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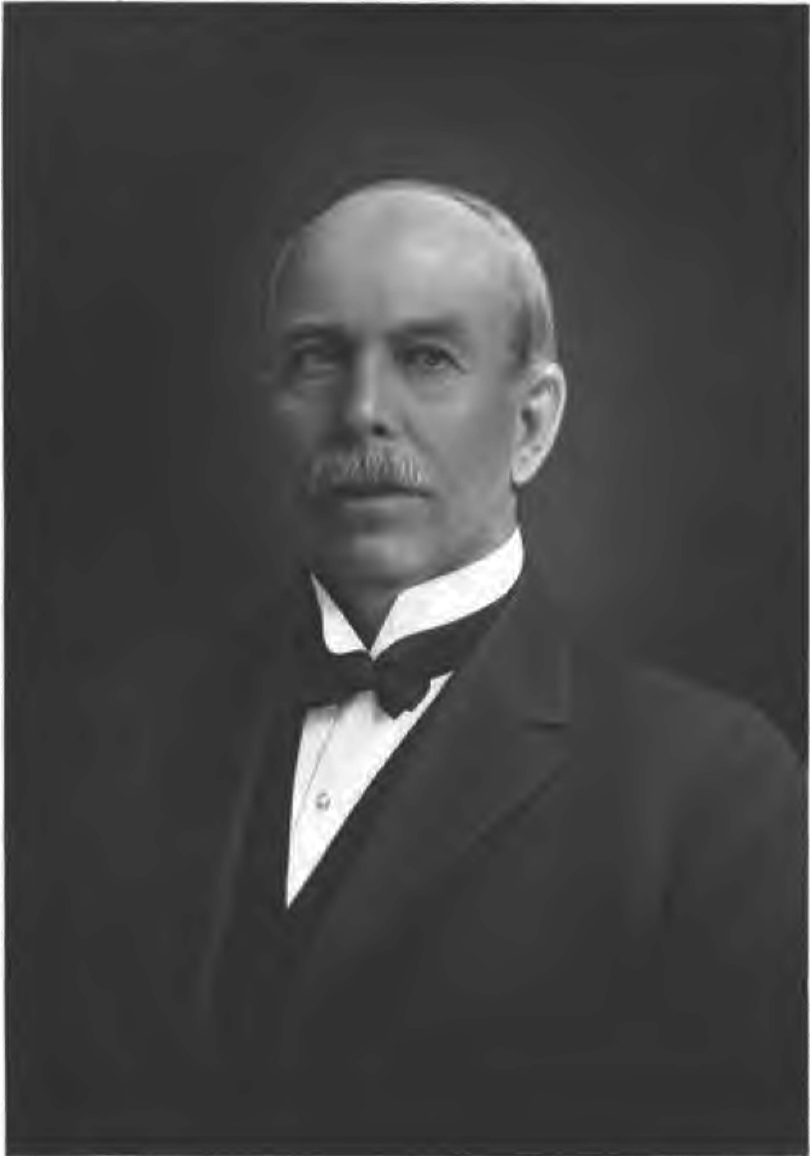

Samuel T. Black

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SAN DIEGO

AND

IMPERIAL COUNTIES CALIFORNIA

A Record of Settlement, Organization, Progress and Achievement

BY SAMUEL F. BLACK

ILLUSTRATED

VOLUME I

CHICAGO
THE S. J. CLARKE PUBLISHING COMPANY
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FOREWORD

This work is a compilation of data gathered by others, much of which appears in Smythe's carefully prepared and authentic History of San Diego. Other sources of information were the San Diego Union, reference books obtained from the public library, and "The Story of the First Decade, Imperial Valley California," by Edgar F. Howe and Wilbur Jay Hall. Professor Samuel T. Black, whose name appears on the title page, was unable to completely fulfil his contract with the publishers so that a substitute became necessary and was supplied according to prearrangement. This explanation is given in justice to Dr. Black and the publishers.

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History of San Diego County

CHAPTER I

CALIFORNIA

The physical geography of Alta California was very imperfectly known until after American explorers and scientists began to investigate it. None of the old residents or sojourners of Spanish blood, with the exception of here and there an engineer, like Alberto de Cordoba, or a navigator like Bodega y Quadra, was qualified for such a study, and no one paid any great attention to the subject further than to understand something about the general features and character of the country and particularly that portion lying on the immediate ocean coast between San Diego on the south and the latitude of Fort Ross on the north. This, a comparatively narrow strip, not more than forty or fifty miles wide, comprised all the white settlements and was substantially all that was known with anything like accuracy and particularity.

The extent of Alta California in ancient times was altogether indefinite. It cannot be said to have had boundaries either on the north or on the east. Spain originally claimed the entire northwest coast, and, in one sense, the whole country, as far north at least as Nootka was supposed to be comprised in the province. Vancouver, who represented the English possessions in 1792, was aware of this claim, but considered the Spanish settlements at Nootka and at the entrance of the Straits of Juan de Fuca as merely temporary in their character and regarded San Francisco as the most northerly limit of what the Spaniards could claim by occupation. But on the other hand the English were quite as wild and extravagant as the Spaniards. They also claimed the entire coast as the New Albion, discovered and named by Francis Drake, and while they seized and held Nootka and other places in the far north under their claim, they asserted their same claim as far south as the mission of San Domingo in Lower California. Vancouver insisted that it was at New Albion and belonged to England, though he admitted that the Spaniards frequently called the same country New California.

After the Nootka controversy, Spain made no serious attempt to assert her claims to what the English had seized, but there was no settlement of boundaries between the two nations, and it was not until the Americans, by the seizure of Oregon, came in like a wedge and spread them apart, that their respective overlapping claims may be said to have come to an end. It was consequently not with the English but with the Americans that the long disputed question of the northern boundary of Alta California had to be settled, and as has already been fully explained, it was at last finally and amicably fixed at the forty-second

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parallel of north latitude by the so-called treaty of Florida between the United States and Spain in 1819. But while the northern boundary was thus definitely established, the eastern boundary continued vague and undetermined. There was no telling exactly where it ran or where it ought to run, but there can be no doubt that the Spanish province politically known as California or the Californias, was understood to extend as far east at least as the Rocky mountains. Even down to the American conquest, although the Californians did not in fact occupy but a very inconsiderable part of the great Sacramento and San Joaquin valleys and knew nothing except by report of the country east of the Sierra Nevada, they still claimed the Salt Lake regions and took it in high dudgeon that a few hardy American trappers and hunters presumed to tread its almost boundless wastes and pursue its wild beasts and equally savage human denizens to their desert fastnesses. Thus the eastern boundary of Alta California was never fixed until the entire country came into the possession and ownership of the United States, and it was then settled among the Americans themselves by the segregation of what is now the state of California from the vast area and its admission as such into the Union in 1850.

By the boundaries thus adopted and established California became restricted to a territory between the Oregon line on the forty-second parallel of latitude on the north, the southern boundary of the United States on the latitude of about thirty-two and a half on the south, the Pacific Ocean on the west and two lines diverging from a point near the center of Lake Tahoe in the Sierra Nevada mountains on the east, one line running due north to the northern boundary and the other running due southeast to the Colorado river and thence following that river to the southern boundary. In general form it is a long parallelogram, about eight hundred miles in length northwest and southeast by one hundred and ninety in width east and west. More accurately speaking it may be said to resemble a wide felloe of a wagon wheel, with its convex side towards the ocean. It has a coast line of one thousand and ninety-seven miles and contains, according to official measurements, one hundred and fifty-seven thousand square miles, or over one hundred million acres of surface.

There are two main chains of mountains, the Sierra Nevada on the east and the Coast Range on the west. The Sierra Nevada chain which runs nearly parallel with the coast from the northern boundary to the latitude of Point Concepcion, is about four hundred and fifty miles long and seventy wide. With the exception of a small section east of Lake Tahoe, the entire chain is in the state of California. Its highest crest is near the eastern side and varies from five thousand to eight thousand feet above the level of the sea, though there are occasional ridges that mount to over ten thousand and peaks to over fourteen thousand feet. Nearly the entire width is occupied by its western slope, which descends to a level of some three hundred feet above tide water, while the eastern slope, which is only five or six miles wide, terminates in the Great Basin, which itself has an elevation of from four to five thousand feet. Almost all the rain or snow, precipitated upon the Sierra Nevada, falls upon the western slope. It consists generally of water evaporated from the South Pacific Ocean, brought hither by regular currents of the winds and is condensed in sweeping up from the warmer into the cooler regions of the slope. When these winds have passed the summit, they are dry and drop no fatness on the other side. But on the western side the

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rain and snows are so abundant as to form numerous streams, which run westward at right angles to the course of the chain and cut the declivities into immense ravines, cañons and gorges.

A few peaks of the Sierra Nevada, notably Mount Shasta near the northern end, where the chain joins the Cascade Range of Oregon, and Mount Whitney near the southern end, rise into the region of perpetual snow and have small glaciers; but as a rule all the snow melts where it falls and does not accumulate. While, therefore, in the winter and spring months the higher ridges and summits are covered with a deep mantle of frost, impassable to ordinary travel, they are in the summer and autumn months bare and clear and the temperature mild and pleasant, inviting excursionists. The greater portion of the foothills and lower mountains up to the height of about twenty-five hundred feet are covered with oaks, nut pines, manzanita bushes and various other trees and bushes, some evergreen and some deciduous, above which succeed great forests of coniferae to a height of six thousand feet, and out of this belt, here and there, rise bare ridges or jagged peaks. There are a few mountain lakes, the largest of which is Tahoe, a magnificent body of fresh water derived from melted snows, locked between nearly parallel ridges of the summit in latitude thirty-nine. It is about twenty miles long by ten wide and its surface six thousand feet above tide water. A few small valleys and flats are found at various points among the spurs, but as a rule the entire chain consists of immense ridges, heaped upon one another, and enormous chasms.

The Coast Range, consisting like the Sierra Nevada of various ridges, having a general northwest and southeast direction, wider in some parts and narrower in others, runs from one end of the country to the other. Its general height is from two thousand to six thousand feet. Its main or eastern ridge, which skirts the Sacramento and San Joaquin valleys, may be said to join the Sierra Nevada at or near Mount Shasta in the north, and thence to run in an almost unbroken line to the Tejon, southwest of Mount Whitney, where it again joins the Sierra Nevada, and from there the chain or the two chains combined run southeastwardly to the Colorado river. West of the main ridge and usually branches from it are various other ridges with valleys between, until the immediate coast is reached, and this consists mostly of a ridge or ridges making a number of prominent points and presenting throughout most of the distance a bold and precipitous shore line to the ocean, except where broken by rivers, creeks or bays. The eastern or main ridge of the Coast Range is the longest and most regular, having a nearly uniform elevation with only occasional peaks and passes, and being substantially unbroken, except near its middle, where the superfluous waters of the Sierra Nevada are drained off into the ocean.

Between the Sierra Nevada on the east and the main ridge of the Coast Range on the west lies the great interior valley of California. This consists of an immense plain, some four hundred miles long by fifty or sixty wide and nearly unbroken throughout its length and breadth, except by an irregular mass of steep and isolated heights near the middle of the northern half, called the Marysville Buttes. The northern half is drained by the Sacramento river, which runs southwardly, and the southern half by the San Joaquin, which runs northwardly. Both these rivers rise in, and are fed almost exclusively by, numerous tributaries from the Sierra Nevada. They are, so to speak, the great veins which

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collect the waters of the interior basin and carry them back to the ocean. Their courses, after fairly reaching the plain, are in nearly straight lines through its center north and south, with a fall of less than a foot to the mile, till they empty nearly together, among great marshes of tules or bullrushes, with many connecting sloughs, into the salt water of Suisun bay. From this bay the surplus waters are carried westward through the Straits of Carquinez into San Pablo bay, thence southward by the Narrows into San Francisco bay proper, and thence westward through the Golden Gate into the Pacific.

The bay of San Francisco in general shape resembles a crescent, with one horn extending some forty miles southeastwardly and the other horn, including San Pablo and Suisun bays, extending some fifty miles, with a great curve, northeastwardly. It is surrounded with mountain ridges, all of them having a general northwesterly and southeasterly direction. The southeasterly arm lies between two of these ridges, while the northeasterly arm on the contrary, instead of lying between ridges, cuts through all the ridges of the Coast Range and has a number of separate valleys between the ridges opening upon it, from each of which it receives a small river or creek. The extent of country thus drained through the Golden Gate includes all of the great interior Sacramento and San Joaquin valleys and, besides these, the magnificent Coast Range valleys of Napa, Sonoma and Petaluma on the north and that of Santa Clara on the south.

There stands between the two arms of the bay of San Francisco, about thirty-five miles from the ocean and constituting a part of the main ridge of the Coast Range, a prominent mountain called Mount Diablo, or more properly, Monte del Diablo. Its peak, though only about four thousand feet high, is so isolated and occupies such an advantageous position with respect to the surrounding country, that the view from its summit embraces the entire drainage system thus described and commands one of the widest and most interesting prospects in the world. To the northeastward, eastward and southeastward, spread out like a map, with water courses flashing like silver ribbons or marked by lines of timber, and with cities, towns and villages dotting the plains as far as the eye can reach, lie the great interior valleys of the Sacramento and San Joaquin, and beyond them the dark, forest-covered, snow-capped line of the Sierra Nevada from Mount Lassen in the north to Mount Whitney in the south, a distance of two hundred and fifty miles. To the northward and northwestward, between intervening ridges and all opening, as it were, towards the spectator, lie the valleys of Napa, Sonoma and Petaluma, each with its stream and its towns, and beyond them ridge after ridge and peak after peak of distant northern coast mountains. Sweeping around one's feet, so to speak, is the bay or series of bays, surrounded by heights and beautiful as the lakes of Scotland or Switzerland. To the westward, leading out between precipitous cliffs from the bay to the ocean which bounds the horizon, glances the Golden Gate, flanked on the north by the purple peak of Tamalpais and on the south by the building-covered hills of San Francisco. To the southward and southwestward are the Santa Clara valley and the inclosing mountains, growing gradually fainter as they recede, until they are finally lost in the distant southern haze.

No other spot on the globe presents at the same time so extensive and complete a view of a great drainage system, combining so many various and distinct elements of interest and importance. But when one has cast his eyes over the immense landscape of nearly forty thousand square miles and taken in the entire

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amphitheater converging towards the bay at his feet, he has seen nearly all of California that is valuable, with the exception of the narrow but exceedingly rich western slope of the combined Sierra Nevada and Coast Range from Santa Barbara to San Diego and several long but narrow valleys, drained by rivers emptying directly into the ocean, in the northwestern corner. There are two remarkably large and rich valleys, each with its correspondent river, near to and nearly parallel with the coast, the one coming from the northwest and the other from the southeast, and both running in nearly direct lines towards the bay but turning suddenly off before reaching it and emptying into the ocean with mouths nearly equidistant from the Golden Gate. The northern of these is Russian river, the southern the Salinas. Each is about one hundred and fifty miles long. Though the drainage in each case is independent, it may be considered as a part of the great San Francisco system as seen from Monte Diablo, the Russian river valley being, so to speak, a continuation of the Petaluma valley, of which it possibly once formed a part, and the Salinas valley, a continuation of the Santa Clara valley, though the two were evidently never connected.

The various ridges of the Coast Range have received different names. The main one is usually called that of Monte Diablo. West of it, north of Suisun and San Pablo bays, are those of Napa and Sonoma, and west of these, along the ocean, the Coast ridge. Those of Napa and Sonoma join, so to speak, with that of Monte Diablo at Mount St. Helena, and then the combined ridges, after widening out to inclose a large, elevated body of pure, fresh water, twenty miles long by from two to ten wide, called Clear lake, run off with numerous spurs into the north and northwest, some towards Mount Shasta and some towards the coast. The Coast ridge also widens as it goes northward, with numerous spurs, one forming Cape Mendocino and others joining and interlacing with spurs from the main ridge to form the Trinity and Klamath mountains. The entire northwestern portion of California is very rough, with long, rapid rivers, running through deep cuts, and very small valleys. Opposite the Golden Gate and continuous with the Napa mountains, separated from them only by the Straits of Carquinez, are the Contra Costa mountains, forming the eastern shores of San Pablo and San Francisco bays. This ridge runs southeasterly to join that of Monte Diablo east of San Jose. The San Francisco peninsula is a continuation in like manner of the Coast ridge, separated from it only by the Golden Gate. It runs southeasterly and joins the main or Monte Diablo ridge at the head of the Santa Clara valley. A portion or rather a spur of it, just south of San Francisco, is called the San Bruno. At its lower end, between the headwaters of the Santa Clara valley and the Salinas river, this ridge is called the Gabilan. West of the Salinas river and between it and the ocean are the Santa Lucia mountains. They run from the Point of Pines southeasterly to join the main ridge near the Tejon. South of Santa Lucia are the San Rafael mountains north of the Santa Inez river and the Santa Inez mountains between that river and the Santa Barbara Channel. From the Tejon, where the Sierra Nevada and the Coast Range meet, the combined ridges extend southeastward to Mount San Bernardino, a peak some sixty miles directly east of Los Angeles and nearly twelve thousand feet high. Thence one series of ridges run, in the same general southeasterly direction, to the Colorado river and another series to the west shore of the Gulf of California. West of this main ridge or series of ridges

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are several intermediate ones or spurs until the coast is reached, along which, as along the entire coast of California, with only occasional breaks, is a coast ridge extending all the way from the Santa Inez ridge at Santa Barbara to San Diego and thence into and along the whole length of lower California. The main chain from the Tejon to the Colorado river is called the San Bernardino range, the ridge running from San Bernardino towards lower California, the San Jacinto. Northwest of Los Angeles are the Santa Susanna, Santa Monica and San Fernando mountains, northeast the San Gabriel, and southeast the Santa Ana and Temescal. The southwestern corner of California about San Diego, like the northwestern corner about Klamath river is very mountainous. It has numerous rich though small valleys, but unlike the Klamath country, it has no rivers large enough to be constant.

The northeastern corner of California, northeast of the Sierra Nevada, consists of a high, dry, volcanic country, with a few lakes, more or less salty, and long stretches of treeless, herbless deserts, the whole generally known, from the scoriae, obsidian and ashes scattered over its surface, as the Lava Beds. But the real, genuine deserts of the country, the land of absolute aridity, is the southeastern portion, comprised between the combined Sierra Nevada and Coast Range on one side and the Colorado river on the other. In the upper or northern part of this vast desolation between the Sierra Nevada and an outlying desert ridge, and nearly directly east of San Francisco, is Mono lake, the "Dead Sea of California." It is eight miles long by six wide, a sheet of thick, heavy, alkaline and fishless water. About a hundred miles further south is Owen's lake, fifteen miles long by nine wide, of much the same character. East of Owen's lake, between two desert ridges and near the boundary line, is a depression some thirty miles long by ten wide and several hundred feet below ocean level, called by the significant and appropriate name of Death's Valley. It is the sink of the waterless Amargosa or River of Bitterness. South and southeast of Death's Valley and Owen's lake and the Sierra Nevada are the wide stretches of the Mohave desert, with here and there a sink or a mud lake, and southeast of that, reaching to the Colorado river, the Colorado desert. These deserts are hot, sandy barrens, without vegetation except a few yuccas, cacti and thorn bushes, with occasional shifting sandhills or treeless and herbless ridges of rock. A portion of the southerly part of the Colorado desert, like Death's Valley, is lower than the level of the sea or the Colorado river, and sometimes, on occasions of great floods, the river breaks over its banks and sends a large stream called New river, a distance of a hundred miles and more northwestwardly to be drunk up by the thirsty sands.

Of the rivers of California the only ones that are navigable for any considerable distance for schooners and steamboats are the Sacramento and the San Joaquin. Their larger tributaries that come from the Sierra Nevada are constant streams but are torrents, with an average fall of a hundred feet per mile until they emerge into the plain, where they are usually still swift and full of shifting and shallow sandbars. The Sacramento river runs the whole length of the Sacramento valley, but the San Joaquin emerges from the mountains about half way up the San Joaquin valley and above that point there is no constant drainage. Some thirty or forty miles above the great bend of the river is Tulare lake, a body of water ordinarily called fresh but in reality more or less

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brackish, forty miles long by thirty wide, and above that Kern and other small lakes, which are supplied by streams coming from the Sierra on the east and south. Most of these streams and almost all of the creeks have a continuous flow only in the winter and spring months. In the summer and autumn they dry up or sink before reaching their mouths, sometimes reappearing on the surface again for short distances, but in many cases presenting for many miles of their lower courses gravelly and sandy beds perfectly dry, while their upper courses flow full streams. Between Tulare lake and the great bend of the San Joaquin there is a depression or slough, through which the surplus waters of the lake and upper part of the valley are carried off into the river in seasons of flood, but in the summer and autumn and in dry winters, there is no communication and a person can walk dry shod from one side of the valley to the other. Around these lakes for many miles and along the communicating sloughs, and along almost the entire length of the San Joaquin and lower half of the Sacramento river and over a vast territory of low ground about their mouths, are extensive tracts of swamp lands covered with tules. Those about the mouths of the rivers and forty or fifty miles up, as far as the ocean tides extend, are salt marshes; those above, fresh-water marshes. It was from the immense tracts of tule swamps in the San Joaquin valley that it received the name of the Tulares or the Tulare country from the old Californians, who occasionally pursued Indian horse and cattle thieves into its recesses. Like most of the streams of the Upper San Joaquin valley, all the coast rivers running towards the ocean, south of the Salinas, sink or dry up in the lower portions of their courses in the summer and autumn months, and the Salinas itself often shrinks to a mere thread. The streams emptying into the ocean north of San Francisco are more constant, but there is this peculiarity about some of these northern rivers and particularly Russian river, that in the summer time when they are small streams, the ocean throws up bars of gravel and sand across their mouths and frequently closes them entirely in, until the floods of winter break through the barriers and reopen the passages.

The coast line, as already stated, resembles the arc of a great circle, bulging towards the ocean. If it ran straight from the northwestern to the southwestern corner, one-third and much the most valuable part of California, including almost all the San Joaquin and half the Sacramento valley, would be submerged in the ocean. There are two prominent capes; one, Cape Mendocino, about half way between the Golden Gate and the northern boundary, and the other, Point Concepcion, about half way between the Golden Gate and the southern boundary. Mendocino is the Hatteras or storm cape, south of which the coast enjoys a milder temperature and is not exposed to the severe winds experienced to the north of it. Concepcion marks the southern limit of the cold fogs and cool summers. Between Mendocino and Concepcion the most prominent headlands are Point Arena, Point Reyes and Point Pinos; north of Mendocino, Trinidada Head; and south of Concepcion, Point Pedro. There are four land-locked bays, Humboldt, Tomales, San Francisco and San Diego, all of them separated from the ocean by narrow peninsulas. San Francisco, which has always been recognized as one of the largest, safest and in almost every respect finest bays and harbors on the globe is of course first in excellence, San Diego is next, and Humboldt third. Tomales is shallow and comparatively of no importance to

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commerce. In addition to the above, there are many open bays and roadsteads, such as those of Crescent City, Trinidad, Bodega, Monterey, Santa Barbara and San Pedro, and numerous coves where vessels can lie and load or unload except during stormy weather.

The islands of California consist of a series lying south of the Santa Barbara Channel. The first is San Miguel to the south of Point Concepcion; the next east, Santa Rosa, and east of that, opposite Santa Barbara, Santa Cruz, which is some twenty miles long by three wide and the largest of them. These are close together, about thirty miles from the mainland, all hilly and rocky, with sparse vegetation and without doubt the summits of a submerged mountain ridge. About thirty miles south of Point San Pedro is Santa Catalina, and the same distance south of that, San Clemente. West of Santa Catalina about forty miles and the same distance south of Santa Cruz is San Nicholas, the furthest distant from the mainland. In the center of the group is the little Santa Barbara, and east of Santa Cruz and nearest the mainland is the still smaller Anacapa. The only other islands are a group of seven small precipitous points, the largest containing only a couple of acres, about thirty miles west of the Golden Gate, called the Farallones. While sheep and cattle can be pastured on some of the southern islands, the Farallones are mere rocks, without vegetation, though the Russians at one time cultivated a few turnips there, and have always been the resort of innumerable sea-birds and sea-lions.

There is an ocean current along the coast from northwestward to southeastward, and a continual swell and large surf, which on breakers and rocky points is thrown up into volumes of spray even in the calmest weather. The difference between the extremes of the tides at Crescent City is about nine feet, at San Francisco eight, and at San Diego seven, but in San Francisco bay the mean difference is less than six feet. One of the two daily high tides is higher than the other and one of the low tides lower than the other, so that the most accurate tide tables give a "high-water-large" and "high-water-small" as also a "low-water-large" and "low-water-small." In the lower part of the Colorado river, at whose mouth the tide rises twenty-eight feet, it sometimes advances with an immense bore or wave, dangerous to small vessels.

The climate of California varies according to latitude, longitude and altitude, the north differing from the south, the coast from the interior and the mountains from the plains. But it may be generally characterized as one of the most temperate, equable, healthful and agreeable in the world. The year is divided into two distinctly marked seasons, the rainy and the dry. The rainy season usually commences in October and lasts till April, during which time about the same amount of water falls as during the same period in the Atlantic states, but there is little or no rain during the remainder of the year or dry season. The northern boundary is on the same parallel as Chicago and Providence and the southern as Vicksburg and Charleston; but the isothermal line of Providence and Chicago runs through the Straits of Fuca, while that of Charleston and Vicksburg, though it strikes San Diego on the coast, comes down to it from the north. The isothermal of San Francisco, whose mean annual temperature is 54° Fahrenheit, runs north to near the great bend of the Columbia river and then curves rapidly southward to the latitude of Memphis and Raleigh, thus making the largest isothermal curve within so short a distance, if some torrid

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circles be excepted, on the globe. In no other country is there so long a north and south isothermal as in California.

