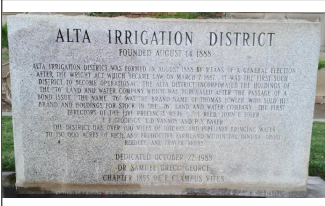



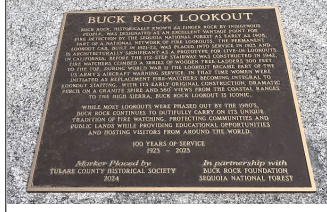

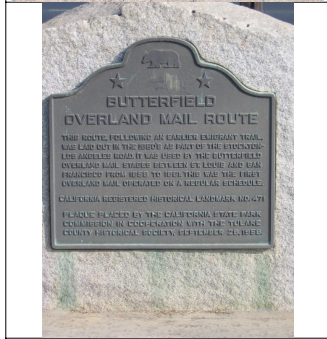
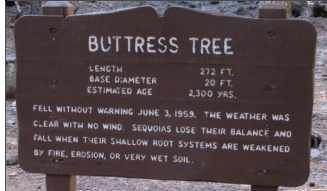
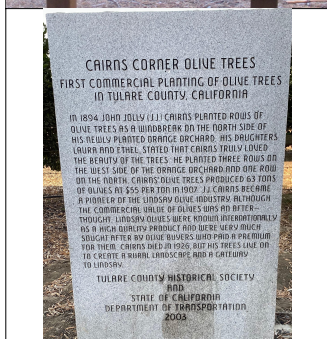





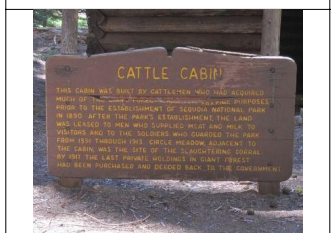
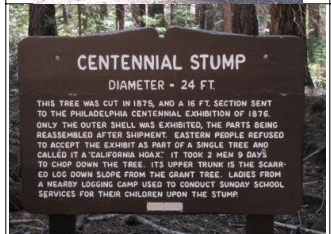
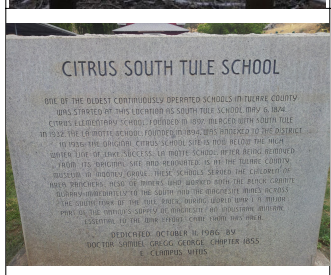
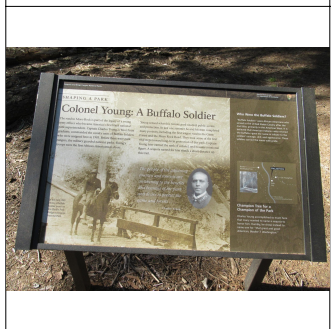
Historic Markers in Tulare County

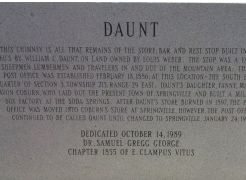
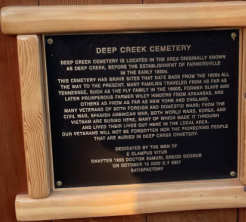
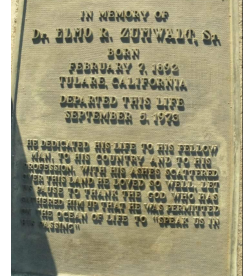
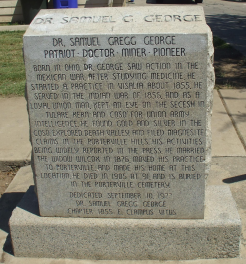
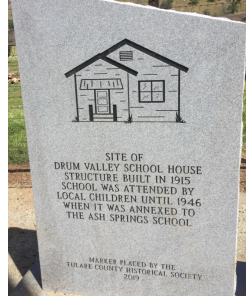

Compiled by Joseph L. Vicenti July 2024
for
The Tulare County Historical Society

| | Date of Dedication/ Sponsor | Text of Marker | Location |
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|  | <p>A Generation Changed Forever</p> <p>Nov 1, 2000</p> <p>Visalia Parks and Recreation Foundation</p> | <p>"A GENERATION FOREVER CHANGED"</p> <p>When their country called they served with mixed emotions, however "THEY SERVED"</p> <p>Dedicated in honor of all Viet Nam veterans by the Visalia Veterans Day Committee in conjunction with the Visalia Parks and Recreation Foundation, Nov 11, 2000</p> <p>Artist: Rudy Vargas</p> <p>In memory of Victor Pietroforte</p> | <p>Located in the inner courtyard of the Visalia Convention Center</p> |
|  | <p>Allen I. Russell Tree</p> <p>June 23, 1991</p> <p>Tulare County Historical Society</p> | <p>ALLEN I. RUSSELL TREE</p> <p>Giant of Balch Park Ht. 254 ft. - Dia. 25 ft.</p> <p>Dedicated by three generations of campers and Tulare County supervisors on June 16, 1990 to Allen Russell, Balch Park ranger 1962-1990</p> | <p>Balch Park Recreation Area above Springville.</p> |
|  | <p>Allensworth</p> <p>November 12, 2012</p> <p>Office of Historic Preservation</p> | <p>ALLENSWORTH</p> <p>Established on August 3, 1908, the town of Allensworth was the vision of Lt. Colonel Allen Allensworth. Born in 1842, Allensworth escaped slavery during the Civil War and joined the Union Navy. In 1886, he became the chaplain of the 24th infantry regiment, retiring in 1906 as the highest ranking African-American officer in the US Army.</p> <p>On June 30, 1908, Colonel Allensworth, Professor William Payne, Dr. W.H. Peck, Harry Mitchell and J.W. Palmer formed the California Colony and Home Promoting Association. They purchased land at this location to build the town of Allensworth - the only town in California founded, built, governed, and populated entirely by African-Americans.</p> <p>California State Historical Landmark #1047</p> | <p>Colonel Allensworth State Historic Park, State Highway 43</p> |
|  | <p>Alpaugh</p> <p>October 21, 2000</p> <p>E Clampus Vitus</p> | <p>ALPAUGH</p> <p>A Wowol Yokuts village called Chaw-Lo-Win existed here on an island in Old Tulare Lake, once the largest freshwater lake in California. In 1859 Allen Atwell and Isaac Goldstein claimed the island. They ferried hogs to the island on rafts to fatten on tule roots, then took them off to the north shore and drove them to the mines and villages to be sold. This island was called Hog Island, Root Island and Atwell's Island. In 1875 Atwell built the first ship on Tulare Lake, the Mose Andross, a 50 foot long by 15 foot wide flat bottomed schooner which was changed to a side wheel steamer in 1876. The ship was used to ferry hogs and cattle and for fishing until the lake subsided and left it high and dry. The dry lake bed area was used for cattle grazing for many years, then in 1906 J.O. Brubaker organized a group of investors and formed a company which purchased 8,861 acres of lake bed land to subdivide into small farms. They placed the town on the high ground and named it Alpaugh after John Alpaugh, one of the company's members. The town had 96 business lots, 708 residential lots along with church and school sites. At first the town had artesian wells which produced both water and natural gas. After a few years these failed and wells were drilled, but insufficient amounts of water were produced. In 1915 an irrigation district was formed and canals built to bring enough water for crops.</p> | <p>5315 Road 35.</p> |



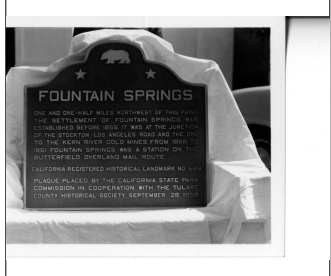
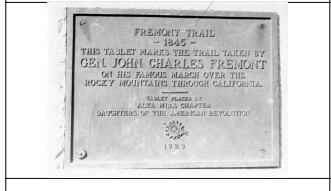
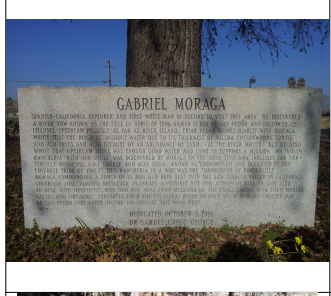

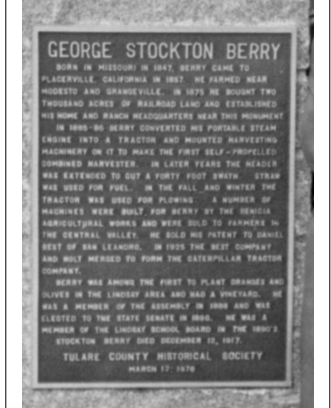
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|  | <p>Alta Irrigation District</p> <p>October 22, 1888</p> <p>E Clampus Vitus</p> | <p>ALTA IRRIGATION DISTRICT</p> <p>Founded Alta Irrigation District was formed in August 1888 by means of a general election after the Wright Act, which became law on March 7, 1887. It was the first such district to become operational. The Alta District incorporated the holdings of the "76" land and water company, which was purchased after the passage of a bond issue. The name "76" was the brand name of Thomas Fowler who sold his brand and holdings for stock in the "76" land and water company. The first directors of the five precincts were, T.L. Reed, John E. Taler, E.E. Giddings, J.D. Vannoy and P.Y. Baker. The district has over 700 miles of ditches and pipelines bringing water to 130,000 acres of rich and productive farmland within the Dinuba, Orsi, Reedley and Traver areas.</p> | <p>Irrigation district offices, 289 N. L Street, Dinuba.</p> |
|  | <p>Artesian Wells</p> <p>March 12, 1989</p> <p>Tulare County Historical Society, Pixley Womens Club</p> | <p>ARTESIAN WELLS</p> <p>At this site and in the close vicinity to the west several artesian wells were bored which helped in the early development of Pixley. This circular cement watering trough serves as a reminder to us of these wells which supplied Pixley residents and travelers with a refreshing source of water.</p> <p>Men bored for water in Tulare County and found underground strata which, under enough pressure, forced the water upward without pumping.</p> <p>An artesian belt twenty-five miles long and fifteen miles wide was developed along the plains of the valley. The belt included what are now the towns of Hanford, Grangeville, Armona, Lemoore, Goshen, Tulare, Pixley, Tipton and Earlimart. By 1885 there were over 250 artesian wells in Tulare County, all of which helped develop the semi-arid west side for agriculture.</p> <p>By the first decade of the twentieth century most artesian water stopped flowing. Several explanations for this have been explored over the years.</p> | <p>Pixley Park.</p> |
|  | <p>Auto Log</p> <p>National Park Service</p> | <p>AUTO LOG</p> <p>Base Diameter - 21 Feet</p> <p>Fell in 1917. Since then many types of vehicles have been photographed on this unusual log driveway.</p> | <p>Crescent Meadow Road, one mile south of General's Highway, SNP</p> |
|  | <p>Bank of Italy 1923</p> <p>Kaweah Collectors, City of Visalia</p> | <p>BANK OF ITALY 1923</p> <p>This Classic Revival style structure was built in 1923 for the Bank of Italy. It was renamed Bank of America in 1930 by owner Amadeo Giannini. Previously, the Bank of Visalia was located on this site.</p> | <p>128 East Main Street</p> |
|  | <p>Battle Mountain</p> <p>October 20, 1990</p> <p>E Clampus Vitus</p> | <p>BATTLE MOUNTAIN</p> <p>A long period of unrest between the settlers and Indians of Tulare County erupted in war during the Spring of 1856. Untrue reports that five hundred head of cattle had been stolen in Frazier Valley and the burning of Orson K. Smith's sawmill aroused the local settlers. A group of volunteers under the command of Foster DeMasters located a party of over seven hundred Indians in fortified positions on the cone shaped mountain in the valley below. Unable to breach the Indian defenses on their own, the volunteers sent for help. A second company of Tulare County Volunteers under Sheriff W. G. Poindexter, miners from Keyesville on the Kern River, settlers from as far north as Merced and Mariposa and Army detachments from Fort Tejon and Fort Miller responded. Captain Livingston of Fort Miller assumed overall command of a combined force estimated at three to four hundred men. Unable to withstand assault by this combined force and their Army howitzer, the Indians disappeared into the pine forest above you. Reports indicate three settlers were wounded and several Indians killed. Dedicated October 20, 1990 Dr Samuel Gregg George Chapter 1855 of E Clampus Vitus.</p> | <p>On Balch Park Road, 18 miles east of Highway 190.</p> |
|  | <p>Ben Harris</p> <p>September 18, 1976</p> <p>E Clampus Vitus</p> | <p>BEN HARRIS</p> <p>Ben Harris, unwashed & profane was known as "the greatest liar in the Sierra." He frequented Lemon Cove and the Mineral King back country and became part of the folklore.</p> <p>His mule was the smartest, his dog the meanest, his gun the shootingest and his eye the keenest for night on 75 years. He should be remembered when tall tales brighten the campfire.</p> | <p>Lemoncove firehouse.</p> |
|  | <p>Boy Scout Cabin</p> | <p>Members of Troop 2, Boy Scouts of America, under the inspiration, direction and leadership of Scout Master Dee Hays, started cutting logs for this cabin in 1933. Dee Hays, using a cabin design of his own, taught individual scouts of Troop 2 about carpentry, masonry, metal work and pioneering. Using a team approach, the raising of this cabin was finished in 1936. The Scouts that helped in the construction of this cabin were not just building it for themselves, but for future Boy Scouts that would follow. This cabin is a true example of what scouting represents - adventure - with each adventure the Scout would learn to "Be Prepared" for whatever came his way by learning all he could. Words like "Honor" and "Duty" provided a guidance each Scout would need to grow and become a "strong, confident adult." The "knowledge and attitudes" each Scout developed here would remain with him the rest of his life.</p> <p>Through the doorway of this cabin would pass many young men. Skills learned would enable each Scout to become a better and stronger member of our society. By living up to the ideals of Scouting, each Scout would develop the kind of character and leadership that would turn him into a future leader of tomorrow.</p> <p>At the time of construction, and for many years to follow, the Rotary Club of Visalia was the sponsor of Troop 2.</p> | <p>East end of Mooney Grove Park</p> |

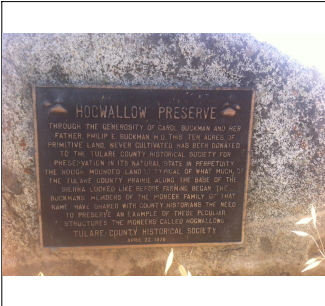

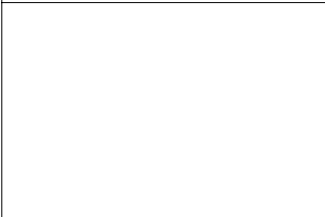
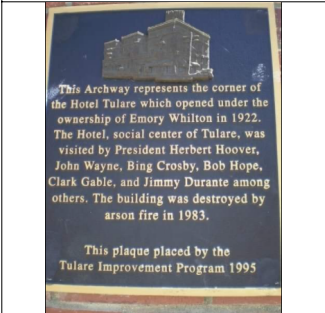
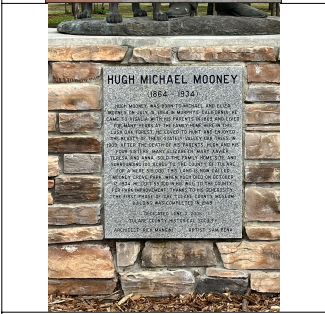
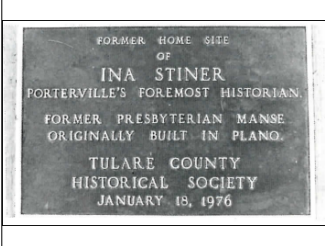

