Valleys.

A few miles of travel and you enter the sand dunes, where a sign is posted saying "The Sahara desert of Imperial Valley". It has become the dune buggy capital of the world.

The sand dunes are an area five and one half miles wide and extending to the north approximately 15 miles, to the south, further than the eye can see ending in Mexico.

On any given week-end or holiday the "dunes" will literally be covered with campers, who have brought their dune buggies and ATC's to enjoy one of the few remaining recreational areas where they can ride.

The Department of the Interior (Bureau of Land Management) has provided campgrounds facilities along the western edge of the road, but people find their own private camp-spot.

There is a store, where you can purchase provisions and if you continue along Hwy 78 you will eventually reach Palo Verde, Blythe and Laughlin Nevada.

NILAND TOWER

I'm sure most of you has seen the tower that stands to the south of the Niland fire station and wondered what it was. It was a Ground Observer Corps tower and under the supervision of the civil defense and the U.S. Air Force. Although the smallest G.O.C. in Imperial County the Niland post was active since it started in 1951. The G.O.C. was discontinued in 1959.

CONGRATULATIONS NILAND

On your 75th Anniversary



Hi - 12

SNOWBIRDS - #608



Luncheon Meeting - 12 o'clock Noon

First and Third Mondays

Women's Club - Niland, California

Come and visit us.

YOU THINK OUR ROADS ARE BAD ?

After the first motor car reached Imperial Valley around 1910, it wasn't long before people started figuring a way to reach Yuma by car, but there was no road over the formidable sand dunes. In 1913 the Automobile Club of Southern California became interested and suggested a road of wood.

After much discussion it was decided to build the road, starting near Holtville, which would be a distance of about eight miles to cross the dunes.

The road was built about 1914 and took six months of hard work, due to the blowing, shifting sands and the crews who thought the country was "just good for lizards" and quit in disgust. New crews had to be hired frequently to replace those who had quit.

The plank road consisted of two parallel tracks of two by eight inch planks bolted together by wooden ties. Turnouts were constructed every mile to so along the route.

By 1916 the first road was worn out and a second one was constructed. The second one was a solid road, nailed by heavy cross ties and bound with strips of iron. It was also constructed in sections so it could be repaired more easily.

Travelers were advised to caravan when crossing and take plenty of water. When the driver of a car saw another car coming, it was a race to see who would reach a turnout first. Maximum truck speed was 10 miles per hour.

Despite the advantages offered by the Plank Road, the residents of the newly opened area often cursed the road because of the resulting traffic jams and delays.

Since 1928 the old road has not been used, having been replaced with an asphalt road, which in turn has been replaced with a modern freeway.

There are only a few pieces of the old road left, due to vandalism and weather. There is a monument erected at the site of the beginning of the road near Gray's well on Interstate 8, going from El Centro to Yuma.



Orita

LAND AND CATTLE CO.

OWNER
DAN CAMERON

FEEDYARD
BOB WHITE

P.O. BOX 1420
BRAWLEY, CA 92227

YARD - (619) 344-4718
OFFICE - (619) 344-4040

LEO P. HAGGARTY

All Lines of

INSURANCE

LIFE, FIRE, AUTO & CASUALTY

124 S. Sorenson, Calipatria, CA 92233

P.O. Box 1677

McKENDRY'S INSURANCE

348-5211

BEAUTY AND HOUSEHOLD HINTS FROM LONG AGO

Hair Rinse --- After washing your hair, use one fourth cup of vinegar in rinse water to make hair soft. Blondes, use lemon juice.

Brushing teeth --- Use a mixture of half baking soda and half salt.

To prevent brittle nails --- Rub olive oil on fingernails each night.

Glass Cleaner --- Mix vinegar, water and a capful of alcohol to water.

To clean windows, use same mixture and wipe windows with newspapers.

Scratches on dark furniture --- Wipe scratch with a piece of walnut or Iodine.

Bath-tub and sink cleaner --- Use a soft cloth soaked in kerosene to remove grease and rings.

Car grease and tar --- Rub lard into spot, let sit awhile, then wash.

Polish hardwood floors --- Wipe with a cloth moistened with kerosene. Never use water.

Ant removal --- Mix two parts of Borax, one part of powdered sugar, spread around for ants. In two or three days, ants should be gone.

To remove odor from hands --- after peeling onions, apply celery salt to hands before washing. To remove the smell of fish, either rub with half a lemon or apply salt before washing.

To remove ink stain --- Sprinkle with salt and lemon juice and place in sun.

Fish odor from frying pan --- After cooking place one fourth cup of vinegar in pan with the same amount of water and heat. Let stand until cool.

LINAMENT --

4 tbsp. -- Ammonia

3 tbsp. -- Lard

4 tbsp. -- Camphor

3 Tbsp. -- Turpentine.

Melt lard, put in a bottle, add ammonia and shake well, until milky. Add remaining ingredients, shake well. For chest colds and muscle discomfort.

DISTRICT 1
LUIS M. LEGASPI
P.O. Box 1380, Calexico, CA 92521

DISTRICT 2
VAL BLANE
808 W. Main St., El Centro, CA 92543

DISTRICT 3
JAMES W. BUCHER
840 W. Main St., El Centro, CA 92543

DISTRICT 4
LNE F. SEADOLT
P.O. Box 1300, Wrayley, CA 92527

DISTRICT 5
JAMES YOGEL
10 W. Main St., El Centro, CA 92543

Board of Supervisors
County of Imperial

LINDA K. HEAVER
Clark of the Board

COUNTY ADMINISTRATION CENTER
840 W. Main Street
EL CENTRO, CA 92543-8271
Telephone: (818) 825-4222

October 7, 1988

Niland Historical Association
P. O. Box 358
Niland, CA 92257

ATTN: Alma Miller

Dear Members:

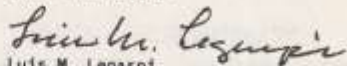
It is with great pleasure that I extend my congratulations to you, the citizens of Niland, on the seventy-fifth anniversary of your community.

The community of Niland has a rich, colorful history and a prosperous future.

The celebration in February of your 75th anniversary should be enjoyed by all citizens of Imperial County.

Congratulations and may the community of Niland enjoy many such successful celebrations.

Very truly yours,



Luis M. Legaspi
Chairman
Board of Supervisors
County of Imperial

LML/jr

AN EQUAL OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER