

The Legacy

No. 126

Summer 2016

Lompoc Valley Historical Society's Quarterly Newsletter

YARD IMPROVEMENTS UNDERWAY

Save the Date
Labor day weekend
September 2nd, 3rd, & 4th 2016
Friday, Class Reunion Dinner \$31
Saturday, Open House at
Spanne Home and Museums
Sunday BBQ at Ryon Park \$12



After months of Bob Manfrina doing battle to kill a very stubborn lawn. Rodney Eckert on the tractor along with Jerry Luis removed the sod.

OPEN HOUSES AND WORK DAYS FOR THE NEXT THREE MONTHS

All dates and times are open for tours and research on each Monday and Thursday during the month except national holidays
8:30 am to 11:00 am

Open House dates:
May 28 10:00 am to 1:00 pm
June 25 10:00 am to 1:00 pm
July 23 10:00 am to 1:00 pm
August 27 10:00 am to 1:00 pm

Lynn Clock usually plays the Aeolian Organ at the Saturday Open House

Les Schuyler and Bob then hauled it to John Larsen's place. Soon the lawn will be replaced by crushed granite. But first the French drains need to be installed to take water far away from the house foundations. Which was the impetus for the change in the first place.

Pieces of History Everywhere You Look

by Julie Ann McLaughlin

At our Spring Dinner event our speaker was Greg Gorga, Executive director of the Santa Barbara Maritime Museum. He reprised his "sold out" presentation he made May 2015 to celebrate the museum's new Tragedy at Honda exhibit.

In 1923 seven U.S. Navy Destroyers shipwrecked at Honda Point, just northwest of Point Conception. To this day, the Honda Disaster is considered the largest naval disaster in United States history during peacetime, and caused considerable embarrassment and turmoil for our military.

The U.S. Navy Destroyer Squadron 11 deployed 14 Clemson-class destroyers from San Francisco Bay to San Diego Bay for training. Led by Navy Cmdr. Edward H. Watson, the ships set sail to simulate wartime conditions and their ability to navigate by using dead reckoning. Dead reckoning is a method to
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Greg Gorga during a recent visit to the Spanne House, with the anchor from the USS Chauncey on display

FABING BEGINNINGS By Myra

Using Don Fabing's book
for Fabing beginnings –



The name Fabing came into existence in the **late 1500's. Only the nobility had surnames** prior to this time. The clergy decided to give surnames to all the people. The name is indicative of the type of work the people did.

The first known person to use the Fabing name was JACOB. Very little is known about him = his name appears in documents from the **1600's. No record of his birth or death.** He lived in village of Bettviller in the Lorraine area in what is now France.

It is a rural area of gently rolling farm ground dotted with small villages. The area has been alternately under the control of Germany and France for the past 400 years. People are bilingual in German and French. They have suffered constant devastation from wars and plagues. Several major fortifications of the French Maginot Defense Line are located near Bettviller. An impregnable fortress out from a mountain of stone in the 18th century is a big tourist attraction in the nearby city of Bitche. There were major battles fought in this area in WWII.

At the time the name Fabing started to be used, the area was under German control. Because of this, Don Fabing considered the family to be of German ancestry. (I like to think of Fabing as French).

Jacob's son Sebastien was born in 1641, the earliest birth that can be documented without question.

As each generation came into existence, the family enlarged, soon expanding into the neighboring villages. There are, in 2000, over 100 Fabings still living in the vicinity of Bettviller.

In 1764 Christian Fabing, b. 1727, and wife Apollonia, emigrated to Apatin, Hungary – this was the start of a large separate branch of the family. Apatin eventually became part of Yugoslavia and Dictator Marshal Tito hated people of German origin with a passion – during WWII he confined these people in internment camps. Members of the Fabing family suffered this injustice.

In the 1800's the people of Europe were under great stress from the social changes of the French Revolution and Napoleonic Wars, plus the threat of military conscription, wide spread infant mortality and a potato famine. The lowly potato was the main source of food not only for humans but farm animals. The developing American continent promised a new start for those adventurous enough to endure the ocean voyage.

Almost 90 percent of American Fabings are descendants of just two families who emigrated from Europe. These families lived in the same area, Lorraine, but were not directly related, only cousins. They descended from brothers in the 4th generation down from Jacob.

In early 1830's, five brothers, Jean, Frederic Nicholas, ancestor of Lompoc Fabings, Frederic, Joseph and Caspar, all from the village of Hoelling, in Lorraine, came to America. Settling first in State of New York on farms in Onondaga County, near Syracuse. Then they moved westward to Sandusky Co., Ohio near the now city of Fremont. In 1847 Frederic Nicholas moved further westward to Dane County, Wisconsin, settling on a farm near Roxbury, WI, where Fred Nicholas and his wife Margaret Annie Meyer are buried.