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|  <p>BUCK ROCK LOOKOUT</p> <p>BUCK ROCK LOOKOUT WAS DESIGNED BY THE SEQUOIA NATIONAL FOREST AS A VENTURE POINT FOR FIRE DETECTION. PART OF A NATIONAL NETWORK OF FIRE LOOKOUTS, THE PERMANENT LOOKOUT CAB, BUILT IN 1921-22, WAS PLACED INTO SERVICE IN 1923 AND IS ARCHITECTURALLY SIGNIFICANT AS A PROTOTYPE FOR LIVE-IN LOOKOUTS IN CALIFORNIA. BEFORE THE 172-STEP STAIRWAY WAS CONSTRUCTED IN 1942, FIRE WATCHERS CLIMBED A SERIES OF WOODEN TREE LADDERS 300 FEET TO THE TOP. DURING WORLD WAR TWO THE LOOKOUT BECAME PART OF THE US ARMY'S AIRCRAFT WARNING SERVICE. IN THAT TIME WOMEN WERE INITIATED AS REPLACEMENT FIRE-WATCHERS BECOMING INTEGRAL TO LOOKOUT STAFFING. WITH EARLY ORIGINAL CONSTRUCTION, DRAMATIC PERCH ON A GRANITE SPIRE, AND 360-DEGREE VIEWS FROM THE COASTAL RANGES TO THE HIGH SIERRA, BUCK ROCK LOOKOUT IS ICONIC.</p> <p>WHILE MOST LOOKOUTS WERE PHASED OUT BY THE EARLY 1980S, BUCK ROCK CONTINUES TO DUTIFULLY CARRY ON IT'S UNIQUE TRADITION OF FIRE-WATCHING, PROTECTING COMMUNITIES AND PUBLIC LANDS WHILE PROVIDING EDUCATIONAL OPPORTUNITIES AND HOSTING VISITORS FROM AROUND THE WORLD.</p> <p>100 YEARS OF SERVICE 1923-2023</p> <p>Memorial Placed by TULARE COUNTY HISTORICAL SOCIETY 2024</p> <p>In partnership with BUCK ROCK FIRE WATCHERS SEQUOIA NATIONAL FOREST</p> | <p>Buck Rock Lookout</p> <p>Jul 22, 2024</p> <p>Tulare County Historical Society, Buck Rock Foundation, Sequoia National Forest</p> | <p>BUCK ROCK LOOKOUT</p> <p>Buck Rock, historically known as Finger Rock by indigenous people, was designated as an excellent vantage point for fire detection by the Sequoia National Forest as early as 1908. Part of a national network of fire lookouts, the permanent lookout cab, built in 1921-22, was placed into service in 1923 and is architecturally significant as a prototype for live-in lookouts in California. Before the 172-step stairway was constructed in 1942, fire watchers climbed a series of wooden tree ladders 300 feet to the top. During World War Two the lookout became part of the US Army's aircraft warning service. In that time women were initiated as replacement fire-watchers becoming integral to lookout staffing. With early original construction, dramatic perch on a granite spire, and 360-degree views from the coastal ranges to the High Sierra, Buck Rock lookout is iconic.</p> <p>While most lookouts were phased out by the early 1980s, Buck Rock continues to dutifully carry on it's unique tradition of fire-watching, protecting communities and public lands while providing educational opportunities and hosting visitors from around the World.</p> <p>100 Years of Service 1923-2023</p> | |
|  <p>BUTTERFIELD OVERLAND MAIL</p> <p>AT THE HOUR AND A HALF STOP AT THE MAIL STOP, VISUALIANS GREETED WITH AN ANVIL SALUTE, THE FIRST COACH OF THE PIONEER LINE TO ARRIVE FROM ST. LOUIS. THE VISALIANS' HEARTY WELCOME CAUSED THE ONLY THROUGH PASSENGER TO REMARK THEY OUGHT TO BE REMEMBERED IN THE HISTORY OF THE TOWN, SO I HEREBY IMMORTALIZE THEM.</p> <p>JIM SAVAGE CHAPTER #1852, E CLAMPUS VITUS</p> | <p>Butterfield Overland Mail</p> <p>October 14, 1873</p> <p>Jim Savage Chapter #1852, E Clampus Vitus</p> | <p>BUTTERFIELD OVERLAND MAIL</p> <p>At this place, near midnight Oct. 8, 1858, Visalians greeted with an anvil salute, the first coach of the pioneer line to arrive from St. Louis. The Visalians' hearty welcome caused the only through passenger to remark They ought to be remembered in the history of the town, so I hereby immortalize them.</p> | <p>114 East Main Street. (Large granite boulder originally had 2 plaques, one of which was stolen many years ago. In 2017 the Tulare County Historical Society installed a replacement)</p> |
|  <p>BUTTERFIELD OVERLAND MAIL ROUTE</p> <p>THIS ROUTE, FOLLOWING AN EARLIER EMIGRANT TRAIL, WAS LAID OUT IN THE 1850'S AS PART OF THE STOCKTON-LOS ANGELES ROAD. IT WAS USED BY THE BUTTERFIELD OVERLAND MAIL STAGES BETWEEN ST. LOUIS AND SAN FRANCISCO FROM 1858 TO 1861. THIS WAS THE FIRST OVERLAND MAIL OPERATED ON A REGULAR SCHEDULE.</p> <p>TULARE COUNTY HISTORICAL SOCIETY, CALIFORNIA STATE PARK COMMISSION</p> | <p>Butterfield Overland Mail Route</p> <p>September 18, 1958</p> <p>Tulare County Historical Society, California State Park Commission</p> | <p>BUTTERFIELD OVERLAND MAIL ROUTE</p> <p>This route, following an earlier emigrant trail, was laid out in the 1850's as part of the Stockton-Los Angeles Road. It was used by the Butterfield Overland Mail stages between St. Louis and San Francisco from 1858 to 1861. This was the first overland mail operated on a regular schedule.</p> | <p>Adjacent to Fremont Trail Marker, west side of Highway 65 at Hermosa Avenue</p> |
|  <p>BUTTRESS TREE</p> <p>LENGTH 272 FT. BASE DIAMETER 20 FT. ESTIMATED AGE 2,300 YRS.</p> <p>FELL WITHOUT WARNING JUNE 3, 1959. THE WEATHER WAS CLEAR WITH NO WIND. SEQUOIAS LOSE THEIR BALANCE AND FALL WHEN THEIR SHALLOW ROOT SYSTEMS ARE WEAKENED BY FIRE, EROSION, OR VERY WET SOIL.</p> <p>NATIONAL PARK SERVICE</p> | <p>Buttress Tree</p> <p>National Park Service</p> | <p>BUTTRESS TREE</p> <p>Length 272 ft. Base Diameter 20 ft. Estimated Age 2,300 yrs.</p> <p>Fell without warning June 3, 1959. The weather was clear with no wind. Sequoias lose their balance and fall when their shallow root systems are weakened by fire, erosion, or very wet soil.</p> | <p>Crescent Meadow Road, 1.3 miles south of Generals Highway, SNP</p> |
|  <p>CAIRNS CORNER OLIVE TREES FIRST COMMERCIAL PLANTING OF OLIVE TREES IN TULARE COUNTY, CALIFORNIA</p> <p>IN 1894 JOHN JOLLY (J.J.) CAIRNS PLANTED ROWS OF OLIVE TREES AS A WINDBREAK ON THE NORTH SIDE OF HIS NEWLY PLANTED ORANGE ORCHARD. HIS DAUGHTERS LAURA AND ETHEL STATED THAT CAIRNS TRULY LOVED THE BEAUTY OF THE TREES. HE PLANTED THREE ROWS ON THE WEST SIDE OF THE ORANGE ORCHARD AND ONE ROW ON THE NORTH. CAIRNS' OLIVE TREES PRODUCED 63 TONS OF OLIVES AT \$55 PER TON IN 1907. J.J. CAIRNS BECAME A PIONEER OF THE LINDSAY OLIVE INDUSTRY THROUGHOUT CALIFORNIA. LINDSAY OLIVES WERE INTERNATIONALLY KNOWN AS A HIGH QUALITY PRODUCT AND WERE VERY MUCH SOUGHT AFTER BY OLIVE BUYERS WHO PAID A PREMIUM FOR THEM. CAIRNS DIED IN 1926, BUT HIS TREES LIVE ON TO CREATE A RURAL LANDSCAPE AND GATEWAY TO LINDSAY.</p> <p>TULARE COUNTY HISTORICAL SOCIETY AND STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 2003</p> | <p>Cairns Corner Olive Trees</p> <p>2003</p> <p>Tulare County Historical Society, California Department of Transportation</p> | <p>CAIRNS CORNER OLIVE TREES</p> <p>In 1894 John Jolly (J.J.) Cairns planted rows of olive trees as a windbreak on the north side of his newly planted orange orchard. His daughters Laura and Ethel, stated that Cairns truly loved the beauty of the trees. He planted three rows on the west side of the orange orchard and one row on the north. Cairns' olive trees produced 63 tons of olives at \$55 per ton in 1907. J.J. Cairns became a pioneer of the Lindsay olive industry, although commercial value of the olives was an afterthought. Lindsay olives were internationally known as a high quality product and were very much sought after by olive buyers who paid a premium for them. Cairns died in 1926, but his trees live on to create a rural landscape and gateway to Lindsay.</p> | <p>Southeast corner of Highway 137 and Highway 65</p> |
|  <p>CALIFORNIA HOT SPRINGS</p> <p>THE FIRST PEOPLE TO USE THE HOT SPRINGS WERE THE BOKRINUWAD YAKUTS ALSO CALLED "HOEYNCHE" WHO CALLED IT "KAMHILIKOU" HOT WATER. IN THE LATE 1870'S T.J. AND M.B. WIRTH FILLED CLAIM TO UPPER DEER CREEK "HOYEN IDIK" WHICH INCLUDED THE SEVERAL HOT SPRINGS. THEY WERE THEN KNOWN AS THE DEER CREEK HOT SPRINGS. BY 1880 THE WIRTH FAMILY HAD DEVELOPED SMALL BATHHOUSES AND CAMPING AREA AND CHARGED FOR THEIR USE. THEY STOPPED THE SPRINGS AND BATHHOUSES IN 1932 AFTER THEIR SONS DECEASED. THE PROPERTY WAS PURCHASED BY THE GILBERT FAMILY IN 1904 AND WAS REDEVELOPED WITH BATHHOUSES AND CAMPING AREAS. THE GILBERT FAMILY PURCHASED WHAT REMAINED AND SUCCESSFULLY REDEVELOPED IT BACK TO WHAT IT IS TODAY, AN ACTIVE SUCCESSFUL RESORT.</p> <p>DEDICATED OCTOBER 8, 2011 DR. GABRIEL CRUZ, GEORGE CHAPTER 1855 OF E CLAMPUS VITUS</p> | <p>California Hot Springs</p> <p>October 1, 2011</p> <p>E Clampus Vitus</p> | <p>CALIFORNIA HOT SPRINGS</p> <p>The first people to use the hot springs were the Bokrinuwad Yakuts also called "Hoeynche" who called it "Kamhilkou" hot water. In the late 1870's T.J. and M.B. Wirth filed claim to Upper Deer Creek "Hoyen Idik" which included the several hot springs. They were then known as the Deer Creek Hot Springs. By 1880 the Wirth family had developed small bathhouses and camping area and charged for their use. They sold the Springs and 300 acres in 1889 after that it sold several more times. During that time the name became California Hot Springs and was praised far and wide for its health benefits. In 1904 a large hotel was built called the Del Venado. It burned in 1932, but within two years new facilities were built. The names of Firebaugh, Pike, Wingrove, Mitchell, Williams, Newbury, and Baxter show as owners over the years until a disastrous fire in 1968 destroyed the resort buildings, leaving only the dance hall, swimming pool and a few rental cabins. In the 1980's the Gilbert family purchased what remained and with great effort brought it back to what it is today, an active successful resort</p> | <p>42177 Hot Springs Drive</p> |


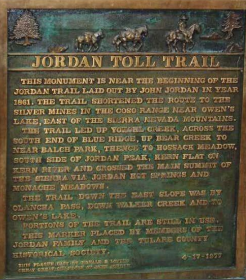


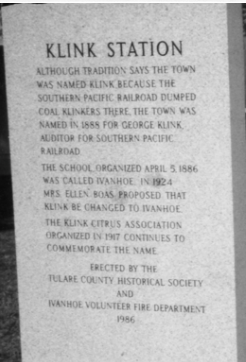
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|  | <p>Camp Babbitt</p> <p>October 25, 1995</p> <p>E Clampus Vitus</p> | <p>CAMP BABBIT</p> <p>On October 6, 1862 Capt. Moses McLaughlin and Lt. Col. George S. Evans commanding 57 men of Company D, 2nd Cavalry, California Volunteers arrived in Visalia. They had come from Camp Independence, Owens Valley over the newly completed Coso Trail. On October 15, 1862 they moved to this site and began construction of Camp Babbitt, named for Col. E.B. Babbitt, Quartermaster General of the Dept. of the Pacific. On October 16, 1862 Capt. William Jones and Maj. John M. O'Neill arrived by way of Greenhorn with 6 wagons, 20 men of Company D and 67 men of Company I, thus began Camp Babbitt. This camp and others were ordered to be established from Washington Territory to the Mexican border to act as barriers for trouble from without and to make those rebels within the state hesitate to carry their plans too far. In October 1865 Camp Babbitt was relocated to a site N.E. of this about 1 1/2 miles (N.E. corner of Houston and Ben Maddox Way) as a permanent military post. Between October 1865 and September 1866 the Delta indicated "this is one of the most beautiful and important military posts in the state." Many different companies of the 2nd Cavalry moved in and out of hers. The final blow came with an order for all companies of organized militia to be mustered out and turn over all equipment at Camp Babbitt to Capt. J.O. Dougherty. The regulars were sent east of the Sierras to help with Indian trouble. In the September 19, 1866 Delta, Camp Babbitt was listed for auction, thus ended Camp Babbitt.</p> | <p>539 North Santa Fe, at Race Street.</p> |
|  | <p>Camp Nelson</p> <p>October 26, 1996</p> <p>E Clampus Vitus</p> | <p>CAMP NELSON</p> <p>Named after John Milton Nelson who came to California in 1850 and in 1886 homesteaded here and built a cabin near this spot. He visited here first in the 1860's while traveling over the Jordan Trail to the Owens Valley. This resort was first used by the Yaudanche Yokuts as a summer village which they called "Ketilmuh." Known in the late 1880's as "Prohibition Valley" - a name that was replaced in the 1890's by the fame of "Mr. Nelson's Camp." By 1901 a hotel and store were in operation; a sawmill had been packed in from Springville, and cabins were being built for summer homes. People came from the hot lower regions to spend time in the pinery fishing, hunting or just enjoying the cool unhurried atmosphere. 1906 new two story log hotel with 12 rooms completed</p> <p>1907 road built to Camp Wishon, 8 miles from Nelson's 1909 John M. Nelson passed away at 78 years of age 1922 road completed to Camp Nelson from The Forks 1927 log hotel burned, new lodge begun 1931 mutual water company organized 1947 electricity brought to Camp Nelson 1956 telephone line reached Camp Nelson</p> | <p>1699 Nelson Drive, Camp Nelson</p> |
|  | <p>Cattle Cabin</p> <p>National Park Service</p> | <p>CATTLE CABIN</p> <p>This cabin was built by cattlemen who had acquired much of the Giant Forest land for grazing purposes prior to the establishment of Sequoia National Park in 1890. After the park's establishment, the land was leased to men who supplied meat and milk to visitors and to the soldiers who guarded the park from 1891 through 1913. Circle Meadow, adjacent to the cabin, was the site of the slaughtering corral. By 1917 the last private holdings in Giant Forest had been purchased and deeded back to the government.</p> | <p>Circle Meadow Trail, accessed from Sherman Tree parking area, near Lodgepole Village, Kings Canyon National Park</p> |
|  | <p>Centennial Stump</p> <p>National Park Service</p> | <p>CENTENNIAL STUMP</p> <p>This tree was cut in 1875, and a 16 ft. section sent to the Philadelphia Centennial Exhibition of 1876. Only the outer shell was exhibited, the parts being reassembled after shipment. Eastern people refused to accept the exhibit as part of a single tree and called it the "California Hoax." It took 2 men 9 days to chop down the tree. Its upper trunk is the scarred log down slope from the Grant Tree. Ladies from a nearby logging camp used to conduct Sunday school services for their children upon the stump.</p> | <p>In the General Grant Grove, Kings Canyon National Park</p> |
|  | <p>Citrus-South Tule School</p> <p>October 11, 1886</p> <p>E Clampus Vitus</p> | <p>CITRUS SOUTH TULE SCHOOL</p> <p>One of the oldest continuously operated schools in Tulare County was started at this location as South Tule School, May 6, 1874. Citrus Elementary School founded in 1897, merged with South Tule in 1932. The La Motte School, founded in 1894, was annexed to the district in 1936. The original Citrus School site is now below the high water line of Lake Success. La Motte School, after being removed from its original site and renovated, is at the Tulare County Museum in Mooney Grove. These schools served the children of area ranchers, also of miners who worked both the black granite quarry immediately to the south, and the magnesite mines across the south fork of the Tule River. During World War I a major part of the nation's supply of magnesite, an industrial mineral essential to the war effort came from this area.</p> | <p>31545 Ave 360, Porterville</p> |
|  | <p>COLONEL YOUNG: A BUFFALO SOLDIER</p> <p>National Park Service</p> | <p>COLONEL YOUNG: A BUFFALO SOLDIER</p> <p>The road to Moro Rock is part of the legacy of a young army officer who became America's first black national park superintendent. Captain Charles Young, a West Point graduate, commanded the cavalry units of Buffalo Soldiers who were assigned here in 1903. Before there were park rangers, the military guarded national parks. Young's troops were the first African-Americans to do so.</p> <p>Young sensed what this remote park needed: public access and protection. In just one summer he and his men completed many projects, including the first wagon road to the Giant Forest and the Moro Rock Road. They took some of the first vital steps toward long-term protection of this park. Captain Young later earned the rank of colonel, and became a national figure. A sequoia named for him stands a short distance up this trail.</p> <p>"The people of the adjoining country and tourists are awakening to the benefits and beauties of the park and desire to protect the game and forests" - Colonel Young</p> <p>Buffalo Soldiers were African Americans who served in the United States Cavalry after the Civil War, primarily in the American West. It is believed that American Indians—who revered the buffalo—gave the name in tribute to the soldiers' courage, skill, and appearance. These soldiers carried the name with pride.</p> | <p>On Crescent Meadow Road, 0.9 miles from Generals Hwy, Sequoia National Park</p> |

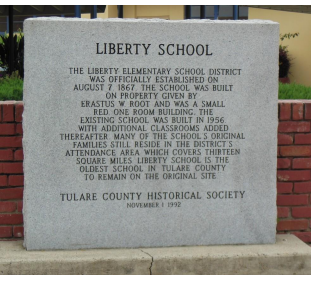

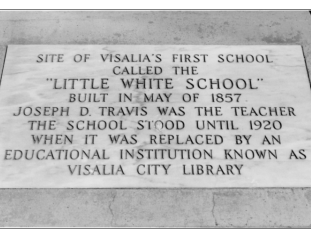
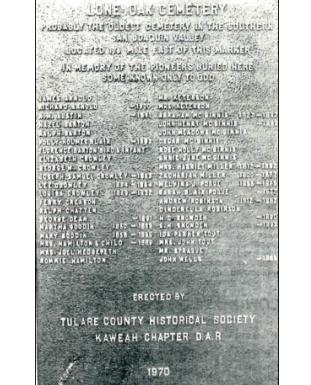


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|  <p>CROSS BUILDING 1907</p> <p>BUILT BY ROBERT CROSS & JOHN FRANS, SITE OF CROSS HARDWARE, LATER CROSS-HORLOCK HARDWARE & THEN TOGNI-BRANCH STATIONERY</p> <p>PLAQUE FUNDED BY KAWEAH COLLECTORS OF QUESTERS CITY OF VISALIA HISTORIC PRESERVATION ADVISORY COMMITTEE</p> | <p>Cross Building 1907</p> <p>Kaweah Collectors, City of Visalia</p> | <p>CROSS BUILDING 1907</p> <p>Built by Robert Cross & John Frans. Site of Cross Hardware, later Cross-Horlock Hardware & then Togni-Branch Stationery.</p> | <p>116 East Main Street</p> |
|  <p>DAUNT</p> <p>THIS CHIMNEY IS ALL THAT REMAINS OF THE STORE, BAR AND REST STOP BUILT IN THE 1860'S BY WILLIAM C. DAUNT ON LAND OWNED BY LOUIS WEBER. THE STOP WAS A FAVORITE OF SHEEPMEN, LUMBERMEN AND TRAVELERS IN AND OUT OF THE MOUNTAIN AREA. THE POST OFFICE WAS ESTABLISHED FEBRUARY 18, 1886 AT THIS LOCATION. THE SOUTH EAST QUARTER OF SECTION 3, TOWNSHIP 21S, RANGE 29E, COUNTY OF TULARE COUNTY, CALIFORNIA. THIS CHIMNEY WAS BUILT BY DAUNT IN 1860'S. DAUNT'S STORE BURNED IN 1897. THE POST OFFICE CONTINUED TO BE CALLED DAUNT UNTIL CHANGED TO SPRINGVILLE, JANUARY 24, 1911.</p> <p>DEDICATED OCTOBER 14, 1989 BY SAMUEL GREGG GEORGE CHAPTER 1555 OF E. CLAMPUS VITUS</p> | <p>DAUNT</p> <p>October 14, 1989</p> <p>E Clampus Vitus</p> | <p>DAUNT</p> <p>This chimney is all that remains of the store, bar and rest stop built in the 1860's by William C. Daunt, on land owned by Louis Weber. The stop was a favorite of sheepmen, lumbermen and travelers in and out of the mountain area. The Daunt post office was established February 18, 1886, at this location - the south east quarter of section 3, township 21S, range 29E east. Daunt's daughter, Fanny, married Avon Coburn, who laid out the present town of Springville and built a mill and box factory at the Soda Springs. After Daunt's store burned in 1897, the post office was moved into Coburn's store at Springville however, the post office continued to be called Daunt until changed to Springville, January 24, 1911.</p> | <p>34902 Highway 190</p> |
|  <p>DEEP CREEK CEMETERY</p> <p>DEEP CREEK CEMETERY IS LOCATED IN THE AREA ORIGINALLY KNOWN AS DEEP CREEK, BEFORE THE ESTABLISHMENT OF FARMERSVILLE IN THE EARLY 1850S. THIS CEMETERY HAS GRAVE SITES THAT DATE BACK FROM THE 1800S ALL THE WAY TO THE PRESENT. MANY FAMILIES TRAVELLED FROM AS FAR AS TENNESSEE, SUCH AS THE FLY FAMILY IN THE 1860S, FORMER SLAVE AND PROSPEROUS FARMER WILEY HINDS FROM ARKANSAS, AND OTHERS FROM AS FAR AS NEW YORK AND ENGLAND.</p> <p>Many veterans from both foreign and domestic wars: from the Civil War, Spanish-American War, both World Wars, Korea, and Vietnam are buried here, many of which made it through and lived their lives out where in the local area.</p> <p>Our veterans will not be forgotten nor the pioneering people that are buried in Deep Creek Cemetery.</p> | <p>DEEP CREEK CEMETERY</p> <p>Oct 15, 2022</p> <p>E Clampus Vitus</p> | <p>DEEP CREEK CEMETERY</p> <p>Deep Creek Cemetery is located in the area originally known as Deep Creek, before the establishment of Farmersville in the early 1850s.</p> <p>The Cemetery has grave sites that date back from the 1800s all the way to the present. Many families travelled from as far as Tennessee, such as the Fly family in the 1860s, former slave and prosperous farmer Wiley Hinds from Arkansas, and others from as far as New York and England.</p> <p>Many veterans from both foreign and domestic wars: from the Civil War, Spanish-American War, both World Wars, Korea, and Vietnam are buried here, many of which made it through and lived their lives out where in the local area.</p> <p>Our veterans will not be forgotten nor the pioneering people that are buried in Deep Creek Cemetery.</p> | <p>Road 168 South of Teresa St/ North of Ave 288</p> |
|  <p>IN MEMORY OF DR. ELMO R. ZUMWALT, Sr. BORN FEBRUARY 2, 1892 TULARE, CALIFORNIA DEPARTED THIS LIFE SEPTEMBER 5, 1973</p> <p>HE DEDICATED HIS LIFE TO HIS FELLOW MAN, TO HIS COUNTRY AND TO HIS PROFESSION. WITH HIS ASHES SCATTERED OVER THIS LAND HE LOVED SO WELL, LET US PAUSE TO THANK THE GOD WHO HAS GATHERED HIM UP THAT HE WAS PERMITTED BY THE OCEAN OF LIFE TO "SPEAK US IN HIS PASSING"</p> | <p>DR. ELMO R ZUMWALT, Jr.</p> | <p>In Memory of Dr. ELMO R. ZUMWALT, Sr.</p> <p>Born February 2, 1892 Tulare, California Departed this life September 5, 1973</p> <p>He dedicated his life to his fellow man, to his country and to his profession. With his ashes scattered over this land he loved so well, let us pause to thank the God who has gathered him up that he was permitted by the ocean of life to "speak us in his passing"</p> | <p>Zumwalt Park, Tulare Avenue and 'M' Street.</p> |
|  <p>DR. SAMUEL GREGG GEORGE PATRIOT-DOCTOR-MINER-PIONEER</p> <p>BORN IN OHIO, DR. GEORGE SAW ACTION IN THE MEXICAN WAR. AFTER STUDYING MEDICINE, HE STARTED A PRACTICE IN VISALIA ABOUT 1855. HE SERVED IN THE INDIAN WAR OF 1856, AND AS A LOYAL UNION MAN, HE SERVED IN THE SECESSION WAR. HE DIED IN 1905 AT HIS HOME IN VISALIA, CALIFORNIA. HE WAS BURIED IN THE PORTERVILLE CEMETERY.</p> <p>DEDICATED SEPTEMBER 10, 1977 BY SAMUEL GREGG GEORGE CHAPTER 1555 OF E. CLAMPUS VITUS</p> | <p>Dr. Samuel Gregg George</p> <p>September 10, 1977</p> <p>E Clampus Vitus</p> | <p>DR. SAMUEL GREGG GEORGE</p> <p>Born in Ohio, Dr. George saw action in the Mexican War. After studying medicine, he started a practice in Visalia about 1855. He served in the Indian War of 1856, and as a loyal Union man, kept an eye on the Seceh in Tulare, Kern and Coso for Union Army intelligence. He found gold and silver in the Coso, explored Death Valley, and filed magnesite claims in the Porterville hills. His activities being widely reported in the press. He married the Widow Wilcox in 1876, moved his practice to Porterville, and made his home at this location. He died in 1905 at 91, and is buried in the Porterville Cemetery.</p> | <p>202 East Mill Street</p> |
|  <p>SITE OF DRUM VALLEY SCHOOL HOUSE STRUCTURE BUILT IN 1915. SCHOOL WAS ATTENDED BY LOCAL CHILDREN UNTIL 1946 WHEN IT WAS ANNEXED TO THE ASH SPRINGS SCHOOL</p> <p>MARKER PLACED BY THE TULARE COUNTY HISTORICAL SOCIETY 2021</p> | <p>Drum Valley School House</p> <p>April 10, 2021</p> <p>Tulare County Historical Society</p> <p>(Marker has date of 2019; installation delayed due to COVID pandemic)</p> | <p>Site of Drum Valley School House.</p> <p>Structure built in 1915. School was attended by local children until 1946 when it was annexed to the Ash Springs School.</p> | <p>Up Road 152, 13 miles northeast of Orosi.</p> |
|  <p>DUTCH CORNERS [DUCOR]</p> <p>IN 1885 FOUR GERMAN HOMESTEADERS CHRIS JOOS, BEN SPUBLER, FRED SCHMIDT, GOTLET UTLEY, SUNK A COMMON WATER WELL WHERE THE CORNERS OF THEIR LAND MET. THIS JUNCTION BECAME DUTCH CORNERS. IN 1888 THE EAST SIDE LINE OF THE SOUTHERN PACIFIC RAILROAD WAS BUILT AND THE NAME WAS CONDENSED TO DUCOR. SHADE BRALY, JOHN DENNIS, CHARLES TIBBENS, RICHARD SHOUP, AND J. W. RIGHTER FORMED THE DUCOR LAND CO IN 1909. STIMULATING COMMUNITY LIFE AND TOWN DEVELOPMENT.</p> <p>DEDICATED OCTOBER 4, 1980 BY SAMUEL GREGG GEORGE CHAPTER 1555 OF E. CLAMPUS VITUS</p> | <p>Dutch Corners</p> <p>October 4, 1980</p> <p>E Clampus Vitus</p> | <p>DUTCH CORNERS [Ducor]</p> <p>In 1885 four German homesteaders Chris Joos, Ben Spuhler, Fred Schmidt, Gotlet Utley, sunk a common water well where the corners of their land met. This junction became Dutch Corners. In 1888 the east side line of the Southern Pacific Railroad was built and the name was condensed to Ducor. Shade Braly, John Dennis, Charles Tibbens, Richard Shoup, and J. W. Righter formed The Ducor Land Co in 1909. Stimulating community life and town development.</p> | <p>Old Ducor Rochdale Store, Avenue 56 and Carlisle.</p> |

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| <p>"EL COJO"</p> <p>While trapping in the Rocky Mountains in 1827 Thomas L. Smith was shot in the lower left leg by Indians. Escaping he took his knife and cut off the useless part, surviving this, he carved a peg of oak, strapped it on and was thereafter called, "Pegleg Smith." Going to California in 1829 he picked up some heavy stones, later found them to be gold and never found the spot again, this is known as "The Lost Pegleg Gold." He and others found that the horse herds in the Tulare Valley could be had for the taking. The Spanish called them thieves, but did not pursue them into the Sierras, so "El Cojo", which means "The Lame Man" in Spanish and his associates raided the ranchos and Missions and took thousands of horses and mules. East of here a small stream running into White River is known as "Cojo Gulch." The upper end is where he kept horses before driving them to his markets in the Rocky Mountains and Missouri, thus becoming the most successful horse thief in western history. He died at Sixty-Four years of age in San Francisco in 1865.</p> <p>DEDICATED OCTOBER 16, 2010 DR. SAMUEL GREGG GEORGE CHAIRMAN ISSUES OF E. CLAMPUS VITUS</p> | <p>El Cojo</p> <p>October 16, 2010</p> <p>E Clampus Vitus</p> | <p>"EL COJO"</p> <p>While trapping in the Rocky Mountains in 1827 Thomas L. Smith was shot in the lower left leg by Indians. Escaping he took his knife and cut off the useless part, surviving this, he carved a peg of oak, strapped it on and was thereafter called, "Pegleg Smith." Going to California in 1829 he picked up some heavy stones, later found them to be gold and never found the spot again, this is known as "The Lost Pegleg Gold." He and others found that the horse herds in the Tulare Valley could be had for the taking. The Spanish called them thieves, but did not pursue them into the Sierras, so "El Cojo", which means "The Lame Man" in Spanish and his associates raided the ranchos and Missions and took thousands of horses and mules. East of here a small stream running into White River is known as "Cojo Gulch." The upper end is where he kept horses before driving them to his markets in the Rocky Mountains and Missouri, thus becoming the most successful horse thief in western history. He died at Sixty-Four years of age in San Francisco in 1865.</p> | <p>29115 Avenue 56 in Ducor</p> |
| <p>ELISHA PACKWOOD</p> <p>A significant segment of Porterville and Tulare County history is associated with this site and this monument through the name of Elisha Packwood who built his home here in 1852 after crossing the plains as leader of a wagon train, from Missouri that included his brother Samuel, and two brothers-in-law Joseph Prothero and Jabes Smith. This was the first family group to settle, farm and run livestock along the Tule River in the area of what is now Porterville. The Packwood House was on high ground on the east side of the river that then ran north along present Second and Third Streets before turning west into the valley at present Henderson Avenue and the Southern Pacific Railroad tracks. Packwood cattle of the Durham breed ranged over 3,000 acres that had been acquired by Elisha and Samuel Packwood between 1850 and 1852. The stylized Elisha Packwood brand was the second brand registered in Tulare County on April 9, 1853. The Elisha and Samuel Packwood families, also the Protheros, prospered until they suffered severe financial losses in the drought year of 1864 that decimated much of the San Joaquin Valley. Elisha then moved to San Jose where he became successful in the dairy and cattle business. Samuel remained in Tulare County, farming for many years in the Visalia-Exeter area. Prothero moved to Visalia, Smith had moved to the gold mines near Strawberry in 1856, but later returned to the White River Mining District in Tulare County.</p> <p>DEDICATED OCTOBER 12, 2010 DR. SAMUEL GREGG GEORGE CHAIRMAN ISSUES OF E. CLAMPUS VITUS</p> | <p>Elisha Packwood</p> <p>October 24, 1992</p> <p>E Clampus Vitus</p> | <p>ELISHA PACKWOOD</p> <p>A significant segment of Porterville and Tulare County history is associated with this site and this monument through the name of Elisha Packwood who built his home here in 1852 after crossing the plains as leader of a wagon train, from Missouri that included his brother Samuel, and two brothers-in-law Joseph Prothero and Jabes Smith. This was the first family group to settle, farm and run livestock along the Tule River in the area of what is now Porterville. The Packwood House was on high ground on the east side of the river that then ran north along present Second and Third Streets before turning west into the valley at present Henderson Avenue and the Southern Pacific Railroad tracks. Packwood cattle of the Durham breed ranged over 3,000 acres that had been acquired by Elisha and Samuel Packwood between 1850 and 1852. The stylized Elisha Packwood brand was the second brand registered in Tulare County on April 9, 1853. The Elisha and Samuel Packwood families, also the Protheros, prospered until they suffered severe financial losses in the drought year of 1864 that decimated much of the San Joaquin Valley. Elisha then moved to San Jose where he became successful in the dairy and cattle business. Samuel remained in Tulare County, farming for many years in the Visalia-Exeter area. Prothero moved to Visalia, Smith had moved to the gold mines near Strawberry in 1856, but later returned to the White River Mining District in Tulare County.</p> | <p>Putnam Avenue and Third Street</p> |
| <p>END OF THE TRAIL JAMES EARLE FRASER 1876 - 1953</p> <p>THE PLASTER MODEL OF THIS STATUE WAS EXHIBITED IN THE PANAMA-PACIFIC EXPOSITION, SAN FRANCISCO, 1915. IT WAS MOVED TO THIS PARK IN 1919. IT STOOD UNTIL 1968. IT WAS THEN TRADED TO THE NATIONAL COWBOY HALL OF FAME, OKLAHOMA CITY, FOR THIS BRONZE CASTING. FULFILLING THE HOPE OF MR. FRASER.</p> <p>REMOVED BY FRASER IN 1968</p> | <p>END OF THE TRAIL</p> <p>Dec 19, 1971</p> | <p>END OF THE TRAIL James Earle Fraser 1876-1953</p> <p>The plaster model of this statue was exhibited in the Panama-Pacific Exposition, San Francisco, 1915. It was moved to this park in 1919 where it stood until 1968. It was then traded to the National Cowboy Hall of Fame, Oklahoma City, for this bronze casting, fulfilling the hope of Mr. Fraser</p> | <p>Mooney Grove Park</p> |
| <p>FARMERSVILLE</p> <p>Tulare County's third oldest community dates back to 1866... the year that Merrill Jasper and John Crowley established a general store at this location. The store was sold in 1868 to Thomas G. Brundage who made a reputation for himself as a general storekeeper. The store prospered for many years and was succeeded by several other owners and was sold to Oscar Brundage in 1920. In 1920, Oscar Brundage and his son, Oscar, continued operating the store into the 1920s. By the 1930s, Farmersville prospered in various ways. It became a trading center for farmers and ranchers from the first two decades of this century. In 1902, the community became a newspaper, a livery, a saloon and became a trading center for farmers and ranchers from as far east as the Yokoh Valley. In 1902 the first church (Methodist) was formed. Hectic days were experienced in the early 1930s when the community became a refuge for migrant families from the drought-stricken middle-west dust bowl. Farmersville was incorporated as a city in 1960 with James Tornow as Mayor, Carl Waddle as City Clerk, and the City Councilmen Truman Qualls, Don Freeman, Willis Freeman, and Jim Stevens.</p> <p>DEDICATED OCTOBER 15, 1983 BY DOCTOR SAMUEL GREGG GEORGE CHAIRMAN ISSUES OF E. CLAMPUS VITUS</p> | <p>Farmersville</p> <p>October 15, 1983</p> <p>E Clampus Vitus</p> | <p>FARMERSVILLE</p> <p>Tulare County's third oldest community dates back to 1866... the year that Merrill Jasper and John Crowley established a general store at this location. The store was sold, in 1868, to Thomas G. Brundage who made application for a post office and chose the name, "Farmersville" as befitting a town surrounded by small farms. Brundage and his son, Oscar, continued operating the store into the 1920s. By the 1870s, Farmersville boasted a school, a blacksmith shop, two doctors, a newspaper, a livery, a saloon and became a trading center for farmers and ranchers from as far east as the Yokoh Valley. In 1902 the first church (Methodist) was formed. Hectic days were experienced in the early 1930s when the community became a refuge for migrant families from the drought-stricken middle-west dust bowl. Farmersville was incorporated as a city in 1960 with James Tornow as Mayor, Carl Waddle as City Clerk, and the City Councilmen Truman Qualls, Don Freeman, Willis Freeman, and Jim Stevens.</p> | <p>Corner of Visalia Road and Farmersville Boulevard.</p> |
| <p>SITE OF FATHER DANIEL F. DADE'S ACADEMY OF THE NATIVITY HOUSED IN THE FIRST CATHOLIC CHURCH IN THE LOWER SAN JOAQUIN VALLEY AUGUST 1861</p> <p>MARKED BY TULARE COUNTY HISTORICAL SOCIETY AND THE 150TH ANNIVERSARY COMMITTEE OF THE CHURCH OF THE NATIVITY FOR THE BLESSED VIRGIN MARY 2011</p> | <p>Father Dade's Academy of the Nativity</p> <p>August 1, 2011</p> <p>Tulare County Historical Society, St. Mary's Church</p> | <p>SITE OF FATHER DANIEL F. DADE'S ACADEMY OF THE NATIVITY HOUSED IN THE FIRST CATHOLIC CHURCH IN THE LOWER SAN JOAQUIN VALLEY, AUGUST 1861.</p> | <p>Church grounds, corner of Race and Church Streets.</p> |
| <p>FIRST AIRPLANE IN TULARE COUNTY</p> <p>At this site on February 11, 1912, Frank Bryant piloted the first airplane to land in Tulare County at what was then the Tulare County Fairgrounds.</p> <p>The plane, a Curtiss pusher-type biplane, had been used by Glenn Curtiss to win a world speed title in France 1909. Later, following a crash, it was rebuilt by Bryant who taught himself to fly this aircraft.</p> <p>Constructed of wood and bamboo held together by wire; its wings covered by canvas the plane was put through its paces by Bryant during a two-day air show. Executing thrilling dips, dives, and turns at an unbelievable 60 miles an hour. It also raced an automobile around a kite-shaped track.</p> <p>Joining Bryant for the show was Roy Francis, flying a Gage biplane built in Los Angeles by the Eaton Brothers.</p> <p>People packed the fairgrounds grandstand and paid \$10,000 in admissions to get a close look at the fearless pilots with their newfangled flying machines, and unknowingly, ushered Tulare County into the modern age of aviation.</p> <p>DEDICATED OCTOBER 24, 1987 DR. SAMUEL GREGG GEORGE CHAIRMAN ISSUES OF E. CLAMPUS VITUS</p> | <p>First Airplane in Tulare County</p> <p>October 24, 1987</p> <p>E Clampus Vitus</p> | <p>FIRST AIRPLANE IN TULARE COUNTY</p> <p>At this site on February 11, 1912, Frank Bryant piloted the first airplane to land in Tulare County at what was then the Tulare County Fairgrounds.</p> <p>The plane, a Curtiss pusher-type biplane, had been used by Glenn Curtiss to win a world speed title in France 1909. Later, following a crash, it was rebuilt by Bryant who taught himself to fly this aircraft.</p> <p>Constructed of wood and bamboo held together by wire; its wings covered by canvas the plane was put through its paces by Bryant during a two-day air show. Executing thrilling dips, dives, and turns at an unbelievable 60 miles an hour. It also raced an automobile around a kite-shaped track.</p> <p>Joining Bryant for the show was Roy Francis, flying a Gage biplane built in Los Angeles by the Eaton Brothers.</p> <p>People packed the fairgrounds grandstand and paid \$10,000 in admissions to get a close look at the fearless pilots with their newfangled flying machines, and unknowingly, ushered Tulare County into the modern age of aviation.</p> | <p>1771 East Tulare Avenue</p> |

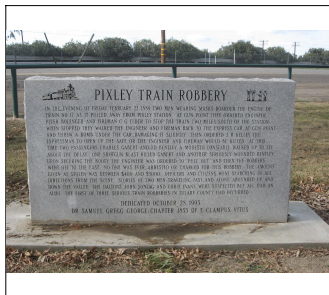
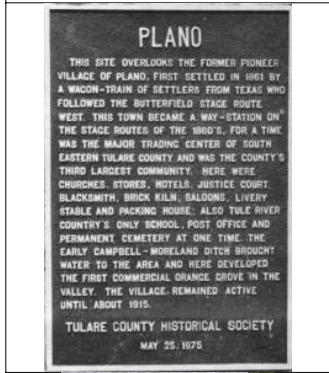



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|  <p>FIRST BURTON SCHOOLHOUSE</p> <p>THE FIRST BURTON SCHOOLHOUSE WAS A FEW YARDS TO THE NORTH OF THIS SITE. IT WAS A FIELD OFFICE OF MISS MARY PUTNAM AND WAS BUILT BY HER IN 1892. SHE WAS THE FIRST WOMAN TO OWN A SCHOOL IN BURTON. SHE WAS BORN IN 1818 AND DIED IN 1892. SHE WAS A MEMBER OF THE BURTON CHURCH AND WAS A MEMBER OF THE BURTON SOCIETY. SHE WAS A MEMBER OF THE BURTON SOCIETY AND WAS A MEMBER OF THE BURTON SOCIETY. SHE WAS A MEMBER OF THE BURTON SOCIETY AND WAS A MEMBER OF THE BURTON SOCIETY.</p> <p>DEDICATED OCTOBER 15, 2008 DR. JANELE CRIGG GEORGE CHAPTER 505 OF THE CLAMPUS VITUS</p> | <p>First Burton Schoolhouse</p> <p>October 13, 2018</p> <p>E Clampus Vitus</p> | <p>FIRST BURTON SCHOOLHOUSE</p> <p>The First Burton Schoolhouse was a few yards to the North of this site. It was in a field owned by Royal Porter Putnam and is shown here in the 1892 Tulare County atlas. School buildings in the early days were the community meeting places, and it was common for them to be used as churches on Sundays. It was here that the area's first Baptist Church was formed in "Burton's Schoolhouse September 6, 1869." Mrs. Delia F. Caldwell Hedrick confirmed this location, just North of a road that would become Olive Avenue. She started school here in 1887. She told of how the structure looked, also that in 1893 the school was moved to a new location. The new location was on one acre at the Southeast corner of present Westwood Street and Morton Avenue also owned by the R. Porter Putnam Estate. It is not known if the Putnam family was involved in the school's beginning in the late 1860's, but they were involved in its relocation in 1893. The origin of the name Burton is not known, though in the 1860's, there was a traveling minister from Visalia named Noah Burton.</p> | <p>1310 W Olive</p> |
|  <p>FORT VISALIA</p> <p>1852</p> <p>PIONEER SETTLERS BUILT A LOG STOCKADE WITHIN THIS BLOCK. IT MARKED THE BEGINNING OF VISALIA.</p> <p>WE WELCOME YOU TO VISALIA</p> <p>BOY SCOUTS OF AMERICA</p> <p>TULARE COUNTY HISTORICAL SOCIETY</p> <p>FEBRUARY 21, 1981</p> | <p>Fort Visalia</p> <p>February 21, 1981</p> <p>Tulare County Historical Society, Boy Scouts of America</p> | <p>FORT VISALIA</p> <p>1852</p> <p>Pioneer settlers built a log stockade within this block. It marked the beginning of Visalia.</p> | <p>Northeast corner Garden and Oak Streets.</p> |
|  <p>FOUNTAIN SPRINGS</p> <p>ONE AND ONE-HALF MILES NORTHWEST OF THIS POINT THE SETTLEMENT OF FOUNTAIN SPRINGS WAS ESTABLISHED BEFORE 1855. IT WAS AT THE JUNCTION OF THE STOCKTON-LOS ANGELES ROAD AND THE ROAD TO THE KERN RIVER GOLD MINES. FROM 1858 TO 1861, FOUNTAIN SPRINGS WAS A STATION ON THE BUTTERFIELD OVERLAND MAIL ROUTE.</p> <p>CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 1048</p> <p>PLAQUE PLACED BY THE CALIFORNIA STATE HISTORICAL COMMISSION IN COOPERATION WITH THE TULARE COUNTY HISTORICAL SOCIETY, SEPTEMBER 28, 1988</p> | <p>Fountain Springs</p> <p>September 28, 1958</p> <p>Tulare County Historical Society, California State Parks Commission</p> | <p>FOUNTAIN SPRINGS</p> <p>One and one-half miles northwest of this point the settlement of Fountain Springs was established before 1855. It was at the junction of the Stockton-Los Angeles Road and the road to the Kern River gold mines. From 1858 to 1861, Fountain Springs was a station on the Butterfield Overland Mail route.</p> <p>California Historic Landmark #648</p> | <p>Intersection of Avenue 56 and Old Stage Road, seven miles east of Ducor.</p> |
|  <p>FREMONT TRAIL</p> <p>1845</p> <p>THIS TABLET MARKS THE TRAIL TAKEN BY GEN. JOHN CHARLES FREMONT ON HIS FAMOUS MARCH OVER THE ROCKY MOUNTAINS THROUGH CALIFORNIA.</p> <p>TABLET PLACED BY ALTA MIRA CHAPTER, DAUGHTERS OF THE AMERICAN REVOLUTION</p> <p>1933</p> | <p>Fremont Trail</p> <p>1928</p> <p>Alta Mira Chapter, Daughters of the American Revolution</p> | <p>FREMONT TRAIL</p> <p>1845</p> <p>This tablet marks the trail taken by GEN. JOHN CHARLES FREMONT on his famous march over the Rocky Mountains through California.</p> | <p>West side of Highway 65 at Hermosa Avenue.</p> |
|  <p>GABRIEL MORAGA</p> <p>SPANISH-CALIFORNIA EXPLORER AND FIRST WHITE MAN OF RECORD TO VISIT THIS AREA. HE DISCOVERED A RIVER NOW KNOWN AS THE TULE IN APRIL OF 1806, NAMED IT RIO DE SAN PEDRO AND FOLLOWED ITS CHANNEL UPSTREAM POSSIBLY AS FAR AS RIVER ISLAND. FRIAR PEDRO MUNOZ, DIARIST WITH MORAGA, WROTE THAT THE RIVER IS "WITHOUT WATER DUE TO ITS THICKNESS OF WILLOW, COTTONWOODS, TOROTE AND ASH TREES, AND ALSO BECAUSE OF AN ABUNDANCE OF SAND." (AT THE RIVER MOUTH) BUT HE ALSO WROTE THAT UPSTREAM THERE WAS ENOUGH GOOD WATER AND LAND TO SUPPORT A MISSION. AN INDIAN RANCHERIA "WITH 400 SOULS" WAS DISCOVERED BY MORAGA IN THE AREA THAT NOW INCLUDES THE PORTERVILLE MUNICIPAL GOLF COURSE AND ALTA VISTA. KNOWN AS CHOKOWESHO AND OCCUPIED BY THE COYEHETE TRIBE OF YUKUTS, THIS RANCHERIA, IN A WAY, WAS THE FORERUNNER OF PORTERVILLE.</p> <p>MORAGA, COMMANDING A FORCE OF 25 MEN, HAD BEEN SENT INTO THE SAN JOAQUIN VALLEY BY CALIFORNIA GOVERNOR JOSE JOAQUIN ARRILLAGA TO LOCATE A POSSIBLE SITE FOR A SPANISH MISSION AND ALSO TO DEAL WITH NEOPHYTES WHO HAD RUN AWAY FROM MISSIONS ON THE COAST TAKING WITH THEM HORSES, CATTLE, AND FIREARMS. EXPLORING FROM THE CALAVERAS RIVER TO KERN RIVER, MORAGA CROSSED RIO DE SAN PEDRO VERY CLOSE TO THE LOCATION OF THIS MONUMENT.</p> | <p>Gabriel Moraga</p> <p>October 5, 1991</p> <p>E Clampus Vitus</p> | <p>GABRIEL MORAGA</p> <p>Spanish-California explorer and first white man of record to visit this area. He discovered a river now known as the Tule in April of 1806, named it Rio de San Pedro and followed its channel upstream possibly as far as River Island. Friar Pedro Munoz, diarist with Moraga, wrote that the river is "without water due to its thickness of willow, cottonwoods, torote and ash trees, and also because of an abundance of sand." (at the river mouth) but he also wrote that upstream there was enough good water and land to support a mission. An Indian rancheria "with 400 souls" was discovered by Moraga in the area that now includes the Porterville Municipal Golf Course and Alta Vista. Known as Chokowesho and occupied by the Coyehete Tribe of Yukuts, this rancheria, in a way, was the forerunner of Porterville.</p> <p>Moraga, commanding a force of 25 men, had been sent into the San Joaquin Valley by California Governor Jose Joaquin Arrillaga to locate a possible site for a Spanish mission and also to deal with neophytes who had run away from missions on the coast taking with them horses, cattle, and firearms. Exploring from the Calaveras River to Kern River, Moraga crossed Rio de San Pedro very close to the location of this monument.</p> | <p>Tulare County Lemon Association, Plano & Date Streets</p> |
|  <p>GAMLIN CABIN</p> <p>THIS CABIN WAS BUILT IN 1872 BY ISRAEL GAMLIN, WHO WITH HIS BROTHER THOMAS FILED A TIMBER CLAIM TO 160 ACRES WITHIN GRANT GROVE. THEY QUARTERED HERE UNTIL 1878 WHILE GRAZING CATTLE IN THE MOUNTAINS. AFTER GENERAL GRANT NATIONAL PARK WAS ESTABLISHED IN 1890, THE CABIN WAS USED AS A STOREHOUSE BY THE U.S. CAVALRY WHO PATROLLED THE PARK UNTIL 1913. LATER IT BECAME THE QUARTERS OF THE FIRST PARK RANGER STATIONED HERE.</p> | <p>Gamlin Cabin</p> <p>National Park Service</p> | <p>GAMLIN CABIN</p> <p>This cabin was built in 1872 by Israel Gamlin, who with his brother Thomas filed a timber claim to 160 acres within Grant Grove. They quartered here until 1878 while grazing cattle in the mountains. After General Grant National Park was established in 1890, the cabin was used as a store house by the U.S. Cavalry who patrolled the park until 1913. Later it became the quarters of the first park ranger stationed here.</p> | <p>In Grant Grove Village, Kings Canyon National Park</p> |
|  <p>GEORGE STOCKTON BERRY</p> <p>BORN IN MISSOURI IN 1847, BERRY CAME TO PLACERVILLE, CALIFORNIA IN 1867. HE FARMED NEAR MODESTO AND GRANGEVILLE. IN 1878 HE BOUGHT TWO THOUSAND ACRES OF RAILROAD LAND AND ESTABLISHED HIS HOME AND RANCH HEADQUARTERS NEAR THIS MONUMENT. IN 1889 HE CONVERTED HIS PORTABLE STEAM ENGINE INTO A TRACTOR AND MOUNTED HARVESTING MACHINERY ON IT TO MAKE THE FIRST SELF-PROPELLED COMBINED HARVESTER. IN LATER YEARS THE HEADER WAS EXTENDED TO RUN A PURELY PORTABLE STEAM TRACTOR USED FOR PLOWING. A NUMBER OF MACHINES WERE BUILT FOR BERRY BY THE DENVER HARVESTING WORKS AND WERE SOLD TO FARMERS IN THE CENTRAL VALLEY. HE SOLD HIS PATENT TO DANIEL BEST OF SAN LEANDRO. IN 1925 THE BEST COMPANY AND HOLT MERGED TO FORM THE CATERPILLAR TRACTOR COMPANY. BERRY WAS AMONG THE FIRST TO PLANT ORANGES AND OLIVES IN THE LINDSAY AREA AND HAD A VINEYARD. HE WAS A MEMBER OF THE ASSOCIATION IN 1909 AND WAS ELECTED TO THE EXECUTIVE BOARD IN 1910. HE WAS A MEMBER OF THE LINDSAY SCHOOL BOARD IN THE 1920'S. STOCKTON BERRY DIED DECEMBER 12, 1927.</p> <p>TULARE COUNTY HISTORICAL SOCIETY</p> <p>MARCH 17, 1978</p> | <p>George Stockton Berry</p> <p>March 12, 1978</p> <p>Tulare County Historical Society</p> | <p>GEORGE STOCKTON BERRY</p> <p>Born in Missouri in 1847, Berry came to Placerville, California in 1867. He farmed near Modesto and Grangeville. In 1878 he bought two thousand acres of railroad land and established his home and ranch headquarters near this monument. In 1889 Berry converted his portable steam engine into a tractor and mounted harvester machinery on it to make the first self-propelled combined harvester. In later years the header was extended to cut a 40 foot swath. Steam was used for fuel. In the Fall and Winter the tractor was used for plowing. A number of machines were built for Berry at the Benicia Agricultural Works and were sold to farmers in the Central Valley. He sold his patent to Daniel Best of San Leandro. In 1925 the Best Company and Holt merged to form the Caterpillar Tractor Company. Berry was among the first to plant oranges and olives in the Lindsay area and had a vineyard.</p> | <p>Grounds of Lindsay High School.</p> |

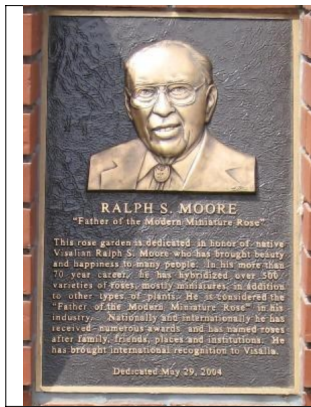
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|  | <p>Hogwallow Preserve</p> <p>April 22, 1979</p> <p>Tulare County Historical Society</p> | <p>HOGWALLOW PRESERVE</p> <p>Through the generosity of Carol Buckman and her father, Philip E. Buckman, M.D. This ten acres of primitive land, never cultivated, has been donated to the Tulare County Historical Society for preservation in its natural state in perpetuity. The rough mounded land is typical of what much of the Tulare County prairie along the base of the Sierra looked like before farming began. The Buckmans, members of the pioneer family of that name, have shared with county historians the need to preserve an example of these peculiar structures the pioneers called hogwallows.</p> | <p>Ave 314 and Rd 220, Exeter.</p> |
|  | <p>Home of Royal Porter Putnam</p> <p>May 1, 1975</p> <p>Westfield School, Porterville Bicentennial Committee</p> | <p>HOME OF ROYAL PORTER PUTNAM</p> <p>Built in 1866 at 165 North Main Street and moved to this location in 1888.</p> <p>This monument donated by the Westfield School under the auspices of the Bicentennial Committee.</p> | <p>Mill and Third Streets, Porterville</p> |
|  | <p>Hornsby</p> <p>1941</p> <p>Poplar Grange #359</p> | <p>In Commendation of cottonwood trees which stood on this section corner 1873-1939, planted by T. J. Hornsby.</p> | <p>Present location is northeast corner Avenue 144 and Road 208</p> |
|  | <p>Hotel Tulare</p> <p>1995</p> <p>Tulare Improvement Program</p> | <p>This archway represents the corner of the Hotel Tulare which opened under the ownership of Emory Whilton in 1922. The hotel, social center of Tulare, was visited by President Herbert Hoover, John Wayne, Bing Crosby, Bob Hope, Clark Gable and Jimmy Durante among others. The building was destroyed by arson fire in 1983.</p> | <p>At Tulare Avenue and 'K' Street</p> |
|  | <p>HUGH MICHAEL MOONEY</p> <p>June 3, 2006</p> <p>Tulare County Historical Society</p> | <p>HUGH MICHAEL MOONEY 1864-1934</p> <p>Hugh Mooney was born to Michael and Eliza Mooney on July 31, 1864 in Murphys, California. He came to Visalia with his parents in 1869 and lived for many years at the family home here in this lush oak forest. He loved to hunt and enjoyed the beauty of these stately valley oak trees. In 1909, after the death of his parents, Hugh and his four sisters, Mary Elizabeth, Mary Xavier, Teresa and Anna, sold the family home site and surrounding acres to the County of Tulare for a mere \$15,000. This land is now called Mooney Grove Park. When Hugh died on October 12, 1934, he left \$5,000 in his will to the county for park improvement. Thanks to his generosity, the first phase of the Tulare County Museum building was completed in 1948.</p> | <p>Mooney Grove Park</p> |
|  | <p>Ina Stiner Home</p> <p>January 18, 1976</p> <p>Tulare County Historical Society</p> | <p>Former home site of INA STINER, Porterville's foremost historian. Former Presbyterian manse originally built in Plano.</p> | <p>Placed in the sidewalk on "E" Street.</p> |
|  | <p>Jacob Brothers</p> <p>October 28, 1978</p> <p>E Clampus Vitus</p> | <p>THOMAS JACOB 1852-1929 - MORPHEW JACOB 1862-1925. Founders of the San Joaquin valley Walnut industry.</p> | <p>Originally located on the Jacob Ranch on Ave 312. April 2, 2013, it was moved to 19684 Ave 504 in Exeter and is No longer accessible to the public</p> |

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|  | <p>John Phillip Sousa</p> <p>February 26, 1996</p> <p>Tulare Union High School Redskin Band</p> | <p>This historical marker is placed as a memorial to JOHN PHILIP SOUSA who conducted a Sousa band concert here February 26, 1896</p> <p>The Tulare Union High School Redskin band members and booster club 1995-96 H. William Ingram, Director February 26, 1896</p> | <p>Located at the bandstand in Zumwalt Park</p> |
|  | <p>Jordan Toll Trail</p> <p>April 17, 1977</p> <p>Tulare County Historical Society, the Jordan Family</p> | <p>JORDAN TOLL TRAIL</p> <p>This monument is near the beginning of the Jordan Trail laid out by John Jordan in year 1861. The trail shortened the route to the silver mines in the Coso Range near Owen's Lake, east of the Sierra Nevada mountains.</p> <p>The trail led to Yokohl Creek, across the south end of Blue Ridge, up Bear Creek to near Balch Park, thence to Hossack Meadow, south side of Jordan Pesak, Kern Flat on Kern River and crossed the main summit of the Sierra via Jordan Hot Springs and Monache Meadows.</p> <p>The trail down the east slope was by Olancha Pass, down Walker creek and to Owen's Lake.</p> <p>Portions of the trail are still in use.</p> | <p>On the side of Yokohl Road near the intersection with Highway 198</p> |
|  | <p>Jordan Tree</p> <p>July 12, 1964</p> <p>Tulare County Historical Society</p> | <p>JOHN JORDAN 1807-1862.</p> <p>This Giant Redwood tree is dedicated to the pioneer spirit of John Jordan, drowned in the Kern River May 22, 1862. He initiated the trail project leading across the Sierra from Yokohl Valley to the southern end of Big Owens Lake.</p> | <p>Balch Park</p> |
|  | <p>Kaweah Post Office</p> <p>October 24, 1948</p> <p>Tulare County Historical Society, California Centennials Commission</p> | <p>KAWEAH POST OFFICE</p> <p>The Kaweah Cooperative Colony was a utopian project started in 1886. For several years it attracted international attention and many settlers came here and actually did much to further their ideals. Unable to secure title to the land, and because of internal difficulties, the organization ceased to exist after 1892, leaving as one of its tangible reminders the Kaweah Post Office.</p> <p>California Historic Landmark #389</p> | <p>Located on North Fork Drive, 2 miles above Highway 198</p> |
|  | <p>Klink Station</p> <p>October 25, 1986</p> <p>Tulare County Historical Society, Ivanhoe Volunteer Fire Dept.</p> | <p>KLINK STATION</p> <p>Although tradition says the town was named Klink because the Southern Pacific Railroad dumped coal klinkers there, the town was named in 1888 for George Klink, conductor for Southern Pacific railroad.</p> <p>The school organized April 5, 1888 was called Ivanhoe. In 1924 Mrs. Ellen Boas proposed that Klink be changed to Ivanhoe.</p> <p>The Klink Citrus Association, organized in 1967, continues to commemorate the name.</p> | <p>Ivanhoe fire station</p> |

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|  <p>LIBERTY SCHOOL THE LIBERTY ELEMENTARY SCHOOL DISTRICT WAS OFFICIALLY ESTABLISHED ON AUGUST 7, 1867. THE SCHOOL WAS BUILT ON PROPERTY GIVEN BY ERASTUS W. ROOT AND WAS A SMALL, RED, ONE ROOM BUILDING. THE EXISTING SCHOOL WAS BUILT IN 1956, WITH ADDITIONAL CLASSROOMS ADDED THEREAFTER. MANY OF THE SCHOOL'S ORIGINAL FAMILIES STILL RESIDE IN THE DISTRICT'S ATTENDANCE AREA WHICH COVERS THIRTEEN SQUARE MILES. LIBERTY SCHOOL IS THE OLDEST SCHOOL IN TULARE COUNTY TO REMAIN ON THE ORIGINAL SITE. TULARE COUNTY HISTORICAL SOCIETY NOVEMBER 1, 1992</p> | <p>Liberty School November 1, 1992 Tulare County Historical Society</p> | <p>LIBERTY SCHOOL The Liberty School District was officially established on August 7, 1867. The school was built on property given by Erastus W. Root and was small, red, one room building. The existing school was built in 1956 with additional classrooms added thereafter. Many of the school's original families still reside in the district's attendance area which covers thirteen square miles. Liberty School is the oldest school in Tulare County to remain on its original site.</p> | <p>Mooney Boulevard and Liberty Road.</p> |
|  <p>TREES PLANTED FOR PIONEERS OF VISALIA 1. ABRAHAM LINCOLN 1932 2. ANNA MILLS JOHNSON 1927 3. JULIA LEVY 1930 4. SARAH MURRAY 1926 5. COL. GEORGE STEWART 1932 6. R.B. HUNT 1926 THIS MONUMENT IN HONOR OF ANNIE R. MITCHELL, HISTORIAN</p> | <p>Lincoln Oval Marker City of Visalia</p> | <p>TREES PLANTED FOR PIONEERS OF VISALIA 1. Abraham Lincoln 1932 2. Anna Mills Johnson 1927 3. Julia Levy 1930 4. Sarah Murray 1926 5. Col. George Stewart 1932 6. R.B. Hunt 1926 This monument in honor of Annie R. Mitchell, Historian</p> | <p>South end of Lincoln Oval Park</p> |
|  <p>SITE OF VISALIA'S FIRST SCHOOL CALLED THE "LITTLE WHITE SCHOOL" BUILT IN MAY OF 1857. JOSEPH D. TRAVIS WAS THE TEACHER. THE SCHOOL STOOD UNTIL 1920 WHEN IT WAS REPLACED BY AN EDUCATIONAL INSTITUTION KNOWN AS VISALIA CITY LIBRARY</p> | <p>Little White School May 30, 1952 Visalia Centennial Committee</p> | <p>LITTLE WHITE SCHOOL Site of Visalia's first school, called the "Little White School" Built in May of 1857, Joseph D. Travis was the teacher. The school stood until 1920 when it was replaced by an educational institution known as the Visalia City Library</p> | <p>West side of the Tulare County Library</p> |
|  <p>LONE OAK CEMETERY Probably the oldest cemetery in the southern San Joaquin Valley. Located 1/4 mile east of this marker. In memory of the pioneers buried here, some known only to God. ERECTED BY TULARE COUNTY HISTORICAL SOCIETY KAWEAH CHAPTER D.A.R. 1970</p> | <p>Lone Oak Cemetery October 19, 1970 Tulare County Historical Society, Kaweah Chapter Daughters of the American Revolution</p> | <p>LONE OAK CEMETERY Probably the oldest cemetery in the southern San Joaquin Valley. Located 1/4 mile east of this marker. In Memory of the pioneers buried here, some known only to God.</p> | <p>Located on private property, Avenue 324 off of Road 168</p> |
|  <p>MINERAL KING WAGON AND TOLL ROAD In 1879 a toll road company was formed and in five months, at a cost of \$30,000 a crew of 125 men directed by Thomas C. Mayon and John W. Crowley completed 25 miles of road from Toll Gate to Mineral King. Empire Mine owner Tom Fowler who lost his fortune trying to produce silver was first to drive the entire route. ERECTED BY - E. CLAMPUS VITUS LARRY MEMPHIS, MARIANNE DE LOBE</p> | <p>Mineral King Wagon and Toll Road October 1, 1979 E Clampus Vitus</p> | <p>MINERAL KING WAGON AND TOLL ROAD In 1879 a toll road company was formed and in five months, at a cost of \$30,000 a crew of 125 men directed by Thomas C. Mayon and John W. Crowley completed 25 miles of road from Toll Gate to Mineral King. Empire Mine owner Tom Fowler, who lost his fortune trying to produce silver was first to drive the entire route.</p> | <p>44726 Mineral King Road, Three Rivers</p> |
|  <p>MOONEY GROVE This plaque is dedicated to the memory of those who preserved this remnant of the forest of Valley oaks that formerly covered the Kaweah Delta. Visited by father Zalvidea in 1806 while searching for a mission site, the area was a rendezvous for later explorers. Settled by Benjamin Willis in 1860 this land was purchased by Michael Mooney and was owned by the Mooney family until acquired for park purposes by Tulare County in 1909.</p> | <p>Mooney Grove October 26, 1958 Tulare County Historical Society</p> | <p>MOONEY GROVE This plaque is dedicated to the memory of those who preserved this remnant of the forest of Valley oaks that formerly covered the Kaweah Delta. Visited by father Zalvidea in 1806 while searching for a mission site, the area was a rendezvous for later explorers. Settled by Benjamin Willis in 1860 this land was purchased by Michael Mooney and was owned by the Mooney family until acquired for park purposes by Tulare County in 1909.</p> | <p>Located just inside the main park entrance</p> |

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|  | <p>Nettie Smith's Place</p> <p>October 12, 2019</p> <p>E Clampus Vitus</p> | <p>NETTIE SMITH'S PLACE</p> <p>At this location from 1895 until the late 1920's Mrs. Nettie Smith had a dance hall, bar and restaurant with several small rental cabins reputed to have been a brothel. Mrs. Smith was for years accepted as a business woman in this town, she was from a much respected ranching family of Zamora, Michoacan, Mexico. She was a good friend and benefactor of the Mexican quarter of this city. Mrs. Smith came to Bakersfield in 1875, and to Tulare in 1888 where she married Joseph Smith then to Porterville in the 1890's. Her brother Frank de la Mora, had a horse raising and training business in the area. There was an extensive and respectful article on the front page of the Porterville Recorder at the time of her passing in September of 1944 at age 54.</p> | <p>115 East Oak Avenue, Porterville</p> | | | | | | | | | | | | | | | | |
|  | <p>Old Harmony School</p> <p>October 1, 1994</p> <p>E Clampus Vitus</p> | <p>OLD HARMONY SCHOOL</p> <p>The original Harmony School opened August 5, 1871, was among the first to serve pioneer families who settled west along the Tule River. The first school building was a one-room one-sided wooden structure. It was located some 100 feet south of this corner near the two oak trees. In 1918 a new two-room structure was built of which the remaining arch was a part. Among the families served was that of Julius Orton, a Forty-Niner and a veteran of the Mexican War. In 1857 he homesteaded 160 acres east of here and brought his family and small herd of cattle 250 miles cross country from Sequel.</p> <p>The David McGees were among the earliest landowners in the area, along with the Hunsakers, Callisons, Kirbys, Yavers, Roths, Lewises, Monroe, Spuhlers, Vosslers and Stones. Cattle ranching was the main occupation in the lush prairie between Four Creeks and White River, where filagree grew as high as the stirrups of a saddle. Floods, drought, disease were threats. In the 1877 diphtheria epidemic, two children in the Blair family died within an hour of each other. The "No Fence Law" of 1877 curtailed use of the open range and settlers turned to other forms of farming. Harmon became a part of the Sunnyside District in 1945. The 1918 building was used as a community center until it burned on July 27, 1983. Only the arch remains.</p> | <p>Corner of Road 180 and Avenue 184.</p> | | | | | | | | | | | | | | | | |
|  | <p>Old Stage Road</p> <p>October 24, 1976</p> <p>Tulare County Historical Society, Tulare County Bicentennial Commission</p> | <p>OLD STAGE ROAD</p> <p>Running north and south, following an older Indian Trail is the route taken by many Spanish expeditions, American trappers, traders and parties of exploration. It was the major inland route of gold seekers to the northern and southern Mines and was the first public road in Tulare County.</p> <p>One of the most noteworthy Spanish expeditions was the Gabriel Moraga Expedition of 1806 exploring the area south from the Mission San Juan Bautista through Tejon Pass to the Mission San Fernando. Moraga named the San Joaquin River from which the valley derives its name. Some of the more famous American parties to pass this way were:</p> <table border="0"> <tr> <td>Jedediah S. Smith</td> <td>1826 and 1827</td> </tr> <tr> <td>Ewing Young</td> <td>1830 and 1832</td> </tr> <tr> <td>Thomas "Pegleg" Smith</td> <td>1830s and later</td> </tr> <tr> <td>Joseph R. Walker</td> <td>1830s and later</td> </tr> <tr> <td>John C. Fremont with Kit Carson as guide</td> <td>1844</td> </tr> <tr> <td>Howard Kern with Joseph Walker as guide detached from Fremont's 3rd expedition</td> <td>1846</td> </tr> <tr> <td>Stockton-Los Angeles Road</td> <td>1853</td> </tr> <tr> <td>Butterfield Overland Stage</td> <td>1858 to 1861</td> </tr> </table> | Jedediah S. Smith | 1826 and 1827 | Ewing Young | 1830 and 1832 | Thomas "Pegleg" Smith | 1830s and later | Joseph R. Walker | 1830s and later | John C. Fremont with Kit Carson as guide | 1844 | Howard Kern with Joseph Walker as guide detached from Fremont's 3rd expedition | 1846 | Stockton-Los Angeles Road | 1853 | Butterfield Overland Stage | 1858 to 1861 | <p>Fountain Springs Bar and Restaurant.</p> |
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| Stockton-Los Angeles Road | 1853 | | | | | | | | | | | | | | | | | | |
| Butterfield Overland Stage | 1858 to 1861 | | | | | | | | | | | | | | | | | | |
|  | <p>Packwood Station</p> <p>October 5, 2002</p> <p>E Clampus Vitus</p> | <p>PACKWOOD STATION</p> <p>In 1858 the Butterfield Overland Mail Company established stations at ten to twenty mile intervals to serve passengers and change horses. One of these stations was located approximately a mile and a half east of here. The first stage left the East in September of 1858 to carry the U.S. mail and passengers from St. Louis to San Francisco. The trip took about twenty-four days and eighteen hours one way. The 1855 survey called the road angling between Tule River and Visalia "the road from Packwoods to Visalia." The station on that road was called Packwood Station. The first two men keeping the station were brothers, Charles and Isaac Putnam. A third man, R. Porter Putnam (no relation), worked there from December 1858 to April 1859. Charles Putnam was given the Tule River Station late in 1859 and in 1864 R. Porter Putnam started the town of Porterville. The station was located where the road to Visalia split off from the Old Stockton-Los Angeles Road. In 1865 the county started aligning roads to section lines and the station was moved North to the new Visalia Road (Avenue 280) and the new bridge on outside creek. The beginning of the Civil War ended Butterfield's Southern route and by 1862 the stage lines were locally owned.</p> | <p>Avenue 264 and Road 164, Farmersville</p> | | | | | | | | | | | | | | | | |
|  | <p>Palace Hotel Building</p> <p>Oct. 12, 1876</p> <p>Kaweah Collectors, City of Visalia</p> | <p>PALACE HOTEL BUILDING OCT. 12, 1876</p> <p>Governor William Irwin attended grand opening. Claimed as largest, finest hotel outside San Francisco.</p> | <p>100 East Main Street</p> | | | | | | | | | | | | | | | | |
|  | <p>Parker Group</p> <p>National Park Service</p> | <p>PARKER GROUP</p> <p>These giant trees were named for the eight members of the Parker Family. Captain James Parker, Troop B, 4th Cavalry, U.S. Army, was Acting Superintendent of Sequoia National Park 1893 - 1894</p> | <p>Crescent Meadow Road, 1.4 miles south of Generals Highway, SNP</p> | | | | | | | | | | | | | | | | |

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|  | <p>Pixley Train Robbery</p> <p>October 28, 1895</p> <p>E Clampus Vitus</p> | <p>PIXLEY TRAIN ROBBERY</p> <p>In the evening of Friday February 22, 1889, two men wearing masks boarded the engine of Train No. 17 as it pulled away from Pixley Station. At gun point they ordered engineer Peter Bolenger and fireman C.G. Elder to stop the train two miles south of the station. When stopped they walked the engineer and fireman back to the express car at gun point and threw a bomb under the car, damaging it slightly, then ordered J.R. Kelley, the expressman, to open up the safe or the engineer and fireman would be killed. At this time two passengers, Charles Gabert and Ed Bentley, a Modesto constable walked up to see about the delay. One shotgun blast killed Gabert and another seriously wounded Bentley. Upon securing the booty, the engineer was ordered to "pull out" and then the robbers went off to the east. No one was ever arrested or charged for this robbery. The amount given as stolen was between \$400 and \$3000. Officers and citizens went searching in all directions from the scene. Stories of two men traveling fast and alone abounded up and down the valley. The Daltons, John Sontag and Chris Evans were suspected, but all had an alibi. The first of three serious train robberies in Tulare County had occurred.</p> | <p>Pixley Park.</p> |
|  | <p>Plano</p> <p>May 25, 1975</p> <p>Tulare County Historical Society</p> | <p>PLANO</p> <p>This site overlooks the former pioneer village of Plano. First settled in 1861 by a wagon train of settlers from Texas who followed the Butterfield stage route west. The town became a way station on the stage routes of the 1860s, for a time was the major trading center of southeastern Tulare County and was the county's third largest community. Here were churches, stores, hotels, justice court, blacksmiths, brick kiln, saloons, livery stables and packing house. Also Tule River country's only school, post office and permanent cemetery at one time. The early Campbell-Moreland ditch brought water to the area and here developed the first commercial orange grove in the valley. The village remained active until about 1915.</p> | <p>Located on Plano Road, two miles south of Porterville.</p> |
|  | <p>Pogue Hotel</p> <p>May 8, 1977</p> <p>Tulare County Historical Society</p> | <p>THE POGUE HOTEL</p> <p>On this site, in 1879, a large two story thirteen room hotel was constructed, known as "The Cottonwoods," by the partnership of C.W. Crocker and J.B. Wallace of San Francisco, and J.W.C. Pogue. The Pogue family came to this lime kiln area in 1865 and eventually owned over 10,000 acres here. Mr. Pogue planted citrus here in 1877. He became sole owner of the hotel and partnership in 1881 and this was his home until his death in 1907. The building remained in the Pogue family until 1936 when Nora Pogue Montgomery, the youngest of the nine Pogue children, who was born in this house, gave it to the Lemon Cove Women's Club. It was remodeled to become a clubhouse and community center. It was the first house in the Lemon Cove townsite laid out by Mr. Pogue in 1894.</p> | <p>Along Highway 198 in Lemoncove</p> |
|  | <p>Porterville Flour Mills</p> <p>April 25, 1976</p> <p>Tulare County Historical Society</p> | <p>PORTERVILLE FLOUR MILLS</p> <p>From 1865 to 1912 flour grist mills operated on this site and were very important to the area. Using an extension of a ditch from the Monache Reservation to provide water. Dug by Indian labor in 1865 with water taken from the Tule River five miles upstream. The first mill was built by John Fleck and Henry Clarke to bring grain produced in the surrounding area and to provide food for the community. In August 1968 the mill operation was sold to T.P. Johnson and John R. Keeley and water to J.P. Murry. The mill was owned in 1876 by Albert Henry and operated by his nephew, Wilshire Henry. In the 1880's the remodeled mill was run by Mr. McLean and A.A. Abbey. The Pioneer Land Company purchased the ditch property and mill in 1888 and John T. Manter rented it. Andrew Leslie was hired as a millright and bought the business. In 1897 he constructed a three-story modern brick flour mill run at steam power. In 1929 after the milling operation closed, Will Leslie deeded the property to the city. In 1958 the mill building was torn down and the site included in Murry Park.</p> | <p>East Putnam Avenue, between Plano and Leggett (part of Murry park)</p> |
|  | <p>Porterville's Badmen</p> <p>October 13, 2007</p> <p>E Clampus Vitus</p> | <p>PORTERVILLE'S BADMEN</p> <p>Jim McKinney, Porterville's "Jekyll and Hyde," a soft-spoken man was liked by many, but when drunk was dangerous, always armed and looking for trouble. On the night of July 27, 1902, on a drunken rampage he went totally bad and shot up Scotty's chop house, two doors South on Main Street, then went on a rampage through the streets of town on a stolen horse and buckboard, shooting at everyone he saw. Five men were wounded and one was killed. Billy Lynn, the man killed, was one of McKinney's close friends. Three of the wounded were the town's lawmen: Marshall John Willis, Deputy Johnny Howell, and Deputy Billy Thompkins who tried to calm him but ended up in a shootout. McKinney escaped to Arizona where he killed twice more, then returned to Bakersfield where he was cornered and killed in a shootout in a Chinese Joss house in April 1903. Sadly Kern County Sheriff T. J. Packard and Deputy W. E. Tibbet were killed in this battle.</p> | <p>Southwest corner of Mill and Main Streets.</p> |



Ralph S. Moore Rose Garden

May 30, 2004

RALPH S. MOORE

"Father of the Modern Miniature Rose"

This rose garden is dedicated in honor of native Visalia Ralph S. Moore, who has brought beauty and happiness to many people. In his more than 70 year career he has hybridized over 500 varieties of roses, mostly miniatures, in addition to other types of plants. He is considered "Father of the Modern Miniature Rose" in his industry. Nationally and internationally he has received numerous awards and has named roses after family, friends, places and institutions. He brought international recognition to Visalia.

Located in Memorial Park, corner of Main Street and Hall.



Rankin Aeronautical Academy

October 10, 1998

E Clampus Vitus

RANKIN AERONAUTICAL ACADEMY

John Gilbert "Tex" Rankin and associates saw Tex's dream of an academy to train Army Air Force Cadets begin here on a 960 acre site on February 12, 1941. A three day event heralded the opening on May 18, 1941. The original cost estimate of \$350,000 had grown to \$800,000 by completion. The arrival of Army cadets, officers and instructors along with the Japanese attack on Pearl Harbor later that same year brought a greater demand for pilots and assured the future of the academy. Hangers, shops, classrooms, mess hall, infirmary, recreation center, and administration buildings existed here. Over 10,000 pilots were trained here and 250 Stearman PT 17 bi-plane trainers flew out of here at the peak of activity. Twelve Army Air Corps aces trained here as cadets, the most decorated ace of World War II, Col. Richard I. Bong, who downed 40 enemy planes, began his training here. Rankin Academy closed its military training program in 1945. Tex Rankin had plans to operate a number of commercial airports with this to be one of them, his untimely death in February 1947 in an airplane crash at Klamath Falls, Oregon brought an end to this enterprise and to a great airman.

20000 Road 140, Tulare.



Road's End

September 25, 2005

A Clampus Vitus, Sequoia National Forest, Southern California Edison

ROAD'S END

In 1910 this was Camp 8 - the end of the road. From this uppermost camp a rough wagon track pushed one and one half miles up the river to where Southern California Edison Company constructed the intake for Kern River No. 3 Power Plant.

In 1922, Earl and Lucille Pascoe started Pascoe's Pack Station. By 1927 it was a year round operation and by 1934 boasted the Roads End Store, a lodge and guest cottages. Earl built up his packing business to 150 head of horses and mules and 12 or 13 packers and guides in the peak season. A 100 man Conservation Corps (CCC) Camp was brought in by the U. S. Forest Service in 1936 to extend the road north, to build the historic town of Johnsondale. The Pascoe's retired in 1952 and sold to Mildred and Skeets Byers. In 1973 new owners Al & Frank Keegan added a restaurant. The last owners to operate the store and cottages were Mike and Marcia Burford.

Marker is on Mountain Highway 99 in Kernville. Mounted on a rock in a river access parking area.

Forest Service Fire Patrolman John T. "Jack" Moore was a permanent fixture from 1944 to 1972. Jack and his wife, Loreen, lived and worked in the Guard Station at Roads End during an era when Rangers work, private lives, home and office melded into one. Thousands of forest visitors and natives benefited from his knowledge of the area and remember Ranger Jack Moore as a caregiver, rescuer, fire fighter and friend.

Roads End Resort was a popular stop for visitors until July 2002 when the majority of the buildings were tragically lost in a human caused fire called The McNally.



Roth's Spur

October 10, 1984

E Clampus Vitus

**ROTH'S SPUR
Strathmore**

When John and Peter Roth came to Tulare County in 1878. They acquired and dry-farmed thousands of acres along the Tulare River. Their holdings extend north through the present Strathmore area. In 1888 they built a grain-loading platform on the westside of the Southern Pacific tracks just north of this marker. The site became known as Roth's Spur. In 1906 Balfour Guthrie Company of London, who operated the Roth Ranch laid out a townsite and subdivided surrounding acreage into small farms. The town was known as Roth, Balfour and Filo before it finally became Strathmore.

On grounds of Strathmore High School.



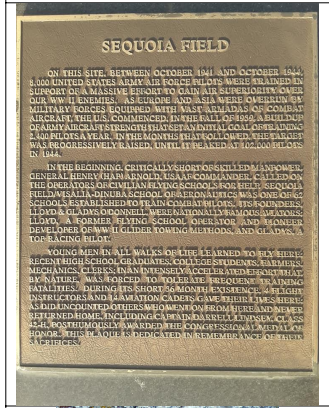
S. Sweet & Company




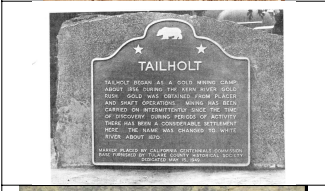
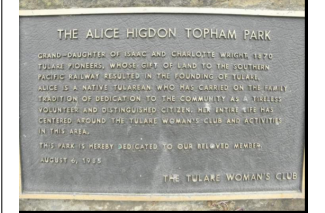
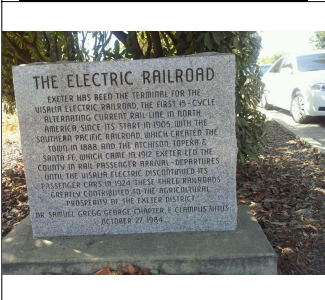
Kaweah Collectors, City of Visalia

S. SWEET & COMPANY

Sweet's Department Store, a Visalia landmark from 1857 to 1931, moved to this site around 1859. A 1922 remodel gave the building its current roofline. Link's Clothing Store, opening in 1941, was located here from 1974 to 2014.

