

S: This is an interview with Arthur J. McFadden by Jim Sleeper on May 23, 1968. The subject is old Newport and McFadden's Landing.

You were a water boy on the railroad?

M: I worked fifty cents a day for it. You start in over at the old landing and ask the questions.

S: OK. Here's one that I'm sure you've been asked before. You've heard that the Vaquero was the first steamboat in there?

M: I don't know what the first steamboat in there was.

S: Did you ever see the Newport?

M: I not only saw [it], I rode in and out of the bay on it.

S: Now, it wasn't a paddleboat, was it?

M: No, no, it was a propeller steamship.

S: What did it run on? Was it a wood or coal burning boat?

M: You couldn't prove it by me, I don't know.

S: I just wondered.

M: I don't know whether it was coal or wood.

S: OK.

M: There was a two-masted sailing schooner that used to come in and out of there. It went ashore on the sandspit down between the Balboa Pavilion and the opening of the bay, and relics of wood are still buried in the sand there.

S: Is that right?

M: I can't remember what the name of it was, I know it perfectly well.

S: I want to show you some pictures. First of all, you're familiar with this picture.

M: That's where I spent the first four years of my life.

S: McFadden's Landing.



McFadden's Landing at Newport Beach, California.  
Early home of Arthur J. McFadden is in foreground  
ca. 1890s

M: Right. In that house right there.

S: And that was your dad's house? Robert McFadden.

M: That was Dad's house. There were eleven people [that] lived in that little cove at that time. My mother and my father and myself were the only American, white folks in the bunch. Then, old Indian Joe [Errecca] and his wife and his son, McGill, that made six. An old fisherman whose name was Old Frank and whatever his other name was I don't know, made seven. And then there was another family, the Duartes, father and mother and two kids. There wasn't another soul who slept within eight miles of there in any direction all around.

S: Now this is the warehouse here, right?

M: Yes. That was the warehouse and that's right at the west end of the bridge that goes from Corona del Mar over to Costa Mesa on the [Pacific] Coast Highway. Now, up on top of the hill, right over here, was another warehouse. There was a slanting chute that went down over the middle of the bay and they could slide sacks of wool and grain down over that and drop them right into the hold of the boat.

S: Now, the chute wasn't from this one. It was . . .

M: It was from another warehouse that was up on top of the mesa. It was just a little cove of about ten acres.

S: I want you to look at a sketch that an old guy by the name of [James] McMillan drew.

M: One of the McMillans was a pilot for several years.

S: Yes. Does that look about right to you?

M: It's the furthest one back of the one we lived in and then the other two were the two that the Mexicans . . .

S: OK. Now, take a look at this picture of these buggies. Is this McFadden's Landing?

M: No, that's over on the Newport sandspit. You're looking back toward the Newport mesa on that, I think. That was probably taken on the Fourth of July because they always had a big mob of people down there.

S: Oh?

M: The horse and buggies on the Fourth.

S: That's kind of what I was wondering.

M: I think the old landing is probably right where my thumb is there.

S: Oh, over here. OK. I wondered why there would be all these rigs.

M: They had 10,000 people down there and that was an enormous crowd for those days on the Fourth of July.

S: Is that right? Where did they hold it?

M: All they did was just a gang of them got together down by where the pier is at Newport now.

S: Very good. Did you know that gentleman? Is that your uncle Jim?

M: Yes, that's my uncle Jim.

S: Did you know a man by the name of John Cubbon.

M: (Laughter) Oh, I knew him as well as I knew my father and uncle.

S: He was in business with your father at one time, wasn't he? In a pork packing plant. Does that sound right?

M: I never heard of it. He had a ranch on the east side of Main Street, south of Delhi Road and north of Newport Highway. Bob Boyd and Dan Boyd both had ranches in there, too. John Cubbon came to Santa Ana in 1870. That's the year it was founded, and that was the year my father came. Uncle Jim came in 1868 and bought a lot of land that had Gospel Swamp in it. Then my father came out in 1870 and took charge of it.

S: Did you ever hear of a man named Captain Moses Abbott?

M: Yes, I knew him well. He had a house on the sandspit down about a third of the way to the opening of the bay from the Balboa Pavilion and it was called Abbott's Landing.

S: Was he an old sea captain?

- M: I don't know whether he was or not. I think he'd been over in Hawaii for awhile before he came to Newport. That's the recollection in the back of my head.
- S: OK. What I wanted to ask you about was the way that the McFaddens came into this landing. According to the county records that I checked, [S. S.] Dunnells had it first.
- M: Never heard of him.
- S: D. M. Dorman then.
- M: Dorman is the one we got it from.
- S: The old hotel man.
- M: Yes, they got it from him.
- S: Well, apparently he and a Mr. Dudley H. Abbott signed it over to John Cubbon in August of 1872. Then, on April 19, 1875, John Cubbon granted to James McFadden all rights to wharf and franchise at the harbor of Newport being the same as that granted to Dunnells and D. H. Abbott on March 21, 1871.
- M: Well, what I can't understand is that [the] whole place is apparently, beyond any question, on Irvine land and there's no records in the Irvine Company records whatever, as I understand it, of any transaction with either Dorman or my dad or my uncle Jim.
- S: I don't think so either except that you wouldn't have needed a permit from Irvine for the wharf part because that was on tideland.
- M: No, it wasn't on tideland. The wharf ran out into the water but the warehouse and everything was back on the beach. All of those buildings that you show in that photograph are not on tideland.
- S: Well, I think it was kind of vague down there. I think there is a record of when you got the permit for the chute because that was way in on the bluff, wasn't it?
- M: Oh, yes, that ran out over the bay.
- S: And that was in about 1880.
- M: That was before I was born, but it had been going for several years then.

- S: Now, I'm going to ask you some questions about old Newport down there and the pier. I want you to take a look at a couple of pictures I've got. First of all, tell me where the McFadden's lumberyard was in Santa Ana. Did they have a depot for their lumber?
- M: Yes, I know about the lumberyard. It was between the SP [Southern Pacific] and the Santa Fe on the south side of what they call Fruit Street now. It used to be called Depot Street because the SP depot was right across the street, and that's where the lumberyard was.
- S: OK. Now, was that the end of a train line, too? The old Santa Ana-Newport train?
- M: Yes, practically speaking.
- S: Did they have an office in Santa Ana for that then?
- M: Yes, they had an office uptown. Jim Scarpa's father was their attorney.
- S: Yes.
- M: Let me tell you how they happened to start doing the business down at old Newport. Uncle Jim bought about 5,000 acres, the northeast corner of which was the corner of Delhi Road and Main Street. Then he bought the 480 acres where his home was at the corner of McFadden Street and Main Street. They undertook to farm some of this land and the damn country was just covered with horses and cattle running completely wild. No fences of any kind, and you just couldn't farm anything. Uncle Jim went up to Santa Cruz and bought a cargo of redwood lumber to build fences around some of this land. They brought it down and brought it all ashore, [but] by the time they got it all ashore the farmers had bought it all off of them for the same purpose, so they went up and bought another one and the same thing happened again. When they got through they were in the lumber business for the rest of their lives. (laughter)
- S: Here is a picture of the pier at Newport. Tell me what I'm looking at there.
- M: Now, this was the office building right there. Where's the picture of old Newport that you had?
- S: Old McFadden's Landing?

M: Oh, this is it. Now, you see that little thing there, that building?

S: Yes.

M: They floated wool over to old Newport on a barge and put it up right there and as far as I know it's still there.

S: How about that? This little building behind the tent here.

M: Yes.

S: Incidentally, is this an old coal-burning locomotive? Did they use coal on the railroad or wood?

M: I think they used coal. I guess that's number 4. They had two engines. One of them was number 1 and number 1 was a little engine that had come off of the elevated railroad in New York.

S: I think I may have a picture of that. Is that it?

M: I don't think that's it, that's got number 2 on it and it was number 1. But those are the passenger coaches that they used all right.

S: Is it true that they didn't charge passengers to ride on this train?

M: No.

S: How come?

M: As I remember it the fare was fifty cents.

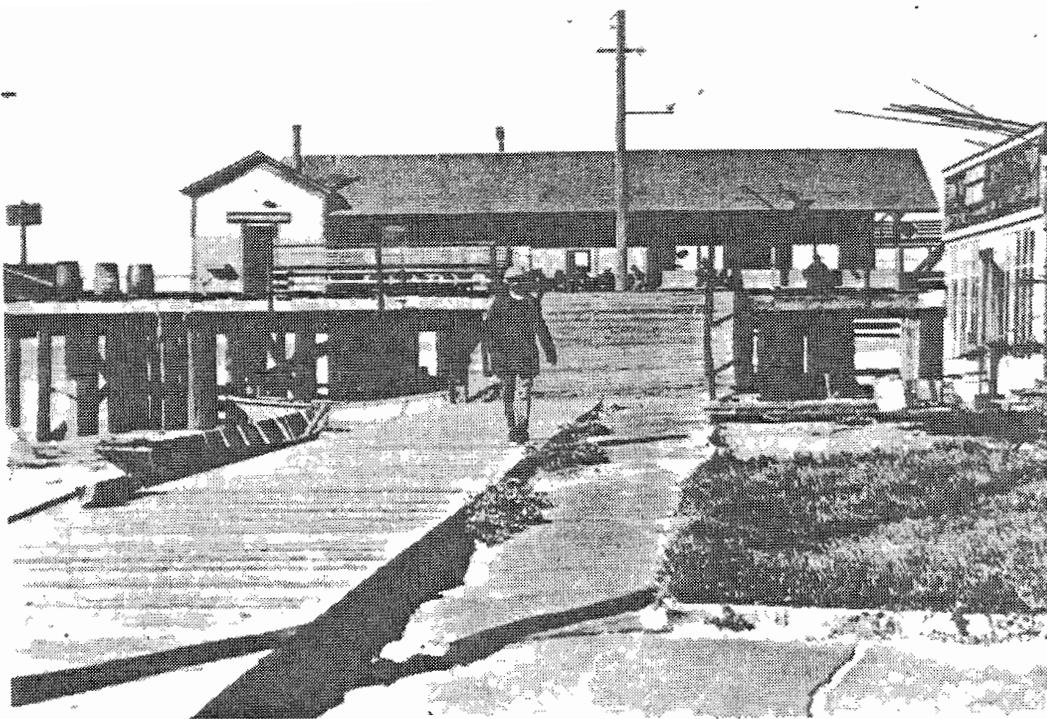
S: They did charge then. Somebody said that they didn't run those trains on Sunday. Is that true?

M: That's true.

S: Is it safe to describe your relatives as good, solid, Scottish Presbyterians?

M: Right. The United Presbyterian Church was founded in the parlor of Uncle Jim's house down on south Main Street in 1876.

S: I guess he was a pretty good Scottish Presbyterian. Tell me, in the old days, supposedly once a year, ships



Ticket office of the Santa Ana-Newport Railroad,  
Newport Beach, California  
ca. 1890s



Santa Ana-Newport Railroad, Newport Beach, California  
August 15, 1891

came in here and they took on passengers for Catalina. Do you remember that?

M: I went across on them, but it wasn't necessarily once a year. It might have been twice or three times a year and the next year might have missed altogether. It was just whenever they could get a boat that was suitable for an excursion.

S: Do you remember the names of any of those boats that went to Catalina?

M: No.

S: OK. I just wondered.

M: It took three hours to go across, I remember that.

S: How about that. Now, this pier was already built when you were a boy working on the railroad, wasn't it?

M: They built the pier before they built the railroad. I remember, however, when the pier was built. One of the first things I can remember in this world is my father taking me down and they were building the wagon bridge across the bay to Newport.

S: The arches?

M: At the arches. I suppose that was about 1885, and the reason that they moved around to the oceanfront is the fact that so many people got drowned. Some from the channel because they had to sound the channel every time a boat came in. It changed all the time. Finally, Mr. [Tom] Rule, who was the pilot and a very close personal friend of my dad and Uncle Jim, was drowned. He was injured when he went overboard out of the skiff. McGill Errecca, I guess his name was, anyhow he was Indian Joe's son, he was in the boat with him and swam ashore all right. He was only seventeen or eighteen years old. That was the last straw that broke the camel's back. They'd kept a dory over on the beach, but the pilot went out to the breakers and went around the ship. They took it on the ship and when the ship went out again they put him off and he came back ashore. Then they discovered after several years of experience. . . . Of course, they discovered it quicker, but it was verified, [that] there was a place about 150 to 200 yards wide on the beach where the waves weren't near as high as they were on either side. They finally went out and sounded it to find out what the reason was and they found it was a

marine canyon [that] came up to the beach and that's where they built the port. Of course, the waves are not nearly as high, but the deep water came up close to the shore.

S: Was there ever a man named William Kelly who lived at McFadden's Landing?

M: Yes. He was a pilot for several years and he was Dave Kelly's father. Dave Kelly ran the [First American] Title [Insurance] Company in Santa Ana for years.

S: Which house might he have lived in? Supposedly, it was later moved to Newport Beach.

M: No, it wasn't moved to Newport Beach. He lived in this house right here. The same one we lived in, because we moved away from there when I was about four or five years old. We moved to Santa Ana.

S: OK. Up the coast from McFadden's pier is the Thirty-sixth Street pier. Was there any connection? Do you know that little pier?

M: Newport?

S: Yes.

M: No, there wasn't any connection. It wasn't built until long after. McFadden sold Newport in 1900. They sold it to the senator from Montana and he was acting as a stooge, apparently, for the SP Railroad. The SP just bought it to kill it as a commercial port because they wanted the business all over in San Pedro.

S: I see. Now, apparently, your uncles and father were not too happy about the SP anyway. Was this just commercial rivalry?

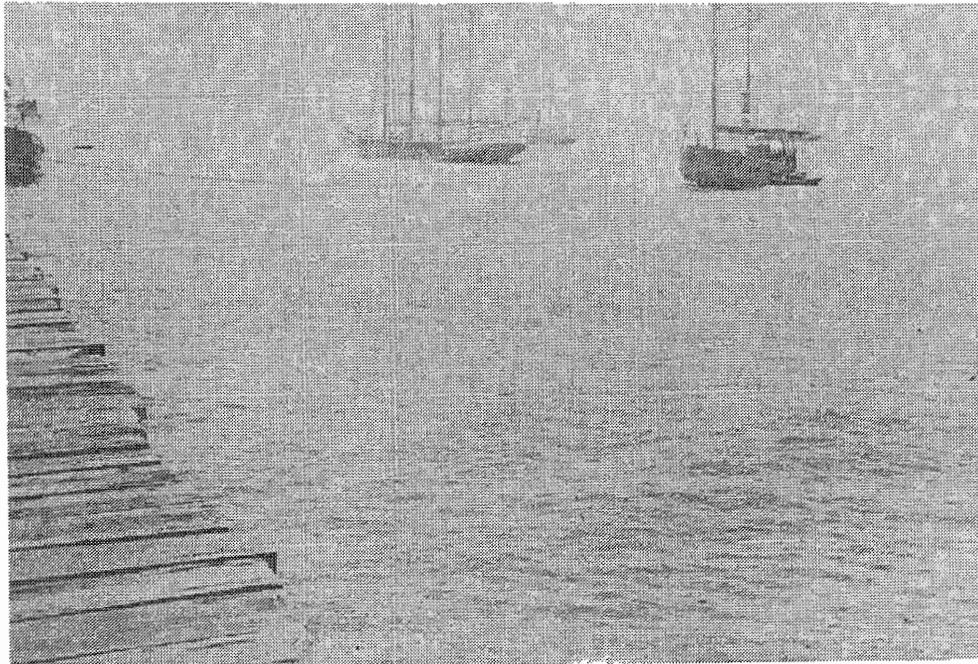
M: I don't know what it was, but they had it in for the SP. They were strongly identified with the Santa Fe. Santa Fe ran their cars down to Newport or they ran them down and loaded them, but they had no use for the SP whatever.

S: Apparently, Mr. Irvine felt the same way.

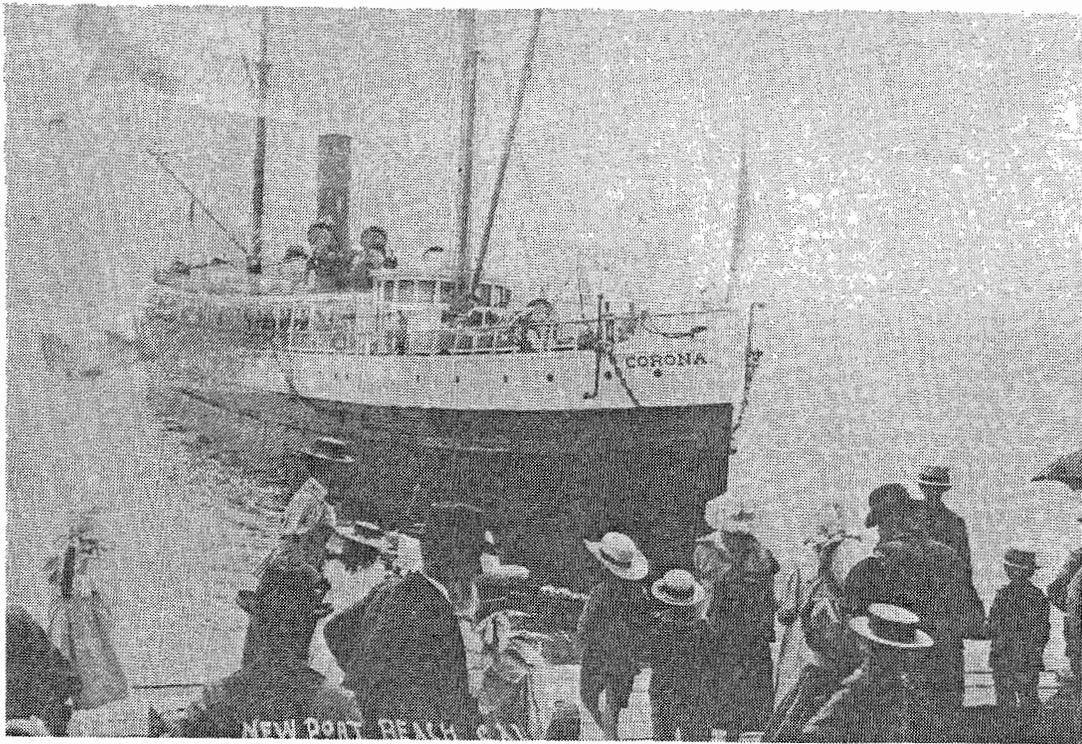
M: Well, I think everybody did. I think the SP was so damned obstreperous and, "We're it and you don't amount to anything," that everybody had the same attitude toward them.

- S: Did you ever take any boat trips off Newport Pier, except to go to Catalina?
- M: Well, we went to San Francisco about once a year. Of course, my father had a pass on all these boats, but I don't know whether we ever went from the Newport Pier. Usually we went over to San Pedro and got on the ship over there.
- S: Oh, is that right?
- M: Yes. The ships had to anchor outside in those days at San Pedro. It was too shallow for them to come up to dock.
- S: Did you ever hear who actually built the pier. I imagine your relatives contracted to have somebody do it. Did you ever hear who did?
- M: I don't know who had the job or whether anybody had it, or whether they just did it themselves. They built the bridge across the arches themselves, I know. I've got a picture of my father and Uncle Jim and a man from San Bernardino [Joseph Bright] that had the contract for doing the actual work sitting on the bridge while it was being built. That was when the railroad was being built.
- S: Yes. Did you ever see a photograph of the ship, Newport?
- M: No, I never did.
- S: That would be a good one to have, you know.
- M: It sure would. All these ship captains were just tickled to death to come down to Newport in the wintertime because the upper Newport Bay was just the world's champion heaven for wild ducks and geese. They could go duck hunting and damn near load the ship with ducks during the day. You could stand out on that dock at old Newport with your back against a pile and shoot twenty ducks in an hour and I don't mean the fish ducks or anything of that kind. I mean good ducks like mallards and sprigs [ruddy duck] and spoonbills.
- S: Why did commercial traffic stop at Newport Pier in about 1907? Supposedly, that was the last commercial ship.
- M: Because the SP wanted a monopoly of it over where they had the docks in San Pedro.
- S: I see. So really, they squeezed it out.

- M: Yes, they're the ones, and I think it was a good thing for Orange County, eventually, because if there is any other bay in North America that's got as many pleasure boats on it as Newport Bay, I don't know where it could be.
- S: Well, that's true.
- M: It's made Newport over into a different kind of a town entirely from what it would have been had it stayed a commercial harbor.
- S: Have you ever heard of a ship called the Eureka?
- M: I've traveled on her many times.
- S: That was the first ship ever to dock at Newport Pier. Where did the Eureka come from? What was its home port, do you know?
- M: She belonged to the Pacific Coast Steamship Company, and their home office was San Francisco. The Eureka, the Corona, the Pomona, the Santa Rosa, and the Queen of the Pacific, were the boats that the Pacific Coast Steamship Company owned and ran back and forth. There was ten times the traffic from southern California to San Francisco by boat than there is now, because our friend, [Harry] Bridges, just killed the traffic up and down the coast after he got the . . .
- S: Oh, the longshoremen.
- M: Yes.
- S: I'm sure you've seen this picture of the pier looking in at Newport. Is that big enough to show where [John] Sharp's Hotel might be?
- M: I was just looking to see. Well, I guess that's Sharp's Hotel right there. There was nothing in front of it at the time this picture was taken, and it was back from the beach of couple of hundred yards. But, that's back from the beach. It's quite a little bit back from this office building that was moved over from old Newport.
- S: OK. Now, where was the Newport Hotel?
- M: It would have been about there. It was about a quarter of a mile up the beach toward Huntington Beach from there.



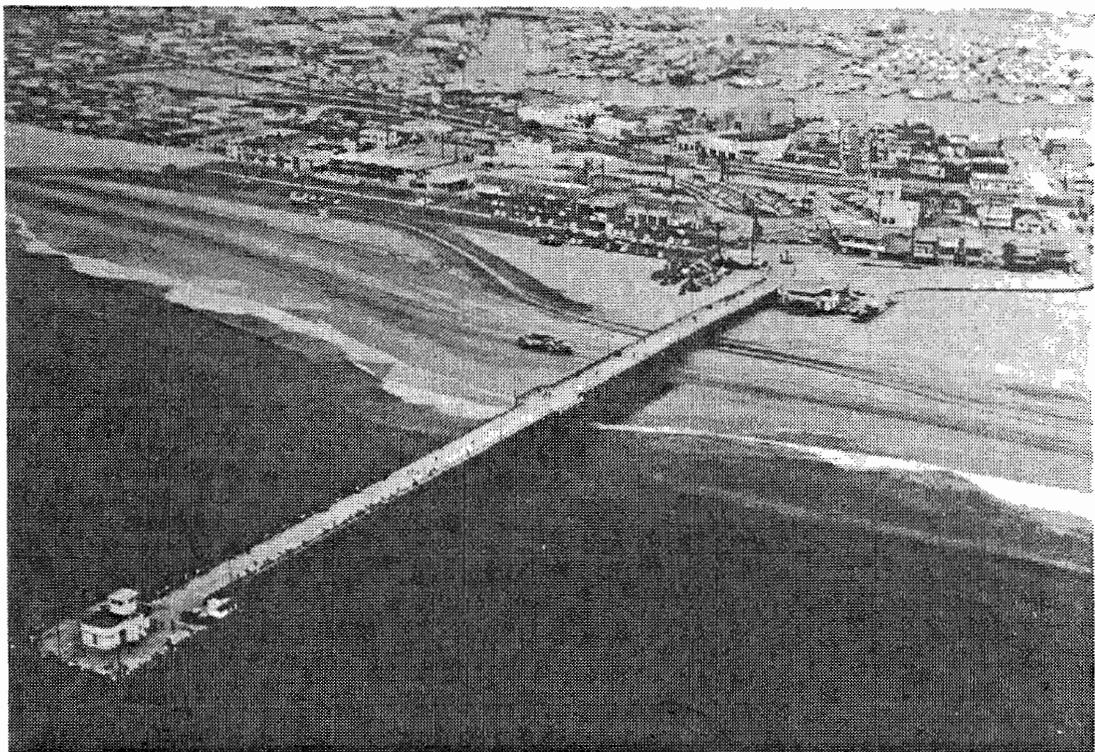
Lumber boats at Newport pier  
ca. 1890s



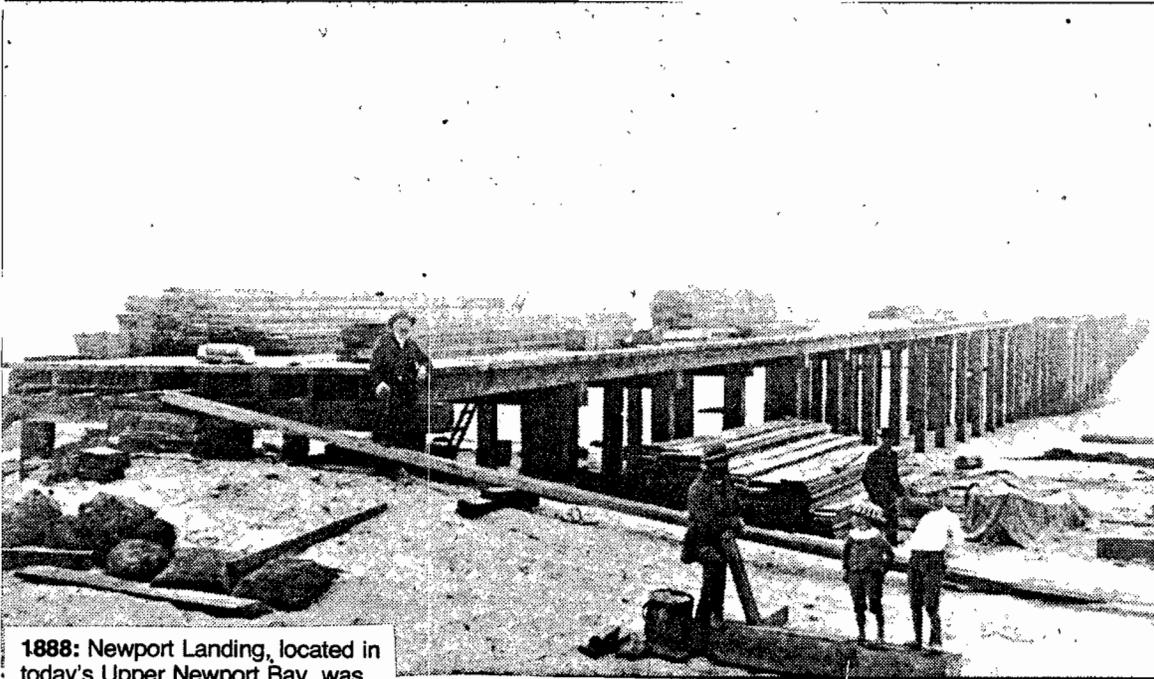
The Corona docking at Newport pier



The Eureka at McFadden's Wharf,  
Newport Beach, California  
ca. 1890s



Aerial view of Newport pier,  
Newport Beach, California



**1888:** Newport Landing, located in today's Upper Newport Bay, was operated by James McFadden of Santa Ana from 1875 to 1889. Because of treacherous waters and a hazardous sandbar, McFadden and his brother Robert searched for a safer site and found one along the coast. Shown here shortly before completion, McFadden's Wharf was a quarter-mile long, 60 feet wide at the outer end and 19 feet above the water at high tide. A railroad line was laid to the wharf to take lumber from ships offshore. The wharf became the biggest business the young county had yet known, the main place of export for its bustling agricultural industry.

Photo courtesy of Sherman Library

**Today:** Harder times came for the wharf at the turn of the century. Southern Pacific Railroad persuaded Congress in 1897 to create a publicly held harbor at San Pedro, making it more difficult for McFadden to compete. Two years later, McFadden sold the wharf to Southern Pacific. James Irvine and other farmers who hated the railroad boycotted the wharf, and the wharf was effectively killed as a business. It became a municipal pier after the city of Newport Beach incorporated in 1906. Remodeled by the city in 1922, it lasted until a 1939 storm collapsed a large portion of it. It was rebuilt the next year. A century later, the Newport pier still stands as the wharf's legacy.