Other members of this group moved to **Minnesota and Michigan.** Frederic Nicholas' son Henri Wadsworth Fabing, born 1833 in France, made several trips from Wisconsin to California by wagon train. In early 1860 he and his family moved to California. Henri was one of the founding fathers of Lompoc, coming here in 1874 from Santa Clara, CA. His brother Peter Milton Fabing, born in 1837 in New York, also moved to California in 1888. Between the

two of them, Henri and Peter, they are the forefathers of most of the Fabings in California.

Twenty years later in 1854, Jean Fabing, son of Nicholas, b. 1789, from the village of Schweyen, in Lorraine, came to America and in 1857 the rest of his family followed, settling north of Cincinnati near Trenton. When the railroad developed, many of this family branch spread out into Indiana and Illinois, and it is this branch that has spread all over the country. Don Fabing comes from this branch of the Fabings.

Direct line from Jacob to Henri Wadsworth Fabing

Jacob, Sebastien, Adam Marc, Frederic, Joseph, Fred Nicholas, Henri

Biographical sketches of Fred Nicholas and his son Henri Wadsworth Fabing

By Don Fabing, with additions by Myra

Frederic Nicholas Fabing, 7th generation down from Jacob, and son of Joseph, was born in Urbach-Epping, Lorraine, France on 29 Mar. 1802. He married Anne Meyer in Ormersviller, Lorraine, FR, on 16 Jan. 1827. Don nor I, Myra, have not researched the Meyer family, members of whom are sprinkled throughout the Fabing families. Fred Nicholas came to New York City in 1834, alone, where he was a blacksmith. His wife and four children arrived in New York in 1836. The family then moved to Manilus, Onondaga Co. NY, in 1839. the 1840 census of that county shows a family of two sons and four daughters living in Manilus. Fred became a United States Citizen in 1842 at Syracuse, NY. In 1847 the family moved to a farm near Roxbury, Dane Co., WI. where Fred Nicholas died in 1882.

Fred's son Henri W. Fabing, the 8th generation down from Jacob, was born in Ormersviller, Lorraine FR, on 29 Dec. 1933. He came to NY City with his mother and sisters in 1836 to meet his father, already

there. In 1839 the family moved to Manlius, NY, then to Roxbury, WI. In 1853 Henri traveled across the continent to Santa Clara CA, as the wagon master on a wagon train. On his return he married Amanda Angle on 20 Aug. 1857 at Lafayette, WI. After their first child was born in 1860 the family moved to Santa Clara where Henri opened a blacksmith shop. In 1875 he closed the shop and the family moved again to an undeveloped area that was to become Lompoc, CA. As the city developed, Henri became a prominent resident. He built a large home in the city which is now used as the Lompoc Valley Historical Society. He also owned farmland nearby out on Union Sugar Avenue where he raised fine race horses. The family lived on the farm 10 years instead of moving into their town home, but were in the town home when daughter Lulu married George DeRome there.

Henri was also first foreman of the Lompoc Volunteer Fire Dept. Henri had a large blacksmith and carriage shop in town. He died in January, 1908.

Peter Fabing, born 1837 in NY City, Henri's brother, and his wife Margaret Greiner, came to Lompoc from Roxbury, WI, in 1888. Peter purchased the Philip Tucker home, a big old Victorian, on the NE corner of Walnut and K, **just a block away from Henri's home on** Walnut and L. That home was torn down in 1932 and the present English Tudor home was constructed by Bob Lind. Alyce Martin is the owner today. Peter went to Los Olivos after Margaret died in 1908. He died in Los Olivos in 1915. Some of the family moved to Oakland in 1919 including Willie who had his home with his wife Evelyn Hanly, on Walnut Avenue in **the same block as his father's home.**

Lompoc Journal, June 23, 1916
Lompoc Valley Gets Publicity
From Railroad

The current issue of the Southern Pacific Bulletin contains an interesting story descriptive of a side-trip to the Lompoc

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The Honda Point Memorial site is currently off-limits. Due to erosion from the Pacific surf, the surrounding cliffs are severely undermined

estimate the ship's maritime position by calculating the ship's heading, speed and propeller turns.

During the early 1920s, Sailors favored the dead reckoning system over radio navigation, which checks ocean depth measurements, because it was still new and had not yet been extensively proven for accuracy. Therefore, even though some of the destroyers were equipped with the new radio navigation receivers, they were not used.

The destroyers trained throughout the night of September 8th. As they turned east in the direction of the Santa Barbara Channel while maintaining a swift course, the destroyers were unaware they were headed into an area often called the Devil's Jaw because of its rocky outcroppings.

At 20 knots, the U.S.S. Delphy was the first of seven destroyers to run aground, but sounded its sirens, saving several the trailing ships from the same fate.

Rescue attempts promptly followed the accident. Local ranchers, who were alerted by the commotion of the disaster. Fishermen nearby who had seen the tragedy picked up members of the crew from USS *Fuller* and USS *Woodbury*. The

crew aboard the capsized *Young* was able to climb to safety on the nearby USS *Chauncey* via a lifeline. The destroyers that avoided running aground at Honda Point were also able to contribute to rescue efforts by picking up sailors who had been thrown into the water and by assisting those who were stuck aboard the wreckage of other ships.

More than 90 years later, a plaque remains intact about 100 feet above the site where the historic Navy tragedy occurred. Although weathered, the memorial is still serving its purpose remembering events of the Honda Point Disaster and lessons learned by the tragic loss of the 23 Sailors and seven ships. So that their ultimate sacrifice is not in vain.



A propeller and a propeller shaft from the Delphy is on display outside Lompoc's Veterans' Memorial Building.

The Reference Room has a lot books and files about the Honda Point Disaster and some of the titles are available for purchase.

Sibyl Marston ruin taken by Sherrie Chavez
January 2016.



January 13, 1909
SCHOONER WRECK; 2 OF CREW DROWN
Sybil Marston Goes Ashore on Rocky Coast.

Surf CAL, Jan. 13.—The steam schooner Sybil Marston Captain Schillinsky, which left Grays Harbor Thursday for Redondo with 1,100,000 feet of lumber, went ashore about a mile south of Surf at midnight Thursday, and is now a total wreck. John CcCarty and Dick O'Neil, firemen, both of San Francisco, were washed from the deck by the high waves soon after the vessel struck, and were drowned. The wreck was caused by the mistaking of the lights in the railroad depot at Surf for the lighthouse on Point Arguello. The ship struck the rocks and stove a large hole amidship. The vessel, which is owned by Escher and Alinor of San Francisco, and valued at \$138,000, will be a total loss. Part of the cargo of lumber probably will be salvaged. The schooner carried a crew of 20 men besides the captain and two mates.

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country, as follows; A branch line of the Southern Pacific extends inland from Lompoc Junction (formerly known as Surf, traversing the Lompoc Valley. This favored region is watered by the Santa Ynez river and has a splendid outlook over the ocean, from which its fertile lands slope gently upward enclosed and sheltered on the north, east and south by the Santa Ynez mountains. The Lompoc valley produces most of the mustard seed used in the United States, and there is a large acreage devoted to the growing of small, beans, onions, potatoes and sugar beets. Lompoc itself is a thriving town of 1500 inhabitants, situated at the base of the foothills and overlooking the plain. Besides the agricultural exports. Lompoc sends out large shipments of diatomaceous earth, infusorial earth, of which there are extensive deposits a few miles to the south. Thousands of tons of lime rock are also quarried and shipped to sugar factories, to be used in the refining process. North of Lompoc lies the Lompoc or Purisima oil field. Within the corporate limits of Lompoc are the almost obliterated ruins of the old mission of La Purisima Concepcion, founded in 1787. This mission was abandoned in 1812 and a new establishment, known by the same name, was built five miles to the east

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**1927 100 Block
North H Street**

**Newly Paved -
Lompoc Theatre
just built**



MARY ROSE
SUMMERS

1927-2016

LVHS Long Standing
Member, Mary Rose

Summers dies at age 88. Mary Rose was born November 28, 1927 in Camarillo, California to Alfred and Bessie Hurt. She and her husband Leland raised three sons. She was a lifelong homemaker who enjoyed cooking and loved spending time with family including four grandchildren and three great-grandchildren. Mary Rose especially enjoyed them around the holidays. She was preceded in death by Leland in 2004.

Mary Rose belonged to many organizations in her lifetime which included the T-Timers Auto Club, Alpha Club, and the 4-H Club. She had been a Member of the Lompoc Valley Historical Society for more than five decades - since 1965!!! She will be missed

Lompoc Journal March 1916.
Auto Stage To Santa Maria Starts
Monday

An auto stage line connecting Lompoc and Santa Maria will be started next Monday by the Lompoc Garage, Running time of one hour and a half is scheduled, the first car leaving the Hotel Arthur, here, at 8 o'clock in the morning, arriving at Santa Maria about 9:30. Returning the stage will leave the Hotel Bradley at 1pm arriving here at about 2:30. The fare charged will be but slightly in excess of the rate collected by the railroads and passengers will have the advantage of making much more rapid time, as the train time is almost three hours.

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on the other bank of the Santa Ynez river. This interesting structure is in fair preservation and its situation is strikingly picturesque. La Purisima was a prosperous mission, but it was forced to contend with an amazing series of misfortunes. Not the least of these was the Indian revolt in 1824, which began here. The insurgents held the mission for some time before yielding to the superior forces of the besiegers.