115 East Main Street, Visalia

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|  <p>SAN JOAQUIN ROLLER MILL ONE OF THE FIRST FOUR ROLLER MILLS IN CALIFORNIA LOCATED JUST TO THE NORTH ON THE PEOPLE'S DITCH, THIS MILL, OPERATING FROM 1854 TO 1913, PRODUCED MUCH OF THE FLOUR USED BY EARLY SETTLERS OF THE VALLEY. E CLAMPUS VITUS D.D.C.G. 1895 DEDICATED OCTOBER 24, 1979</p> | <p>San Joaquin Roller Mills</p> <p>October 30, 1975</p> <p>E Clampus Vitus</p> | <p>SAN JOAQUIN ROLLER MILL</p> <p>Located just to the north on the People's Ditch, this mill, operating from 1854 to 1913, produced much of the flour used by early settlers of the valley</p> | <p>The northwest corner of Road 182 and Highway 198.</p> |
|  <p>SEQUOIA FIELD ON THIS SITE, BETWEEN OCTOBER 1941 AND OCTOBER 1944, 8,000 UNITED STATES ARMY AIR FORCE PILOTS WERE TRAINED IN SUPPORT OF A MASSIVE EFFORT TO GAIN AIR SUPERIORITY OVER OUR WORLD ENEMIES. AS EUROPE AND ASIA WERE OVERRUN BY MILITARY FORCES EQUIPPED WITH VAST ARMADAS OF COMBAT AIRCRAFT, THE U.S. COMMENCED, IN THE FALL OF 1939, A BUILDUP OF AIRCRAFT STRENGTH THAT SET AN INITIAL GOAL OF TRAINING 2,400 PILOTS A YEAR. IN THE MONTHS THAT FOLLOWED, THE TARGET WAS PROGRESSIVELY RAISED UNTIL IT PEAKED AT 102,000 PILOTS IN 1944. IN THE BEGINNING, CRITICALLY SHORT OF SKILLED MANPOWER, GENERAL HENRY HAP ARNOLD, USAF COMMANDER, CALLED ON THE PROFESSIONAL CIVILIAN FLYING SCHOOLS FOR HELP. SEQUOIA FIELD/MESA LA DINUBA SCHOOL OF AERONAUTICS WAS ONE OF THE SCHOOLS ESTABLISHED TO TRAIN COMBAT PILOTS. ITS FOUNDER, LLOYD S. CLAYTON O'DONNELL, WESTERN NATIONAL AVIATION, A FORMER FLYING SCHOOL OPERATOR AND MEMBER OF THE FLYING CLUBS, DEVELOPED NEW GLIDER TOWING METHODS, AND GLADYS, A TOP RACING PILOT. YOUNG MEN IN ALL WALKS OF LIFE LEARNED TO FLY HERE. RECENT HIGH SCHOOL GRADUATES, COLLEGE STUDENTS, FARMERS, MECHANICS, CLERKS IN AN INTENSELY ACCELERATED EFFORT THAT TOLERATE FREQUENT TRAINING FATALITIES. DURING ITS SHORT 36 MONTHS OF EXISTENCE, 4 FLIGHT INSTRUCTORS AND 14 AVIATION CADETS GAVE THEIR LIVES HERE. AS DID UNCOUNTED OTHERS WHO WENT ON FROM HERE AND NEVER RETURNED HOME, INCLUDING CAPTAIN DARRELL LINDSEY, CLASS 42-H, POSTHUMOUSLY AWARDED THE CONGRESSIONAL MEDAL OF HONOR. THIS PLAQUE IS DEDICATED IN REMEMBRANCE OF THEIR SACRIFICE.</p> | <p>Sequoia Field</p> <p>May 31, 2001</p> | <p>SEQUOIA FIELD</p> <p>On this site, between October 1941 and October 1944, 8,000 United States Army Air Force pilots were trained in support of a massive effort to gain air superiority over our World War Two enemies. As Europe and Asia were overrun by military forces equipped with vast armadas of combat aircraft, the U.S. commenced, in the fall of 1939, a buildup of army aircraft strength that set an initial goal of training 2,400 pilots a year. In the months that followed, the target was progressively raised, until it peaked at 102,000 pilots in 1944.</p> <p>In the beginning, critically short of skilled manpower, General Henry "Hap" Arnold, USAF Commander, called on the operators of civilian flying schools for help. Sequoia Field/Visalia-Dinuba School of Aeronautics was one of 62 schools established to train combat pilots. It's founders, Lloyd and Gladys O'Donnell were nationally famous aviators. Lloyd, a former flying school operator and pioneer developer of WWI glider towing methods, and Gladys, a top racing pilot.</p> <p>Young men in all walks of life learned to fly here. Recent high school graduates, college students, farmers, mechanics, clerks; in an intensely accelerated effort that, by nature, was forced to tolerate frequent training fatalities. During its short 36 months of existence, 4 flight instructors and 14 aviation cadets gave their lives here. As did uncounted others who went on from here and never returned home, including Captain Darrell Lindsey, Class 42-H, posthumously awarded the Congressional Medal of Honor. This plaque is dedicated in remembrance of their sacrifice.</p> | <p>Located in Darrell Lindsey Park, on the grounds of Sequoia Field</p> |
|  <p>United Nations Educational Scientific and Cultural Organization MAB Program on Man and the Biosphere BY DECISION OF THE DIRECTOR OF THE INTERNATIONAL PROGRAM ON MAN AND THE BIOSPHERE, THE FOLLOWING ARE DESIGNATED AS MAB RESERVES: SEQUOIA-KINGS CANYON NATIONAL PARKS RECOGNIZED AS PART OF THE INTERNATIONAL NETWORK OF MAN AND THE BIOSPHERE, THIS NETWORK OF PROTECTED AREAS IS DEDICATED TO CONSERVATION OF NATURE AND SCIENTIFIC RESEARCH IN THE SERVICE OF MAN. IT PROVIDES A STANDARD AGAINST WHICH THE EFFECT OF MAN'S IMPACT ON HIS ENVIRONMENT CAN BE MEASURED. 26 OCTOBER 1976 Madou-Mahtar M'BOU Director General of UNESCO</p> | <p>Sequoia-Kings Canyon National Park</p> <p>1976</p> <p>UNESCO</p> | <p>SEQUOIA AND KINGS CANYON NATIONAL PARKS</p> <p>United Nations Education Scientific and Cultural Organization</p> <p>Program on Man and the Biosphere</p> <p>By decision of the Bureau of the International Coordinating Council of the Program on Man and the Biosphere, duly authorized to that effect by the council Sequoia-Kings Canyon National Parks is recognized as part of the International Network of Biosphere Reserves. This network of protected samples of the world's major ecosystem types is devoted to conservation of nature and the scientific research in the service of man. It provides a standard against which the effect of man's impact on his environment can be measured.</p> <p>26 October 1976 madou-Mahtar M'BOU Director of General of UNESCO</p> | <p>In front of the visitor's center, reached from River Road</p> |
|  <p>STEPHEN TYNG MATHER HE LAID THE FOUNDATION OF THE NATIONAL PARK SERVICE DEFINING AND ESTABLISHING THE POLICIES UNDER WHICH ITS AREAS SHALL BE DEVELOPED AND CONSERVED UNIMPAIRED FOR FUTURE GENERATIONS. THERE WILL NEVER COME TO AN END TO THE GOOD THAT HE HAS DONE.</p> | <p>Stephen Tyng Mather</p> <p>National Park Service</p> | <p>STEPHEN TYNG MATHER</p> <p>He laid the foundation of the National Park Service defining and establishing the policies under which its areas shall be developed and conserved unimpaired for future generations. There will never come to an end to the good that he has done.</p> | <p>On Crescent Meadow Road, Sequoia National Park</p> |
|  <p>STONE CORRAL HERE ON THE EVENING OF JUNE 11, 1893, OUTLAW JOHN SONTAG AND CHRIS EVANS WALKED INTO AN AMBUSH BY FOUR LAWMEN. DURING THE GUN BATTLE SONTAG WAS FATALLY WOUNDED. EVANS WAS CRIPPLED FOR LIFE BUT FLED IN THE DARKNESS. HE WAS LATER CAPTURED AND CONVICTED OF KILLING A DEPUTY U.S. MARSHALL. HE ESCAPED FROM THE FRESNO JAIL BUT MONTHS LATER SURRENDERED AND WAS SENTENCED TO PRISON.</p> | <p>Stone Corral</p> <p>July 20, 1991</p> <p>Transierra Boisterous Alliance of Senior Humbugs (T.R.A.S.H.)</p> | <p>STONE CORRAL</p> <p>Here, on the evening of June 11, 1893, outlaws John Sontag and Chris Evans walked into an ambush by four lawmen. During the gun battle Sontag was fatally wounded. Evans was crippled for life but fled in the darkness. He was later captured and convicted of killing a deputy U.S. Marshall. He escaped from the Fresno jail but months later surrendered and was sentenced to prison.</p> | <p>North of the Friant-Kern Canal, northeast of Seville. Private property, now gated</p> |

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|  | <p>Stone Corral</p> <p>October 1, 1975</p> <p>E Clampus Vitus</p> | <p>STONE CORRAL</p> <p>Perhaps as early as 1853, James Smith built a corral for his hogs about two miles north of here on the lower slope of Stokes Mountain. It became a landmark when, on June 11, 1893, a sheriff's posse shot it out with the notorious badmen John Sontag and Chris Evans, wounding Sontag fatally and Evans severely.</p> | <p>Marker is 37656 Road 172, Stone Corral Irrigation District office.</p> |
|  | <p>Summer Home ~ Balch Park</p> <p>October 24, 2020</p> <p>E Clampus Vitus</p> | <p>SUMMER HOME - BALCH PARK</p> <p>John J. Doyle acquired this property in 1885 and called it "Summer Home." He envisioned it being developed as a summer resort and wished to save the large redwood trees. He and his family lived two summers in the "Hollow Log" in the late 1880s. The "Lady Alice Tree" was named for his wife, Lillie Alice Doyle. Mr. Doyle's summer resort idea did not work out financially for him, so he sold to Mount Whitney Power and Light in 1906. This company purchased it for pine and fir lumber to build a flume, but this did not happen. In the early 1900s, Mr. Doyle, to save the trees from being cut, prevailed upon Mr. Allan C. Balch, a power company engineer and philanthropist, to acquire the property. Mr. and Mrs. Balch agreed to this and in December 1923 conveyed ownership to the county of Tulare. A road to the park was completed in 1929 by the county, and Balch Park and its redwoods continue to be enjoyed to this day.</p> | <p>Balch Park</p> |
|  | <p>Tagus Orchard</p> <p>January 1, 1921</p> <p>H.C. Merritt, Jr.</p> | <p>TAGUS ORCHARD</p> <p>This tree is corner stone of TAGUS ORCHARD planted by Wm. T. Kirkman Nurseries Jan. 1921 for H.C. Merritt Jr.</p> | <p>Located west of Highway 99 and north of Avenue 260, on a dirt road.</p> |
|  | <p>Tailholt</p> <p>May 15, 1949</p> <p>Tulare County Historical Society, California Centennials Commission</p> | <p>TAILHOLT</p> <p>Tailholt began as a gold mining camp about 1856 during the Kern River gold rush. Gold was obtained from placer and shaft operations. Mining has been carried on intermittently since the time of discovery. During periods of activity there has been a considerable settlement here. The name was changed to White River about 1870.</p> <p>California Historic Landmark #413</p> | <p>South side of Old Stage Road, about 8 miles south of Fountain Springs.</p> |
|  | <p>The Alice Higdon Topham Park</p> <p>August 6, 1985</p> <p>Tulare Women's Club</p> | <p>THE ALICE HIGDON TOPHAM PARK</p> <p>Grand-daughter of Isaac and Charlotte Wright, 1870 Tulare pioneers, whose gift of land to the Southern Pacific railway resulted in the founding of Tulare, Alice is a native Tularean who has carried on the family tradition of dedication to the community as a tireless volunteer and distinguished citizen. Her entire life has centered around the Tulare Women's club and activities in this area.</p> <p>This park is hereby dedicated to our Beloved Member.</p> | <p>Tulare Avenue west of 'J' Street (now called Topham Skate Park)</p> |
|  | <p>The Electric Railroad</p> <p>October 27, 1984</p> <p>E Clampus Vitus</p> | <p>THE ELECTRIC RAILROAD</p> <p>Exeter has been the terminal for the Visalia Electric Railroad, the first 15-cycle alternating current rail line in North America, since its start in 1905 with Southern Pacific Railroad, which created the town in 1889, and the Atchison, Topeka & Santa Fe, which came in 1912. Exeter led the county in passenger arrival-departures until the Visalia Electric discontinued its passenger cars in 1924. These three railroads greatly contributed to the agricultural prosperity of the Exeter District.</p> | <p>On the railroad right-of-way, adjacent to Exeter Memorial Building.</p> |



The Hanging of J.G. McCrory
October 18, 2003
E Clampus Vitus

THE HANGING OF J.G. MCCRORY
On Christmas Eve 1872 James G. McCrory, who had murdered before in Visalia and in Arizona, was drunk and disorderly at the El Dorado Saloon on Main Street in Visalia. When one of the owners, Charles Allen, tried to quiet him he shot Allen three times in the body and once in the head. McCrory then ran out the back and hid in an outhouse where he was found and arrested by Deputy Reynolds and others. On the way to the jail house shouts of "hang him" were heard from the crowd which had gathered and were tired of lawlessness in their town. Soon a crowd of heavily armed vigilantes formed at the jail and overpowered the sheriff and deputies. They dragged McCrory with a rope around his neck to the Mill Creek Bridge on Court Street tied the rope to the railing and tossed him over. The next day they took up a collection to give him a decent burial, so the county would not be out the cost. For many years after that the bad men of the valley gave Visalia a wide berth. The Visalia Paper wrote "The worthy element in our community has spoken, McCrory's closing act was short. Tuesday a.m. arrived from Arizona, murdered a man in the afternoon, and was hung in the evening! We say well done to our citizens."

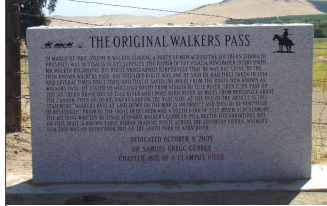
Southeast corner Center Street and Santa Fe Ave.



The Old Tulare County Jail
October 27, 2006
E Clampus Vitus

THE OLD TULARE COUNTY JAIL
In 1854 the supervisors of Tulare County authorized construction of a 16' x 16' oak log structure with a courthouse upstairs and jail downstairs. Before this, the most dangerous prisoners were chained to a large oak log out in the open. In 1858 a brick courthouse was constructed with the jail again on the ground floor. The prisoners were still placed in chains bolted to the oak floor. This served both the county and city of Visalia. In 1870 the county jail was no longer to be used as a city jail. In August of 1870 the Visalia Delta noted "the other day we noticed a prisoner of the city chained to an oak tree in the courthouse yard, we think this an outrage in a civilized community." Three years later a 14' x 24' city jail was constructed. In 1876 a new courthouse was built with the jail on the ground floor. This and earlier jails were not escape proof and were too small as the county grew in size. In 1890 a new updated county jail was built on this site. It was constructed of brick and was two stories high with a basement, and it was considered escape proof. In September of 1891, Grat and William Dalton of the famous Dalton Gang were imprisoned here on suspicion of train robbery. Grat was found guilty. The other gang members headed back to Indian Territory. Grat boasted this jail would not hold him. After having the other prisoners sing loudly for two days to cover the noise of him sawing his cell bars, Grat escaped during the night of September 27, 1891. The jail originally fronted on Church Street. When rebuilt in 1918, the entry was changed to the Oak Street side as it is to this day.

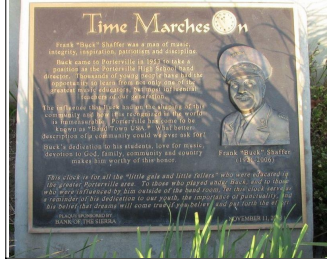
Church and Oak Streets



The Original Walker's Pass
October 8, 2005
E Clampus Vitus

ORIGINAL WALKERS PASS
In March of 1860, Joseph R. Walker, leading a party of men across the Southern Sierra to prospect, was in Visalia to get supplies. The editor of the Visalia newspaper interviewed Mr. Walker regarding his route and learned surprisingly that he was not going by the then known Walkers Pass. His intended route was one he said he had first taken in 1834 and several times since then, and that it saved 150 miles from the route now known as Walkers Pass. He stated he would go South from Visalia to Tule River, then turn East up the Southern branches of Tule River and cross Kern River 50 miles from Keyesville above the canyon, then on to Big Owens Lake on the East Side. At the end of the article is this statement "Walkers Pass as laid down on the map is incorrect and should be Northeast of Keyesville." Prior to the 1860's Deer Creek was a South fork of Tule River, furthermore, the account written by Zenas Leonard, Walker's clerk in 1834, better fits conditions met on this trail, a known early Indian trading route across the Southern Sierra. Walker's 1834 trip was up Deer Creek, not up the South Fork of Kern River.

Road 264 and Deer Creek, Terra Bella.



Time Marches On
November 8, 2008
Bank of the Sierra

TIME MARCHES ON
Frank "Buck" Shaffer was a man of music, integrity, inspiration, patriotism and discipline. Buck came to Porterville in 1953 to take a position as the Porterville High School band director. Thousands of young people have had the opportunity to learn from not only one of the greatest music educators, but most influential teachers of our generation. The influence that Buck had on the shaping of this community and how it is recognized in the world is immeasurable. Porterville has come to be known as "Band Town USA." What better description of a community could we ever ask for? Buck's dedication to his students, love for music, devotion to God, family, community and country makes him worthy of this honor.
This clock is for all the "little girls and little fellows" who were educated in the greater Porterville area. To those who played under Buck, and to those who were influenced by him outside of the band room, let this clock serve as a reminder of his dedication to our youth, the importance of punctuality, and his belief that dreams will come true if you believe and put forth the effort.

298 North Main Street



Traver
October 5, 1974
E Clampus Vitus

TRAVER
Traver townsite was laid out by the 76 Land and Water company. An auction of lots was held on April 8, 1884. Within sixty days a small town was in existence. It prospered for a few years and was probably the largest grain shipping point in the United States. Irrigation caused the alkali to come to the surface in the area nearby and the land became worthless. Construction of the Eastside branch of the Southern Pacific diverted freight to Reedley and Dinuba. The 76 Company sold its canals and water rights to the Alta Irrigation district in 1890. Traver almost disappeared.

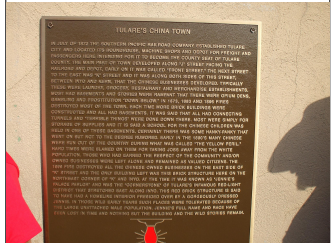
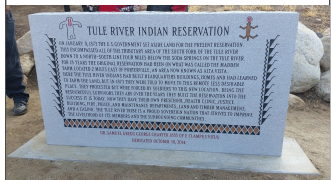


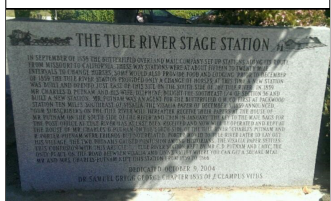

This monument was originally erected at Traver Park, but was stolen in the 1980s. Thieves attempted unsuccessfully to cut it up for recycling. It was later recovered and was rededicated July 12, 2014

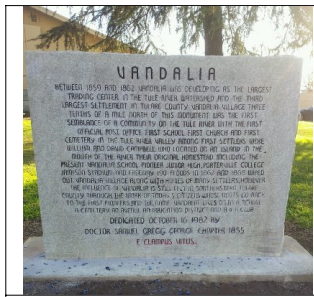


Treaty of 1851
October 13, 2012
E Clampus Vitus

TREATY OF 1851
At a temporary camp at the old Indian trail crossing on Paint Creek (White River), a treaty between the United States and the leaders of four Yokuts tribes was signed on June 3, 1851. The four tribes of Yokuts were the Yal-Um-Ne, Co-Yet-Te, Chu-and-Wo-Wol. This treaty gave the Yal-Um-Ne and Co-Yet-Te tribes all the lands lying between Tule River and Paint Creek, and between the Emigrant Road (Old Stage Road) and the Sierra Nevada. Approximately 980 square miles. This treaty was never ratified by the government. The Yokuts did not understand and in 1856 fought against intrusion onto what they believed to be their land. Forced on smaller areas they were given in 1875 what is today the Tule River Indian Reservation. The devastating diseases and changes over the last 200 years would have destroyed a lesser people, but they are still the survivors that they have been for thousands of years. They are now buying back some of what was originally promised to them such as the land this facility is located upon.