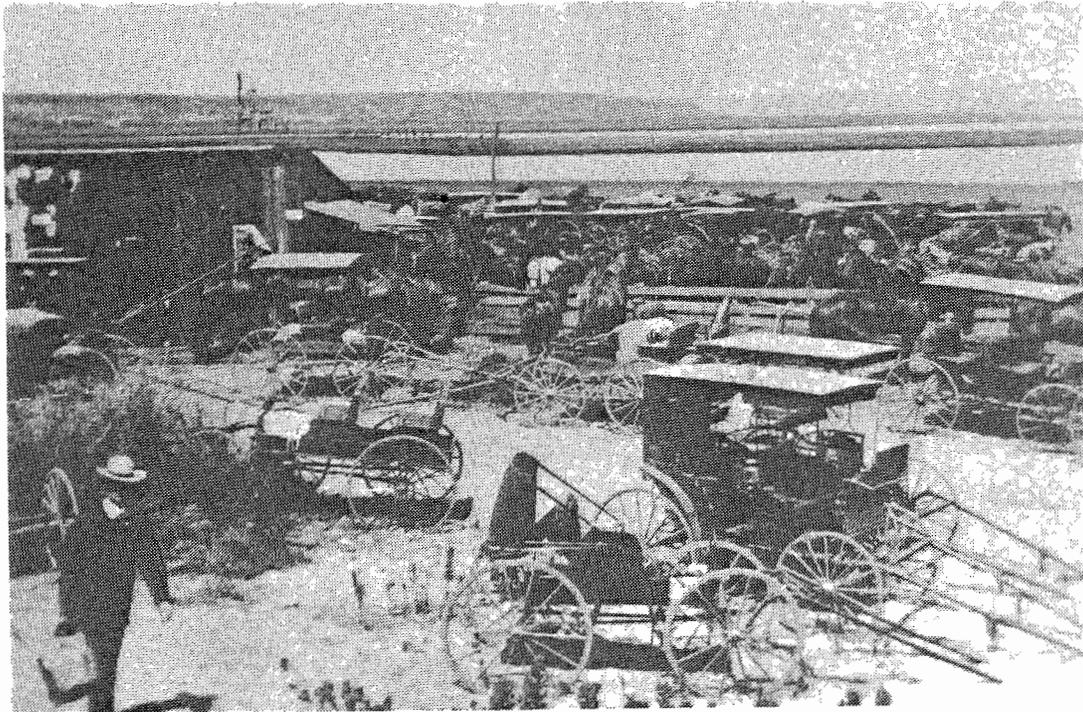
## MCFADDEN'S WHARF, NEWPORT BEACH

John Westcott/The Register

The Register 4-19-88

- S: Oh, farther up.
- M: Yes, it fronted right on the ocean. There was nothing between them and the ocean. Sharp's Hotel was back quite a little bit.
- S: Now, look at this picture. Here's the one showing the back of the offices and so forth. What am I looking at there?
- M: Well, this is Sharp's Hotel right there that you're looking at.
- S: The one with the gabled roof there in the back. What about that pavilion there? Do you remember it?
- M: Yes.
- S: Did your family build that?
- M: I suppose they did. I don't know, but I think they did.
- S: What did they do in that pavilion?
- M: Well, the main pavilion where they held the dances every Saturday night was, oh, a quarter of a mile farther north and back from the beach a couple of hundred yards. So this pavilion was just used as a picnic place for casual beach visitors.
- S: Now, this other one you're talking about, that wasn't what they called the bathhouse, was it?
- M: No, the bathhouse was 400 [yards] or 500 yards up toward Huntington Beach from the wharf and it was run by a man by the name of, oh, what the hell was his name? His daughter married Jim Raitt who was the father of John Raitt and Archie Raitt who died just this last year. Elsie Woodward was a Raitt. They're cousins of mine, of course.
- S: Well, now, when they say bathhouse, what do they mean? Was it just dressing rooms or what?
- M: They rented dressing rooms and bathing suits to anybody who wanted to go in swimming.
- S: Oh, I see. I didn't know what it was. Do you know of any old-timers still living down in Newport who might remember the old days?

- M: No. I think they're all gone away. I went on a trip eight or ten years ago around the bay with a bunch of old-timers to pick out the points of interest and make up a story for the rubberneck bosses on the beach, the launches that took tourists around the bay. Joe Beek was the oldest old-timer and he was only thirty-six years later than I was coming to Newport. (laughter) 1881 to 1917.
- S: Did they ever have any special events down there, any celebrations in the old days that you can remember? What was the big day?
- M: Well, the Fourth of July was the big day, but they didn't have any special events. It was just a big crowd coming down. They went in bathing and had their lunch and had a dance. They had a dance every Saturday night in this pavilion.
- S: Oh, did they? Did they have a band or piano, or what?
- M: As far as I know, they had music all right. I can remember getting up before daylight in the morning and going out fishing and they'd still be dancing in the pavilion.
- S: Do you remember the dory fleet when they used to use the horses to bring in their fish?
- M: Yes. I've hauled on the ropes on those nets myself lots of times while they were doing that.
- S: Did they just sell fish right there on the beach?
- M: They sold fish right there. Right where that beach stopped was the headquarters for the fish sales for fifty yards right there on that beach. They'd pull a dory up and have it full of fish and just sell them right out of the boat to anybody that came along.
- S: Plenty fresh, anyway.
- M: Yes.
- S: Do you recognize this school building?
- M: Was that at Newport?
- S: Yes, but it could have been the Newport where Greenville is. That's what I want to know.



Fourth of July crowd at Newport livery stable and  
wagon parking yard, Newport Beach, California  
ca. 1890s



Newport Beach, California  
ca. early 1920s

M: What?

S: Greenville's school was called Newport to begin with.

M: I know, but I don't think this was the school at Greenville. I used to go to their graduating exercises every year when I was a small kid in Greenville, so called, and that doesn't look like the schoolhouse at all. I don't recognize anybody there.

S: Well, if that is the first schoolhouse at Newport, it's one that your family helped build. They gave them the lumber. Let's see if I can find where it would have been. I don't know the streets down there.

M: It was up back of Sharp's Hotel. Well, wait awhile, I don't know where it was.

S: OK. It was at Nineteenth and Court Avenue. Does that mean anything to you?

M: Well, that means that it was up north of the wharf, northwest of the wharf. That's the way I remember it.

S: Incidentally, one of these schoolteachers in 1895 was a Lizzie McFadden. Who would Lizzie have been?

M: She was a first cousin of mine. She was a daughter of Archie McFadden and an elder sister of my cousin John McFadden and cousin Will McFadden.

S: Can you tell by looking at the styles of these kids and the teacher about when that picture was taken?

M: No, I don't recognize any of the kids, but it wasn't taken a million years ago or that kid wouldn't have that bicycle there. When I was a small kid the bicycles were the kind with the great big wheel in front and the little bitty wheel behind.

S: Yes. So it was probably what, maybe turn of the century do you think?

M: It was later than that. My guess is it would be along about 1910 or along in there.

S: OK. Very good.

M: There's a picture of Mr. Irvine riding one of those big bicycles. That's the kind they used in those days.