But while the mean annual temperature may be the same between two points, one in California and one in the Atlantic states, there is a great difference in the variations of temperature between the summer and the winter. In the Atlantic states the summers are very hot and the winters very cold, while in almost all of California and particularly the Coast Range region from Cape Mendocino to Point Concepcion, the winters are comparatively warm and the summers comparatively cool. This interesting and important fact is due in part to the configuration of the country but more especially to the prevailing winds, which, coming from southerly quarters in winter, elevate the temperature, and, blowing very steadily from the northwest in summer, diminish the heat of the sun. The southerly and southeasterly winds of winter come freighted with water as well as warmth; the northwesterly winds of summer come dry and bring clear skies along with their coolness but frequently line the coast from Point Concepcion northward with nightly fogs. The usual temperature at San Francisco ranges between 49° in January and 58° in September. The mornings are usually warmer than the afternoons and as a rule the nights are cool. On rare occasions the thermometer rises to 80° in summer days or sinks to 28° in winter nights. A person of vigorous constitution and active habits can live comfortably all the year round without a fire and wear the same kind of clothing for winter and summer. The range of heat and cold becomes greater as one recedes from the coast, but in almost all the valleys the orange and the fig grow and ripen by the side of the apple and the pear. Most of the days of both summer and winter are clear and pleasant. Vancouver pronounced the climate a perpetual spring, but a better description perhaps would be to call it a combination of the clear spring and the hazy Indian summer of the northern Atlantic states, without either their cold winters or their hot summers.

Snow falls in large quantities on the Sierra Nevada every winter and lies until summer, and so, too, on the summits of the Coast Range in the northern part of the state. On the peak of Monte Diablo and some of the highest peaks southward there are one or two slight falls nearly every winter, but the snow lies only for a day or two. At San Francisco and in the valleys generally, except at rare intervals many years apart, the ground is never whitened. In January, 1806, snow fell at the mission of San Juan Bautista, but it was the only time for seventy years up to 1842. In December, 1838, rain and sleet together killed four hundred and fifty sheep near San Diego. Thunder storms are rare even in the Sierra Nevada and northern coast mountains and in the valleys as infrequent as snow storms. According to Duflot de Mofras thunder was so rare in California that the Indians had no word to express the phenomenon.

Rain storms during the wet season, on the contrary, are frequent. They commence usually about the end of October and continue with irregular intervals until April. In the latter months of the dry season the hills and plains are dry and brown, but with the first rains the verdure starts and through the winter the landscape is fresh and green. In the spring and early summer the green surface changes into the bright colors of illimitable flowers, yellow, orange, pink, scarlet, crimson, purple and blue. The storms are sometimes severe and sometimes last for three or four days or a week, usually the rainfall is soft and

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regular and not infrequently it rains only at night with days comparatively clear and pleasant. In March, 1787, a storm overthrew the warehouses at San Francisco. In February, 1796, another storm at the same place partly unroofed the presidio, fort and church, and in March of the next year there was another, in which the ship San Carlos was lost near the Golden Gate. In December, 1798, and in January, 1799, there was a storm at San Francisco, which lasted twenty-eight days and almost completely ruined the fort and houses. Other severe storms at the same place are mentioned as having occurred in February, 1802, February, 1804, and March, 1810. In January and February, 1819, the rains fell in such quantities that many of the rivers changed their beds. But though thus specially noted, it is not likely that these storms were any severer than those which have occurred every few years since the American occupation, and none of these could be called hurricanes or tornadoes or compared with the cyclones of the Atlantic states. On the Mohave and Colorado deserts rains seldom occur but there are occasional sand storms, when the dust and sand are carried up in dense and suffocating clouds, obscuring the heavens. Storms of the same kind but less severe sometimes rage as high north as Santa Barbara and in the upper part of the San Joaquin valley.

When the rains are general and severe and particularly in the spring when long warm rains concur with rapid melting of the mountain snows, there are great floods. The Sierra gorges run violent torrents, which rush into the more sluggish rivers of the valleys, and the latter, being unable to carry off the superabundance with sufficient rapidity, overflow their banks and spread out over the level plains for many miles. On such occasions, the lower parts of the Sacramento and San Joaquin valleys, except where protected by dikes and levees, are almost completely submerged and present the appearance of an immense lake, with lines of cottonwood, sycamore and willow trees marking the courses of the channels, with farm houses standing in the water or on isolated knolls, with the tops of fences indicating the overflowed fields, and with groups of horses and cattle huddled on little islands. To the spectator on the top of Monte Diablo at such a time, the bay of San Francisco with its adjuncts appears small in comparison with the great muddy sea to the eastward, but he can perceive an immense volume of waters pouring steadily into Suisun bay, through the Straits of Carquinez, the Narrows and the Golden Gate, and discoloring the ocean as far as the eye can reach.

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CHAPTER II

PHYSICAL GEOGRAPHY OF LOWER CALIFORNIA

At the time of the expulsion of the Jesuits from the peninsula in 1768, there were sixteen of them, fifteen priests and one lay brother. Of these, eight were Germans, six Spaniards and two Mexicans. Exactly the same number, fifteen priests and one lay brother, had died and were buried in the country. There were at the same time fifteen missions; several of those which had been originally founded having been either changed to other localities, consolidated with others or abandoned.

Among the Jesuits expelled from the peninsula was Father Jacob Baegert, a native of the upper Rhine in Germany. He had arrived in the country in 1751 and lived there seventeen years. In the course of his residence he had traveled much; talked with his older brethren and familiarized himself with the missions, the geography, natural productions and resources of the land and the character, manners and customs of the Indians. After his expulsion and upon his return to his native country, he found the public mind violently agitated against his order; and there seemed to be a general disposition to misrepresent their doings in the peninsula. The "Noticia de la California" of Venegas, which had appeared in Spanish at Madrid in 1757, in being translated into English and published at London two years afterwards, had, as he charged, been considerably altered and in part suppressed. This English version, so altered, had been translated into French and published at Paris in 1767; and, soon after Baegert's arrival in Germany, a German translation of the English version was announced. Although Baegert had read the Spanish original only in part and could not read the English, he was well acquainted with the French version and had discovered in it many errors and misstatements, which, and especially in view of the anticipated speedy appearance of a German translation, he deemed it his duty to correct. He accordingly sat down and wrote a highly interesting work in his native German tongue, entitled "Nachrichten Von Der Amerikanischen Halbinsel Californien—Account of the American Peninsula of California"—to which he added two appendices of what he called "Falsche Nachrichten—False Accounts." This, with permission and license of his order, he published at Mannheim in 1773.

Baegert, though he wrote in the spirit of a disappointed man and of a country from which he had been expelled, and though he sometimes indulged in slings and slurs and sometimes in exaggerated expressions, gave a very intelligible and, one cannot help believing, a very correct account of the California of his times. He spoke as an eyewitness, of things he himself had seen,

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and in a style of plain, unhesitating directness; frequently unpolished, often even blunt; in some instances professedly as a polemic and an advocate; but always with that kind of eloquence which thorough self-possession and earnest conviction are calculated to inspire. His diction is far from that of a Goethe or a Lessing, but from the beginning to the end of his work there is not a page that can be called dull or tedious.

The California described by Baegert, as well as by Venegas, was only the peninsula or what is now known as Baja or Lower California. It extended from about the latitude of the head of the gulf, running in a general southeasterly direction, to Cape San Lucas, a distance of upward of seven hundred miles. Its breadth in the north, where it joined the continent, was about one hundred and thirty miles; from there it gradually diminished but with many variations until it reached its termination. For a short distance about its middle it was nearly as wide as in the extreme north; but its usual width was from forty to sixty miles. It consisted of a prolongation, so to speak, of the ranges of mountains now known as the Sierra Nevada and Coast Ranges. These unite into one chain in the latitude of the Santa Barbara Channel; run thence southeastwardly and, after passing the latitude of San Diego, form the entire peninsula. The whole country may be aptly described as a mountain chain, the bald, rocky, barren ridges of which alone have risen above or are not yet sunken beneath the waters of the ocean and gulf. There are few or no plains and nothing deserving the name of a river, though several small rivulets are so called, from one end of the country to the other. One of these little brooks ran by the mission of San Jose del Cabo; another by that of Santiago, and a third by that of Todos Santos. There was a fourth at San Jose Comondu; a fifth at La Purisima, and a sixth and the largest of them all at Santa Rosalia de Mulege. Nothing, according to Baegert, was more common in California than rocks and thornbushes; nothing so rare as moisture, wood and cool shade.

The climate varied much with the latitude, the elevation and the exposure to the winds. Though there was sometimes a little frost, and in the higher regions of the north a little snow had at long intervals been known to fall and a thin film of ice to form, the temperature was usually very hot and very dry. The greatest heat began in June and lasted till October and it was often, for a European, very oppressive. Baegert spoke much of his profuse perspiration and the difficulty he had in finding a cool resting place even at night. Going out of doors he compared, on account not only of the direct rays of the sun but also on account of the reflection of the hot earth, to, approaching the open doors of a flaming furnace; and he said the wayfarer found it inconvenient, if not unsafe, to sit down upon a stone by the roadside, without first rolling up his mantle or something of that kind and placing it under him. It required but eight hours, even in the shade, for fresh meat in large pieces to putrefy; and for this reason the only way of preserving it was to cut it in thin strips and dry it in the sun; in other words, to make what is known as "jerked meat." But, notwithstanding the great elevation of temperature, the natives themselves never complained of it; on the contrary they were fond, even at times when a European would be wet with perspiration, of lying around a blazing fire.

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SEASONS OF CALIFORNIA

The seasons could hardly be divided into spring, summer, autumn and winter, though there was of course a time for grass and flowers to come forth and for birds to sing; for fruit to ripen and for leaves to wither and die. The main division was into a rainy season and a dry season. Showers and occasional heavy rains might be looked for from about the end of June to the beginning of November, a storm sometimes occurred earlier or later; but often very little water fell in the course of an entire year; and in what was known as the dry season, from November till June, showers were rare. The storms were sometimes accompanied with lightning and thunder; and the rainy season often ended, as has been already stated, with a hurricane or tempest called a cordonazo. It, however, much more frequently threatened to rain than actually rained; and the showers were usually of short duration and limited extent. Owing to the bare, stony character of the country, the rain-water ran off rapidly and, collecting in torrents, rushed through the gorges with destructive force and great noise. These torrents in their irregular courses frequently scooped up large quantities of earth and left puddles, which contained more or less water for months after the season was over and furnished drink to the cattle and people. On account of the rarity of permanent streams and the scarcity of springs, many regions depended exclusively for water during the dry season on these pools, which, as they were stagnant and used promiscuously by man and beast, as well for bathing and wallowing as for drinking, often became very foul. At these pools, according to Baegert, the indigenous Californian stretched himself upon his belly and sucked up the water like an ox.

There were sometimes heavy fogs not only in the autumn and winter months but also in the summer. They rose from the ocean and were therefore heaviest on the western coast; but usually they were dissipated early in the day. Some supposed they brought with them a noxious principle, which injured grain fields. The dews were about the same as in Europe. Occasionally the sweet deposit, known as honeydew, was seen upon the leaves. But generally throughout the year, day and night, the sky was clear and dry; and, though there was almost always a gentle breeze, it was almost invariably warm and even hot. Still it was pure and healthful and when one became accustomed to it, not unpleasant. Baegert said he would gladly have carried the climate with him when he had to leave. On account of the climate and the character of the ground, planting and cultivation were altogether impracticable except in the few spots where soil and water were found, or could be brought, together; and, as it was often the case that there was no soil where there was water and no water where there was soil, the fields and gardens were few and far between and several of the missions had none at all. Throughout the greater part of the country there was so very little soil that it barely covered the rocks. At the mission of San Aloysio, for instance, Baegert could find no ground fit for a burial place; and he was therefore obliged, for the purpose of rendering the labors of the sextons more easy and saving their picks and shovels, to prepare one by scraping up the earth from wherever he could find it in the neighborhood and filling in a sufficient space, formed by the four walls of his churchyard.

But where there was soil and natural moisture or where there was soil and irrigation, everything wore a very different appearance. There, one could plant

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and sow almost what he would and it yielded a hundred fold. Wheat, maize, rice, squashes, melons, cotton, citrons, plantains, pomegranates, the most luscious grapes, olives, figs, fruits—in fact almost all the productions of both temperate and torrid zones throve side by side and with astonishing exuberance. Many of these places yielded a second or even a third crop the same year. Such a spot was Vigge Biaundo, the scene of Ugarte's great labors; and other spots of the same character and of greater or less extent were found here and there along the course of the rivulets before described and in the neighborhood of springs and pools. But with these exceptions the land might be described as a desert waste, a land of miserable thickets and thorns, of naked rocks, stones and sand heaps, without water and without wood. It seemed to Father Baegert as if it had been thrown up by subterranean forces from the bottom of the sea after the other parts of the world were finished and apparently after the creative energy had been well nigh spent.

As a consequence of the dry climate and arid soil, there was hardly anything that could be called a wood and much less a forest in the country. There were a few trees on the promontory of Cape San Lucas, also in the Guadalupe mountains; and in the extreme north there were a few firs and oaks in the mountains. The native trees of the middle and southern portions of the peninsula were generally mesquite and in some places a species of willow and here and there some unfruitful palms. It was of the mesquite that Ugarte built his ship; but even these were so infrequent that almost all the timber, used by the missionaries in building their churches, was brought from across the gulf. Baegert complained of the difficulty of finding wood enough to burn a limekiln. When the mountains and hills were not entirely bare, they were covered with thickets of chaparral, among which was found a kind of wild plum tree that exuded the resin or gum used in the churches in place of frankincense. There were also many species of cactus; and among others several which yielded pitahayas, the most important wild fruit produced in the country. With the exception of the cacti, almost all the plants of the chaparral were leguminous and all or nearly all covered with strong, tough and sharp thorns. In addition to the pitahayas and other fruits of different species of cacti, there were several esculent roots, among the principal of which were gicamas. There were also various kinds of seeds used by the Indians, some resembling red beans, others resembling hemp, and others canary seed.

ANIMAL LIFE

Of the few quadrupeds there were deer, hares, rabbits, cougars, ounces, wild cats, coyotes, foxes, polecats, rats and mice. A few mountain sheep and wild goats were said to be found in the heights, particularly in the northern part of the peninsula; sometimes a few beavers were seen and sometimes a wolf; but no mention was made of bears. Bats, rattlesnakes and other serpents, tortoises, toads, lizards, scorpions, centipedes, tarantulas, wasps, ants, locusts, grasshoppers and other small insects were plentiful. There were not many birds; but among those met with were vultures, buzzards, hawks, falcons, owls, crows, doves, herons, quails, pigeons, geese, cranes, ducks and several varieties of smaller birds; also pelicans, gulls and other sea birds. Of the pelicans Venegas gives a curious account, copied from Father Assumpcion, who accompanied Viscaino on his voyage up the northwest coast. According to him, these birds

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were so helpful to one another that they seemed to have the use of reason. If any of them became sick, feeble or maimed, so as to be unable to seek its food, the others brought fish and placed them before it. At an island in the Pacific, not far from Cerros, he found one tied with a cord and having a broken wing. Around it were multitudes of excellent sardines that had been brought for its sustenance by its companions. The Indians, aware of the kindly helpfulness of the birds, had taken advantage of them by maiming, tying up and exposing the poor decoy; and they feasted themselves by robbing it of the abundance with which it was thus supplied.

Of fish there were many kinds, ranging in size from whales to sardines. The whales were of several species and so numerous both in the ocean and in the gulf that various places were named from them. There were also large numbers of sea lions and seals. Immense rays and sharks were plentiful and sometimes seriously interfered with the pearl divers. According to Venegas halibut, cod, salmon, mackerel, turbots, bonitas, skates, soles, sardines and many other kinds, both wholesome and palatable, were abundant. There were many kinds of shell fish, among which the pearl oysters of the gulf shores were the most important. Others with magnificently colored shells were also found and particularly along the ocean coast.

Add to the foregoing particulars the mineral developments, which, however, with the exception of a few argentiferous veins near Cape San Lucas not worth the working and the salt-pits of Carmen Island, consisted only of a few sulphur banks and iron beds; and a tolerably full account is afforded of the country, its general features and natural productions, as known to the Jesuits. It was, altogether, according to Baegert, one of the most miserable countries in the world, fit only for three kinds of people; self-sacrificing priests; poor Spaniards, who could not make their living anywhere else; and native Indians, for whom anything was good enough.

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SAN DIEGO MISSION, FOUNDED IN 1769. OLDEST MISSION IN CALIFORNIA

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CHAPTER III

INDIANS OF LOWER CALIFORNIA

The native races of the peninsula were divided by the Jesuits into three main classes, the Pericues, the Monquis and the Cochimies. The first inhabited the southern portion from Cape San Lucas to the neighborhood of La Paz; the second the middle portion from La Paz to beyond Loreto; the third the northern portion from above Loreto as far as known; the Pericues, including a portion of the Monquis, were sometimes known as Edues; the Cochimies, including the other portion of the Monquis, as Laymones. The Pericues included the sub-branches of the Coras, Guaycuros and Uchities; the Monquis the sub-branches of the Liyues and Didius; the Cochimies numerous sub-branches not specially named but all known under the general appellation. Each of the sub-branches were again divided into families or rancherias, bearing different names, an enumeration of which would be neither useful nor interesting. Baegert gives the names of eleven who were under his charge at San Aloysio and as a specimen of their nomenclature may be mentioned the Mitschirikutarnanajeres. All the natives in general were tall, erect, robust and well made. Their features were not disagreeable; but they usually disfigured themselves by piercing or inserting bits of wood or bone into their ears, which, being thus enlarged, sometimes hung down upon their shoulders, and by besmearing their faces with unguents and colored earths. Their complexions were darker than those of the Indians of Mexico. Baegert calls them dark chestnut or lye-colored, approaching black. Their color became more pronounced with growth; for at birth, he says, the children differed little in appearance from those of white persons. Their hair was coal black and straight. They had no beards and their eyebrows were not well formed. Their eyes were almond-shaped, being round and without angles next the nose. Their teeth were large, regular and white as ivory.

Baegert estimated the native population at about forty or fifty thousand. It seems probable, however, that the peninsula proper did not in fact contain more than half as many. In 1767, a census taken in fifteen missions, amounted to only twelve thousand. In some parts of the country a person might travel four or five days and not see a single Indian. Of their origin nothing can be affirmed, nor has ethnology or philology as yet detected any special relationship with any other people. They had no records or even traditions worthy of consideration. Baegert, being unwilling to believe that any people could inhabit such a country of their own free will, supposed that they had been driven out of the more favored regions of the north by more powerful races and had taken up their abode among the rocks and wastes of the peninsula as a place of refuge. But at the advent of the Spaniards they had lost all knowledge of the coming of their

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ancestors. They believed California to be the entire world; they knew no other people except their neighbors; they visited none and were visited by none. Some of them thought they originated from a bird; others from a stone; others, more wisely perhaps, did not think upon the subject and cared for nothing but filling their stomachs and toasting their idle shins around a fire.

They had nothing that could, properly speaking, be called a town or village. As a general rule they slept on the naked ground, under the open sky, and in whatever place they happened to find themselves after the day's wanderings. In the cooler seasons they sometimes built screens of twigs to protect themselves against the winds; but it was seldom they slept more than two or three nights in succession in the same spot. They rambled from place to place as they found water, fruits and other articles of provision. If they constructed a hut, as was sometimes the case to shield a sick person from the heat or cold, it was so low and narrow that one could not get in except upon his hands and knees; there was no room for a second person to sit by or wait upon the suffering; there was no place for one's husband or wife. If not upon the hunt, they would sit or lie in an idle, impassive manner upon the ground. At the missions, when their lessons were over, they would squat upon the floor; the men with their feet twisted under them in the Asiatic style; the women with their legs extended in front. As they had no houses, so they could hardly be said to have any clothing. The men were entirely naked and among the Cochimies or northern Indians many of the women also. Among the Pericues and Monquis the women usually wore around the hips a belt, to which was fastened before and behind a great number of loose strings made of the threads or fibres of the aloe plant. The fashion in some tribes was to have these hanging down as far as the knees, in others as far as the feet. Sometimes the women wore the skin of a deer or of a large bird. They made a kind of sandals by tying pieces of deer skin on their feet. Upon their heads they had no covering; but some wore strings of shells and berries in their hair and also about their necks. When the missionaries gave them clothing they would wear it in church; but as soon as dismissed they would throw it aside as entirely too inconvenient.

Their property consisted of a bow, arrows, a shark's tooth or sharp stone by way of knife, a bone or pointed stick to dig for roots; a tortoise shell which served both as basket and cradle; the stomach or bladder of a large animal in which to carry water and a netted sack for the transportation of provisions on their rambles. The men carried burdens upon their heads; the women upon their backs, supported by a strap passed around their foreheads. Their bows were over six feet long and commonly made of the roots of the willow tree; they were three or four inches wide in the middle and tapered towards the ends. The bow strings were made of intestines. The arrows were made of reeds, about four feet long, notched and feathered at one end and armed at the other with a point of very hard and heavy wood, often tipped with flint or obsidian. From infancy they practiced archery and there were many expert bowmen among them. They knew little or nothing about cooking; but such cooking as was done was done by each one for himself. Day after day and year after year they did nothing but seek their food, sit and devour it, talk, sleep, and idle away their time. They ate anything and everything; and, except in cases where a sick person or infant was abandoned, starvation was rare. The race in general was strong and

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healthy. Their food consisted of roots, principally those of the yucca, which they roasted in the fire, and those of water flags, which they ate raw; fruits, buds and seeds of various descriptions; flesh of whatever kind they could procure, from that of deer, wild cats, rats, mice, owls, and bats down to snakes, lizards, locusts, grasshoppers and caterpillars; and lastly, whatever could be digested, including skins, bones and carrion. Baegert says that nothing was thrown to the hogs in Europe which the Californians would not have gladly eaten. At one time he found a blind old man cutting up his deer skin sandals and devouring the strips; and when an ox was slaughtered and the skin thrown upon the ground to dry, it was soon covered with a half dozen men and boys scraping up, gnawing off, and filling their stomachs with the bits of adhering flesh and grease. He tells several other stories, showing that their filthiness in eating was something extreme, so much so, in fact, that the narrative is disgusting.

They did not understand dressing food; but were accustomed to throw their game, whatever it might be, or however procured, flesh, fish, birds, snakes, bats or rats upon the fire or coals and eat it, entrails and all, charred on one side and dripping with blood on the other. Only the aloe or maguey required a long process of roasting or baking. They also roasted seeds and ground them, as they also ground their grasshoppers, caterpillars and other insects, between stones; and it was usual to eat the dry meal without water. They used no salt. They made fire by rapidly twirling between their hands a dry stick, the point of which was placed upon a larger piece of wood, so that the friction soon produced a flame. They had no regular time to take their meals; but would eat whenever they had anything to devour; and, however full, it was seldom they ever declined eating more, if anything were offered. Though they could endure hunger better than other people, they could gorge fuller. Baegert says that twenty-four pounds of meat a day for one person was not too much. He mentions the case of one native, who ate seventeen watermelons at a sitting; and of another who devoured six pounds of unrefined sugar. This gluttony, however, cost the latter his life; and the former was only saved by the use of drugs. When cattle were killed, the Indians were almost sure to gorge themselves. But on the other hand none of them were cannibals; nor did any of them make intoxicating drinks. Their only drunkenness was on the occasions of their feasts and such as could be produced by smoking wild tobacco.

There was little or no courtship among them. Girls reached puberty at the age of twelve years; and they would often demand husbands before that age. Engagements, marriage contracts and marriage portions were unknown. They had no marriage ceremonies; nor any word to express the idea of marriage. Their word for husband had only a vulgar signification. They practiced polygamy or, more properly speaking, they lived promiscuously. The men seemed to have no preference for particular females. Jealousy was unknown; and it was no uncommon thing for a whole tribe and sometimes several neighboring tribes to run together like sheep. At their feasts the widest license prevailed. The women were not fruitful; and many infants died soon after birth. Parturition was very easy and usually did not detain the mother from her ramblings more than a few hours. As soon as the child was a few months old, it was placed on its mother's neck, with its legs over her shoulders in front; and thus it learned to ride before it could stand or walk. There was nothing that could

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be called education. There did not seem to be much display of affection for his children on the part of the father; but if a boy or girl was punished by the missionaries, the mother, says Baegert, bellowed like a fury, tore her hair and cut herself with sharp stones.

Sickness was rare and such diseases as gout, apoplexy, dropsy, chills and fever and typhoid were unknown. They had no word in their language for sickness and could only express the idea by their word "atembatie," to lie upon the ground. If asked when ill, what ailed them their usual answer was pain in the chest. They were patient in sickness and looked with a sort of stolid indifference upon their wounds. The surest sign among them of approaching death was loss of appetite. Their therapeutics and surgery consisted in tightly bandaging and binding the part affected, whether breast, abdomen, arm or leg. They also practiced blood-letting, which was performed with a sharp stone and evidently with the idea of letting out the disease. But the most common course of treatment was that of their medicine men or sorcerers, who would wash and lick affected parts and blow the smoke of wild tobacco upon them through hollow reeds; all of which practices were accompanied with violent gestures and grimaces; and finally they would produce a concealed flint stone or something of that kind; represent it as the cause of the disease, and declare they had then and there extracted it from the suffering body. In these professors of the healing art the simple minded natives had great confidence; not so much perhaps on account of any cures they affected as because of their skill in making their pretensions believed. Ordinarily the sick had little chance of recovery. Baegert supposes that many were buried while still alive, particularly in cases of very old people. It seemed hard for them to sit long in attendance upon a patient; and it was usual to dig a grave in advance of death. He mentions the case of a girl, wrapped up in a deer skin ready for burial, who revived with a drink of chocolate and lived many years afterwards. On another occasion a sick and blind old woman was being carried to one of the missions for treatment, but those who bore her, growing tired of their burden, relieved themselves by breaking her neck. Another patient was suffocated by having a blanket thrown over his head with the object of protecting him from the flies. As soon as death took place or was supposed to have taken place, those present and especially the women commenced wailing and shrieking; but their eyes remained dry; and their noises were rather a ceremony than the expression of any feeling. In case of the death of a near relative they would also cut their faces until the blood ran down over their breasts and shoulders; and this was supposed to indicate their most poignant grief. They did not appear to have any special dread of death and before the advent of the missionaries were not tortured with the fear of a hell. They had no idea of a future life as taught by the missionaries, but sometimes in burying the dead they would place sandals upon their feet as if preparing them for a journey. Some of them objected to Catholic burial for the reason that the ringing of bells, signing of hymns and other church ceremonies were a mockery.

They had nothing that could be called a government, nor anything that could be called a religion. They would sometimes indeed follow a leader; but only so long as it suited their fancy or interest. They had no police regulations and no laws. They had no conception of a god or gods; they had no idols or

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temples and practiced no religious ceremonies of any kind. Baegert, in speaking of their want of religion, compares them to a herd of swine, which runs grunting from place to place; now altogether and again each one separately, absolutely without order or obedience. He tried hard to find amongst them some knowledge of a supreme being, but was unable with all his searching and investigation to discover a single trace of such knowledge or any conception of the soul or of a future state. They had no words in their language to express such ideas. When asked who made the sun, the moon, the stars, they would answer "aipekeriri," who knows that? Venegas gives substantially the same account in reference to the absence of idols, temples, religious ceremonies or worship of any kind, but at the same time he relates certain reports that the Pericues had a confused notion of the incarnation of the Son of God and of the Trinity. According to these reports, there existed in heaven a god named Niparaya, who made all things and possessed infinite power. Though he had no body and was entirely immaterial, he had a wife named Anayicoyondi and three sons. One of these was Quaayayp or man, who was born of Anayicoyondi in the mountains near Cape San Lucas. This Quaayayp had appeared among the Indians and taught them. He had had great authority and many followers, for he had entered into the earth and drawn people out of it. At length the Indians, through unexplained hatred, killed him and put a crown of thorns upon his head; but, though dead, his body did not corrupt; on the contrary, it remained beautiful and blood continued to flow from its wounds. Being dead he could no longer speak, but an owl spoke for him and mediated between him and mankind. Venegas also mentions reports that a great battle had once occurred in heaven upon the occasion of a personage called Wac or Tuparon with numerous adherents rebelling against Niparaya, and that the rebels were completely routed, expelled the celestial pitahaya fields and confined in caves under the earth, where the whales stand guard to prevent their escape. Such are examples of the notions said by some to have been current, but it is plain they did not originate among the Indians. Father Baegert very properly remarks that such notions could not have reached them except through missionaries; and he adds that the stories were mere fabrications of lying converts, who endeavored by relating them to flatter their too credulous teachers.

Of a people without government, religion or laws, without honor or shame, without clothing or dwelling houses, who busied themselves about nothing, spoke of nothing, thought of nothing, cared for nothing but to fill their stomachs and gratify their appetites, little in the way of language could be expected. Baegert mentions the case of an old man with a six years old son who ran away from the mission of San Aloysio and, after wandering for five years in the wilderness, were found and brought back. The boy was then nearly twelve; but so little had he learned that he could scarcely speak three words. His whole vocabulary consisted of words for water, wood, fire, snake and mouse. But though the other Indians called him Dumb Pablo, they were not far in advance of him. They had words for hardly anything that did not fall within the domain of the senses or that could not be seen, heard, touched, tasted or smelled. Their adjectives were confined almost exclusively to those which represented the expression of the countenance, such as joyful, sad, dull and angry. They had no such words, for example, as heat, cold, understanding, will, memory, honor,

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honesty, peace, strife, disposition, friend, truth, shame, love, hope, patience, envy, diligence, beauty, danger, doubt, master, servant, virgin, judgment, happiness, intelligent, prudent, moderate, obedient, sick, poor, contented, to greet, to thank, to punish, to complain, to buy, to flatter, to caress, to persecute, to dwell, to imagine, or to injure; nor in fact any words to express abstract ideas. They could not say bad, short, distant or little; but not-good, not-long, not-far, not-much. They had words for old man, old woman, young boy and young girl; but no adjectives old or young. They could not express any difference between the colors yellow and red, blue and green, black and brown, white and gray. They had the adjective living but not the noun life or the verb to live. Baegert well explains their poverty of language and its philosophy when he says that they had no such words, because they had no occasion to speak of such things.

Their language was also almost entirely wanting in prepositions, conjunctions, relatives and adverbs. Instead of saying, Peter is larger and has more than Paul, they would say, Peter is large and has much; Paul is not large and has not much. The conjunction "and" when used, was always added at the end of the sentence or clause. Their verbs could hardly be said to have more than one mood, the indicative, and three tenses, present, past and future. They knew nothing of metaphors, but were obliged, from poverty of language, to apply old names to new things. For this reason, they called a door a mouth; bread they called light; iron, heavy; wine, bad water; a gun, a bow; governor, a staff-bearer; the Spanish captain, wild or fierce; oxen, deer; and the missionary, northman. It can easily be conceived from this brief account, that their language and their culture went together; and that the usual description given of them, as among the lowest in the scale of human beings, was well applied.

In summing up the general character of the natives, Venegas says they were stupid, insensible, unreasoning, inconstant and utterly unreliable; that their appetites were illimitable, indiscriminate and insatiable; that they abhorred all labor and fatigue, and were given to all kinds of pleasure and amusement, however puerile and brutish; that they were pusillanimous and feeble minded, and that in fine they were wanting in everything that makes men worthy the name of rational and reasonable beings, useful to themselves or to society. Baegert calls them coarse, awkward, stupid, uncleanly, shameless, ungrateful and idle babblers, given to lying and theft, and as careless, inconsiderate and improvident as cattle.

Though they had naturally good understandings and capabilities for culture and might with proper opportunities have advanced far, and though some showed themselves apt scholars in mechanical arts, they could not count beyond six and some only went as far as three, so that to express a larger number they were obliged to use an indefinite term, equivalent to much or many. They were sly and cunning in the invention of lies and thefts but did not have sufficient art to conceal them. As the missionaries required and in fact compelled them to work, it was usual to feign sickness during the week, but they were so invariably well on Sunday when no work was to be done, that Baegert facetiously called it a day of miracles amongst them. He tells the story of one called Clemente, who, in order to shirk his task, pretended to be dying; but as he had never witnessed the death of any large creature except slaughtered cattle, his only mode of exhibiting the extremity of his case was by running out his tongue and imi-

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tating the gasps and struggles of a butchered ox. They would steal anything and everything that was edible and often articles they could not or would not use, such as soap. They were sometimes covered with dirt enough, as Baegert expresses it, to manure a half acre of turnips. They would sometimes even wash themselves with urine, or water quite as offensive. But notwithstanding all this, Baegert pronounces them to have been in their native state, a happy people. They slept sounder upon the naked ground and under the open sky than Europeans upon feather beds and under canopies. Year in and year out they had nothing to trouble or harass them, to make life burdensome or death welcome. They were not persecuted with lawsuits; there was no hail or tempest or invading army to lay waste their fields; no fire to burn their barns or reduce their houses to ashes. There was no envy; no jealousy; no slander or defamation of character; no fear of losing what they possessed, or covetousness to procure what others had. There were no creditors and no tax collectors. The women did not hang fortunes upon their backs; the men did not spend their substance in wine or at the gaming table. There were no children to educate; no daughters to endow; no prodigals to bring ruin and disgrace upon the families. In a word there was no property. If it be the chief end of life merely to eat, drink, sleep and pass a painless existence, the Jesuit father was right—they were happy.

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CHAPTER IV

LOWER CALIFORNIA IN 1768

What did the missionaries accomplish as a result of their labor? There will be occasion to discuss this question more at length hereafter, when treating of the missions of Alta California, but it may not be out of place to take a rapid general view of what the Jesuits had accomplished in Lower California when they left it. There were then, as has been already stated, fifteen missions. Some were more, others less, improved. The oldest and most advanced of all was that of Loreto, which was always recognized as the headquarters of the spiritual conquest, as it afterwards became, and for a long time remained, the capital of the province and residence of the provincial governors. It had a larger population than any other place, and though its vicinity was not so highly cultivated or so fruitful as some others, it was by far the most pretentious place in the entire peninsula. It may, therefore, serve as a specimen of the physical work done by the missionaries in the country.

Father Baegert gives a minute description of the place, as he left it in 1768. It lay a very short distance from the gulf shore in the midst of sand. There was no grass, shrubbery or shade within half a league. The mission building consisted of a low, quadrangular structure, having a flat roof. It was built of adobes and white-washed; one wing, which was partly built of stone, constituted the church; the remainder formed six small apartments, each with a single opening. One of these was the sacristy or vestry room; another the kitchen; another the store room or magazine; and the others seem to have been the apartments of the missionary and his assistants. Near the quadrangle was another enclosure, in which were kept dried meats, tallow, grease, soap, unrefined sugar, chocolate, cloth, leather, wheat, maize and other such articles. A short distance removed was a sort of shed where the soldiers lived, of whom there were sometimes six or eight and scarcely ever more than twelve or fourteen. Beyond this barrack, if it may be so called, towards the west, there were two rows of huts made of mud, in which lived a few colonists and about a hundred and twenty Indians, a dozen or more of whom were at almost any time to be seen lying about in the sand. The huts resembled cowstalls more than houses. Add to all these a structure made of poles and covered with brush, which served as an arsenal and workshop; and one has, according to Baegert, a complete description of Loreto, the capital of Lower California. He doubted whether there was a hamlet in Russia, Poland or even Lapland, or a milking station in Switzerland, that could have presented so mean and beggarly an appearance. There was no foliage of any kind in the place; no shade except that formed

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by the buildings; no running water; and no water at all except such as was furnished by holes or wells dug in the sand.

The missions as a general rule were founded in spots, which afforded soil and water, but as such spots were rare, several of them had no water except from wells, as at Loreto, and several no soil that could be put to practical use. In nearly every case, in which there was cultivation, there was a necessity for constant irrigation. The irrigating canals were sometimes half a league long; and sometimes there were a number of them bringing the scanty supplies from a dozen different places to the same fields. It was often necessary to fill up pools with stones in order to raise a sufficient head of water to fill the canals; and the canals had to be built in some places of masonry and in other places hewn out of the rock. Dams and walls and embankments to keep the soil together, or to protect it against the devastations of occasional rain storms, or to retain the moisture in extremely dry weather, were common. Almost all these works and in fact almost all the agriculture and cultivation in the country were owing, either directly or indirectly, to the genius and patient perseverance of Father Juan Ugarte. But that great man had left no successor to further and carry out the plans he had initiated. Though he had pointed out the way and shown how much a single unaided spirit could accomplish, there was no one to follow in the path; no one, like him, to grapple with the rough forces of nature and compel her desert places to blossom and bear fruit. It will, therefore, be easily understood that as the fields remained very much the same as Ugarte left them, they were not extensive and that, though the harvests were frequent and plentiful, the products could not be very abundant. Baegert says there never was a harvest sufficient to support fifteen hundred adult Californians for a twelvemonth, and that there consequently never was a time, during his stay in the country, that imports of provisions were not necessary.

The plow consisted of a single piece of iron, hollow at one end and sharpened into a point or snout at the other. In the hollow end was inserted a wooden stake or beam. The oxen seem to have been hitched to this stake just above the iron, and the upper end of the stake was held by the husbandman, who guided the implement as it was dragged rather than drawn, through the soil. When the ground was thus broken and upturned, deep furrows were made with a hoe; and the wheat was then carefully planted in holes made with a stick on the sides of these furrows and trodden down with the feet. The labor of planting was slow and tedious and required many hands. As soon as the planting was done, the next thing was to protect the newly sown seed from the crows, which together with the mice often did so much damage that a field would have to be planted over again and sometimes thrice. After the planting was completed, the water was conducted at least once a week through all the furrows, and this continued until the grain began to ripen. A crop could thus be raised at any time of year, but the usual sowing time was in November and the harvest in the following May. In the same manner maize, beans, peas, squashes and melons were raised. A little rice was also cultivated at several of the missions. Among the cultivated fruits were figs, oranges, citrons, pomegranates, plantains and some olives and dates. There were no North-European fruits, with the exception of a few peaches, which, however, did not appear to thrive. In two of the missions there were some sugar canes and in several a number of cotton plants, out

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of the product of which some light clothing was woven and a few socks and caps knitted. Five of the missions had vineyards, and the grapes were sweet and delicious. For wine-making the berries were pressed out with the hands and the must collected in large stoneware jars brought from Manila. The wine was excellent. There was no want of cellars; but the difficulty was to find such as were cool enough, and it was not infrequent to have the wine overheated and spoiled. As, however, very little was used except for church purposes, there was enough to supply all the missions of the peninsula and a number of those on the other side of the gulf.

The domestic animals introduced and raised by the missionaries were horses, mules, oxen, cows, goats, sheep and a few swine. The cattle, goats and sheep, as soon as the herds and flocks grew large enough to justify it, were slaughtered; not only for their flesh but also for their tallow, fat and marrow, which were used for supplying lamps, calking ships and boats, and still more extensively for cooking purposes and to eat in place of butter, which was not made. All the fatty parts of a slaughtered animal were carefully collected and kept in rough leathern bags or bladders. Some of the hides and skins were tanned for shoes, saddles and sacks; others were given to the Indians untanned for sandals, cords and thongs. The horns of a cow served the natives as cups for drinking and carrying their pozoli or boiled maize. The horses were used for traveling, carrying burdens and driving up the cattle. Such wool as was not lost among the thorns was spun and either woven or knitted into coarse cloths and other wearing apparel. There were scarcely a dozen hogs in the whole country and even those had difficulty in finding places to root and wallow. The cattle ranged, seeking their scanty food, for fifteen leagues and more in every direction around the missions, and some of them were therefore not often seen, except once a year when the calves were collected for the purpose of marking and branding, which was also practiced upon the colts and young mules. The goats were milked but they seem to have found so little nourishment that it was difficult, according to Baegert, to get a pint of milk from six of them. On account of the wide ranges of the herds and flocks, it was usual for each mission to have several vaqueros. These were usually Spaniards of the lowest class. It was their business to make excursions in different directions among the mountains and keep the cattle from straying too far; to protect them from the Indians and to drive them up when necessary. They would commonly start out with a whole troop of horses and mules and keep up a furious galloping gait over the roughest mountains and through bush and thorns, sometimes remaining out for weeks and frequently changing their saddles from one animal to another. The cattle were small and generally so ill-conditioned that all their milk was required for the sustenance of their calves. The horses, which were also small though tough and of great endurance, did not increase rapidly, and frequent new importations had to be made. But the mules, which were not so dainty about their food and ate thorns with almost as much relish as barley, throve well. There were also a few fowls raised but hardly enough to deserve special notice.

The Spanish soldiers in the peninsula during Baegert's residence numbered sixty, including captain, lieutenant, sergeant and ensign. They were not regular troops but generally inexperienced and improvident men, who could do nothing better than enlist. Their arms consisted of a musket, sword, shield and coat of

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mail, made of four-fold leather. They were required to keep five horses or mules each, with which as well as their arms they had to provide themselves out of their salary. Their duties were to act as body guards of the missionaries, to stand watch at night, to keep an eye upon the Indians and inflict punishments, to look after their own horses or mules and those of the missionary, and generally to carry out the orders of the church. They were entirely subject to the control and direction of the missionary, but many of them were so unreliable that disobedience to orders was common and discharges frequent. There were also about twenty sailors, likewise subject to the orders of the missionaries. It was their duty to make yearly voyages across the gulf for the purpose of bringing over Mexican wares of different kinds, timber and provisions and sometimes domestic animals. They, as well as the soldiers, were paid out of the royal treasury at Mexico, but no money was sent to California, nor would there have been any way of using it there if it had been sent. The sums due were paid to the agent of the missions, who laid them out in Mexico for such necessaries as were required and these were then sent with the goods of the missionaries overland to Matanchel and thence across the gulf. At Loreto there was an agent of the government who received and distributed the goods of the soldiers and sailors and who was required to make sworn returns of the disposition of the articles sent him. The price of almost everything was fixed and so graduated as to make goods delivered at Loreto cost about twice as much as in Mexico.

In addition to the missionaries, soldiers and sailors, there were a few rough carpenters, joiners, blacksmiths, vaqueros and vagrants. Altogether the white population did not exceed one hundred and fifty persons, all told. As a rule every man was his own shoemaker, tailor, mason, saddler, miller, baker, barber and except where the priest was called in, his own physician and apothecary. There were no hairdressers or fashion-mongers, no confectioners or French cooks, no dealers in lace or coffee-house keepers, no rope dancers or circus actors. There was no commerce or trade except the exportation of a little wine, a few deer skins and a small quantity of coarse cloth and the importation of the goods used by the missionaries, soldiers and sailors, a few domestic cattle, provisions and some clothing. Money was not seen in California except as a curiosity, nor any silver except the ornaments and vessels of the churches and a few ingots extracted from the mines. There could not be said to be any domestic trade of any kind. The agent of the government at Loreto distributed the goods received by him, and those intended for other missions had to be carried to them, but there was no buying and selling or bartering. The missions, as far as practicable, raised their own supplies and clothed their own catechumen, or if they were not able to do so, they were helped by other missions. But this aid was charity and not traffic.

There was nothing that could be called a road in the entire peninsula. The work performed by the missionaries in opening communication from mission to mission was only to make trails, passable for riding horses and beasts of burden. Even these, on account of the excessively rough and rocky character of the mountains and the thick and thorny chaparral, required much labor. The most important and difficult of them, as indeed the most important and valuable of everything that was done in the country, was the work of Father Ugarte. There were no wheeled carriages of any kind. All the manufactures

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in the country consisted of the spinning and weaving of a little wool and cotton and the plaiting of a few hats. Ugarte, who introduced the spinning wheels and looms, also managed to produce an excellent vessel, but the example he thus set of shipbuilding was not followed, and all that was afterwards done in this line was to repair and refit vessels belonging to the missions and to make a few small boats. Thus nearly everything that was used by the missionaries had to be brought from abroad, and, if not donated, it had to be paid for out of the sums coming to the missionaries or to the soldiers and sailors.

The income of the missionaries, as has heretofore been stated, amounted to about five hundred dollars annually to each one and consisted of the rents and profits of certain Mexican farms, in which the foundation funds had been invested. These incomes were received by the agent at Mexico in the same manner as the moneys due the soldiers and by him laid out in such articles as were ordered by the missionaries. These were usually garments and other articles for their own use and for church service and coarse cloths, such as could not be produced in California, for the use of the Indians. It will be recollected that all or nearly all the missions were founded by private persons and that the endowments consisted of donations amounting to about ten thousand dollars each. The first two of these endowments were made by Juan Cavallero y Ozio, one in 1698 and the other in 1699; Nicolas Arteaga made one in 1700; the Mexican church of Nuestra Senora de los Dolores one in 1702; the Marquis de Villapuente five in the years 1704, 1709, 1713, 1719 and 1746 respectively; Juan Ruiz de Velasco one in 1718; Juan Maria Luyando one in 1725; Maria Rosa de la Pena one in 1731; and in 1747 the Duquesa de Gandia left upwards of sixty thousand dollars by will to be applied in the same manner. These sums amounted altogether to about one hundred and eighty thousand dollars and constituted the beginning of what was known as the pious fund of California or the pious fund of the Californian, as it was afterwards called. These moneys had been nearly all invested, as has been stated, in farms, situated at different places in New Spain and administered by agents for the benefit of the missions. But at the time of the expulsion of the Jesuits, there were also belonging to the same fund various other sums and effects on hand and moneys loaned out, amounting to about three hundred and twenty-five thousand dollars, so that the total value of the pious fund at that time was half a million and upwards.

The missionaries had thus founded fifteen scattered establishments in the peninsula, built that many churches and a few other structures, initiated some masonry and brickmaking, planted and cultivated a few fields, orchards, vineyards and gardens, made a number of irrigating canals, introduced domestic animals and started the breeding of them, raised a little wine and manufactured a few articles of wearing apparel. They succeeded in establishing the pious fund and in procuring the presence in the country, as a part of their establishment, of some sixty soldiers with their arms and accoutrements, a few vessels and about twenty sailors. They carried over a population amounting to about one hundred and fifty white persons, all or nearly all males, but these in general could not be called desirable settlers, and it may be said of them as a class that instead of remaining even as good as when they came over, they gradually deteriorated and degraded until they sunk almost to the level of the Indians.

As to the Indians themselves, about twelve thousand, which was probably

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one-half of the native population, were what was called converted and gathered into villages, chiefly around or in the near neighborhood of the missions. These were taught to assist in the ceremonies of the church, and that was about all the instruction they received. They were also compelled to labor for the support of the establishments. It might be difficult, as has been stated, to say what cultivation and improvement they were capable of, but it seems plain that so far as their good was actually concerned, the coming of the missionaries was not a fortunate event. In four of the missions only were they supported; in the others they were divided into several classes, which took turns of receiving allowances, and much the greater portion of the time they were obliged to seek their food as best they could. When at the missions, they were driven about like cattle and whipped to their labors. It was for this reason that they used the word "fierce" to designate the Spanish captain, and this fact shows that he was an object of dread and indicates that the conduct of the military towards them was anything but kind. Add to this that the military were under the direct control and direction of the missionaries, and it may be inferred that the missionary sway was not as mild as it has usually been supposed. As among themselves, though a low, idle and brutish people, the natives were not vicious, nor cruel nor unruly. They lived peaceably and enjoyed their existence, such as it was. Before, therefore, it can with justice be said that their condition was bettered, it must be believed that human beings in a state of freedom and leading what Father Baegert called a happy life, were bettered by being herded up, taught to repeat prayers and responses which they could not understand and much less appreciate, and compelled to their unwilling tasks with the lash. It cannot justly be claimed that an occasional dish of pozoli and reception into the bosom of the church were a fair equivalent for the loss of being masters of their own actions and the pursuit of happiness in their own way. None of them, so far as can be found, were ever cultivated into better men or better women, nor were any of them or their descendants advanced in the path of genuine civilization.

It is true that the Jesuit fathers and especially the earlier ones strove manfully to convert the Indians and that they voluntarily underwent many hardships in accomplishing that they did. But it does not necessarily follow that they were therefore the disinterested heroes they are sometimes represented. There are many men who find more pleasure in exercising authority even in the wilderness and among savages than serving in subordinate and obscure stations among civilized communities, and, if they choose to pursue the bent of their dispositions, it does not follow that they do so out of heroic philanthropy. When missions to the heathen were in vogue there was never any lack of adventurers, who were not only willing but anxious for employment. But they were not for that reason any better or any more heroic than other persons. Baegert, though he speaks of the expulsion of the Jesuits from the peninsula as a release from a miserable country, yet confesses that not one of them left without regret and not one but would have joyfully gone back. With all its rocks and heats, its wastes and thorns, its want of water and shade, its scarcity of provisions and conveniences of all kinds, its brutish natives, its filth and vermin, it was a pleasant land to live in. There, also, the eyes of the world were upon the missionaries; there, too, they were building up the dominion of their order; there, too, they could effectually strive for the glory of the church, and the glory of the church was their own glory.

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CHAPTER V

ST. FRANCIS AND HIS ORDER

With the advent of the Franciscans commenced a new era in the history of California. Before that time every advance towards the conquest of the country had been made by slow and painful degrees and in the face of obstacles and opposition. The government, it is true, had recognized the importance of the occupation of the northwest coast, and it is also true that order after order and mandate after mandate, with this general object in view, had been issued from Madrid. Nevertheless, as a matter of fact, no aid or assistance worthy the name had ever been furnished. What the Jesuits had accomplished, they had accomplished by themselves and in spite of embarrassments and hindrances, which, if not created, were at least allowed, by the government. But when the Franciscans took hold, affairs wore a different aspect. First and most notably the character of the government had changed, its councils being now guided by one of the ablest and most vigorous princes that ever sat upon the Spanish throne. Secondly, the Franciscans were in full accord with the government, so that their movements instead of being hampered, were in every way encouraged and furthered by it. Thirdly, the scene of most active labor was shifted from the peninsula to what is now the state; from Baja or Lower to Alta or Upper California; from an arid and sterile country to a comparatively well watered and exceedingly fertile one; from a wilderness of rocks and thornbushes to a land flowing, so to speak, with milk and honey. And as the result of all these combined circumstances, whereas it took the Jesuits seventy years to occupy and reduce an extent of five hundred miles in Lower California, the Franciscans occupied and reduced a larger and more populous portion of Alta California, extending from San Diego in the south to San Francisco in the north, in less than ten years.

The Franciscans were well calculated by the principles and practices of their order to carry on in subordination to the recognized superior authority of the government, the work of extending the missions and enlarging the settlements of California. They had been originally organized, like the Jesuits, for the purpose of supporting the church and supplying aid to it wherever such aid should most be needed or could best be used. But they did not, like the Jesuits, so openly and entirely subordinate the interests of their country to those of their order. Their founder, who to a great extent impressed the peculiarities of his own nature upon the order, was a man of extraordinary character. He was born at the town of Assisi in Italy in 1182. On account of the fact that his father had traded and made a fortune in France or more probably perhaps on account of the fact that the child could readily speak the language of that country, he was called

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Francesco or Francis. As he grew up towards manhood, he is said to have led a gay and prodigal life, such as might have been expected in those days of a youth of spirit and fortune, until it happened, in a civil conflict which had broken out between his native town and the neighboring city of Perugia, that he was captured by the Perugians and kept a prisoner in close confinement for a year. During this incarceration, being left to brood by himself and in silence over his condition, he became impressed with the magnitude of his sins and the great difference between the life he led and the life he ought to lead. Shocked by the comparison and penetrated with remorse but at the same time having a strong and resolute mind, capable of great undertakings, he formed the design of renouncing the world and living only the life of mortification then generally supposed to be most for the service of God. Unable to do things by halves, he soon became terribly in earnest in his religious enthusiasm, and as was natural for one in his condition, it was not long before he persuaded himself that he heard voices and saw sights. One day in particular, while praying in an old and dilapidated church, he imagined he heard a voice from the crucifix calling upon him to repair the falling walls of Christ's house, and having already taken the turn and devoted himself to piety, he could not for a moment think of disregarding an injunction coming from a source so authoritative. He at once sold everything he possessed, turned over the proceeds to the priest, offered himself as a common laborer and assisted gratuitously in the work until the necessary repairs were completed and the edifice restored to a condition equal to its original splendor.

This freak, as it was generally regarded by worldly minded people, was so displeasing to his family that his father threatened, if he persisted, to disinherit him. But neither his father's threats, the gibes of his former friends and companions, nor the popular ridicule which attributed his eccentricities to a species of lunacy, could turn him from his purpose. The more he was opposed, the more firm he became in his determination to cast everything aside and follow Christ. Though a youth of but twenty-four years, he formally renounced his right of inheritance, divested himself of every particle of property, even stripped himself of his ordinary clothing and assumed as his garment a cloak of the simplest and coarsest material he could find. He not only reduced himself to the condition and clothed himself in the garb, but he followed the life of a beggar as the only one in which to practice piety and fulfill what he conceived to be the commands of his Divine Master. He sewed his garment with packthread, to make it still coarser than it was. He ate his scanty food with ashes strewn upon it. He slept upon the ground with a block of wood or stone for a pillow. He scourged himself cruelly, and in the most rigorous seasons rolled himself in snow and ice to extinguish the fires of sensual lusts. He went about seeking opportunities to perform acts of humility. He frequented the hospitals and kissed the feet and washed the sores of the sick and especially of those who, like many of the objects of Christ's ministrations, were leprous. He fasted, prayed and preached. He shed tears so copiously as to become almost blind, and in nearly every conceivable way he cultivated what to others must have appeared the most abject misery.

Among his many religious enterprises the one which he deemed most necessary and from which he hoped to obtain the best results, was to visit the Holy Land. To accomplish this purpose he joined the crusaders and in 1219 reached their camp at Damietta in Egypt. With them he remained until the failure of

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SAN LUIS REY MISSION

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their arms, and during his stay he found many opportunities of testifying his earnestness and devotion prominently before the Christian world. Upon his return to Italy, his enthusiasm increased rather than diminished. He gave himself up more ardently than ever to prayer and religious exercises. His ardor became rapture; his rapture, ecstasy. He imagined that he received visits and communications from Christ and the saints, and so earnest and constant was his devotion that, according to the legend, he was rewarded with the impression of the stigmata—in other words, he was supposed to be so entirely given up to piety and godliness and to be so perfect in the imitation of Christ as even to bear, like him, the marks of crucifix and passion.

A persistent life of this kind, in whatever light it might be looked upon in these days, could not fail in those to attract attention and challenge admiration. Was it not truly the life of one who was laying up treasure in heaven and doing all that was required by the scriptures to inherit eternal life? Had he not sold all that he possessed, given to the poor, taken up his cross and followed Christ? Was there not every reason to believe him sincere, and, if sincere, was it possible for any one to pursue more strictly either according to the spirit or the letter, the directions of holy writ? Believed to be sincere and living in an age of faith, he could not fail to have followers as well as admirers. Prominent men, partaking of his spirit, desired to imitate him and become his companions. A rich merchant, in whose house he had once been a guest, first led the way by selling all his estate, distributing it among the poor and associating himself in the devotions and labors of his friend. A canon of the cathedral church followed the example thus set and by degrees the company increased into the commencement of a great order. The new members as they came in adopted the same dress that Francis wore, a robe of coarse gray serge, tied about the waist with a hempen rope, and with the dress they also adopted for the conduct of their lives the main principles upon which their founder regulated his own. These, in addition to celibacy and repression of the fleshly lusts, were humility, voluntary mendicancy, abhorrence of controversy, a disposition in all possible cases to reconcile disputes and act as peacemakers and, above all and including all, devotion to the church and propagation of the Catholic faith. The beginning of the order under these circumstances dates from August 16, 1209, and its progress was so rapid that in 1219 it numbered over five thousand members. In 1223 it was confirmed by a papal bull. It was first among the mendicant orders. In 1226 the death of Francis and in 1228 his canonization served to swell its numbers. As it became better known and especially on account of the strict vows of poverty which its members were required to take, it became a great favorite with the people and continued to grow larger and larger. In less than fifty years after the death of the founder, it counted over two hundred thousand members with eight thousand colleges and convents. In the course of the next five centuries, while the number of its members remained about the same, its colleges and convents increased more than threefold and spread into every quarter of the globe.

In the New World the Franciscans had the first missionaries and commenced the first permanent missionary establishments. Several of their priests had accompanied Columbus on his second voyage. As early as 1502 they founded a college in San Domingo. They took part, generally speaking, in every expedition and kept equal pace with every conquest. As the Spanish boundaries

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advanced there were, therefore, newer and newer Franciscan establishments erected, and when it is considered that such men as Cardinal Ximenez, Bishop Las Casas and many others who wielded great political as well as ecclesiastical powers were members of the order and took an interest in its missions, it may easily be understood how important a part these establishments played in the settlement and government of the country. But of all these foundations the largest and most important in America was the college of San Fernando in Mexico. This institution had been founded so early and carried on with such vigor and success that at the time of the expulsion of the Jesuits it was in the full strength of its maturity and in excellent condition in respect to resources, to take charge of new enterprises. It had just succeeded in establishing a number of missions in the Sierra Gorda of Mexico and under circumstances of so much difficulty as to merit and obtain great credit, and these establishments being now in successful operation, it had missionaries of ability and experience at its service for new undertakings. When, therefore, the expulsion of the Jesuits was resolved upon and the care and extension of the California missions recommended to the college of San Fernando, it unhesitatingly accepted the trust and at once prepared to execute it.

Between the Franciscans and the Jesuits there was no very cordial feeling. The Franciscans may not have intrigued for, may not even have specially desired the downfall of the Jesuits, but there can be no doubt that they willingly entered into the general plans which involved their destruction. Long before any public intimation had been given and before the Jesuits themselves had any idea of the impending expulsion, the Franciscans had taken measures to fill their places and administer their estates. Before Gaspar de Portola and his soldiers had gone off for the purpose of tearing the old priests of the peninsula from the arms of their wailing converts, the college of San Fernando had been informed of what was to take place and invited to prepare its members for the new enterprise. And there was no backwardness on its part in taking advantage of the invitation thus tendered. On the contrary, it immediately accepted the services of a chosen number among the candidates, who had offered themselves as missionaries to replace the Jesuits, placed those so accepted under the presidency of one of the ablest, most active, most devoted missionaries that ever lived or labored, and at once sent them off to take possession of the new field about to be opened and ordered them without delay to enter upon and prosecute their labors.

The extraordinary man, thus named as president of the new establishments and who afterwards became the founder of Alta California, was Father Junipero Serra. He had already become prominent on account of services performed in the Sierra Gorda and seemed to fit into the new station to which he was thus called as if he had been made for it. No sooner was he called than he assumed the office and no sooner had he assumed the office than he commenced work in earnest. He collected together his little band of priests and at once proceeded to Tepic on the way to San Blas, from which point he intended to sail over to Loreto. But upon arriving with his party at Tepic in the latter end of August, 1767, he found that the ship bringing the exiled Jesuits from California had not yet arrived and that there would necessarily be a considerable detention before he and his fellows could reach their destination. Under these circumstances, being unwilling to remain idle and seeing an opportunity of preparing his companions for their

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future work and of giving them some practice in their vocation, he established temporary missions in the neighborhood and kept busily employed until the arrival at San Blas, about the middle of February, 1768, of the expected ship and its melancholy freight of exiles. But no sooner had the vessel discharged one set of passengers than it prepared to take on board the new company. It was on March 12, 1768, that the Franciscans embarked, and after a favorable voyage, they arrived in the harbor of Loreto on the night of Good Friday, April 1, 1768. The next morning they landed. Proceeding at once to the mission church they began to celebrate their advent into the country with masses and thanksgivings to Our Lady of Loreto, who remained for them, as she had been for the Jesuits, the patroness of the spiritual conquest. These ceremonies lasted several days, at the expiration of which the fathers set out, each for the separate mission to which he had been assigned. There were sixteen of them in all, being the same in number as the Jesuits, who had been expelled and whose places they were to supply.

The transfer of the missions, thus accomplished, was by no means the whole of the plan which had been adopted by Charles III and his councilors in reference to California. If it had been, there would probably have been little or nothing in the time and occasion worthy the name of a new era in the affairs of the country. But as a matter of fact, this transfer was only preliminary to a far more important and difficult part of the same general plan, which was no less than the immediate occupation and settlement of all those extensive regions, north of the peninsula, that had at any time been visited by Spanish navigators. The intention was as soon as the necessary forces and súpplies could be collected, to hasten several expeditions consisting of Franciscan priests and royal soldiers acting in harmonious conjunction into those distant regions, commencing with San Diego and Monterey as initial points, and to leave nothing undone until the entire northwest coast should be unquestionably subjected to the Spanish jurisdiction. Such was an integral portion of the instructions transmitted from Madrid to the Marques de Croix, then viceroy of Mexico, and brought over by Jose de Galvez, who had been named visitador-general or inspector and charged with the superintendence of their execution. When, therefore, the Franciscans sailed to the peninsula and assumed charge of the Jesuit missions, it was only the initiative of the extensive plan referred to. The remaining portion of the plan, so far as the Franciscans were concerned, was to await the arrival of Galvez, who was to follow with the military and other forces, and then joining all the forces together, to advance the Spanish standard northwestward as contemplated.

JUNIPERO SERRA

Junipero Serra, the president and leader of the Franciscans in California, was very much such a man as St. Francis might have been if he had lived in the eighteenth century. There was the same earnestness, the same persistency, the same devotion. Junipero may not have heard as many voices or seen as many visions; he may not have been as original as Francis, but he was in every respect as pure in his motives, as strong in his character and as great in his actions. Had he lived in the days of Francis he would doubtless have thought and acted much as Francis did. Perhaps similar eccentricities would have been recorded of and similar extravagancies attributed to him, but he would also probably have been

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the founder of one among the first of orders and recognized as one among the first of saints.

He was born at the village of Petra in the island of Majorca on November 24, 1713. His parents were laboring people but so well thought of by the clergy that the boy was received at the church of the place, gratuitously instructed in Latin and taught to sing. Thence when he grew older he was removed to the city of Palma, the capital of the island, where he continued his studies and advanced rapidly. From a very early age he seems to have chosen the vocation of a priest. At seventeen he assumed the habit and at eighteen became a monk professed, taking the name of Junipero instead of that of Miguel Jose, by which he had been baptized. In his studies the books he most affected were the lives of saints and chronicles of apostolic labors, which produced such an impression upon his mind that he resolved to become a missionary and felt willing if necessary, to shed his blood for the salvation of savage souls. This desire, however, was not for some time to be gratified; on the contrary he turned his first attention, in obedience to orders received from his superiors, to the teaching of theology. He became a professor, taught for three years with great applause, had many students and earned and obtained the degree of doctor. At the same time he practiced himself in literary exercises and preached sermons, some of which were said by his admirers to be worthy of being printed in letters of gold. He was exceedingly devout, his zeal fervid, his imagination active, his command of language great, his voice sonorous, in fine all the circumstances were such that he could not fail to produce a great effect. But such an effect was not what he specially desired. His early idea of becoming a missionary still possessed him and still predominated, and as soon as an opportunity presented itself of entering the missionary field, he was quick to seize it. In his earlier youth he had been small of stature and feeble of constitution, but as he advanced in life his health improved, he grew physically tall and strong, and when he finally became a missionary in fact, he found himself capable of bearing almost any amount of hardship and fatigue and in every respect admirably qualified for the sphere he had chosen.

Among his friends and admirers in the island of Majorca was a brother priest named Francis Palou, who became the companion of all his subsequent travels and struggles and afterwards his biographer. At first Junipero had kept his project of becoming a missionary a profound secret even from his friend, but as soon as Palou obtained an inkling of it, he also resolved to become a missionary, and from that time the two took their measures in conjunction. They together tendered their services for any missionary enterprise that might offer itself, but it was a time when missionaries were not wanted, and it seemed doubtful whether they would receive a call. It happened, however, shortly afterwards that the college of San Fernando in Mexico required recruits and enlisted thirty-three Spanish priests for labor in America. Of these when the time for embarkation approached, five became frightened at the prospect of crossing a stormy ocean they had never seen, and upon their declining to proceed, the places of two of them were offered to and joyfully accepted by Junipero and Palou. They at once, after an affecting leavetaking from their companions, set sail from Majorca for Malaga and thence proceeded to Cadiz, from which place they set sail for America on August 28, 1749, and arrived at Vera Cruz after a tedious voyage of

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ninety-nine days, including a stoppage of fifteen at Porto Rico. During the passage three strong points of Junipero's character exhibited themselves and attracted the attention and admiration of his fellow passengers. The first was the uncomplaining patience with which for two weeks before reaching land he suffered the tortures of thirst; the second was the zeal with which, during his stay at Porto Rico, he established a mission and devoted himself without rest to his self-imposed duties; and the third was the intrepidity he displayed in the midst of storm and imminent danger of shipwreck.

From Vera Cruz to Mexico the distance is one hundred Spanish leagues. For this road it had been provided that convenient transportation should be furnished, but upon the arrival of the ship at Vera Cruz, neither carriages nor animals were on hand, and it was uncertain how long it would take until they would be. There was nothing to do for those who could not get on otherwise except to wait. But Junipero's zeal admitting of no delay, he requested and obtained permission to make the journey on foot, and finding a strong and reliable fellow pedestrian, the two immediately set out together. Being, however, as might be supposed, but badly provided for such a journey, it was only by the help of entirely unexpected succor furnished by benevolent persons along the road that they managed to get through, and Junipero overexerted himself to such a degree as to cause an ulcer in one of his legs, which troubled him for the remainder of his life. Notwithstanding this injury, which might have taught him that he was not exempted from the ordinary laws of nature, he was still disposed to regard himself as the object of miraculous interposition and even went so far as to believe that on two occasions he had been relieved by no less a person than Saint Joseph, or some devout man whom Saint Joseph had especially sent for that particular purpose.

It was on January 1, 1750, that Junipero first set his foot in the college of San Fernando. He remained there five months and then proceeded to a remote spot among the crags of the Sierra Gorda to the northward of Mexico, where a mission had been founded six years previously. It happening at the same time that there was no missionary at that place, he had offered his services and joyfully accepted the appointment that followed. Palou accompanied him as assistant, and the two lived and taught there for the next nine years. They were obliged of course to learn the language of the Indians, but in doing so they also taught them Spanish. More than this and much more important than this, they taught them to cultivate the ground, raise cattle, sell the surplus yield and clothe themselves. With this sort of guidance the mission soon became a model for all the country round about, and particularly so after Junipero had managed with the help of his willing converts, to build a new church unprecedentedly large and magnificent for those remote regions.

From the Sierra Gorda Junipero returned to the city of Mexico, having meanwhile consented to take the place of a missionary on the extreme northern frontier, who had been killed by the Apaches. But while he was making arrangements to proceed to the country of those bloodthirsty savages, his plans were disturbed by the determination of the government to send a military expedition and chastise them before anything else should be attempted. Under these circumstances, Junipero remained at the capital and other places populated by Spaniards and spent the next seven years of his life in endeavoring to convert

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the sinners he found there instead of seeking savage souls in the wilderness. He preached often and fervently during these years, and many stories are told of the wonderful effects he produced. On one occasion, as Palou relates, while exhorting his hearers to repentance, he drew forth a chain and uncovering his shoulders, began to scourge them so unmercifully that all the audience shuddered and wept. Suddenly a man among those who heard and saw him, being entirely overcome by his feelings, jumped up and cried out, "It is I, miserable sinner, and not the father that should do penance for my many sins." At the same time rushing to the pulpit, he seized the chain and, disrobing, smote himself with such force that in the presence of the congregation he fell to the floor and soon afterwards expired. On another occasion a woman among his hearers, who had lived a scandalous life, was made to feel her offenses so poignantly that she forthwith abandoned the partner of her guilt. This partner, unfortunately, was a man either of too violent an affection or too weak a brain, for, instead of accepting the situation or struggling against it, he gave way to despair and put an end by suicide to his existence. Upon hearing what he had thus done, the poor woman could not contain her grief. She tore her hair and putting on the coarsest apparel, made a public pilgrimage through the streets, crying out in her great sorrow for the forgiveness of her sins—thus presenting a spectacle, says Palou, which edified all who witnessed it and caused the gain of innumerable conversions to the church.

While Junipero thus produced a great effect upon others, his zeal and devotion produced an equally great effect upon his own character. He came to regard himself as under the especial protection of heaven. When on his way from Vera Cruz to Mexico, as has been already seen, he believed that Saint Joseph reappeared and ministered to his wants. But in these latter years, Saint Joseph alone was not enough, and he convinced himself that not only Saint Joseph but the Saviour also and the Virgin Mary reappeared, and for no more important an object than to give him a single night's entertainment. The occasion was a certain evening on a journey in the province of Huasteca. The road was desolate, the sun had gone down, and it seemed as if Junipero and his companions would be compelled to pass the night under the open sky, then they unexpectedly beheld a house near the roadside. At the door stood a venerable man with his spouse and a boy child. They received the travelers with great hospitality, spread before them a meal prepared with remarkable cleanliness, and kindly kept them over night. In the morning, after tendering their thanks, the missionaries pursued their journey. But they had not gone far, when, being met by a troop of muleteers and asked where they had passed the night, they answered, "At the house by the wayside," pointing towards the place. The muleteers in the greatest astonishment replied that there was neither house nor inhabitants at any place along the road, whereupon Junipero and his companions, without calling in question the assertions of the muleteers, came to the conclusion that their entertainers could have been no others than the holy family.

A still more remarkable exhibition of his faith occurred at one of the religious services he performed during this part of his life. It appears that in some manner or other the wine, used in taking the sacrament, had become poisoned, and Junipero soon after drinking it, was seriously affected. He would have fallen to the floor if not caught by an attendant. Being at once removed to the sacristy,

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one of his friends came with an antidote. But Junipero refused to touch it. And for this refusal the only reason he had to give was that as the bread and wine he had taken had, as taught by the church, been converted into the body and blood of Christ, how, after such divine food, could he be expected to swallow a draft so nauseating as an antidote? In other words he was so completely and entirely credulous and believed so implicitly in everything that could be considered a part of his religion that, in comparison therewith, he had no thought or consideration for his comfort or even for his life.

A man such as has been thus described, devout, zealous, indefatigable, believing himself an instrument chosen by God and under the especial protection of heaven, one who entered with every faculty he possessed into his work and felt with his whole soul that therein lay his happiness and salvation, could not fail to make a great missionary. These his characteristics and this his fitness were so well known that, when the proposition to take charge of the missions and prosecute the further spiritual conquest of California was made to the college of San Fernando, its ready acceptance was in great part due to the fact that it possessed a man so eminently well qualified to superintend and manage the business. Its acceptance was based upon the faith that Junipero would assume such superintendence and management, and it was not mistaken in the man. Though he was at the time thirty leagues distant from the city of Mexico and ignorant of what was going forward, he was at once named president of the Californian missions, and no sooner did he hear of his appointment than he joyfully accepted it. He now felt that he had a grand opportunity for extensive and widespread usefulness in his chosen vocation, and he congratulated himself upon the fact that it was offered him, as it were by Providence, without solicitation or indication of wish on his part. And he was so zealous and impatient to get to work that he could hardly wait for the completion of proper arrangements before he set out with his subordinate and assistant missionaries for Loreto. He arrived there, as has been seen, and received the delivery of the Jesuit missions, in the beginning of April, 1768.

A month or two subsequently, Jose de Galvez, the visitador-general, in accordance with the plans previously agreed upon, embarked at San Blas with a large force intended for the proposed settlement of Alta California. On July 6 he pitched his camp at a place called Santa Ana near La Paz. From that place he wrote to Junipero at Loreto, who immediately answered, and Galvez rejoined, inviting Junipero to his camp. Though a hundred leagues distant, Junipero forthwith made the journey. The two then and there discussed the plans of the king and the means at their disposal for carrying them out. The result of their conference was an agreement that two different expeditions should be dispatched for San Diego, which was to be the initial point of the proposed new settlements. One of these expeditions was to proceed by sea and the other by land, and whichever first arrived at San Diego was to wait there twenty days for the other and in the event it did not arrive within that time, to proceed to Monterey. The expedition by sea was to employ three ships, two of which were to sail at one time and the third at a subsequent time. The land expedition was likewise to be divided into two parts, one to march at one time and the other at another time. The ships were to carry a portion of the troops, the camp equipage, church ornaments, agricultural implements, provisions and in fact everything that could be

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conveniently conveyed in that way. The land parties were to be made up of the remainder of the troops and people and they were to take with them from Loreto the herds and flocks from which the new country was to be stocked. It was also arranged that four missionaries were to accompany the vessels, a fifth was to march with the first land party, and with the second land party Father Junipero himself was to follow and also Gaspar de Portola, the governor.

These preliminaries being settled and one of the ships intended for the expedition being then at La Paz, Galvez ordered it to be immediately careened, overhauled and repaired. Upon examination it was found that a coating of pitch would be necessary to put the bottom in good condition. But there was no pitch on hand and none to be procured. Under the circumstances Galvez conceived the idea of extracting a substitute for it from certain plants that were found in the neighborhood, and to the astonishment of everybody he succeeded in doing so. Nor did he disdain to labor with his own hands at the work. When this was done and the repairs finished, he directed the packing of the stores, and, as he had taken part in the repairs, so he also took part in the lading. Among other things he packed the sacred vessels and ornaments intended for the contemplated mission of San Buenaventura, which, on account of the special interest he felt in it, he was accustomed to call his own, and as he did his packing with more speed than Junipero exhibited in packing the vessels and ornaments intended for Monterey, Galvez facetiously boasted that he was a better sacristan than Junipero himself. At length, on January 9, 1769, all the packing and lading being completed, the vessel was ready for sea. Galvez called the adventurers together and made them a stirring oration. Junipero then came forward, administered the sacrament, blessed the ship and the banners it carried, and recommended all to the guidance and protection of St. Joseph, who had been named patron of the expedition. The adventurers therefore settled themselves for their voyage and set sail for San Diego.

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CHAPTER VI

THE PIONEERS OF 1769

The name of the ship thus dispatched by Galvez for Alta California and the first that spread its canvas in the conveyance of permanent settlers was the San Carlos. It was a small vessel, called in Spanish a paquebot or barco, of not more than two hundred tons burden. Its commander was Vicente Vila. Besides him and its crew, it carried Fernando Parron, a Franciscan father, as missionary, Pedro Fages, a lieutenant of the army, and a company of five and twenty Catalonian soldiers; also Miguel Costanso, an engineer, Pedro Prat, a surgeon of the royal navy, and a number of others, including two blacksmiths, a baker, a cook and two tortilla makers. There were sixty-two persons in all. Its cargo in addition to camp equipage, church ornaments, agricultural implements and tools, consisted of a full supply of provisions and, last but not least, many kinds of seeds of the New as well as of the Old World, not forgetting flax, garden vegetables and flowers.

As the San Carlos sailed out of the harbor of La Paz, Galvez embarked in another small vessel, which he had at hand, and bore it company to Cape San Lucas. There on January 11, 1769, after having the satisfaction of seeing the San Carlos double the Cape and head for the northwest with a fair wind astern, he disembarked and forthwith set to work preparing his second vessel intended for San Diego. This second vessel was the San Antonio, otherwise known as El Principe. In the passage from San Blas it had been prevented by contrary winds from reaching La Paz, and had run into Cape San Lucas, where Galvez directed it to remain until he could arrive and give the further proper orders. He now made a thorough examination and repair of the vessel, as he had done at La Paz with the San Carlos, and then, after substantially the same ceremonies, dispatched it on the same way. It sailed from the Cape on February 15, 1769, under the command of Juan Perez, a Majorcan, well known as an expert pilot in the Philippine trade. It carried, besides officers, crew and cargo, all the remainder of the people then with Galvez intended for Alta California, and among others two Franciscan fathers, Juan Viscaino and Francisco Gomez.

Two of the ships having thus been dispatched, Galvez next turned his attention to the third, the San Jose, which had also arrived from San Blas and was lying at Cape San Lucas. As soon as it was overhauled and repaired, as the others had been, it was ordered to proceed to La Paz and thence to Loreto, where it was to load for San Diego. Galvez followed to the same places and superintended the shipment of the cargo and other preparations for sea. He had intended that a missionary should accompany this vessel also, but Jose Murguia, the father assigned, being ill at the time of its departure, none at all went. It sailed from

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Loreto on June 16, 1769, and according to one account, was never afterwards heard of. According to another account, it returned in several months badly crippled, was sent for repairs to San Blas, from which place it sailed to Cape San Lucas and left there for San Diego in May, 1770, and from that time was never afterwards heard of. Whichever account be correct, it is certain that it never reached its destination. It was lost, but when, in what manner or in what seas, no one can tell.

In the meantime the first land expedition for San Diego had also started and was on its way. It was under the command of Fernando Rivera y Moncada, who had been captain of the presidio at Loreto. He had been directed by Galvez, in the autumn of 1768, to select such soldiers and muleteers as he might deem necessary and, taking along his baggage and camp equipage, proceed to the northwestern frontier. On his way he was to call at the various missions and collect all the horses and mules they could spare, also two hundred head of cattle and all the dried meat, grain, flour, maize and biscuit he could carry with him. In pursuance of these instructions he had chosen twenty-five soldiers, three muleteers, a gang of Indian neophytes for pioneers and a number of servants, and, after gathering up all the domestic animals and provisions as directed, he marched to the frontier northwestward of the mission of San Francisco Borja and pitched his camp there at a place called Vellicata. From this place he reported to Galvez, who was then at La Paz, and asked further instructions. Galvez, instead of answering directly, referred the matter to Father Junipero, who having just pronounced his blessing upon the San Carlos, as has been seen, was about setting out on his return overland to Loreto. Junipero made the journey as rapidly as possible and upon his arrival at Loreto sent off word to Father Juan Crespi, then at Purisima Concepcion, to join Rivera y Moncada and proceed as soon as practicable to San Diego. Crespi, upon receiving the summons, left his mission and on March 22, 1769, joined the camp at Vellicata, and the second day afterwards, Rivera y Moncada, leaving a portion of his soldiers, muleteers, domestic animals and baggage to be brought on subsequently, gathered up the remainder and resumed his march.

The second land expedition which was under command of Governor Gaspar de Portola, marched from Loreto on March 9, 1769. It had been intended that Junipero should accompany it, but on account of the soreness of his leg, which had become very greatly aggravated by his recent journey to La Paz and back, he delayed starting for several weeks. It was not until March 28, after due devotions and affecting leavetakings, that he finally mounted his mule and in company with two soldiers and a servant, set out upon the march. His way led him first over the rugged trail from Loreto to San Xavier, where his old friend Francisco Palou, into whose hands he was to turn over the presidency of the Lower California missions, was stationed. Upon his arrival there the swelling of his leg was found to have become so severe that it was doubtful whether he could go on. Palou, seeing his condition, proposed that for the time being they should exchange places, that is to say, that Junipero should remain at ease in Lower California, while he, Palou, should accompany the soldiers and settlers into the northwestern wilderness. But Junipero could not for a moment think of remaining back from the grand conquest he contemplated. "Let us speak no more upon the subject," he said. "I have placed my faith in God and trust in

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His goodness to plant the standard of the holy cross not only at San Diego but even as far as Monterey." Upon this Palou desisted, but he confesses that he still feared that Junipero's ability to make the journey was not as strong as his faith. Three days afterwards, all business between the two having in the meanwhile been arranged, Junipero, though in great pain yet, with the help of his soldiers and servant, remounted his mule and wishing Palou farewell until they should meet to labor together again in the vineyard of the Lord, proceeded on his journey. Passing from mission to mission on his way northwestward and resting a short while at each, he finally reached the frontier. There he joined Governor Portola, who with his troops and Father Miguel de la Campa Coz, who had joined the expedition at the mission of San Ignacio, was waiting his arrival, and the entire party then proceeded to the camp left by Rivera y Moncada at Vellicata, which they reached on May 13.

This place, Vellicata, was distant about sixty leagues northwest of San Francisco Borja, hitherto the most northerly establishment in the peninsula, and, as it promised well for an intermediate stopping place between that point and San Diego, it was determined before proceeding further to found a mission there. A proper spot for a church having accordingly been selected and cleared by the soldiers, bells were hung and a great cross put together. The next morning, May 14, Junipero having clothed himself in his sacerdotal robes, consecrated water and with it blessed the site and its surroundings. The cross was then reared and having been adored by all, was permanently fixed. San Fernando, the sainted king of Castile and Leon, was named the patron of the new mission, which was thenceforth known as San Fernando de Vellicata, and Father Miguel de la Campa Coz was appointed missionary. In the celebration of the mass and the rendition of the "Veni Creator Spiritus," which closed the ceremonies, there being no wax on hand for tapers, candle ends were used. A continual fusillade by the soldiers supplied the place of organ tones and the smoke of gunpowder that of incense. The next day, one-fifth of the cattle were segregated, marked and turned over, a due proportion of the provisions were also set apart, and a company of soldiers, under command of a corporal, assigned to the new mission. All this having been accomplished, on the evening of the same day, Governor Portola, Junipero and all the soldiers not assigned to San Fernando, taking with them the muleteers, servants and remaining supplies, resumed their journey and marched three leagues.

During the three days he remained at Vellicata, Junipero did not think about his ulcerated leg. His mind was too much absorbed with his religious occupation to feel it. But when he came to resume his journey he found it worse than ever. It had become dreadfully inflamed and the pain increased to such a degree that he could neither stand, sit, nor sleep. Governor Portola under the circumstances proposed that he should return to San Fernando and remain there at ease until restored to health. But Junipero replied, in much the same terms he had before used to Palou, that he had put his faith in God, who had enabled him to come thus far and would enable him, he trusted, to reach San Diego, and that at any rate he would go on and, if it was the will of God that he should succumb and leave his bones among the Gentiles, he was content. Portola, seeing his fixed resolution and also considering that he could neither walk nor any longer sit upon his mule, ordered the construction of a litter upon which he might be

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carried, in a lying posture, by the Indians who accompanied the expedition. But Junipero, upon hearing of this order, being unwilling to become such a burden to the poor wretches who already had quite enough to bear, was greatly grieved and prayed to God that he might be spared causing them any further hardships. Then calling one of the muleteers, he asked him if he knew no remedy for his ulcerated leg. The muleteer answered, "Father, what remedy should I know? I am no surgeon. I am only a muleteer and can only cure the sores on the backs of beasts." "Well, son," replied Junipero, "consider this ulcer, which has caused all this pain and deprived me of sleep, as such a sore and treat me the same as one of your beasts." The muleteer smiled at such a request, as did likewise all the bystanders. But he answered, "Father, to please you, I will do so"; and taking a little tallow, mashing it between stones, mixing with it certain herbs which he found near by and heating the whole together, he applied the compound to the ulcerated leg and bound it on. Its soothing effect was such that Junipero slept soundly through the ensuing night and the next morning rose and went about his affairs as if he had never been affected. The relief was almost immediate, and everybody looked upon the cure with wonder and astonishment.

Junipero being thus unexpectedly enabled to pursue his journey, the expedition without much loss of time got under way again. It followed the track of Rivera y Moncada. This was for a short distance a trail that had in 1766 been traveled by Wenceslao Linc, one of the Jesuit fathers, on an exploring trip to the Colorado river, and it then struck off more to the northwestward, keeping to the west of the main chain of the Sierra. The journey was slow; there was considerable suffering; a few of the Indians died; some had to be carried on litters; others deserted. But still the expedition kept on. At length, on July 1, 1769, forty-six days after leaving San Fernando de Vellicata, the wayfarers came in sight of San Diego. As they looked down upon the bay they saw the San Carlos and San Antonio riding at their anchors and on the shore the tents and camp of Rivera y Moncada. The sight filled their hearts with joy and their breasts swelled with enthusiasm which could not be repressed. As they hastened onward they fired volley after volley, the salvos were caught up and returned by the troops of Rivera y Moncada, and then the ships at their anchors, as if suddenly awakened into life, joined in the glad acclaim. The unaccustomed echoes thus set flying had scarcely died away, when the new-comers rushed into the arms of those who had arrived before them, and all congratulated themselves that the expeditions were thus happily joined and at their wished-for destination.

It appeared, upon comparing notes, that the San Antonio, though it had sailed a month and a half after the San Carlos, was the first to reach San Diego and had arrived there April 11. It had then waited for the San Carlos twenty days and was preparing, in accordance with the instructions of Galvez, to sail for Monterey, when the San Carlos came into port. The latter vessel had arrived in a very shorthanded condition. On account of leakage of its casks, it had been compelled to stop at Cerros Island to replenish and had filled with water of such bad quality as to cause severe sickness. This, combining with scurvy, had produced a malignant disorder which became contagious and in many cases fatal. All the crew, with the exception of one sailor and a cook, had died, and many of the soldiers were very low. The disease, as well as the stoppage, had occasioned delay, and the voyage had been still further prolonged by sailing a degree and a half of lati-

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tude too far north, which had to be retraced. The two vessels thus come together had then waited two weeks, that is, until May 14, when the land expedition led by Rivera y Moncada arrived, so that when Governor Portolà came up, none remained behind. All being now united, a council of commanders was called to determine what was next to be done, and the first thing settled upon was to forthwith send the San Antonio back to San Blas for supplies and sailors to take the places of those who had died. This vessel accordingly on July 9, as soon as everything could be prepared, again put to sea, and twenty days afterwards it reached San Blas. Unfortunately it carried the seeds of contagion with it, and very few of its people remained alive, nine having died on the passage.

Meanwhile, on the third day after his arrival, Junipero sat down and wrote to his friend Palou in Lower California. He dated his letter from what he called "the truly magnificent and with-reason-famous port of San Diego." After giving an account of the coming together of the various expeditions and what they had done, he spoke of the Indians he had seen on the way, their great numbers, how they generally lived upon seeds, how those along the coast fished upon rafts of rushes or tules made in the form of canoes, with which they ventured far out to sea, how all were pleasant and courteous, how, while the men and boys were naked, the women and girls were decently covered, and how, in their traffic with the Spaniards, what they most desired and most willingly bartered for was not food to eat but clothing to wear. He also spoke of the landscape about San Diego, its valleys studded with trees, its wild vines covered with grapes, and its native roses as sweet and fair as those of Castile. The entire new country he pronounced different in every respect from that of the peninsula and very beautiful.

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CHAPTER VII

SETTLEMENT OF SAN DIEGO

The first day of July, 1769, the day on which the original pioneers by land and sea came together at San Diego and the day which they themselves celebrated with salvos and salutes, is, as appropriately perhaps as any other, to be considered the natal day of Alta California. It is true the first settlers arrived on April 11, and those who first sailed on May 1, but the expedition taken as a whole can hardly be said to have arrived until July 1, nor was it till then that Portola, the governor and general-in-chief, and Junipero Serra, the master spirit of the conquest, came up. There were then present at San Diego in all about one hundred and thirty of the adventurers, though a number of them were lying under the hands of Pedro Prat, the surgeon, grievously ill. Of those remaining in health some fifteen or twenty sailed in the San Antonio, a guard of five or six was detailed to watch the San Carlos, another to take care of the sick, and upon the others devolved the duty of commencing the missions and making a beginning of the settlements of San Diego and Monterey in accordance with the mandates of King Charles III and the instructions of Jose de Galvez, the visitador-general.

It had been intended that those of the adventurers who were to proceed to Monterey should do so by sea, but as the San Carlos was laid up for want of sailors, and there was no other ship at hand, nothing remained for them, if the project were not to be abandoned, but to wait or to march overland. The latter being determined on, arrangements were immediately made for setting out, and on July 14, the expedition, consisting of Governor Portola, Fathers Crespi and Gomez, Captain Rivera y Moncada, Lieutenant Fages, Engineer Costanso, Sergeant Jose Francisco de Ortega and a number of soldiers, muleteers and Indian servants, in all sixty-four persons, with their transport animals, baggage and provisions, got under way and marching northwestward along the ocean was soon out of sight. No sooner was it gone than Junipero turned his attention to the principal object of his presence at San Diego, which was the foundation of a mission, and he chose the second day thereafter, July 16, as the day on which the ceremonies should take place. It was the day of the triumph of the holy cross as celebrated by the Spanish church, being the anniversary of a great victory won in 1212 by the Christians over the Moors, and for this reason it was supposed to be peculiarly appropriate for the occasion of planting the standard of the faith among a barbarous and infidel people.

On the day thus chosen Father Junipero, assisted by Fathers Viscaino and Parron, fixed upon the spot which he deemed most suitable not only for the mis-

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sion but also for the town which it was supposed would in time surround the mission. The place thus selected was on the north side of the bay, in front of what appeared the best anchorage. There, after blessing the site and erecting a great cross, the mass was celebrated and the "Veni Creator Spiritus" chanted, with an accompaniment of firearms, much in the same manner as Vellicata. The fathers then, with the aid of such soldiers and others as were present and could be spared from other duties, proceeded to erect a few huts, and, having dedicated one of them as a chapel, they next attempted to attract the attention and gain the good will of the natives who had stood around and looked upon everything they saw with wonder. These, though they seemed willing to receive almost any gifts that were offered, were yet apparently very suspicious of the Spaniards and would on no account eat or taste anything. Even the children, if sugar were placed in their mouths, would spit it out. They seem to have believed that the sickness in camp was caused by what the Spaniards ate, and on this account nothing could induce them to partake of any food that was offered them. And this in the end proved very fortunate for the adventurers, as their provisions were limited and before long began to run low.

But there was one thing that the Indians coveted with all the strength of their savage natures. This was cloth or in fact any kind of manufactured fabric. When they had obtained all of it that the Spaniards felt like sparing, they began to steal whenever they could find an opportunity. On one occasion they went out at night in their tule-canoes to the San Carlos and cut a piece out of one of its sails, and on another occasion stole one of its cables. On account of these depredations, several of the soldiers were withdrawn from the camp, or what was then the mission, for the purpose of strengthening the guard on the vessel. The effect of this was to reduce the soldiers who were able to do duty at the camp, to six, and the Indians, observing the change, began to become very troublesome. They made several open attempts to rob and plunder, and being each time driven off, they at last conceived the idea of making a general attack and, if necessary for their purposes, of killing off all the Spaniards. Accordingly on August 15, taking advantage of the absence of Father Parron and two of the soldiers who had gone off to the ship in the harbor, they broke into the mission in great numbers, being armed with bows, arrows, wooden scimitars and war clubs, and commenced plundering on all sides and even robbing the bedclothes from the couches of the sick. The corporal of the guard immediately called to arms. As the soldiers hastily put on their defensive armor and seized their firearms, the Indians separated and commenced shooting their arrows. On the side of the assailants the numbers were great. On that of the assailed there were present and available to make defense only four soldiers, a carpenter and a blacksmith. They were, however, all men of vigor and courage and the blacksmith especially so. Palou attributes the unexpected valor which he displayed to the fact that he had but a short time previously received the sacrament, as if that extraordinary ailment had inspired him with fighting qualities. Be this as it may, the blacksmith, though he wore no leather jacket or other defensive armor as the soldiers did, seized a musket, ran out boldly into the open space between the huts and kept up a vigorous firing, at the same time crying out with a loud voice, "Long live the faith of Jesus Christ; and death to the dogs, its enemies!"

While the battle thus raged on the outside, Fathers Junipero and Viscaino

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MISSION VALLEY, SHOWING THE OLD MISSION IN THE DISTANCE

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remained inside the hut, which served the purpose of their temporary chapel. Being, unlike some of their clerical brethren, non-combatants, all they could do was to recommend themselves to God and pray that no blood might be spilled. At length, however, a considerable time having thus been spent and the fate of the day being still uncertain, Viscaino had the curiosity to raise the mat which formed the door of the structure and look out. As he did so, an arrow struck him upon the hand, whereupon he quickly dropped the mat and betook himself again to prayers. But alas, this little spice of the comic was destined to be soon followed by an affecting tragic incident. Scarcely had Viscaino dropped the mat, when it was raised from the outside and in rushed Jose Maria, the body servant who waited on the fathers. He was bleeding from a ghastly wound in the neck. Throwing himself at the feet of Junipero he cried, "Absolve me, father; for the Indians have killed me." Junipero hurriedly performed the required ceremony, and the poor man immediately afterwards expired. Had his death been known to the Indians they would probably have felt encouraged in their undertaking, but the fathers were careful to conceal it and in a short time the assailants, finding or imagining their attempts vain, picked up their comrades that had fallen, and withdrew. Of the Christians, one only was killed, but Viscaino, a soldier, an Indian neophyte and the valorous blacksmith were each slightly wounded. Of the Indians it is not known how many perished. A number of the wounded ones presented themselves several days afterwards and were received and kindly cared for by Pedro Prat, the surgeon, and from that time forward the Spaniards were treated with more consideration and much greater respect.

Peace being thus restored, Junipero again turned his attention to the work of conversion. Among the Indians that now frequented the mission was one of fifteen years of age, who had gradually picked up a smattering of the Spanish language. Through him, Junipero proposed to the natives that, if they would send him one of their children, the little fellow should not only be made a Christian and a son of the church, but regarded as related to the soldiers and like them be dressed in fine clothes. The offer being accepted, in a few days afterwards one of the Indians accompanied by a crowd of others, made his appearance with an infant boy in his arms and by signs indicated that he desired him baptized. Junipero was overjoyed and to testify his pleasure and gratitude, he immediately produced a large piece of beautiful cloth and threw it over the child. He then invited the corporal of the guard to stand godfather and the soldiers to become witnesses of the first baptism. But as he was about to proceed with the ceremonies and apply the water, the Indians suddenly snatched the child away and ran off with it, leaving Junipero standing with the shell containing the holy water in his hands. At such impiety on the part of the savages, the soldiers were furious and would have punished the insult on the spot, but Junipero called to his aid all his prudence and restrained them. For a long time, however, he felt keenly the disappointment and with tears in his eyes attributed it all to his own many sins.

Meanwhile the rainy season came on, and in the midst of it the expedition, which had gone in search of Monterey, returned. It had failed to recognize the port, which it had gone to find, and was very much disheartened, though as a matter of fact it had discovered the bay of San Francisco and thereby accom-

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plished a result of much more importance than the re-discovery of Monterey. It had suffered a great deal from wet weather, roughness of the way and want of provisions. And upon its return to San Diego, there was little of encouragement at that place to revive its drooping spirits. Junipero, Parron and Viscaino it is true, notwithstanding the bad commencement of their labors of conversion, had persisted in their work and were gathering in a large harvest of souls. But there was little to eat and not much prospect of relief, and, as there was now a large accession of mouths to feed, what provisions still remained were disappearing with great rapidity. Under these circumstances Governor Portola, fearful of being left destitute, announced his intention of abandoning the country unless the San Antonio should speedily return or relief come from some other quarter. He fixed upon March 20 as the last day that he was willing to wait and began making preparations for his departure. It was arranged, among other things, that a sufficient number of persons should be placed upon the San Carlos to navigate it back to Lower California, and that the remainder of the adventurers should retrace their journey overland. Such being the orders, nearly every one became very busy, and nothing else was talked about except the return, and particularly as the appointed time approached. But Junipero had not for a moment acquiesced, and was not likely to acquiesce, in the thought of abandoning his great enterprise. On the contrary he struggled by every means in his power to save it. He was satisfied that, if now abandoned, the conquest of Alta California under the auspices of Spain and the Spanish church would be retarded for many years and might perhaps never take place. Being unable, however, to change the resolution of the governor, he prayed the interposition of Heaven, and, as the result of much wrestling of the spirit, he worked himself up to the determination that as for himself, come what might, he would under any and all circumstances stand by his mission.

Having thus made up his mind, Junipero looked around him for sympathy and cooperation. He first applied to the other missionaries but only one of them had the courage to come to his assistance. This was Father Crespi, who at once and without hesitation resolved to stand by his chief. Strengthened with this great support, Junipero next caused himself to be rowed out into the harbor to the San Carlos for the purpose of discussing the situation with Vicente Vila, its commander. He laid before that functionary the proposed abandonment and the causes which, according to his information, induced the governor to contemplate such action. One of these was a common opinion, prevalent among those who had taken part in the late expedition, that the port of Monterey had been filled up with sand and therefore could not be found. But Junipero was clearly of the opinion, which he frankly expressed, that the port still existed and in exactly the same state as it had been seen by Cabrillo and Viscaino, and that the recent expedition had merely passed without recognizing it. To this Vila on his part answered that, from his own examination of the maps and from all he had heard upon the subject, he was not only of the same opinion as Junipero that the port still existed, but he believed it existed in the immediate neighborhood of the sands which had been supposed to fill it up. The manner and tone in which he gave this answer convinced Junipero that Vila was not satisfied with the search that had been made for Monterey, and thereupon, announcing the fact that Crespi and himself were determined to remain in the country notwith-

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standing the departure of the others, he proposed that Vila, instead of immediately sailing for home, should take Crespi and himself on board his vessel, run up the coast and ascertain the truth as to the reported filling up of the lost port. Vila, interested as a navigator in the geographical question thus artfully propounded, agreed to the proposition, and Junipero returned to shore.

But Junipero's resolution thus to remain was not to be put to the test. On March 19th, the day before that fixed upon by Governor Portola for his departure, the event, which was to put a new aspect on the face of affairs, occurred. This was the appearance of a sail which, though at a great distance, was clearly and distinctly seen. It was a somewhat remarkable coincidence that this sail should appear on the last day of the period fixed by Portola and that such day should happen to be the festival of St. Joseph, the patron of the expedition. As a matter of fact, there was nothing at all supernatural in the circumstance. But Junipero had such thorough faith in miracles that he firmly believed the appearance of the sail at that particular juncture a special providence and attributed it to the interposition of the saint. In other words, one more was added to the already somewhat prolific list of miracles which he had experienced.

The sail, as has been stated, appeared on March 19th. It was far out at sea, but instead of making for land as might have been expected, it headed northwestward and finally disappeared beyond the watery horizon. Nor was anything further seen or heard of it until four days afterwards, when the San Antonio sailed into port. Then all was explained. The vessel, which had left San Diego in the previous July, had arrived at San Blas in twenty days. It had then forwarded its dispatches to the visitador-general, but on account of his absence in the interior of Mexico, it had taken some time for them to reach him and also some time for his replies to get back to San Blas. But no sooner were these received than, in accordance with the directions they contained, the requisite number of sailors and a full cargo of provisions were supplied and the vessel ordered back immediately. It was, however, specially instructed not to stop at San Diego on its way back but to proceed at once to Monterey, where it was supposed the larger part of the people would be found, as the recent dispatches had given notice of their intended march for that place. It was in pursuance of these instructions that the vessel had passed San Diego on March 19th without stopping and there is no doubt it would, in pursuance of the same, have passed on to Monterey. But when it reached the Santa Barbara Channel its water supply gave out and it was compelled to run in near Point Concepcion to replenish. There the Indians reported the return of the Monterey expedition to San Diego, and besides this, the San Antonio while in that neighborhood accidentally lost its anchor, on account of both which reasons it was deemed proper to turn round and first make San Diego, and this was accordingly done. It was thus that the sail appeared at the time it did, then disappeared and again appeared four days afterwards. It was thus also that the supposed miracle was a mere coincidence, and that the Joseph who wrought it was Joseph the visitador-general, and not Joseph the saint.

Having been repelled in their attack, the Indians' behavior improved very much. The wisdom of the Fathers also increased and a stockade was built around the mission as a further means of protection. The Indians, whose deportment had been improved, still kept aloof from the advances of the priests, which

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was very discouraging to the missionaries and gloom settled over Presidio Hill. Nineteen of the little band of forty had died.

Pórtola returned to Presidio Hill and on January 24, 1770, having accomplished nothing in the north, his discouragements were greatly added to by the failure of the efforts of Serra in the south, which led him to declare that San Diego should be abandoned. To this end preparations were made March 19th for the abandonment but on that date a ship entered the harbor with supplies and recruits, and the idea of giving up the work was forgotten but was carried on by Father Serra with renewed vigor and encouragement.

In 1773 it was determined, even against Father Serra's wishes, to remove the settlement up the valley. The spot selected was about six miles from the original settlement on Presidio Hill, in what is now known as Mission valley. It possessed advantages in the way of soil and water, of sheltering hills and gentle climate for an agricultural, industrial and pastoral establishment, under a patriarchal form of government like that of the Mission Fathers. Aside from these material considerations, the place appealed powerfully to the devoted priests, so there the missionaries went in August, 1774, to make a new start and to lay the foundations of a mission. For more than a year the work proceeded prosperously with a constant increase in the number of converts, growing herds and crops. Fathers Fuster and Juame were in charge of affairs. Everybody seemed happy and nothing occurred to mar the harmony of the scene, yet, within a month of the feast of St. Francis, October 3 and 4, 1775, the Indians rose in revolt. The mission was wiped from the face of the earth and the cause of St. Francis received a staggering blow at a moment when its promoters felt entirely secure.

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CHAPTER VIII

THE END OF FRANCISCAN RULE

Spain's empire in Mexico lasted for three centuries. It was in 1521 that Cortes virtually completed his conquest, and it was in 1821 that Iturbide wrested the country from the feeble grasp of Ferdinand VII. The Mission of San Diego was then almost at the zenith of its prosperity, and as the good Fathers basked in the sunshine or looked out upon their smiling fields, they fondly believed that their works would endure to bless the land and enrich their order for many generations to come. They knew that the eternal fires of revolution had been blazing in Mexico for more than a decade, but had little fear that the hand which had held the region for three hundred years would lose its hold, at least in their time.

The Spanish statesman had given the missionaries the utmost latitude because their scheme of converting and utilizing the Indian population was admirably adapted to meet the political necessities and naturally proceeded to make different plans. It had no time to lose in strengthening itself against the rising power of the United States. It could not leave so precious a possession as California to the control of an element which at best could be but lukewarm toward the new born power which had overthrown Spanish control, and thus done violence to the great tradition of which the missions were themselves an important part. Moreover, Mexico had friends to reward as well as enemies to punish. Some of the men who had fought its battles and who would be needed to fight its battles again, looked with longing eyes upon the rich dominions of the missions and began to dream of founding great families and great estates.

It is a very convenient thing to be able to pay your debts with other people's property. Mexico was in this fortunate position and proceeded to take advantage of it. In 1824 the Colonization Law was enacted. This authorized the government to make grants of unoccupied lands to Mexican citizens to the extent of eleven square leagues. Under this law thousands of acres were parceled out among the supporters of the government. These grants encroached upon the mission holdings and gave the Fathers their first shock of serious apprehension for the future. In 1832 the Mexican power mustered the full courage of its convictions, its necessities and its desires. It passed the Act of Secularization, which was simply an act of confiscation, from the Franciscan point of view. It was the object of this legislation to take all the property of the missions, real and personal, and divide it among those who would use their wealth and influence for the defense and development of Mexico. The attempt of Governor Figueroa to put it into effect in 1833 was a failure but it was gradually executed, being

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extended little by little until the day when Mexico lost the country to the United States.

With the adoption of the policy of secularization, the Mission Fathers knew that their long day was passing into twilight and that it could be a question of but a few years when they must relinquish their hold upon California. Some of them were utterly discouraged and unwilling to attempt the continuance of their work. Some were frankly hostile to the new rulers and went home to Spain. A few persisted to the last and died peacefully at their posts. The effect of the new order of things on the Indians was demoralizing. Their loyalty could hardly be expected to survive the shattering of priestly power. The only government they understood was the patriarchal form, and the very foundation of this government had now disappeared. Nevertheless, the Mission of San Diego lived on for more than a dozen years after its ultimate downfall was clearly foreshadowed. It was not until 1846 that the ownership of the property was legally and finally taken from the church.

The full force of the blow could no longer be stayed. Mexico was threatened with invasion by the United States and it became imperatively necessary that the country should be put in the best possible condition of defense. Thus the governors of the various states and departments were vested with extraordinary powers and instructed to adopt drastic measures to strengthen the government. Governor Pio Pico sold the missions as rapidly as possible in order to raise money for the war which impended. In June, 1846, he sold to Don Santiago Arguello so much of the property of the San Diego Mission as had not already been granted to Mexican citizens. The deed of sale read as follows:

"Being previously authorized by the Departmental Assembly to alleviate the missions, in order to pay their debts and to avoid their total ruin; and knowing that Don Santiago Arguello has rendered the government important services at all times, and has also given aid when asked, for the preservation of the legitimate government and the security of the Department, without having received any indemnification; and, whereas, this gentleman has, for his own personal benefit and that of his numerous family, asked to purchase the mission of San Diego, with all its lands and property belonging to it, both in town and country, he paying fully and religiously the debts of said Mission, which may be established by the reports of the Committee of Missions, binding himself besides to provide for the support of the priests located at said Mission, and of divine worship. In view of all which I have made real sale and perpetual alienation of it forever, to Don Santiago Arguello, according to, and in conformance with, what has been agreed upon, with all the appurtenances found and known at the time as belonging to it, whether consisting of lands, buildings, improved real estate or cattle."

The reader will not fail to note the pious terms in which the instrument was drawn. The object of the transfer was "to alleviate" the Mission, and to avoid its "total ruin." The purchaser was required to provide for the support of the priests and to maintain divine worship. These diplomatic phrases deceived no one, and least of all, the priests. The idea of a proprietary mission dependent for its support upon the bounty of an individual, must have been repugnant to their souls. Certainly such an arrangement could never have proven workable, but it was not put to the actual test. The war came on with swift footsteps and

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when it had passed, Mexico had gone the way of Spain and the Missionary Fathers had gone with them, so far as the dominion of California was concerned.

What was the net result of Spanish dominion in San Diego which nominally began with the discoveries of Cabrillo in 1542 and Viscaino in 1602, and ripened into actual occupation with the expedition planned by Galvez and executed by naval, military, civil and missionary leaders in 1769?

They of course left a great memory which will endure to the end of time and which is likely to grow rather than diminish in the quality of picturesque and romantic interest. They left their nomenclature and this is somehow so pleasing to the ear and eye of the composite race which has evolved into the American population of today that it seems likely to last as the visible expression of the Spanish tradition. Not only does it remain in the name of the city and of landmarks to which it was given by the Spanish explorers and founders, but it blooms perennially in many other forms, including the names of new residences and estates, for which it is frequently preferred to names associated with the racial, national and family traditions of their owners. Nothing could more strikingly illustrate the power of the memories of Spanish occupation upon the popular imagination. The same influence is apparent in architecture and this seems to be growing and likely to grow more in the future. The Spanish speech still lingers and may do so for a long time, though it tends to disappear and will some day be no more in evidence than the speech of other European peoples who had nothing to do with the early time.

Aside from the virile tradition expressed in the nomenclature and architecture of the city and its surrounding country, the Spaniard left nothing pertaining to his national life. But the value of this contribution to civilization should not be underestimated. Happy is the land which has memories to cherish! Twice happy when the memories are associated with the pioneers of pioneers! And thrice happy if, as in this case, those memories chance to be sanctified by the struggle to light the lamp of spiritual exaltation in the darkness of ignorance and savagery! As time goes on, the earliest history of San Diego will be revived in art. More and more it will supply a rich theme for painting, for sculpture, and for literature. But the institutions which it sought to plant deep in the soil have perished almost utterly. English law and English speech have taken the place of Spanish law and speech and even the religion which the founders brought apparently owes little or nothing of its present strength to their teaching or their building. The Catholic church is powerful of course, but by no means as powerful in San Diego, whose legitimate child it was, as in Boston, which was established by those who deliberately fled from its influence.

What shall be said of the missionary achievement? For the most part, the answer to this question depends upon the individual point of view. No mere material conquest is to be compared with the salvation of immortal souls. The Mission Fathers brought thousands to the foot of the Cross and persuaded them to live in accordance with religious ways. Those who believe that these thousands of souls would otherwise have been lost justly place the missionary achievement above the most enduring things done by the soldier, the law-giver, or the founder of institutions. Those who accept distinctly modern views of religion may hold more lightly the purely spiritual conquest accomplished by Junipero Serra and his fellow priests, yet even such must credit them with the noblest

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aspirations and must concede that the Indian population gained much in simple morality from the missionary teachings. Nor has this gain been wholly lost, even after Father Serra has slept for more than one hundred and twenty years in his grave at Monterey. The Indian was unquestionably elevated by his spiritual experience and by his manual training, and, dubious as his condition seems today, is still a better man because the mission once flourished under the sunny skies of San Diego.

The literature of the missions is voluminous and constantly increasing. For reasons already stated, it is somewhat remote from the real history of San Diego. It is not the picture itself, but the shadowy background of the picture. Nothing more finely expressive of the appeal which it makes to the poetic senses has been written than the following extract from a sketch of the Mission of San Luis Rey, by Will H. Holcomb:

"To behold this beautiful structure for the first time under the softening effect of moonlight requires no great stretch of the imagination, to believe one's self among the romantic surroundings of some Alcazar in old Spain. Below, among the purple shadows of the valley, which half conceal and yet reveal, lies the river, a counterpart of the Guadalquiver; ranged about are the hills, dreamy, indistinct, under the mystic canopy of night, while nearer at hand are the delicate outlines of arches, facades and vaulted roofs, reflecting the pearly light and appearing half real, half visionary, against the ambient breadths of starless sky. The land breeze wafts down the valley from the mountain heights, cool and sweet, and whispers among the columns and arches, and we are tempted almost to inquire of these voices of the night something of the tales of adventure, of love, of ambitions gratified and hopes unfulfilled, which cling to this sacred spot, from the shadowy period of the past.

PRIESTS OF SAN DIEGO MISSION

1769—July 16. Mission founded by Father President Junipero Serra. Also present, Fathers Hernando Parron and Juan Viscaino.

1770—Fathers Juan Crespi and Francisco Gomez had been at San Diego but departed with the land expedition for Monterey on July 14th. They returned January 24, 1770, and all five priests were present until February 11th, when Viscaino went south by land to Vellicata with Rivera. On April 17th, Serra and Crespi sailed for Monterey with Portola (left at San Diego, Parron and Gomez, the former in charge).

1771—April. The San Antonio came up from Mexico with ten friars and left some of them at San Diego, among them Pedro Benito Cambon, Francisco Dumetz, and Father Somera. Same ship took Gomez to Monterery. Dumetz was in charge. In July, the San Antonio arrived with six friars from the north, and Cambon and Dumetz went overland to Mexico.

1772—May. Crespi came from the north and Dumetz returned with Father Tomas de la Pena to take Cambon's place. September 27th, Crespi and Dumetz left for San Carlos with two friars, Usson and Figuer, came from Mexico.

1773—August 30. Father Francisco Palou arrived overland from Mexico, with Fathers Pedro Benito Cambon, Gregorio Amurrio, Fermin Francisco Lasuen, Juan Prestamero, Vicente Fuster, Jose Antonio Murguia and Miguel de la Campa y Cos, assigned to different missions.

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September 5. Paterna, Lasuen and Prestamero departed.

October 26. Palou, Murguia and de la Pena departed.

This left at San Diego Luis Juame, Vicente Fuster and Gregorio Amurrio as supernumerary.

1774—March 3. Serra came by sea from Mexico. With him came Father Pablo Mugartegui, who remained for a time, but later went north.

April 6. Father Serra departed for Monterey, by land.

1775—November 5. Destruction of the Mission, Fathers Luis Juame and Vicente Fuster in charge; the former killed, as related. At the Presidio, Fathers Lasuen and Amurrio.

1776—July 11. Serra arrived by sea from Monterey to arrange for rebuilding the mission.

October 17. Three friars, Fuster, Lasuen and probably Santa Maria, occupied the new mission.

December. Serra departed the last days of the year for the north, with Amurrio, and never returned.

1777. Juan Figuer came and served to December 18, 1784, when he died and was buried in the church.

1785. For about a year after Figuer's death, Lasuen served alone. In November, 1785, he went to San Carlos and his place at San Diego was taken by Juan Mariner (arrived 1785). With him was associated Juan Antonio Garcia Riboo (arrived 1783), till October, 1786, then Hilario Torrens (arrived 1786). Mariner and Torrens served till the last years of the century. Torrens left California at the end of 1798, and died in 1799; Mariner died at the Mission, January 29, 1800.

1800. Their successors were Jose Panella (arrived June, 1797), and Jose Barona (arrived May, 1798). Pedro de San Jose Estevan was supernumerary, April, 1796, to July, 1797. Panella was accused of cruelty to the neophytes and was reprimanded by President Lasuen. He left the country in 1803. Barona remained as minister throughout the decade (1800-1810). Panella was replaced for about a year after 1803 by Mariano Payeras, and then Jose Bernardo Sanchez took the place in 1804. Pedro de la Cueva, from Mission San Jose, was here for a short time in 1806, and Jose Pedro Panto came in September, 1810.

1810. Father Sanchez continued to serve until the spring of 1820, when he was succeeded by Vicente Pascual Oliva. Panto died in 1812, and Fernando Martin took his place.

"Panto," says Bancroft, "was a rigorous disciplinarian and severe in his punishments. One evening in November, 1811, his soup was poisoned, causing vomiting. His cook, Nazario, was arrested and admitted having put the 'yerba,' powdered *cuchasquelaai*, in the soup with a view to escape the Father's intolerable floggings, having received in succession fifty, twenty-five, twenty-four and twenty-five lashes in the twenty-four hours preceding his attempted revenge. There is much reason to suppose that the friar's death on June 30th of the next year was attributable to the poisoning."

The new Mission church was dedicated November 12, 1813 (this is the building whose ruins yet remain). The blessing was pronounced by Jose Barona, of San Juan. The first sermon was by Geronimo Boscana, of San Luis, the

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second by the Dominican Tomas Ahumada, of San Miguel, and Lieutenant Ruiz acted as sponsor.

1820. Father Martinez served for a time in 1827.

1830. Fathers Oliva and Martin continued in charge. Martin died October 19, 1838. He was a native of Robledillo, Spain, born May 26, 1770. He was a Franciscan and arrived at San Diego July 6, 1811. He was regarded as an exemplary frey. He was one of the few missionaries who took the oath of allegiance to Mexico.

1840. Oliva remained alone, and was the last missionary to occupy the mission till August, 1846. Upon the secularization of the missions in 1835, Jose Joaquin Ortega was placed in charge as majordomo or administrator, and 1840 he was replaced by Juan M. Osuna. Others served at different times. Some Indians lingered at the place and in 1848 Philip Crosthwaite leased the mission. Oliva went first to San Luis Rey, then to San Juan Capistrano, where he died in January, 1848.

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CHAPTER IX

AMUSEMENTS OF THE CALIFORNIAN OF EARLY DAYS

It was in their amusements more than in anything else that the Californians took an abiding interest. Amusements in fact were a part of the serious business of life. Besides the regular ancient festivals of the church, there were numerous national festivals. In 1822 the imperial congress decreed that thenceforth, in commemoration of important events in the history of Mexican independence, the anniversaries of February 24th, March 2d and September 16th and 27th should be observed as national holidays and celebrated with festivities. In 1840, in the time of Alvarado, who had little fancy for strutting around with a feather in his hat and thought entirely too much time was devoted to holiday soldiering, the Mexican government deemed it necessary to call his attention to the subject and enjoin, by special order, that officials should attend solemn festivities and celebrations. It insisted that such attendance was necessary to preserve the brilliancy and dignity of the national government and the respect with which it should be regarded in the eyes of the people.

The chief national holiday was September 16th and this was almost invariably celebrated with great pomp and circumstances not only by the people in general but by the government. In 1843, for example, Governor Micheltorena issued a long official paper, prescribing the order of ceremonies to be observed at Monterey. On the previous evening the castillo or fort was to fire a salute of five guns, the band to play and fireworks to be exhibited. On the anniversary itself there were to be artillery salutes throughout the day, a grand mass at the church and military evolutions in the morning, a bull-fight on the plaza in the afternoon and a ball at night, and all official persons were required to present themselves in rigorously full dress and take part. Horse-racing and gambling were adjuncts to the celebration, but bull-fighting was a national sport, authorized and regulated by government and therefore a part of the regular program. Sometimes within a few days of an approaching celebration the vaqueros would make arrangements for lassoing a bear. For this purpose they would select a bright moonlight night, expose the carcass of a slaughtered bullock in some place frequented by bears and conceal themselves. If a bear approached, they would pounce upon him from their ambush with lassos, and they usually succeeded in tumbling him over, gagging and securing him. When the feast came on, they would place him on an ox cart or large bullock's hide and drag him to the plaza, where he would be chained and pitted against a wild bull. In the contests between bears and bulls the combat was often bloody and victory uncertain. Sometimes the bear was gored to death and sometimes the bull's jugular

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torn open. If either animal showed signs of giving up, it was goaded into desperation, and the more desperate and bloody the conflict the greater the pleasure and satisfaction of the spectators. On the other hand, the ordinary fights between bulls on the one side and human beings on the other were, to a very great extent, deprived of their zest by an order of government, that in such contests the tips of the bull's horns should be first cut off. Under these circumstances the ordinary bull-fight was a rather tame affair, a mere spectacle of cruelty. But such as it was, it was considered an amusement and occupied the place and served the purpose of its prototype and original, the gladiatorial show of Rome.

Besides the frequent national holidays, there were numerous church feast days and festivals, and all were celebrated with more or less observance and eclat. Not only Christmas and Easter, Lady Day and Michaelmas, but every Sunday had its religious festivities and amusements. Every mission had its anniversary, every family its reunion, every individual his saint's day. Every wedding was made a festival, every funeral a time of amusement. The ancient poets feigned an Arcadian age of universal plenty and enjoyment, when the skies were always sunny, when the fields produced their fruits spontaneously, when there was no labor and no anxiety, when from day to day and month to month and year to year there was one long, unbroken, uninterrupted holiday. Such an age was an impossibility for men constituted as they are. But the nearest approach to it in the world, perhaps, was the pastoral age of Alta California.

Robinson witnessed the celebration of the religious festival of "la noche buena—the holy night" at San Diego. Estudillo, the commandante of that place, directed the customary exhibition of "Los Pastores" or the dramatic play of the Shepherds. Those who were to take part in the performance rehearsed night after night until at length Christmas eve arrived. At an early hour, illuminations commenced, fireworks were ignited, the church bells rang and the pathways leading to the presidio church were enlivened with crowds hurrying to prayer and devotion. At midnight a solemn mass was celebrated. At its conclusion, Father Vicente de Oliva, who officiated, produced a small image representing the infant Saviour, which he held in his hands for all to approach and kiss. After this, at the sound of a guitar on the outside, the body of the church was cleared and in a few minutes afterwards the procession of performers entered, dressed in appropriate costumes and bearing banners. They consisted of six females, three men and a boy. The females represented shepherdesses, one of the men Lucifer, one a hermit, the third Bartolo, a lazy vagabond, and the boy the archangel Gabriel. The performance commenced with the archangel's appearance to the shepherdesses, his annunciation of the birth of the Saviour and his exhortation to repair to the scene of the manger. The shepherdesses set out but Lucifer endeavored to prevent the prosecution of their journey. His influence and temptations were about to succeed when the archangel again appeared, and a long dialogue took place, in which the hermit and Bartolo played respectively prominent parts, and the whole ended with the frustration and submission of the arch-fiend. The play was interspersed with moral and religious teachings, with music and songs, with farce and buffoonery, and a medley was thus presented, in which every spectator found something to his taste. For several days the spectacle was repeated at the principal houses, at each of which the performers were entertained with presents and refresh-

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ments, and, as they passed from house to house through the streets, they were followed by a crowd, particularly of boys, who were enraptured with the comicalities of Bartolo and the hermit and enthusiastically wild to witness over and over again what seemed to them so splendid and glorious a sight.

While the celebration of Christmas thus took place at night, that of Easter was a day-time spectacle. Dana was present on the occasion of such a festival at Santa Barbara. The population was dressed in holiday attire, the women sat on carpets or rugs before their doors and the men rode about visiting from house to house. Under one of the piazzas, two men, decked out with ribbons and bouquets, played the violin and guitar. These social amenities were, however, mere additions to the religious mass and the inevitable fandango, which were a part of every festival. There was also every year a hanging and burning of Judas Iscariot or rather an image, supposed to represent the arch-traitor, stuffed with straw and fire-crackers and remarkable for its prominent nose.

On December 12th of each year was celebrated the apparition of the image of Santa Maria de Guadalupe or the Aztec virgin. In issuing an order for this festival at Monterey in 1833, Governor Figueroa directed the streets and houses to be decorated during the day time and illuminated at night. He also ordered all places where liquor was sold to be closed until after midday. On a similar occasion at Los Angeles in 1839, an appropriation of municipal money was made for the purpose of providing gunpowder for salutes during the religious ceremonies.

Every Sunday was likewise a festival. After mass the day was devoted to amusement. As there was no impiety in firing salutes to accompany the Sunday mass, so there was no sin in Sunday military parades. A man who attended church in the morning was at liberty to enjoy himself in the afternoon as suited his fancy. He could turn out if he pleased with rattling drum and ear-piercing fife, or, if he liked better, he could spend the remainder of the day without impeachment of his orthodox devoutness, at the race course or the gaming table. There was no offense in Sunday laughter or hilarity, and no one imagined that Sunday dancing was damnable.

The carnival season of extravagancies was represented by what were called the "carnes tolendas." They corresponded with the three days previous to Ash Wednesday. When this season approached, eggs were emptied of their natural contents by blowing through small holes pierced in their ends, the shells then partly filled with cologne or other scented water, and the holes sealed up with wax. It was always allowable during these days to greet an acquaintance by crushing such an egg on his or her head, but the chief amusement consisted in accomplishing the sweet drenching at an unexpected moment. On some occasions select companies were assembled at a particular time by special invitation to enjoy the sport, and then there was what might be called a noisy, uproarious battle, every participant being armed in advance with a supply of prepared eggs. When ladies took part, there was a limit to the game, but when gentlemen alone were engaged, the sport not infrequently advanced from eggs to wet napkins, with which they slapped one another, from wet napkins to tumblerfuls of water, from tumblers to pitchers, and from pitchers to bucketfuls. Robinson witnessed a frolic of this kind on the occasion of the wedding of Manuel Jimeno Casarin at Santa Barbara. Among those present were Father

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Antonio Jimeno and Father Menendez. They joined in the sport and, becoming heated, reached the stage of throwing water over each other. Father Menendez, being the weaker of the two and finding himself worsted, retreated to an adjoining chamber and closed the door. Father Antonio pursued, when Menendez, seeing no means of escape, seized the first vessel he could lay his hands on and let fly full into Father Antonio's face. Thus, even among the father missionaries themselves, amusements could be carried to very great lengths.

When Dana was at Santa Barbara in 1835, he attended the funeral of a little girl whose body was being conveyed by a long procession from the town to the mission for interment. The little coffin was borne by eight companions and followed by a straggling company of girls in white dresses adorned with flowers, which included as he supposed from their number all the girls between the ages of five and fifteen in the neighborhood. Those who bore the coffin were continually relieved by others running forward from the procession and taking their places. The company played and amused themselves on the way, frequently stopping and running all together to talk or pick flowers, and then running on again to overtake the coffin. A few elderly women brought up the rear, and a crowd of young men, some on foot and others mounted, walked or rode by the side of the girls, frequently addressing them with jokes and banter. But the strangest part of the ceremony was that played by two men who walked, one on each side of the coffin, carrying muskets and continually loading and firing them into the air.

Music, singing and dancing, particularly the last, constituted a part of almost every occasion of amusement. There could scarcely be a social gathering without a fandango. This was properly speaking a dance, but it was usual to devote a portion of the time to vocal and instrumental music. Though the violin was common, the favorite instrument, and especially as an accompaniment to singing, was the guitar. In singing it was not unusual to hear the words of the song improvised and addressed, sometimes in honor of strangers who might be present, sometimes in compliment to the ladies, and sometimes in satire and ridicule of the follies of the day or of society in general. A couplet or strophe, commenced by a gentleman, was often finished by a lady. Duflot de Mofras attended one of the social reunions at Santa Barbara in 1842, when the country was very much excited about the seizure of Monterey by the Americans. A gentleman commenced a couplet in a doleful strain, to the effect that "If Yankees come the country's lost; there's no one to defend her." A charming damsel, with a roguish look at the stranger, immediately added: "If Frenchmen come, the women folks will willingly surrender."

The voices of the Californians, as well as their language, were peculiarly adapted for singing. Dana was much struck with the fineness and beauty of the intonations of both sexes. He said that every ruffian looking fellow, with a slouched hat, blanket coat, dirty underdress and soiled leather leggins, appeared to speak elegant Spanish. A common bullock driver on horseback, delivering a message, spoke like an ambassador at a royal audience. It seemed, he went on to say, as if a curse had fallen upon the people and stripped them of everything except their pride, their manners and their voices. Even among the Indians at the missions, music, instrumental as well as vocal, was to some extent cultivated. Each establishment had its Indian choir. At Santa Barbara

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Father Narciso Duran taught a company of about thirty upon violins, flutes, trumpets and drums, and their performances were well executed. Robinson often saw the old padre standing bareheaded in the corridor of the mission, leading a rehearsal and beating time against one of the pillars, and he was so skillful a teacher that he could instantly detect and correct a false note by any of his pupils. At that mission as well as at others, it was not unusual for the church music to consist of the most lively dancing tunes, and thus solemn masses were not infrequently chanted to the air of reel or hornpipe. Duflot de Mofras heard the Marseillaise played as an accompaniment to mass at the mission of Santa Cruz.

The dances were of many kinds and exceedingly graceful. Some were performed in companies, some in couples and some by single individuals. There was one called "el son," executed by one person only, in which the sound of the feet formed an accompaniment to the music. When performed by a lady, and particularly when well performed, there was always much enthusiasm among the gentlemen spectators, who, if relatives or sufficiently intimate friends, would applaud with a shower of silver dollars. A very brilliant execution or a very special desire to please would sometimes evoke a golden doubloon instead of the customary dollar.

Robinson was present at a grand fandango, which took place at the house of Juan Bandini at San Diego in 1829, and described several of the dances. The occasion was that of having the house "bendecida" or blessed. This part of the ceremony, which was conducted by one of the missionaries marching through the various apartments, sprinkling holy water and reciting Latin verses, took place at noon, in the presence of a large company consisting of the proprietor and his family, Governor Echeandia and his officers, many friends and their families, and a few invited strangers. After the blessing, the company sat down to a luxurious dinner, and when the cloth was removed the guitar and violin invited those who wished to the dance. But this was merely preliminary to the grand fandango of the evening, for which nearly all reserved themselves. At an early hour after dusk the various avenues to the house were filled with men, women and children hurrying to the scene. On such occasions everybody attended and the common people were expected without the formality of an invitation. When Robinson arrived, he found a crowd collected about the door and every now and then shouting their approbation of the performances going on within the house. With some difficulty he managed to effect an entrance and found a lady and a gentleman upon the floor executing a dance called "el jarabe." The sound of their feet was so rapid, precise and harmonious with the music that he compared it to the rattle of drumsticks in the hands of able professors. The attitude of the lady was erect, with her head a little inclined to the right shoulder and her eyes modestly cast on the floor, while her hands, which were gracefully disposed at the sides of her dress, held it just high enough above the ankles to expose the movements of her feet. The gentleman was meanwhile under full head of locomotion and rattled away with wonderful dexterity, so disposing himself as to assist and set off the evolutions of his partner. His arms were thrown carelessly behind his back and, as they crossed each other, secured the points of his serape, which still held its place upon his shoulders. He had not even laid aside his sombrero or broad-brimmed hat, but in all

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respects appeared as if he had just stepped forth from the outside crowd and placed himself upon the floor.

In an inner apartment, which was about fifty feet in length by twenty in width, there was a crowd of smiling faces. Along the sides were children and Indian girls and their parents and mistresses. A lively tune commenced. One of the managers of the evening approached the nearest lady and, clapping his hands in accompaniment with the music, succeeded in bringing her into the center of the floor. There she remained a few moments, gently tapping with her feet, or, if young and skillful, executing admirable movements, and then with several whirls she glided back to her seat. Then another was called out in the same manner, until the compliment had passed throughout the company. This was another variety of the dance called "el son" already described, but instead of showering dollars, an enthusiastic spectator would place his hat upon the head of a lady, with the tacit understanding that he would afterwards redeem it with a present. At intervals during the entertainment refreshments were served. Occasionally the waltz was introduced, when ten or a dozen couples would start off in independent gyrations. But the most interesting and graceful of all the dances was the contradanza, in which a large number participated in unison. This included intricate figures and charming combinations, borrowed from other dances, and thus, to some extent, embraced the most attractive movements of them all, while at the same time it was social and equalizing in its pleasures. The poetry of motion was not only seen but was also felt in the bows and glides and whirls of this popular and favorite amusement.

As has already been incidentally stated, the Californians would often ride a great distance to a fandango. Duflot de Mofras in 1841 accompanied a party of about thirty persons, male and female, from Sonoma to the Russian farm of Knebnikoff. The occasion was the saint's day of Helene de Rotschoff, wife of the Russian commandante. They started in the morning, rode all day and in the evening arrived at their destination; there they danced all that night, all the next day and all the following night, and the following or third day at sun-up they started on the journey back home again. The distance ridden in this instance, counting both ways, was some eighty or a hundred miles, but for a dance lasting several days, it was regarded an easy thing to go a hundred leagues or more.

An idea of the character of the refreshments dispensed at such entertainments may be gathered from an official report of the expenses of a proposed public ball at Los Angeles in August, 1845. Jose Maria Covarrubias, as president of the various committees charged with making arrangements, reported that the necessary costs, which in consideration of the scarcity of funds were reduced to the lowest figures, would amount to one hundred and ninety-two dollars. Of this sum, thirty dollars were to be expended in preparing a floor, fifteen in purchasing ten pounds of spermaceti for lights, twenty-four for four musicians, four for servants, and the remaining one hundred and nineteen for refreshments, including thirty dollars for a barrel of aguardiente, sixteen for a barrel of wine, ten for a half barrel of angelica, ten for olives, thirty for cakes and crackers, five for cheese, ten for fruit and three for sugar. Another estimate of expenses for the same or a similar entertainment at Los Angeles allowed twenty-five dollars for a dozen bottles of champagne, twelve for a dozen bottles

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PATIO, RAMONA'S MARRIAGE PLACE, OLD TOWN, SAN DIEGO

MARRIAGE PLACE OF RAMONA AT OLD SAN DIEGO

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of muscatel, ten for five gallons of white wine, five for five gallons of red wine, five for two gallons of aguardiente, eight for six bottles of liqueur, six for two turkeys, four for eight chickens, two for two pigs, fifteen for thirty pounds of sugar, twelve for six bottles of preserves, and other small amounts for bread, flour, butter, cheese, sardines, milk, rice, cinnamon, olives, apples, pears, peaches and grapes. In this case, as well as in the other, it will be observed how great a preponderance of the expense was for liquors, thus forcibly reminding one of Prince Hal's comments on Falstaff's bill of items: "Oh monstrous! But one half-penny worth of bread to this intolerable deal of sack!" The immoderate use of stimulants, and especially of the vile distillation called aguardiente, by the men, constituted the chief objectionable feature of the fandangos. While Falstaff's sack was supposed to provoke only wit and mirth, the aguardiente was almost invariably a breeder of noise, disorder and quarrel, nor was it therefore infrequent when the normal amount was supplied, for a dance to end in a brawl and sometimes in a homicide.

With the people such as the Californians, there was little prospect of any development of the resources of the country. When Vancouver was at Santa Barbara in 1793, he had occasion to replenish his water casks and proceeded to the usual watering place on the beach. He found there a couple of wells, which had always been used by the Spanish sailors. Though great pains had been taken to keep them clean, they were very dirty and the water was not only scanty in supply but brackish, unpleasant and unwholesome in character. He looked around for something better and at a distance of only a few yards discovered an excellent spring of fine water amongst a clump of bushes in a sort of morass. Upon inquiry he found that the existence of the spring was totally unknown to the residents and equally so to those employed in furnishing the shipping. The careless negligence thus exhibited was typical of the people. In fact up to the time when the Americans came, comparatively nothing was known among the inhabitants of the immense capabilities of the country, or if known, no advantage was taken of them. Foreigners, who visited the coast, recognized them, and here and there native intellect brighter than the common sort saw them also, but the people as a people were entirely unenterprising, unappreciative, apathetic.

They made no excursions, investigations or explorations beyond their immediate neighborhood and therefore knew little about the back country. Their settlements were confined to the slope between the ocean and the coast range of mountains, and they were almost entirely ignorant of the territory more than thirty or forty miles inland or that far north of Sonoma. A few expeditions after stolen stock or runaway Indians penetrated into the San Joaquin valley or what was generally known as the Tulare country, but they brought back no information of value. Except what they picked up from the accounts of foreign travelers and explorers, they knew nothing of the Sacramento valley or the Sierra Nevada slope. Everything that involved labor, and especially disagreeable labor, they abhorred. When Dana and his sailor comrades on one occasion were at work carrying hides from the shore to their boat by wading through the surf, two or three Californians who stood on the beach witnessing the operation, wrapped their cloaks about them, shook their heads and muttered their disgust with a half smothered "Caramba!" They had no taste for such doings.

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Dana added that their disgust for water was a national malady and showed itself in their persons as well as in their actions.

Robinson described several dinners on board American ships to which Californian rancheros had been invited as guests. On one occasion pudding was served and it was looked upon by them with astonishment. When the sauce was handed round, some of those present, with the assistance of a grater, added a little nutmeg to the composition. A ranchero, who had carefully watched the operation, in his turn seized the grater and commenced rubbing it with his thumb nail, but not succeeding in producing the desired effect, he paused and looked around. Observing the general smile of those who witnessed his perplexity and beginning at length to think there was something wrong, he turned to the gentlemen next him and asked, "Como es que yo no saco nada?—How is it that I cannot get anything?" At another dinner party given in honor of the Fourth of July, there was a numerous company present. A large bowl was used for holding the pudding sauce, and as soon as the pudding itself had been served around, the bowl was handed to one of the Californian guests to help himself. Liking its appearance, he took the bowl from the steward and with his spoon soon finished it. Then smacking his lips, he remarked "Que caldo tan bueno! Que lastima! que no lo trageron antes la carne!—What good soup! What a pity they did not bring it before the meat!"

The Californian gentleman, however, was a cultured being. Dana gave a graphic description of one in the person of young Juan Bandini, who at the time of their meeting was a passenger in the ship on which Dana was employed. Bandini was one of the aristocracy of the country. His ancestry was of pure Spanish blood. His father had been a governor in one of the Mexican provinces and, having amassed a considerable property, had settled with his family at San Diego, where he built a large house, kept a retinue of Indian servants and set up for a grandee. The son had been sent to Mexico, where he received an education and went into the first society of the capital. But misfortune and the want of any means of obtaining interest or income out of his property soon ate up the available estate, and the young man returned to California poor, proud, without office or occupation, extravagant while the means were at hand, ambitious at heart but unable to find a career, often pinched for bread, and keeping up an appearance of style but in dread of every small trader and shopkeeper in the place. He had a slight and elegant figure, moved gracefully, danced and waltzed to perfection, spoke pure Castilian with a pleasant voice and refined accent and had, throughout, the bearing of a man of birth and consideration. Yet there he was, with his passage given him because he had no means of paying for it, and living upon the generosity of the agent of the vessel. He was polite to every one, spoke graciously to the sailors and gave a half dollar, probably the only coin he possessed, to the steward who had waited upon him. Dana could not help feeling sympathy and especially upon comparing him with a fellow passenger—a fat, coarse, vulgar and pretentious Yankee trader, who was gradually eating up the fortune of the Bandini family, grinding them in their poverty, accumulating mortgages upon their lands, forestalling the profits upon their cattle and making inroads upon their jewels, which were their last resource.

From the descriptions and particulars thus given, a tolerably correct idea may be formed of the kind of people the Californians were. Their chief faults they

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had brought with them in their blood from Mexico, but these faults had been more or less mellowed and softened by the equable sun and tempered breezes of the country. They were not an industrious or energetic people, they were incapable of heroic action either in public or private life, they were idle, negligent, ignorant, extravagant, improvident and given to drinking and gambling. But they were at heart peaceful, friendly, hospitable and generous. There was nothing bloodthirsty in their natural composition. Though not a people to be admired, they had many amiable qualities. If a life of careless idleness or of what the Italians call "dolce far niente—sweet doing nothing" be happiness, they were happy. They were, as has already been said, of all people on the continent, best entitled to the name of the Arcadians of the western world.

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CHAPTER X

HABITS AND CUSTOMS OF THE CALIFORNIAN

The old California houses were built of adobes or sun dried bricks with clay floors and tile roofs. As the adobes were large, the walls were two or three feet thick. The outside as well as inside was often smoothed over with a coating of clay and whitewashed. There were doors and window shutters of wood but window glass was not common. A large house was divided off by partitions similar to the outside walls. It was rare for a building to exceed one story in height, but here and there a second story or loft was added. The rafters and the joists where more than one story was built, were made of the bodies of long, straight young trees denuded of their bark, and the roofs, which were sometimes pent roofs and sometimes gable roofs, had a very slight slope. The tiles were large half-cylinders of burnt clay, so laid, by alternating rows with their convex sides down and rows with their convex sides up, and overlapping the former with the latter that they constituted a good protection against rain. The rows were held in place by long poles placed horizontally on top and fastened at the ends. Where tiles were not procurable, thatch of tule or straw was used. There were no such things as barns or stables and seldom outhouses, except porches and sheds connected with the main house, nor were there yards except corrals. But notwithstanding the bareness and want of accessories, many of the houses and particularly the ranch houses were picturesque in appearance and formed pleasant features in the landscape.

In some instances the houses were kept as clean as circumstances would admit, but as a rule they were untidy and sometimes filthy. Robinson in 1830 said it was a rare thing to find a house that was not absolutely overrun with fleas, which, he added, were so common and the natives had become so accustomed to their bites as to think nothing of them. An idea of the condition of some of the houses may be gathered from a municipal law of Los Angeles, passed in 1838, which provided among other things, that every inhabitant having pigs in his house should prevent them from straying at the risk of forfeiture. There was very little furniture, and that of the rudest kind, except such as could be procured from vessels visiting the coast.

But there was one thing almost invariably found in the houses of the Californians, which more than compensated for the want of furniture, occasional uncleanliness and frequency of fleas, and this was genuine hospitality. There were no inns or taverns but a decent person might arrive at any hour of the day or night at a mission or a ranch house and, though entirely unknown, he was sure of being well received and entertained without recompense. The first care of the Californian upon meeting a stranger, recognized to be a gentleman, was

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to offer his hand, present a drink of aguardiente, ask the newcomer's name and occupation and inquire the object of his travel. At the same time he answered in advance all the questions of the same general character that were likely to be asked and invited the stranger to accompany him, if, as was likely to be the case, he was going to a rodeo, a wedding or a dance. If the invitation was accepted, a welcome reception was certain, but the stranger was often astonished to find that the rodeo or the wedding or the dance, to which he had thus been invited, was many leagues from the place where the invitation was given. As almost all the Californians of any standing were connected by relationship and the families were widely scattered over the country, these long excursions were frequent, and on all great occasions, as such amusements were always considered to be, the relatives and friends were expected from far as well as near.

The staple food was fresh beef, frijoles and tortillas. The beef was usually roasted upon the coals, but sometimes boiled with vegetables. The frijoles or beans were almost invariably first boiled and then fried with plenty of lard. The tortillas were thin cakes of meal, sometimes of wheat but usually of maize ground on the metate, patted between the hands and baked before the fire or on heated sheets of iron. The vegetables were few and simple, such as cabbages, turnips and potatoes, but onions and red peppers were used in great profusion and in nearly all their dishes. Chocolate and sugar came from Mexico, and as commerce became better established, small quantities of rice and tea were introduced. There was sometimes a little variation of the diet, but in general it remained much the same year in and year out. Though the country abounded in game, the Californians were neither hunters nor fishermen, and it was seldom that they availed themselves of the elks, deer and antelopes covering the plains, the salmon and trout swarming in the rivers and brooks or the myriads of wild fowl blackening the fields or darkening the air. They had some domestic fowls but these were not plentiful and chiefly for the reason that it required too much trouble to raise and protect them.

The Californians paid much more attention to their attire and the trappings of their horses than to houses, furniture, table or domestic comforts. The dress of the gentlemen consisted of a short jacket of silk or figured calico, white linen shirt open at the neck, black silk kerchief loosely tied about the neck by way of cravat, occasionally a rich waistcoat or vest, and pantaloons of velveteen or broadcloth, open on the outsides below the knee and ornamented along the seams with buttons and gold braid. Sometimes, instead of the pantaloons, short breeches and white stockings were worn. Around the waist, suspending the pantaloons or breeches, was a silken sash, usually bright crimson or scarlet. The shoes were of buckskin or buff-colored leather and ornamented. The hat a broad, stiff, horizontal brim, with a comparatively low crown in the shape of an oval cone truncated. Its color was sometimes black but more usually the light reddish-brown of vicuna wool, of which almost all the hats in the country, being importations from South America, were made. The crown was surrounded with a broad band and sometimes decorated with silver eagles. The hair was generally long, sometimes braided and fastened behind with ribbons, while around the upper part of the head and under the hat, when one was worn, was usually a black silk handkerchief.

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Over the other clothing was the serape. This was usually finer or coarser according to the rank or wealth of the wearer. The richer classes had them of black or dark blue broadcloth, with as much velvet trimming and embroidery as they could carry, and from this finer kind there were gradations down to the poncho and coarse home-made Indian blanket. In general cut the serape resembled the poncho, which was a large, square woolen cloth or blanket, with a hole or slit in the middle for the head to go through. Some of the serapes were beautifully woven with various colors and very showy. When the caravans began coming to California from New Mexico, they brought with them from that and neighboring regions many very fine and serviceable ones, which they bartered for California mules. Sometimes instead of the serape, the manga was worn, which resembled the serape but was of doubled cloth and had around the slit in the middle a collar, usually ornamented with a wide band of silk or gold or silver braid. These costumes were often very expensive. A fine pair of pantaloons, called calzonera, with buttons and gold lace, cost from fifty to sixty dollars, a fine serape or manga from sixty to a hundred dollars, and other articles of dress in proportion. When the gentleman mounted upon horseback, he bound on his legs below the knees, with colored ribbons or garters, a kind of leggins called botas. These leggins, in the folds of one of which was placed the long knife which was always carried, were of thick but soft leather and often scalloped and ornamented. He also put on a pair of enormous spurs, the rowels of which were about four inches in diameter and composed of five rays, resembling the ends of thin quills, which were intended not so much to prick the horse as to produce a pressure upon his flanks and force him to lift his hind parts if the bridle was slackened, and to rise upon his haunches if reined in. Sometimes the spurs were silver mounted and expensive, but they were usually of plain iron. When not in full dress the ordinary clothing of the ranchero was of cotton stuffs, coarse wool and leather, but as commerce increased American clothing was introduced and became common.

Robinson described with considerable minuteness the dress of Tomas Yorba, the proprietor of the Rancho de Santa Ana near Los Angeles. He was tall and lean in person but attired in all the extravagance of the country. Upon his head he wore a black silk handkerchief, the four corners of which hung down upon his neck behind. He had on an embroidered shirt, a cravat of white jaconet tastefully tied, a blue damask vest, short clothes of crimson velvet, a bright green cloth jacket with large silver buttons, and shoes of embroidered buckskin. This seems to have been his ordinary attire, but on extraordinary occasions his entire display included still richer and greater variety of materials, and in some instances it exceeded a thousand dollars in value.

The saddle, in which the Californian took almost as much pride as in his attire, was often highly ornamented. In construction it was high before and behind, thus affording a steady and secure seat, and was built strong. In front it had a prominent and very stout pommel, capable of resisting the strain of the lasso, which was wound around it. The skirts or flaps were large and often elaborately embellished. The stirrups were of wood and attached to them in front and to the straps supporting them were leathern aprons, intended to protect the foot and leg in riding through brush-wood or chaparral. At the back of the seat and on the sides were a number of rawhide or buckskin thongs for tying

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on blankets or parcels. On each side was a strong iron ring, to which the stirrups as well as the cinch-straps were attached. The cinch or girth consisted of a broad band of small ropes usually plaited together, three or four feet long, with a large iron ring on each end. On the right side the cinch was securely fastened to the saddle ring by the strap on that side; on the other side the cinch-strap, which was very long and pointed at the end, hung free until the saddle was placed on the horse; it was then passed through the ring on the free end of the cinch, then through the saddle ring and so several times through each ring and drawn tight and fastened by a double fold, which prevented it from slipping. By a little practice with this strap and the leverage gained by passing several times through the rings, a person could in a few seconds fasten a saddle as tightly as he wished. The great compressive power afforded by the arrangement gave rise to the significant slang verb "to cinch," metaphorically applied to squeezing money out of individuals or corporations, which seems destined in time, like various other Californianisms, by widely extending usage, to become good English.

The bridle was usually of plaited rawhide. The bit was of iron, with a long, flat spur, or sometimes a fold of iron, running back into the horse's mouth and so arranged that, by pulling the reins, the spur was pressed upward upon the palate. A very slight movement of the rein was sufficient to turn a horse in any desired direction or stop him at full speed. The lasso or reata was a long rope, made out of rawhide, with a loop formed by a running slip knot at the end. All the Californians were expert in the use of it. They could throw it with such precision as to catch a running bull by the horns or any of the legs and trip him up, and the horses were so trained that the moment an animal was caught they braced themselves against the strain of its pull or fall. Strangers were astonished at the apparently almost impossible skill exhibited on a chase at full speed in so throwing the lasso that the loop would catch a particular leg the instant it was lifted from the ground; but Forbes explains it by the early and constant practice of the Californians, commencing when mere children by lassoing pigs and chickens with twine, making a toy reata their plaything in boyhood, and so advancing from ensnaring tame animals up to wild bulls and ferocious bears.

The dress of the lady was usually a bodice of silk or calico, with short embroidered sleeves, loose about the waist where it was secured with a bright silk belt or sash, and a skirt sometimes of the same and sometimes of a different or differently colored material, elaborately flounced. Both bodice and skirt were profusely trimmed with lace. The stockings were silk and the shoes or slippers of satin or velvet. Over the shoulders or arms was worn the reboso, a kind of long scarf of silk or cotton, dark in color, and usually with fringed ends. In the adjustment and management of the reboso great skill and grace were displayed. Sometimes, instead of a reboso, a Chinese crape shawl was worn and in rare instances a Spanish mantilla. The hair was usually plaited into two long queues, which hung down the back, tied at the ends with bright ribbons, but sometimes it was left flowing and sometimes done up with a comb. A band usually surrounded the head with a cross, star or other ornament in front, and necklaces and earrings of pearls were not uncommon. Bonnets or hats were not used, except sometimes in riding on horseback. Those used for that purpose were

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of straw with enormous brims. When it was desirable to cover the head, it was done with the reboso or shawl, but the sun was not feared by Californian brunettes as it is by American blondes.

Dana pronounced the fondness for dress among the women excessive. He said that nothing was more common than to see them living in houses of only two rooms with the ground for a floor, dressed in spangled satin shoes, silk gowns, high combs, earrings and necklaces, and he concluded that they would pay any price rather than not to be dressed in the best. There was, doubtless, in the lower class an undue fondness for personal adornment, as there is among unrefined women all over the world, but there was no justification for the generality of his conclusion. Though himself a gentleman of refinement, he came to the coast as a sailor before the mast and did not have an opportunity of becoming intimately acquainted with the better classes in their domestic relations. Robinson, who was equally a gentleman of refinement, who lived in California many years, who married a daughter of the country and who had ample opportunities of observation, spoke in very different language. He said there were few places in the world where, in proportion to the number of the inhabitants, there were to be found more chastity, industrious habits and correct deportment than among the women of California. It was natural, perhaps, and certainly proper for any gentleman who married a California lady to defend the honor of his wife's countrywomen, but in this case the defense appears to have been more than mere gallantry. There was truth in it.

In speaking further of the domestic relations of the Californians, Dana said that while the women had a great deal of beauty and none too much morality, the men were extremely jealous, and that thus one vice was set off against another. Revenge was deadly and almost certain. Not only wives but young women were carefully watched. The sharp eyes of a duena and the ready weapon of a husband, father or brother were a protection which was needed, for the reason that the very men who would lay down their lives to avenge the dishonor of their own family, would risk the same lives to complete the dishonor of another. It was therefore, according to Dana, rather to danger and fear than to virtue that the infrequency of infidelity was to be attributed. But this remark, while it was to some extent contradictory of what he had said before, was, like the former remark, entirely too general. Duflot de Mofras spoke of the women as being not only active, industrious and, in intellectual and moral qualities, superior to the men, but also as being prudent and calculating. While they were large and strong, having preserved the type of beauty of their Spanish countrywomen, and consequently full of warmth and fire, they preferred for husbands, not finely dressed, courtly, serenading cavaliers, but the colder blooded plainer dressed foreigners, who were more industrious, treated them better as wives and took more care of their children. On the other hand the foreigner husbands, with very few exceptions, found in them wives quite as affectionate and quite as devoted as they would have been likely to find elsewhere.

There were sometimes obstacles thrown in the way of foreigners marrying daughters of the country. In the first place the men resented the preferences shown by the women for husbands of foreign birth and raised all the difficulties they could, and in the second place, the church was for various reasons opposed to them. A foreigner had to place himself as completely as possible on a level

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with the Mexican, both in nationality and religion, before he could expect to be allowed to marry. For instance: Henry D. Fitch of Massachusetts and Josefa Carrillo of San Diego became enamoured of each other and wished to marry. But Fitch was not a Catholic and could not prevail upon the priest to perform the ceremony. Echeandia, who was governor at the time, had issued an edict that no foreigner should marry in the country without his special license, nor without complying with the regulations established by the church, which required him to belong to it. The missionary of San Diego wished to make the young couple happy but dared not disobey the injunctions placed upon him. Fitch, however, was enterprising and his affianced no less so. An elopement was planned. A friendly vessel, bound for South America, was engaged; Fitch secured two staterooms and occupied one as the ship sailed out of the harbor. When it passed the heads it lay to. In the night the lady, nothing loath, found means to get out of her apartment unobserved, mounted a horse and rode to Point Loma, was taken off in a boat and sailed away with her lover. At Lima they were married, but upon their return the husband was arrested by Echeandia and the married pair were kept separated until an accommodation could be patched up.

Weddings were grand affairs. That of Manuel Jimeno Casarin with Maria, daughter of Jose Antonio de la Guerra y Noriega, which occurred in 1832, may be taken as an example. The religious ceremony was performed at the mission of Santa Barbara before daylight, and after the ceremony a breakfast was served there. After breakfast the wedding party proceeded to the town, where a procession was formed. At the head was a military band, consisting of about twenty performers, dressed in red jackets trimmed with yellow cord, white pantaloons cut in Turkish fashion and red caps of Polish pattern. The bride and bridegroom, accompanied by the bride's sister, followed in an open English barouche, then came a closed carriage with the father of the bride and the father of the church, then a third with the god-mother and cousin of the bride, and after them a long line of male and female friends on horseback. Guns were fired alternately at the mission and the presidio while the march lasted. In the evening the entire population, invited and uninvited, gathered at a great booth prepared for the occasion, and there was dancing to the music of two violins and a guitar. During the evening all took an active part in the amusements, and as the poorer classes exhibited their graceful performances, the two fathers, from an elevated position, threw silver dollars at the dancers' feet. On the next day there was a wedding dinner, given by the father of the church, at the mission. The feast was spread in the corridor, which was adorned with flags, and the table reached from one end to the other. To this everybody was invited, old and young, rich and poor, white and black, and all participated. At night the fandango at the booth was repeated, and for several successive days and nights the feasting and dancing and general rejoicing were continued with little intermission or cessation.

The Californian husbands were not naturally unkind, but the indolence, drunkenness and gaming, to which they were addicted, necessarily rendered them more or less callous to anything like fine feeling. There were complaints from time to time of cruelty. The husband sometimes exacted a very strict obedience. In 1836, for example, Maria del Pilar Buelna complained to Manuel Requena,

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alcalde of Los Angeles, that her husband, Policarpo Higuera, had beaten her so severely that she had been obliged to leave his house. The husband justified himself on the ground that he had forbidden his wife to visit her mother and she had disobeyed. Requena attempted, as a part of his duty as a judge of the court of conciliation, to settle their dispute and reconcile them. But in this he failed, and the controversy came to a trial. It appeared upon investigation that Policarpo was dissatisfied not only about his wife's visit to his mother-in-law, but also because she had gone with his brother, whom he had forbidden his house. As, however, the husband did not pretend that his wife had committed any crime, the court ordered that the two should live together again "as God commanded," that, if the husband had any future complaint to make, he should make it to the court and not attempt to take the punishment into his own hands, and that if the husband's brother interfered he should be punished according to his deserts.

Husbands sometimes applied for orders to compel their wives to live with them. An instance of this kind occurred in 1834, when Leonardo Felix of San Jose complained to Governor Figueroa at Monterey that his wife had quarreled with and separated from him, and desiring to have her back, he appealed to the governor to exercise his authority. Figueroa replied that it was a matter properly within the jurisdiction of the alcalde of San Jose, and he remitted the complaint to that magistrate, with instructions to cite the wife and endeavor to settle the dispute; otherwise to have a trial and make such order for re-uniting the parties as might under the circumstances be proper. In 1840 one Oritz of Los Angeles complained that his wife had run away to San Gabriel, and an officer was sent after her with instructions to bring her back to marital subjection. The common theory of the magistrates and of the people in all these and similar cases of domestic difficulty was that a married couple should live together "como Dios manda—as God commands," and that, if there were no other way, they should be compelled to do so. There was hardly any such thing known as a divorce; only one, and that in a case where there had been no free consent to the marriage, is to be found in the old records.

In considering the domestic and family relations of the Californians it is to be borne in mind that they derived their laws and customs from those of Spain and that they were not reformers. As they used the plow that had come down from their remote Spanish ancestry and hitched their oxen by the horns because that had been the practice in old Spain, so the relations of husband and wife, parent and child, master and servant were much as they had been imported by the followers of Cortes. They were modified to some extent by the conditions and circumstances of the new life in America, but the modification was as slight as possible. The marital authority, the parental power, the age of majority, nearly everything in fact concerning the relations of persons to one another remained substantially the same. Though the conditions and necessities of life made the Californians more confiding and more hospitable than the Spaniards, they believed in the wisdom of their ancestors and had no wish to live otherwise than as their fathers had lived before them. As they were opposed to reformation in religion, so also were they opposed to innovation in manners.

One of the only changes of fashion in fifty years was brought about by Alvarado in 1820 when a mere lad of eleven. It had been the custom of both

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boys and men to wear the hair flowing over the shoulders and far down the back, and the future governor, as a youth, was dressed and combed by his fond mother in the height of the prevailing style. One day a soldier who had just come from Mexico, with cropped hair, in a conversation with the lad, remarked that such long hair must be very troublesome and was certainly very useless for a man. Juanito answered that it had never occurred to him before, but upon thinking of the subject, there could be no doubt his locks gave endless care to his mother and a good deal of annoyance to himself, and he begged the soldier to shear him then and there. In a short time the locks were off and the lad found the change convenient and pleasant, but his mother was horrified and for a long time she considered her darling unpresentable in respectable society. But Juanito persisted and by degrees short hair for lads became the fashion of the country.

The religion of the Californians was of course the Roman Catholic, and no one thought of doubting or questioning it. A few of the superior spirits, such as Alvarado and Vallejo, secretly read books prescribed by the church, and they were doubtless more or less liberal in their faith and perhaps at heart indifferent to the teachings of the clergy, but there was no heresy or none such as to call for severe ecclesiastical punishment. The inquisition was never established as an institution in California. No one was burnt for preaching against the church because no one preached against the church. Alvarado and Vallejo, however, were excommunicated for reading Telemaque in 1831 and in 1834 a lot of miscellaneous literary and scientific books, brought to Monterey by a doctor named Alva, was seized by the priests, condemned and publicly burned on the plaza. But these examples of clerical severity seem to have been the extent to which it was deemed necessary to proceed. There was as a rule no want of conformity to the requirements of the church. Even the English and the New England Americans who preceded the great immigrations which commenced in 1845, though fresh from the centers of Protestantism, soon found it for their interest to profess Catholicism and accordingly did so. Dana said it was a current phrase previous to 1840 that Americans who wished to live in California had to leave their consciences at Cape Horn.

The salubrity of the country was such that diseases were almost always independent of climatic influences. Epidemics were rare, examples of longevity frequent. Duflot de Mofras in 1842 found many centenarians, a fact which he considered remarkable in view of the small figure of the population. He added that there were no doctors in California and that there would have been little use for them, except in cases of injuries caused by falls from horseback or wounds received in quarrels. Lawyers were as scarce as doctors because there was no field or encouragement for them. Partly on this account and partly on account of the want of opportunities, no Californian became a professional man. The only opening for a youth of spirit was either the military or political career.