31071 CA-190, Porterville (the Eagle Feather Trading Post)

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|  | <p>Tulare's China Town</p> <p>2008</p> <p>E Clampus Vitus</p> | <p>TULARE'S CHINATOWN</p> <p>In July of 1872 the Southern Pacific Railroad Company established Tulare City and located it's roundhouse, machine shops and depot for freight and passengers here, intending for it to become the county seat of Tulare County. The main part of town developed along "J" Street facing the railroad and depot. Early on it was called Front Street. The next street to the east was "K" Street and it was along both sides of this street, between Inyo and Kern, that the Chinese businesses developed.</p> <p>Typically these were laundry, grocery, restaurant and merchandise establishments. Most had basements and stories were rampant that there were opium dens, gambling and prostitution "down below." In 1873, 1893 and 1896 fires destroyed most of the town. Each time more brick buildings were constructed. It was said that all had connecting tunnels and "terrible things" were done down there. Most were simply for storage of supplies and it is said a school for the Chinese children was held in one of these basements. Certainly there was some hanky-panky that went on but not to the degree rumored.</p> <p>Early in the 1890s many Chinese were run out of the country during what was called "The Yellow Peril." Hard times were blamed on them for taking jobs away from the white population. Those who had earned the respect of the community and/or owned businesses were left alone and remained as valued citizens. The 1896 fire destroyed all the Chinese owned businesses on the east side of "K" Street and the only building left was this brick structure here on the northeast corner of "K" and Inyo. At the time it was known as "Jennie's Palace Parlor" and was the cornerstone of Tulare's infamous Red-light district. That structure stretched east along Inyo. This red brick structure is said to have had a home-like interior presided over by a gorgeously dressed Jennie. In those wild early years such places were tolerated because of the large unattached male population. Jennie's full name and race have been lost in time and nothing but the building and wild stories remain.</p> | <p>260 South K Street.</p> |
|  | <p>Tule River Indian Reservation</p> <p>October 18, 2014</p> <p>E Clampus Vitus</p> | <p>TULE RIVER INDIAN RESERVATION</p> <p>On January 9, 1873 the U.S. government set aside land for the present reservation. This encompassed all of the tributary area of the south fork of the Tule River down to a north-south line four miles below the Soda Springs on the Tule River. For 18 years the original reservation had been on what was called the Madden Farm located 2 miles east of Porterville, an area now known as Alta Vista. Here the Tule River Indians had built headquarters building, homes and had learned to farm the land, but in 1873 they were told to move to this remote less desirable place. They protested but were forced by soldiers to this new location. Being the resourceful survivors they are over the years they built the reservation into the success it is today. Now they have their own preschool, health clinic, justice building, fire, police, and maintenance departments, land and timber management, and a casino. The Tule River tribe is a proud sovereign nation that strives to improve the livelihood of its members and the surrounding communities.</p> | <p>Entrance to reservation on Reservation Road</p> |
|  | <p>Tule River Indian Reservation</p> <p>October 16, 1949</p> <p>Tulare County Historical Society, California Centennials Commission</p> | <p>TULE RIVER INDIAN RESERVATION</p> <p>A reservation was originally established in 1857. Indians from a widespread area were brought here. The natives of this vicinity were the Kuyeti Tribe toward the west and the Yaudanchi Tribe toward the east. Both were branches of the Yokuts Indians that occupied the San Joaquin Valley.</p> <p>This location, not proving satisfactory, Tule River Indian Reservation was moved to its present location ten miles south-east in 1873.</p> <p>California Historic Landmark #388</p> | <p>The grounds of Alta Vista School.</p> |
|  | <p>Tule River Stage Station</p> <p>October 11, 1953</p> <p>Tulare County Historical Society, Native Daughters of the Golden West</p> | <p>TULE RIVER STAGE STATION</p> <p>Here Peter Goodhue operated an emigrant trail stopping place on the banks of the Tule River from 1854 to until the river changed its course in 1862. This became a Butterfield Overland Mail Stage Station, 1858-61. It was kept in 1860 by R. Porter Putnam who in 1864 founded Porterville, named for him.</p> <p>California Historic Landmark #473</p> | <p>Small road-side park at base of Scenic Hill.</p> |
|  | <p>Tule River Stage Station</p> <p>October 9, 2004</p> <p>E Clampus Vitus</p> | <p>TULE RIVER STAGE STATION</p> <p>In September of 1858 the Butterfield Overland Mail Company set up stations along its route from Missouri to California. These way stations were at about fifteen to twenty mile intervals to change horses. Some would also provide food and lodging. Prior to December of 1859 the Tule River Station provided only a change of horses. At this time a new station was built and opened just east of this site on the South side of the Tule River. In 1859 Mr. Charles D. Putnam and his wife Delphine, bought the Southeast 1/4 of Section 36 and built a new station. Mr. Putnam was an agent for the Butterfield O.M. Co. First at Packwood Station ten miles southeast of Visalia. The Visalia Paper of December 1859 announced, "Our subscribers on the Tule River will hereafter receive their papers at the house of Mr. Putnam on the south side of the river and then in January the key to the mail bags for the post office at Tule River has at last been received and now will be operated and kept at the house of Mr. Charles D. Putnam on the south side of the Tule River." Charles Putnam and R. Porter Putnam were friends but not related. Porter moved to Tule River later to lay out his village. The two Putnams caused confusion among historians. The Visalia Paper settles this confusion with this article, "Tule River Station kept by Mr. E.D. Putnam and lady, the only place on the road between Visalia and Linns Valley where you can get a square meal." Mr. and Mrs. Charles Putnam kept this station from 1859 to 1866.</p> | <p>Plano Avenue, just south of the Tule River bridge</p> |
|  | <p>Tunnel Log</p> <p>National Park Service</p> | <p>TUNNEL LOG</p> <p>Fell December 4, 1937 Base diameter 21 feet Length 275 feet Tunnel 8 ft High 17 ft wide</p> | <p>Crescent Meadow Road, 1.7 miles south of Generals Highway, SNP</p> |



Vandalia

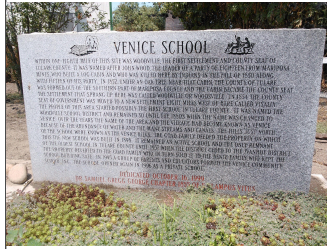
October 16, 1982

E Clampus Vitus

VANDALIA

Between 1859 and 1862 Vandalia was developing as the largest trading center in the Tule River Watershed and the third largest settlement in Tulare County. Vandalia Village, three tenths of the a mile north of this monument was the first semblance of a community on the Tule River, with the first official post office, first school, first church, and first cemetery in the Tule River Valley. Among first settlers were William and David Campbell who located on an island in the mouth of the river their original homestead, including the present Vandalia School, Pioneer Junior High, Porterville College, Jamison Stadium and Freeway 190. Floods in 1862 and 1868 wiped out Vandalia Village along with homes of many settlers, however the influence of Vandalia is still felt in Southeastern Tulare County through the work of today's citizens whose roots go back to the first pioneers and the name Vandalia lives on as a school, a cemetery, an avenue, an irrigation district and a 4-H club.

Grounds of Vandalia School.



Venice School

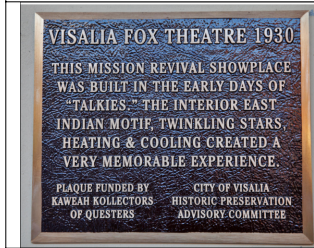
October 16, 1999

E Clampus Vitus

VENICE SCHOOL

Within one-eighth mile of this site was Woodville, the first settlement and county seat of Tulare County. It was named after John Wood, the leader of a party of eighteen from Mariposa mines, who built a log cabin and who was killed here by Indians in the fall of 1850 along with fifteen of his party. In 1852, under an oak tree near that cabin, the county of Tulare was formed out of the Southern part of Mariposa County and the cabin became the county seat. The settlement that sprang up here was called Woodville or Woodsville. In 1854 the county seat of government was moved to a new settlement eight miles west of here called Visalia. The people of this area remained the first school in Tulare County. It was named the Woodville School District and remained so until the 1880's when the name was changed to Venice. Over the years the name of the area and the village had become known as Venice because of the abundance of water and the many streams and canals. The hills just north of the school were known as the Venice Hills. The Goad family deeded the property on which this the new school was built in 1898. It remained an active school and the only remnant of the oldest school in Tulare County until 1957 when the district ceded to the Ivanhoe District. The property reverted to the Goad family who in turn sold it to the Bente family who kept the school building safe. In 1995 a group of parents and educators formed the Venice Community School Inc. The school opened again in 1996 as a private school.

Avenue 512 and Road 180, Visalia



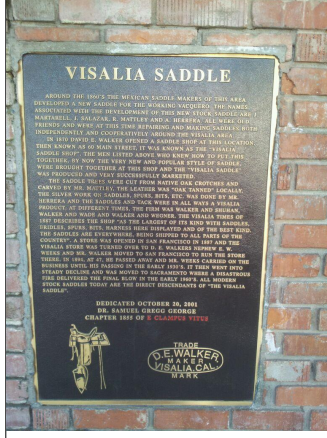
VISALIA FOX THEATRE 1930

Kaweah Collectors, City of Visalia

VISALIA FOX THEATRE 1930

This Mission revival showplace was built in the early days of "Talkies." The interior East Indian motif, twinkling stars, heating and cooling created a very memorable experience.

Theatre lobby, 300 West Main Street



VISALIA SADDLE

October 20, 2001

E Clampus Vitus

VISALIA SADDLE

Around the 1860's the Mexican saddle makers of this area developed a new saddle for the working vaquero. The names associated with the development of this new stock saddle are J. Martorell, J. Salazar, R. Mattley, and A. Herrera. All were old friends and were at this time repairing and making saddles both independently and cooperatively around the Visalia area.

In 1870 David E. Walker opened a saddle shop at this location then known as 60 Main Street. It was known as the "Visalia Saddle Shop". The men listed above who knew how to put this together, by now the very new and popular style of saddle, were brought together at this shop and the "Visalia Saddle" was produced and very successfully marketed.

The saddle trees were cut from native oak crotches and carved by Mr. Mattley. The leather was "oak tanned" locally. The silver work on saddles, spurs, bits, etc. was done by Mr. Herrera and the saddles and tack were in all ways a Visalia product. At different times, the firm was Walker and Shuhan, Walker and Wade, and Walker and Wegner. The Visalia Times of 1887 describes the shop "as the largest of it's kind with saddles, bridles, spurs, bits, harness here displayed and of the best kind. The saddles are everywhere, being shipped to all parts of the country". A saddle store was opened in San Francisco in 1887 and the Visalia store was turned over to D. E. Walker's nephew E. W. Weeks and Mr. Walker moved to San Francisco to run the store there. In 1894, at 47, he passed away and Mr. Weeks carried on the business until his passing in the early 1930's. It then went into steady decline and was moved to Sacramento where a disastrous fire delivered the final blow in the early 1960's. All modern stock saddles today are the direct descendants of "The Visalia Saddle".

219 East Main Street, Visalia



VISALIA SOUTHERN PACIFIC DEPOT 1916

Kaweah Collectors, City of Visalia

VISALIA SOUTHERN PACIFIC DEPOT 1916

This Mission Revival style building retains the original lanterns which flank its present entrance. Initially, the depot's entrance faced south. It was remodeled in 1971 by "Hap" Cobb to house the Depot restaurant.

207 East Oak Avenue, Visalia

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| | <p>VISALIA TIMES-DELTA</p> <p>October 19, 1985</p> <p>E Clampus Vitus</p> | <p>VISALIA TIMES-DELTA</p> <p>"We have come to this young county with the paraphernalia of our trade, not for political or partisan ends, but with a sincere desire to advance its interests..." so wrote I.W. Carpenter, founder of the Tulare County and Fresno Examiner. The first paper to be published in the San Joaquin Valley. Little did Mr. Carpenter know when he penned those words that today's print journalists at the Times-Delta would adhere to the spirit he proposed. In August, 1859, John Shannon bought the newspaper and in October, renamed it the Visalia Weekly-Delta. In 1928, the Delta merged with the Visalia Daily Times to become the Visalia Times-Delta. A strong journalistic tradition began with the early paper and still survives in the Visalia area, as evidenced by the Times-Delta, the valley's oldest continuously published newspaper. Dedicated on October 19, 1985 by Doctor Samuel Gregg George Chapter 1855, County of Tulare E Clampus Vitus</p> | <p>330 N. West Street, Visalia</p> |
| | <p>VISALIA WAR MEMORIAL, THE CENOTAPH</p> <p>May 30, 1928</p> <p>American Legion Auxilliary</p> | <p>VISALIA WAR MEMORIAL (The Cenotaph)</p> <p>North face: In Memory of the World War Veterans May 30, 1929 East face: In Memory of the Korea Veterans May 30, 1955 South face: In Memory of the World War II Veterans May 30, 1948 West face: In Memory of The Vietnam Veterans November 11, 1970</p> | <p>Memorial Park, Main and Hall Streets, Visalia (originally located at Mooney Boulevard and Main street)</p> |
| | <p>VISALIA CHINATOWN</p> <p>October 11, 1997</p> <p>E Clampus Vitus</p> | <p>VISALIA CHINATOWN</p> <p>The Chinese Community flourished in this area from the latter 1800s to the 1960s. The first known Chinese resident in Visalia was known to be here as early as December 1859. Visalia Chinatown dates from the early 1890s. Originally encouraged to come to California as laborers during the Gold Rush era and the building of the railroads, the Chinese remained in the Central Valley despite active racism by their occidental neighbors. Most of the buildings erected by the Chinese in this vicinity were demolished in 1965, leaving this one block as the sole reminder of a once thriving community.</p> | <p>401 E Center Street, Visalia</p> |
| | <p>VISALIA'S FIRST HOTEL</p> <p>1952</p> <p>Bank of America, M.F. DeMasters</p> | <p>Site of Visalia House VISALIA'S FIRST HOTEL</p> <p>Built June 23, 1959 and site of Hotel Johnson, built May 28, 1916</p> | <p>212 East Main Street, Visalia</p> |
| | <p>WE CAN, WE WILL</p> <p>Three Rivers Cemetery Board</p> | <p>"WE CAN, WE WILL"</p> <p>They did. The U.S. Army's 9th Cavalry 24th infantry (Buffalo Soldiers) served with distinction while patrolling and creating public access to Sequoia and Yosemite National Parks between 1899 and 1904. The beauty and grandeur of the Sierra Nevadas that we enjoy today would not be possible without their herculean effort in protecting it's resources, building roads and trails. These brave soldiers served on the Western frontier, the Spanish American War, and the Philippine Insurrection. Twenty two Buffalo Soldiers received the Congressional Medal of Honor for gallantry in battle as well as many others receiving medals and unit citations for bravery in action. We proudly honor their memory and service.</p> | <p>Three Rivers Cemetery (at the base of the flagpole) on Blossom Drive.</p> |
| | <p>WELCOME TO TULE RIVER INDIAN RESERVATION</p> <p>Tule River Tribal Council</p> | <p>WELCOME TO THE TULE RIVER INDIAN RESERVATION</p> <p>Home of the Tule River Yokuts, founded in 1873 by Executive Order of President Ulysses Grant. Totalling 56,396 acres, elevation range from 900 to 7,500 feet. The reservation is governed by the Tule River Tribal Council consisting of nine elected tribal members. All visitors must observe and comply with Tule River Tribal Laws.</p> | <p>Located on North Reservation Drive</p> |
| | <p>WILCOX FAMILY MONUMENT</p> <p>March 4, 1990</p> <p>Tulare County Historical Society</p> | <p>WILCOX FAMILY MONUMENT</p> <p>In December 1856 the Wilcox family from Upper New York State became the first family to homestead on the Tule River. The pioneer party consisted of John Wilcox, and his son Origin, his brothers Alfred, Abel and Sardis, also Sardis' wife Sarah and her brother Levi Bond. Three homesteads were filed -- Sardis at the junction of the North and South Forks of the Tule River, John and Origin north of Sardis and Levi Bond to the south. After a log cabin was built for Sarah the men pur chased hogs, grapevines and 250 head of cattle in Los Angeles also 600 orange trees that became the first commercial citrus planting in Tulare County. Sardis died in 1861 leaving his widow Sarah and daughter Martha who married Herman Templeton. Their children were Sardis, Herna, Carlos and Luois. John returned to New York, Origin built an adobe house and proved up on the homestead. Then in 1865 returned to New York to marry Clara Jane Emerson. Their seven children, six of whom spent their lives in Porterville, were Mamie Putnam, Alice McKean, Grace Traeger, and John, Fred, Harry and Guy Wilcox. The original Wilcox homestead remained in the family for over 100 years until water behind Success Dam covered the property in 1962.</p> | <p>Parking lot of Success Dam Recreation area.</p> |

