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**Anvick & Old Arcata**

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"I can remember being three years old, sitting on my grandfather Andrew's knee in a rocking chair right here in this old house," Ted Anvick recalls about his boyhood in Arcata in the 1930s. The old house, built in 1870, has been in the Anvick family since 1905, and still presides from its knoll at the corner of Anvick and Old Arcata Roads, overlooking Arcata Bay and the Jacoby Creek bottom lands.

It was Ted's paternal grandfather, Andrew Anvick, who first established a small farm here to raise his family on. In his turn, Ted's father, Clarence, developed it into a successful chicken farm. Today, with the third generation of Anvicks, the house is still a base for a family business.

Ted's paternal grandfather, born Andrew Anvig in Sand, Norway, took the first steps of his journey to Arcata in 1889, at the age of seventeen. Freshly trained in ship's carpentry, Andrew and his older brother, Kleng, struck out from Norway on a four-masted cargo ship to explore the world. Along the way, Andrew had a chance to put his carpentry skills to the ultimate test in the treacherous waters off Cape Horn, when their ship had the poor luck to develop a large hole in the hull requiring immediate attention—underwater! Andrew, the fit and able young carpenter, was dropped repeatedly down the side of the ship on a rope underwater into the icy Antarctic seas, with no air tank or modern protective gear, to make the crucial repair.

After traveling to Russia, Europe, Africa, Asia, and the Hawaiian Islands, which the brothers especially loved, Andrew and Kleng's high seas adventure ended in 1890 when they sailed into Humboldt Bay. The brothers were able to find temporary work as carpenters, but the deciding fac-
tor for Andrew to settle in Humboldt was his introduction to Carolyn Augustus "Gussie" Gundersen at a party in Eureka.

In Gussie, Andrew found his true love. Gussie, too, had sojourned in the Hawaiian Islands, where the Gundersens had lived before settling in Maple Creek. Andrew and Gussie were married the next year, following in the footsteps of Kleng and his wife Annie Lacaris Anvick.

At the time there was an economic depression nationwide, and many in Humboldt County felt it keenly. When steady carpentry employment proved elusive for the brothers, it seemed only natural for the couples to seek their fortunes in Honolulu, Hawaii, where they once again found work as ship's carpenters for the Inter-Island Steamship Company. It was in Hawaii that the Anvigs chose to become American citizens and modified the family name to Anvick.

Andrew and Gussie's first son, Clarence, who would become Ted Anvick's father, was born in Honolulu on January 11, 1893.

With Gussie's family in Maple Creek, the pull back to Humboldt was strong. When Honolulu experienced an outbreak of cholera in 1900, Andrew, Gussie, and Clarence, now age eight, returned to the mainland for good.

They first settled in Eureka, buying a little house that later became the caretaker's cottage for the Sequoia Park Zoo. Then in 1905, Andrew and Gussie purchased the current Anvick home on Old Arcata Road, a 64-acre parcel, from their cousins, the Grotzmanns.

Clarence's memories of his childhood and youth are well documented in his memoirs, Forty Years of Recollections, and frame his happiness at the Anvick home in Bayside.

In June 1905 we moved from Eureka to Bayside. This to me was a good move, as my playground became more extended. I could hunt and fish all I wanted on our own place... we had a small herd of cows, some chickens, pigs, and a wonderful garden.

Andrew, who had spent most of

The Jacoby Creek bottoms and Arcata Bay as seen from the Anvick property.

The Anvick house as it looks today, with new porch and upstairs balcony.
Ships docked at the Arcata wharf, circa 1900. The Antelope, a bay transport ferry, is seen at right. Passenger service between Eureka and Arcata began in 1870, when the Gussie McAlpine side-wheeler ferry brought people across the bay and rail cars brought them to the Plaza.

Sailing craft-clipper ships, barkentines, full-rigged ships, tramp steamers, small coastal steamers—were common sights on the Arcata wharf. Often ships had to anchor in the stream and wait for turns at loading lumber. Many of the ships that loaded were sailing craft—clipper ships, barkentines, full-rigged ships, tramp steamers, small coastal steamers.