Justin Ruhge's "History All Around Us"

www.historyallaroundus.com



*Pt Conception Waves Dec. 2015, taken
by Sandy Sanders*

Feb, Mar, Apr 2016
Memorials & Membership
Welcoming New Members
Brooke & Marcia Hart
Kam Jacoby (Life)
Angie Pasquini
Janet Arnette Slaght
Total Number of Members: 444
Memorial Contribution in Honor of
Martha Livingston Harris
Pat Hamlin
Terrill Cox
Judy M. Hodges

Karen's Chronicles

Roses in bloom! The gardens are lovely, thanks to Jo Hoag, Dr. Blake Jamison, and Jim Campbell's hard work. The yard renovation is started as Rodney Eckert removed the old grass and Bob Manfrina and Les Schuyler hauled it away. Jesse Jones, Harvey Wynne, and Rodney will be starting on the French drains and watering system soon. Thanks to architect, Jerome White for donating architectural plans.

Come visit the Victorian home with wedding dresses and photos galore. Showcased are dresses from many eras: Annie (McKenzie) Schuyler-1899, **Lottie (Boyce) Picker (Carrol Paaske's mother)** 1910, Inez (Schuyler) Maitland -1910, Emilie Dale (Havenor) Laubly 1914, Frienda Schaefer-1935, Helen (Buckman) Schuyler-1940's, **Virginia (Williams) Machado**-1946, Betty (Skelton) Thomas-1940's, **Millie (Rodom) Dutra** - 1959, Lyla (Farlow) Sechrest -1958

The May Open house is on the 28th. **Myra Manfrina's 95th** birthday will be celebrated with cake! You are all INVITED! June's Open house will be following the Flower Festival Parade.

Third graders toured the property throughout April. The big whale pot is always a hit! Photos are taken after they climb into it! They have been mesmerized by Lynn Benedict Romine's snake bite kit tales. A large group of Imperial Car Club members visited in April and had rave reviews.

Wishlist:

Website expertise.

A Museum room helper, a few hours every other month.

Researcher

Rose maintenance

Recently I lost my email contact list due to Verizon's change to AOL email, so if you receive this newsletter by mail and had previously contacted me to receive newsletters by email could you please email your contact to kpaaske@verizon.net

From the Treasurer's Desk....

Jeannette Wynne

Summer is right around the corner and that means June BBQ! The BBQ date is JUNE 14 at the Fabing-McKay-Spanne house under the pergola. The reservation form is in this newsletter. Please have your reservations to me by June 5th so the cooks can prepare for the correct amount of **food! You don't want to miss this fun event!**

In late July or early August I will be sending out membership renewals. Please mail them to arrive before the September 1st due date. Our membership year is from Sept. 1st to August 31st the following year. **If you don't receive a renewal notice, your dues are paid up to the next year.** If you have any questions about your membership you can call me at 737-1170 or email cybernana@verizon.net.

Barbara Cabral was the editor of the Lompoc High Newspaper. Shown here with the first, unnamed issue, and when it was named the "Smoke Signal".



Find us on the internet at www.lompochistory.org and Facebook at www.facebook.com then search Lompoc Valley Historical Society. Inquiries may be left at these locations.

Up and Coming Events...

Executive Board

Karen Paaske - President

Ardeane Machado Eckert - 1st Vice President

Harvey Wynne - 2nd Vice President

Julie Ann McLaughlin - Secretary

Jeannette Miller Wynne - Treasurer

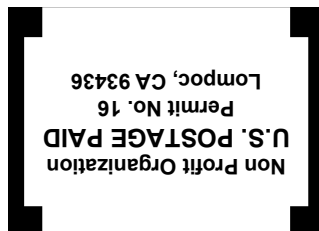
Jan Webb - Corresponding Secretary

Directors

Barbara Mundell Cabral, Myra Huyck Manfrina, Dan Dutra, Rose Machado Roberts, **Readon "Donnie" Grossi Silva, Carolyn Huyck Strobel, Jesse Jones, Brian Donelson,** Irma Gadway, Lyla Sechrest, Don Fletcher, Sherrie Chavez, Debbie Schuyler Manfrina and Lynn Benedict Romine

- MAY 28 open house
- Memorial Day (Monday, May 30)
 - *Reference Room is closed for Memorial Day
- JUNE 12 Annual BBQ at Spanne house
- JUNE 25 open house
- Independence Day (Monday, July 4)
- JULY 23 open house
- AUGUST 27 open house
- SEPTEMBER 2 Dinner at the Elks
- SEPTEMBER 3 open house
- SEPTEMBER 4 BBQ at Ryon Park
- Labor Day (Monday, Sept 5)
- SEPTEMBER 24 open house

CHANGES ARE A FOOT!
COME TO THE BBQ
WITNESS A WORK IN PROGRESS
AS WE MAKE IMPROVEMENTS TO
THE YARD AND ROSE GARDEN



Lompoc Valley
Historical Society
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