- S: Yes. Take a look at these guys. They're fishing or spearing sharks, I guess, off the pier. Did you ever watch them do that?
- M: I wore out four or five spears doing it myself.
- (Interruption)
- S: Now, the McFaddens were the agents for this Pacific Coast Steamship Company?
- M: That's right, yes. Newport Wharf and Lumber Company was.
- S: Was there any conflict between your folks and James Irvine? He tried to get a wharf down there at one time. He got a franchise, but he never built it and this guy Dunnells did.
- M: As far as I know, they were always good friends. I know my father and J. I. were very good friends in the early days. They were on several little jerkwater oil companies along about 1900 when they first began to discover oil.
- S: D. M. Dorman. Was he still on tap when you were a boy?
- M: Yes, I can remember him. He owned a ranch down at the northwest corner of Delhi Road and, oh, I guess it'd be Bristol Street.
- S: What do they call the area now, where your uncle James's ranch was. What is there now?
- M: Well, it's the area on the east side of Main Street from McFadden Street down to Delhi Road, or, Warner Avenue, as a bunch of Johnny-come-latelies on the board of supervisors changed it [to] within the last year. Delhi was a little town in New York state in the Catskill Mountains where my father and uncles all were born and went to school. [It] is the county seat of Delaware County, at the head of the Delaware River. They named it Delhi, and they had that road for ninety years. [It] didn't hurt my feelings, because William Warner was a fine fellow, and I'm probably the only person in Orange County, that knows how Delhi Road got its name.
- S: What did your family call what I call McFadden's Landing, the one on the bay? Is that what they called it?

M: No. They called it Newport.

S: What did they call their pier?

M: They called that Newport, too. (laughter) After they moved, why, the other place was the old landing.

S: I see. OK. (laughter) I'm going to have to spell it out a little more clearly.

M: Corona del Mar was Rocky Point.

S: Yes, right. You know there was a Newport School at Greenville.

M: Yes.

S: Well, that really complicates matters when you say Newport. You don't know where the hell you are.

M: It was very confusing.

S: Yes, and apparently they did finally change.

M: Well, I knew the old families down there in that Gospel Swamp area; the Wakehams, and there was a girl in my class in Santa Ana High School named Eva Johnson that lived about a half a mile west of there. Oh, there's a half a dozen other families that I'd know the name of, or heard it.

S: What do you think was the first year that the railroad ran all the way from Newport to Santa Ana? Do you have any idea?

M: Well, it was within the year of 1890. Might have been 1889.

S: Did the train ever run just part way before the line was finished?

M: No. They may have run while they were building it, but they didn't make any regular runs until the line was finished.

S: Did they build on the line from both ends or was it all started from the pier end in towards Santa Ana?

M: I think it started from Santa Ana toward the pier.

S: Oh, is that right?

- M: Yes. At least the part that I worked on. We were working south of Santa Ana.
- S: Oh, that's interesting. Well, they must have worked from both ends because they unloaded a lot of their ties and everything on the pier.
- M: On the pier?
- S: Right. So they must have worked from both ends.
- M: I expect so.
- S: The only other stop in between Santa Ana and Newport was at Harper, is that right? Costa Mesa now, I guess you'd call it.
- M: Well, they discovered when they built the railroad that you could get wells that'd pump big supplies of water all the way from Santa Ana south to what you'd call Harper, which was just at the east edge of the Santa Ana Country Club. On the north side of the track, the northwest side of the track, they bored a well and put in a big tank. They stopped there and filled the engine tank with water going both ways. That's the station you're probably thinking of and that was the only stop that I remember they made between Newport and Santa Ana because Costa Mesa was not in existence until long after they sold it to us.
- S: Right. You actually had to haul water to Newport didn't you because there wasn't much down there?
- M: Up the bay, on the west side of the bay, there's a cove that comes down just the north edge of the Newport mesa and there was a great big spring there. They had that doctored up with a pipe and once a week or ten days they took a barge from Newport, the old landing up there, and anchored it over for twenty-four hours and filled it with water. Then [they] took it back with the tide down there and that's the way they got the water for Newport.
- S: How about that. Up in the back bay.
- M: Yes.
- S: I've heard about that. Do you think you'd know where that spring might be?
- M: Oh, yes, anybody'd know.

- S: Yes. I'd like to run that down. It must have been well known even back in the Mexican times because it's indicated on an old Sepulveda map.
- M: I don't doubt it at all.
- S: Yes. Fresh water would have been at a premium.
- M: Yes. Sure. Sure.
- S: That loading chute would've been out of operation before you could remember, right?
- M: Oh, no. I can remember several years after it was being used.
- S: Oh, is that right? Would they just slide the grain sacks down the chute?
- M: Wool sacks, too. There was lots of wool shipped in those days. [The] Irvine ranch was covered with sheep then.
- S: An awful lot of corn used to be . . .
- M: Yes, everybody in Gospel Swamp had a corn crib at their house and most of them had a boat turned up on one side on the north side of the corn crib where it was in the shade so that when the river flooded over they could get out. (laughter)
- S: How about that. A lot of barley, too, of course.
- M: Yes.
- S: And dried fruit. By dried fruit, what did they mean?
- M: Apricots.
- S: Apricots. Here's some hogs and alfalfa and seed. There were 22,333 pounds of castor beans shipped one year out of McFadden's Landing. What does anybody use castor beans for?
- M: They made castor oil out of them.
- S: OK. And 50,411 pounds of honey. That's an awful lot of honey.
- M: There were a lot of bee ranches in the early days.

S: Up in Trabuco and Bell and Aliso [Canyons].

M: San Juan Canyon and all those places.

(Interruption)

S: Mr. McFadden later commented on how they turned the train around at Newport Pier. Apparently there was a turntable on the beach and just the locomotive was turned around and it was turned around by hand. This concludes the interview with Arthur J. McFadden on May 23, 1968.