At North Fork, we took the Maple Creek mail stage. I can still hear the tramp of the horses' hoofs as they trotted across the planks that led from the stables at North Fork. We crossed the north fork of Mad River, and then up North Fork hill, then down Canyon Creek hill where some logging operations were going on.

When at last they reached the Gundersen home of his maternal grandparents in Maple Creek, Clarence was drawn into the coziness of their rural mountain retreat.

The Anvick family—Andrew, Gussie, and Clarence—all worked hard on the Bayside property, and young Clarence fell in love with the cacophony of livestock and farm life. He also fell in love with his studies at Bayside Grammar School and developed a real talent for creative writing, as witnessed in his memoirs. However, he knew he was needed on the home farm, and after finishing grammar school, Clarence discontinued his public school studies in order to help his parents. He plunged wholeheartedly into farming.

I was becoming very much interested in working the soil. When other boys were playing foot-ball or baseball, I spent my spare time in the garden...I obtained splendid results.

His education was far from over,

The Arcata and Mad River Railroad out on the Arcata wharf in 1902. The view looks across the bay to the Samoa Peninsula.

Of course there were many visits to Gussie's family, the Gundersens, at Maple Creek. This journey included a ride on the wood-burning Arcata and Mad River Railroad, which took them as far as North Fork (now Korbel). Clarence recounts his first journey to his grandparents' rural home in Maple Creek.

I remember distinctly that North Fork was a bustling place, with mills running full blast. Freight, passenger, logging and lumber trains going to and fro.

A view from our knoll overlooking Eureka, Bayside and Arcata gave us something to think about. At that time the wharves at Eureka, Samoa, and Arcata were filled with vessels of all descriptions. It was the day of sailing craft, and Arcata wharf could hardly take care of the shipping. Often ships had to anchor in the stream and await turns at loading lumber. Many of the ships that loaded were sailing craft—clipper ships, barkentines, full-rigged ships, tramp steamers, small coastal steamers.

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however. As a teenager, Clarence doggedly continued his studies independently, enrolling in a poultry farming course from the International Correspondence Schools of Scranton, Pennsylvania, and studying often in the morning's earliest hours before dawn until he was forced to abandon his books for the day so the cows could be milked. Completing the course taught Clarence about more than poultry farming.

It created in me a desire to write letters and reports. The Blickensderfer typewriter and the correspondence courses I took meant more to me than anything else in those days. They forced me to write!

Clarence went on to attend Eureka Business School, graduating in 1915, but he found that even with a new diploma in hand, the only job then available—at A. Brizard's, in the grocery department—paid just $35.00 per month. This was less than he could earn from the three acres on the family farm that he planted with strawberries, raspberries, blackberries, gooseberries, and currants. It seemed natural to apply his formal training and instinctive business sense toward running a business of his own and by his second year of growing berries, the berry business was booming.

It was necessary for me to hire pickers, and I had as many as 14 boys and girls picking in the patch at one time. There were as many as 1200 baskets of berries on a good picking day. I never failed to market all the berries picked. A. Banducci of Arcata later handled all the berries I produced and never had one spoil on him. My berries were large, dark red ones, and the market was anxious to get them as soon as they appeared on the shelves.

With this successful venture, Clarence realized he could make a livelihood on the family farm, and, followed by a stint in the U.S. Army, Aviation Section of the Signal Corps, Clarence purchased seven acres of land from his father, situated just above his childhood home. The year was 1925, and Clarence, now thirty-two, turned his thoughts to starting a family of his own.

Humboldt County's Norwegian settlers of the time enjoyed an active and close-knit social community. The Anvick and Torgersen families were fond of regular Sunday night dinners together. It seemed only natural that, over the years, Clarence would grow to know and love their daughter, Emma Torgersen, an accomplished young graduate of San Jose State University who held a teaching position at the Rolph School on the Samoa peninsula.

Clarence and Emma married early on the morning of June 27, 1926, so
that Emma’s brothers, Carl and Torg­
er, could row the preacher across the
bay to perform the service in accor­
dance with favorable tide conditions.
The newlyweds’ first makeshift home
was a former chicken house on the
Anvick property fondly dubbed
“Happy Camp.” They soon moved
into a larger building that Clarence
and Andrew constructed uphill from
the Anvick family farmhouse. This
building, still located at 1302 Anvick
Road, was intended to be a garage
with plans for a new home beside it,
but when the Great Depression hit
there was no money to build a new
house.

Clarence now turned from the
berry business to establish a chicken
farm of nearly 5,000 birds. Clarence’s
Pacific View Poultry Farm success­
fully saw the family through the
Great Depression. Emma continued
to teach school and eventually be­
came the principal of Bayside Gram­
mar School, the very school both she
and Clarence had attended as small
children.

Their daughter Grace Ellen was
born in 1927 and son Ted in
1929. Ted loved the country life and
took naturally to raising chickens,
even adopting a favorite he called
“Chippy” as a pet. Both Ted and
Grace helped on the family poultry
farm. Grace remembers that her as­
signed job was to clean each egg with
a special egg “eraser,” while Ted recalls trapping gophers for his mother, who paid him a five-cent bounty for each marauder. But education would become the dominant focus of both Ted’s and Grace’s formative years, an example set by their mother and grandmother. Ted remembers his maternal grandmother, Mina Torgersen, well. “She was a great believer in education,” recalls Ted. “She was the backbone of our family.” Mina, a native Eurekan, had seen to it that all five of her children graduated from college.

Ted Anvick was just six years old when he began the first of many building projects he would undertake in his lifetime: he decided to build his own tricycle.

“We didn’t have money to go out and buy things such as toys,” recalls Ted. “My sister Grace had a tricycle so I decided to make my own by capturing parts and assembling them. There were always things to build. We had to innovate to make things go, and I think that helped me to become an engineer.”

To raise money for his college education at Humboldt State University, young Ted turned to what he knew best: raising chickens. During the course of his studies, Ted raised and sold about 100 fryers per week until he left for Oregon State University to complete his bachelor’s and master’s degrees in civil and structural engineering. At the young age of twenty-nine, Ted continued to enjoy a successful and passionate career as a registered civil, structural, and geotechnical engineer.

Sitting in the old house where he once sat on his grandfather Andrew’s knee, Ted recalls the family story about his own birth which occurred the very same week that his great-uncle Kleng passed away at the age of seventy-four.

“One Anvick come, one Anvick go,” was what Ted’s uncle Kleng said before he died.

With poignant expression, Ted tenderly unearths one last memory of when his family would visit his grandparents Andrew and Gussie at the old house.

“This window used to be a door,” reminisces Ted, pointing to a west-facing window. “As a young boy, I can still remember how my Grandma Gussie used to stand at it and wave good-bye to us as we drove off. Yes, I can remember her waving and waving, not stopping until we were out of sight.”

Ted’s sister, Grace Ellen Anvick Greenwood, followed in their mother’s footsteps and has had a long career as a teacher in Sacramento. Today she makes her home in Cutten with William Greenwood, her husband of fifty-nine years.

Ted returned to Arcata in 1980 with his wife, Lenore, to call the Anvick property home once again. The old house now serves as the Northern California branch office of Anvick Engineering. At age seventy-nine, Ted continues to enjoy a successful and passionate career as a registered civil, structural, and geotechnical engineer.

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The author would like to thank Ted Anvick and Grace Greenwood for sharing their family story, family photographs, and the memoirs of their father, Clarence Anvick.

Lina Carro has written articles about the works of Margaret Atwood, the semiotics of technology, and food and wine. She taught writing at Humboldt State University until 2002 when she started Violet-Green Winery with Lenore Anvick’s son, Don Wattenbarger. She is proud to be an honorary member of the Anvick family for the past twenty-four years.