While the men of ambition devoted their energies to arms and politics and to the filling of the various offices of the country, those of more limited aspirations, who were greatly in the majority, turned their attention to horses and cattle. All that was required of them was to be skillful horsemen and expert vaqueros. Cattle could live and thrive all the year round on the plains or in the

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hills. There was no necessity of making hay for winter feed or of building stables for winter shelter, nor was there any attempt by grain-feeding, cross-breeding or other care, to improve the stock. There was therefore little labor called for and the natural consequence was that the mode of life produced the idle and indolent population which the Californians were. Their spare energies, as has been stated, ran off into horse-racing, cock-fighting, dancing, gambling and kindred amusements.

They were passionately fond of horse-racing, and it was not uncommon for them to make such extravagant wagers as to impoverish themselves. Rancheros would sometimes risk hundreds of cattle upon the speed of a horse. Their bets were not calculated, like those of the turf in England and the United States, to indirectly improve the stock, but were bets for the mere sake of betting. They were also great lovers of gambling with cards, and often what they gained in the daytime at a horse race they lost in the nighttime at the monte table. Professional gamesters drove a thriving business and lived as regularly off the products of the ranchos as the rancheros themselves. Horse-racing and card-playing were an integral part of every celebration and feast and in no country, perhaps, were celebrations and feasts more frequent than in California.

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CHAPTER XI

THE ORIGINAL SAN DIEGO

Old Town was founded in July, 1769. A disastrous fire in April, 1872, destroyed most of the business part of the town and it was practically abandoned in favor of the new settlement, which had sprung up at Horton's Addition, or South San Diego, as it was then called.

From 1769 to about 1830—a period of over sixty years—San Diego lived within the adobe walls of its garrison on Presidio Hill and became a famous dot on the map of the world. Nothing now remains on Presidio Hill to show the casual observer that it was ever anything but a vacant plot of ground. Weeds cover the earth, wild flowers bloom in their season and always the ice plant hangs in matted festoons from the scattered mounds of earth. A closer examination of these mounds, however, shows them to be arranged in something like a hollow square. The soil, too, is found to be full of fragments of red tile and to show the unmistakable signs of long trampling by human feet. Looking more closely at the mounds, beneath their covering of weeds and earth, one finds the foundations of old walls built of thin red tile and adobe bricks. These remains are all that is left of the Spanish Presidio of San Diego.

Standing on this historic spot, one is moved to wonder how the manifold activities of ecclesiastical and military affairs of the southern district, and of the political and social center of one of the four important towns in Upper California, were ever carried on for so many years upon this little space. The commandant's residence was the principal building. It was situated in the center of the presidial enclosure and overlooked the garrison, the Indian village, the bay and surrounding country. On the east side of the square were the chapel, cemetery and storehouses; the guard house was near the gate on the south and the officers' quarters were ranged around the sides of the square. The whole was enclosed, at first with a wooden stockade, and later with a high adobe wall.

It would seem that half a century of life should mean a great deal to any community, even to a frontier outpost on the edge of the world, but to San Diego, in the period with which this chapter deals, it meant very little. Of the mission activities the men and women at the Presidio were mere spectators, while only far echoes of events in the outside world came to their ears. They had enough respect for the Indians to keep well within the shelter of the garrison for all these years. Even when they went down into the valley to cultivate a little patch of soil they took care to keep well within range of the guns. They led a lazy, dreamy life, not without some social diversions, yet mostly spent in attending to military and religious routine. As the years wore on and the nineteenth century dawned, the visits of foreign ships became more frequent. These

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visits must have seemed very grateful to the inhabitants, especially those few which were attended with sufficient excitement to break the monotony and lend a momentary zest to the stagnant life of the community.

The Spanish soldiers were usually men of good character. Among them were many cadets and young men of good families who had adopted a military career, whose birth and education entitled them to certain exemptions and privileges and who afterward became distinguished in civil life. Officers could not marry without the king's consent and to secure this, those beneath the rank of captain had to show that they had an income outside their pay. The chief officer was the commandant. Discipline was severe. The old Spanish articles of war prescribed the death penalty for so many trivial offenses that, as another writer has remarked, it was really astonishing that any soldier could escape execution. There is no record of any military executions at San Diego, however, except of Indians.

The principal duties of the soldiers were to garrison the forts, to stand guard at the missions, to care for the horses and cattle, and to carry dispatches. Both officers and men had usually a little time at their disposal, which they were allowed to employ in providing for their families. Some were shoemakers, others, tailors or woodcutters; but after the first few years most of them seem to have given their leisure hours to agriculture. The pay was small and subject to many vexatious deductions. Supplies were brought by ship from Mexico and the cost was deducted from the men's pay.

The military establishment on Presidio Hill was always the weakest in the department. The rude earthworks thrown up in July, 1769, grew but slowly. In August there seem to have been but four soldiers able to resist in repelling the first Indian attack. But when Perez returned in the following March, good use was made of the time. The temporary stockade was completed and two bronze cannon mounted, one pointing toward the harbor, the other toward the Indian village. Houses of wood, rushes, tule and adobe were constructed. Three years later four thousand adobe bricks had been made and some stones collected for use in foundations. A foundation had also been laid for a church ninety feet long, but work upon this building had been suspended because of delay in the arrival of the supply ship.

When the mission establishment was removed up the river all buildings at the Presidio, except two rooms reserved for the use of visiting friars and for the storage of mission supplies, were given up to the military. In September of this year there was some trouble with troops which had been sent up from Sinaloa. The following year, at the time of the destruction of the mission, the force at the Presidio consisted of a corporal and ten men. In the panic caused by this tragedy, all the stores and families at the Presidio were hastily removed to the old friars' house, the roof of that building was covered with earth to prevent its being set on fire, and the time of waiting for the arrival of reinforcements was spent in fear and trembling.

The work of collecting stones to be used in laying the foundations for the new adobe wall to replace the wooden stockade was begun in 1778 and the construction of the wall soon followed. The population of the Presidio was then about one hundred and twenty-five. Small parties of soldiers arrived and departed and some effort was expended in attempts to find improved routes of

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"OLD TOWN" ABOUT 1867

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travel through the country. In 1782, the old church within the presidial enclosure was burned. Two years later, the regulations required the presidial force to consist of five corporals and forty-six soldiers, six men being always on guard at the mission.

The visit of the famous English navigator, George Vancouver, in the Discovery in 1793, was the most important event breaking the monotony of these early years. His was the first foreign vessel that ever entered the San Diego harbor. He arrived on the 27th day of November and remained twelve days. His presence disturbed and alarmed the Spanish officials, who did not relish the sight of the British flag in Californian waters. The San Diego commandant, however, treated him with courtesy and relaxed the rigid port regulations in his favor, so far as lay within his power. Vancouver gave Father Lasuen, of the San Juan Capistrano Mission, a barrel organ for his church, made some nautical observations and corrected his charts. But the most valuable results of his visit, so far as this history is concerned, are his shrewd observations upon the Presidio of San Diego and the whole Spanish military establishment in Upper California. He says the "soldiers are totally incapable of making any resistance against a foreign invasion, an event which is by no means improbable." The Spanish officials knew this. The relations between England and Spain, too, were strained and war broke out not long after. It is no wonder that Vancouver was regarded with dread and suspicion. He goes on:

"The Spanish Monarchy retains this extent of country under its authority by a force that, had we not been eye witnesses of its insignificance in many instances, we should hardly have given credit to the possibility of so small a body of men keeping in awe and under subjection the natives of this country, without resorting to harsh or unjustifiable measures. . . .

"The Presidio of San Diego seemed to be the least of the Spanish establishments. It is irregularly built, on very uneven ground, which makes it liable to some inconveniences, without the obvious appearance of any object for selecting such a spot. With little difficulty it might be rendered a place of considerable strength, by establishing a small force at the entrance of the port; where at this time there were neither works, guns, houses, or other habitations nearer than the Presidio, five miles from the port, and where they have only three small pieces of brass cannon."

The "three small pieces of brass cannon" at the Presidio were somewhat like the toy cannon now used on yachts for firing salutes. One of the original San Diego Presidio cannon is now in the Coronel collection at Los Angeles. These cannon were far less effective than a modern rifle, but mounted in the bastions of the old Presidio, they served their purpose of making a loud noise and awing the Indians, who called them "creators of thunder."

Vancouver's visit, with its annoying revelation of the weak state of the country's defenses, led to the strengthening of the military arm. In the same year, upon the governor's urgent request, the viceroy ordered the Presidio to be repaired. A fort was also projected on what is now known as Ballast Point, then called Point Guijarros (cobblestones), the same spot which Vancouver's quick eye had noted as the strategic defensive point. Plans were drawn in 1795 for installing there a battery of ten guns, but the work proceeded slowly and was not completed for five years or more.

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In November, 1796, the priests were called upon to perform the ceremony of blessing the esplanade, powder magazine and flag at the Presidio, and a salute was fired in honor of the event. There were neither flags, nor materials for making them, in Upper California, and they were therefore sent from Mexico. This marks the beginning of the fortifications proper on Presidio Hill, on the point of the hill below the Presidio walls. This fort was maintained in a small way during the Spanish administration and to a certain extent afterward. Nothing whatever of the site now remains, the earth forming the point of the hill having been hauled away and used by the government engineers in making the embankment for turning the San Diego river, in 1877. Some of this earth was also used for grading the county road across the valley from the end of the Old Town bridge, in later years. These excavations also took large quantities of earth from the north side of the hill, the extent being measured by the widening of the road from a narrow track to its present width. During the year in which the fort on the hill was built, twenty-five soldiers and six artillerymen were added to the garrison, making the total force nearly ninety men.

The end of the eighteenth century was now close at hand and it brought a few events of unusual interest to the quiet community. In 1798 the soil of San Diego was first trodden by Americans. Four sailors had been left by an American ship in Lower California, whether by accident or design is unknown. They tramped to San Diego and applied at the Presidio for food and shelter, as well as for a chance to take the first opportunity to sail in the direction of home. They were not very hospitably welcomed by the Spaniards, who regarded them with some suspicion, but there was nothing to do except to care for them until a ship sailed for Mexico. In the meantime they were given a chance to earn their bed and board by working on the fortifications. Later they were sent to San Blas. The Americans bore the names of William Katt, Barnaby Jan and John Stephens and were natives of Boston. They were accompanied by Gabriel Boisse, a Frenchman, who had been left behind, like themselves, from the American ship Gallant—a treatment hardly in keeping with the name.

The next year the English sloop-of-war Mercedes paid a brief visit to San Diego, but sailed away without any hostile demonstration. The last year of the old century found the Presidio with a population of one hundred and sixty-seven souls, mostly soldiers and their families, according to official report made to the viceroy. During that year a number of foundling children were sent from Lower California and eight of them were assigned to San Diego. As one of them inelegantly remarked long afterward, they were distributed "like puppies among the families." There is no reason to suppose, however, that they were not well cared for.

With the year 1800 the Yankee trader began to cast his shadow before him. It was the palmy day of Boston's captains of commerce, when they used to load their ships with the products of New England ingenuity and send them forth upon the seas bound for nowhere in particular, but looking for good bargains in exchange for their cargoes. About all that California had to offer at that time was the trade in furs, chiefly those of the sea otter, which was a considerable source of profit to the mission Fathers. These skins were in great demand and the government tried in vain to monopolize the business. The commandants at all the ports did what they could to prevent foreign ships from getting

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any of the furs, but the Yankee skippers were enterprising and found many a weak spot in the Spanish lines.

The first American ship to enter San Diego bay bore the good old English name of Betsy. She arrived on the 25th of August, 1800, in command of Captain Charles Winship. She carried nineteen men and ten guns, remained ten days, secured wood and water, and then departed for San Blas. In June, 1801, Captain Ezekiel Hubbell came in the Enterprise, of New York, with ten guns and twenty-one men. All he asked was wood and water, with which he set sail after a stay of a few days. If either of these earliest American captains succeeded in doing any illicit trade at San Diego, they kept the secret successfully, leaving not so much as a rumor of scandal behind them. Such was not the case with those who came shortly after.

Captain John Brown arrived February 26, 1803, in the Alexander, of Boston. He was bent on getting otter skins, though he failed to mention the fact to the Spanish commandant. On the contrary, he told a touching tale of sailors down with the scurvy, on the strength of which he was permitted to land, though required to keep away from the fort. He was supplied with fresh provisions and, in view of the condition of his crew, granted permission to stay eight days. In the meantime, the wily captain was buying all the skins offered by Indians and soldiers. On the fifth evening of his stay, the commandant sent a party on board the Alexander to search for contraband. The search was rewarded, four hundred and ninety-one skins coming to light. The Yankee was invited to leave San Diego without ceremony; also without the otter skins. There was nothing to do but to comply, unless it was also to grumble, which the captain did. He complained that his ship had been visited by a rabble before any demand was made for the surrender of the furs. He also complained that the soldiers relieved him of other goods to which they had no rightful claim. The evidence seems clear, however, that Captain John Brown, of Boston, abused the Spanish hospitality by perpetrating the first Yankee trick in the history of San Diego.

The Lelia Byrd dropped anchor in the bay on March 17th, having sailed by the fort on Ballast Point without arousing any protest. But promptly the next day the commandant of the Presidio appeared on board with an escort of twelve soldiers. He made himself acquainted with the captain, William Shaler, and with Richard J. Cleveland, mate and part owner of the ship, a character who gains much additional interest from the fact that he was a relative of Daniel Cleveland, a prominent citizen of San Diego. Captain Cleveland left a good account of the exciting events precipitated by the presence of his ship. Among other things, he described the commandant as an offensively vain and pompous man, but it is possible that the captain's unsatisfied desire for otter skins may have prejudiced his opinion in the matter. The commandant agreed to furnish needed supplies, but informed the visitors that when these were delivered they must promptly depart. They were expressly forbidden to attempt any trading and five men were left as a guard to see that this injunction was enforced. Three days later, the commandant again visited the ship, received his pay for the supplies and wished his visitors a prosperous journey.

The Yankee crew, in the meantime, had been ashore, visited the fort at Ballast Point and made the acquaintance of the corporal in charge of the battery, Jose

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Velasquez. Thus they learned that the commandant had on hand something like a thousand confiscated otter skins—which he would not sell. The corporal hinted, however, that he might be able to deliver some of the forbidden goods, obtained from other sources. Captain Cleveland was ready for the trade and sent a boat ashore that night for the skins. The first trip was successful but a second boat failed to return. When morning came, the Yankee captain decided on vigorous action. He disarmed the Spanish guards who had been left on his ship, sent them below, and went ashore with four armed men. It was found that the crew of the second boat which failed to return the previous night had been captured by a party of mounted soldiers, headed by the commandant himself. They had been bound hand and foot and compelled to lie on the shore, where they were captured, all night under guard.

In his account of the affair Captain Cleveland says: "On landing, we ran up to the guard, and, presenting our pistols, ordered them instantly to release our men from their ligatures. * * * This order was readily complied with by the three soldiers who had been guarding them, and, to prevent mischief, we took away their arms, dipped them in water and left them on the beach."

It was now necessary for the Americans to make their escape as quickly as possible. The men were full of fight, but their situation seemed desperate. There were only fifteen men, all told, in the crew, and the armament consisted of six three-pounders. Their inspection of Fort Guijarros had shown that it contained a battery of six nine-pounders, with an abundant supply of powder and ball. The force was probably sufficient to work the guns, although Cleveland is doubtless mistaken in thinking the ship opposed by at least a hundred men. He remarks that while the preparations for flight were making on board ship, all was bustle and animation on shore, and that both horse and foot were flocking to the fort, and it is a fair inference that most of this crowd were mere spectators.

The difficulties in the situation of the Americans were much increased by various circumstances. It took time to hoist the anchor and get up sail. There was only a slight land breeze blowing, and the Spaniards were able to fire two shots at the ship, one a blank shot and the second a solid one, before they began to move. They were under the fire fully three-quarters of an hour before arriving near enough to reach the fort with their small guns. In the hope of restraining the Spanish fire, the guard were placed in the most exposed and conspicuous stations in the ship. Here they stood and frantically pleaded with their countrymen to cease firing, but without avail. At every discharge they fell upon their faces and showed themselves, naturally enough, in a state of collapse. As soon as they came within range, the Americans discharged a broadside at the fort from their six small guns and at once saw numbers of the garrison scrambling out of the back of the fort and running up the hill. A second broadside was discharged, and after that no one could be seen at the fort except one man who stood upon the ramparts and waved his hat.

There is no record of any blood being shed in the first "Battle of San Diego," although the ship was considerably damaged. Her rigging was struck several times early in the action, and while abreast of the fort in the narrow channel several balls struck her hull, one of which was "between wind and water." Safe out of the harbor, the terrified guard, who expected nothing less than death,

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were set on shore. Here they relieved their feelings, first by falling on their knees in prayer and then by springing up and shouting, "Vivan, vivan los Americanos!"

There is no doubt that Corporal Velasquez and his men did everything in their power to sink the Lelia Byrd. The battery was stimulated by the presence of the fiery commandant, and perhaps the corporal thought it prudent to make a showing of zeal, in view of his previous conduct. Captain Cleveland expresses the opinion that the contraband skins were offered them treacherously, for the express purpose of involving them in difficulties. It is a fact, however, that the corporal was placed under arrest for his part in the two affairs of the Alexander and the Lelia Byrd, accused of engaging in forbidden trade. The priest in charge of the mission of San Luis Rey also wrote the commandant and asked for the return of one hundred and seventy skins which his Indian neophytes had smuggled on board the Alexander, doubtless by his own direction, but he was refused.

The animation of the controversy which raged over these otter skins, actually ending in a battle between an American ship and the Spanish fort, naturally suggests a question as to what they were worth in dollars and cents. The question is rather difficult to answer, because the value of these furs fluctuated over a wide range at different times and varied again with the different markets in which they were bought and sold. It is probable that the thousand skins at that time in possession of the commandant were worth at San Diego not far from $7,000 or $8,000, and that they could have been sold in China for five or ten times that amount. The margin of profit which could have been made on a successful transaction would have represented a good fortune for those days, for the owners of the Lelia Byrd. And now comes the melancholy part of the story—melancholy or ludicrous, as the reader pleases. After all the trouble they had made, those valuable furs never did anybody any good. They rotted before they could be legally disposed of and three years later were thrown into the sea. But the dignity of Spain had been vindicated.

The affair of the Lelia Byrd, which caused a tremendous excitement at the time, was long talked of on the Pacific coast. They were still gossiping about it when Richard Henry Dana visited San Diego thirty-three years later. The story was always told in a way to reflect great credit upon the Americans, though it is likely that they would have preferred less credit—and the otter skins.

In January, 1804, Captain Joseph O'Cain, on a trading expedition in the O'Cain, ventured to call and ask for provisions. He had been mate of the Enterprise when she was at San Diego three years earlier. He had no passport and his request was refused. While his ship was in the harbor, a negro sailor named John Brown deserted from her and was afterward sent to San Blas. Probably he was the first negro ever seen in San Diego. There is no record of any American visitors in 1805, but there was much perturbation in Spain and Spanish-America respecting the supposed designs of the United States upon California.

Upon Governor Arrillaga's arrival, early in 1806, more stringent measures were taken to prevent contraband trade. It had become something of a custom for the American trading ships to avoid the ports and, by standing off and sending boats ashore, to carry on their trade at will. The Peacock, Captain Kimball,

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anchored off San Juan Capistrano in April, ostensibly for the purpose of securing provisions. Four men were sent ashore in a boat but they were seized and sent to San Diego. The ship soon after appearing off the harbor, the men broke jail and endeavored to rejoin her but without success. They were therefore obliged to return to the Presidio and later were sent to San Blas. The names of these men were: Tom Kilven, mate; a Frenchman, boatswain; Blas Limcamk and Blas Yame, sailors from Boston. They were the first Americans to occupy a prison in San Diego.

In the summer of this year another craft whose name is not known with certainty, but which is said to have been under the command of Captain O'Cain, was off the coast and gave the San Diego military establishment some trouble and a good deal of fright. The Spanish accounts call her the Reizos, and it is possible she was the Racer, which was here in July. The captain, having asked for supplies and an opportunity to make repairs and been refused, went to Todos Santos, in Lower California, where he took water forcibly and made prisoners of three guards who had been sent to watch his movements. He then came back and endeavored to exchange his prisoners for the four men from the Peacock. This failing, he threatened to attack and destroy the fort and Presidio. Hurried preparations were made for meeting the attack, but Captain O'Cain thought better of the matter and sailed away, releasing his prisoners. The Racer was at San Diego again in 1807, and the Mercury, Captain George Eyres, in the following year. These were the last foreign ships which came for several years.

Again the annals of the quiet years grow scanty. The military force fluctuated slightly, officials came and went, quarreled and became reconciled, and the ebb and flow of frontier life went on with scarcely a ripple.

In 1804 the sum of $688 was set apart by the viceroy for the construction of a flatboat, twenty-five feet long, to be used as a means of transportation between Fort Guijarros and the Presidio. This boat was actually built and used many years. Evidently the San Diego river had not then filled in the tide lands near Old Town. This boat was wrecked at Los Adobes in the latter part of the year 1827, and in the following year the governor ordered that its timbers should be used for building a wharf. In 1812 some soldiers were arrested on a charge of being engaged in a plot to revolt and seize the post. Governor Pio Pico in his manuscript History of California says that his father, Sergeant Jose Maria Pico, was one of the accused men, and that three of them died in prison.

The struggle for Mexican independence in the decade from 1811 to 1821 caused very little disturbance in Upper California. The uncertainty of the soldiers' pay and the irregularity in the arrival of the supply ships were keenly felt, but the archives of the period are almost silent on the subject of the revolution, knowledge of which seems to have been purposely suppressed. Officials were blamed for their negligence and there was much unrest and complaint, but the department as a whole, both military and ecclesiastical, was loyal to Spain. The sufferings of the soldiers were severe. Their wants could only be supplied by the missions, which took in exchange for their produce orders on the treasury of Spain which they knew might never be paid. At the Presidio these supplies were traded to foreign ships and sometimes disposed of by less regular methods. Governor Arrillaga importuned the viceroy in vain on the subject of the necessities of the soldiers, and by 1814 the dependence of the military upon the missions

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was complete. At his visit in 1817, Governor Sola found the Presidio buildings in a ruinous condition but apparently nothing was done toward restoring them under the brief remainder of Spanish rule.

In March of this same year there was a slight revival of foreign trade following upon the visit of Captain James Smith Wilcox, with the Traveller. He came from the north where he had sold cloth to the officials for the presidios and brought with him the share assigned to San Diego. On his departure he took a cargo of grain for Loreto—the first cargo of grain exported from California in an American vessel. In June he returned and did some trading up and down the coast, seeming to enjoy the confidence of the authorities in an unusual degree.

In December, 1818, occurred the episode of the Bouchard scare, which made a deep impression. Captain Hippolyte Bouchard came to the California coast with two vessels which he had fitted out at the Hawaiian Islands as privateers, flying the flag of Buenos Ayres. He was regarded by the Spaniards as a pirate, although his conduct scarcely justifies so harsh a term. What his designs were is not clearly known. He may have intended to seize Upper California. The expedition appears to have been a feature of the wars then raging between Spain and the South American countries, the latter employing the methods of privateers, which at that time were recognized by the laws of the nations.

After committing some depredations at the north, particularly at Monterey, it was reported that the two ships of Bouchard were approaching the mission of San Juan Capistrano. The commandant at San Diego therefore sent Lieutenant Santiago Arguello with thirty men to assist in its defense. When Arguello arrived he found that the Fathers had removed a part of the church property and concealed it, and he and his men fell to and did all they could toward completing the work. Bouchard arrived the next day and demanded supplies, which Arguello refused. Reinforcements soon arrived and after much bluster Bouchard drew off without venturing to give battle, but not before some damage had been done. For this damage and certain other irregularities the San Juan Capistrano Mission Fathers accused Arguello. These charges were the cause of much hard feeling and voluminous correspondence, but General Guerra, who was friendly to the friars, expressed the opinion that the charges were merely trumped up by the priests to cover their own neglect of duty.

Extensive preparations had been made at San Diego to receive Captain Bouchard, even down to such details as red hot cannon balls. The women and children were sent away to Pala for safety. But the insurgent vessels passed by without stopping, and all was soon serene again. When the news of this attack reached the viceroy he determined to reinforce the Upper California presidios, at any cost, although he was in extreme difficulties himself, on account of the civil war then raging in Mexico. He accordingly managed to send a detachment of a hundred cavalrymen, which arrived at San Diego on the 16th of September the following year, and about half of them remained here. They were fairly well armed and brought money for the payment of expenses.

Up to 1819 the military force at the Presidio was about fifty-five men, besides a detail of twenty-five soldiers at the mission, and twenty invalids living at Los Angeles or on ranchos. In that year the number was increased to one hundred and ten and in 1820 the total population of the district was about four hundred and fifty. In August of this year the British whaler Discovery put in for pro-

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visions—the only foreign ship for several years, and Captain Ruiz got into trouble by allowing her commander to take soundings of the bay.

At the close of the Spanish rule, San Diego was still a sleepy little military post on a far frontier. The fortifications were dilapidated, the soldiers in rags and destined to lose their large arrears in pay, and the invalids their pensions. The missions had large possessions but were impoverished by the enforced support of the military for many years. Commerce was dead and agriculture scarcely begun. But a better day was at hand.

LIST OF SPANISH AND MEXICAN MILITARY COMMANDANTS AT SAN DIEGO, 1769-1840

Lieutenant Pedro Fages, military commandant of California, July, 1770, to May, 1774.

Lieutenant Jose Francisco Ortega, from July, 1771; made lieutenant and put in formal charge, 1773; continued until 1781.

Lieutenant Jose de Zuniga, September 8, 1781, to October 19, 1793.

Lieutenant Antonio Grajera, October 19, 1793, to August 23, 1799.

Lieutenant Jose Font, temporary commandant of military post, ranking Rodriguez, August 23, 1799, to 1803.

Lieutenant Manuel Rodriguez, acting commandant of the company from August 23, 1799, till 1803, when he became commandant of the post and so continued until late in 1806.

Lieutenant Francisco Maria Ruiz, acting commandant from late in 1806 till 1807.

Lieutenant Jose de la Guerra y Noriega, for a short time in 1806-1807.

Captain Jose Raimundo Carrillo, from late in 1807 till 1809.

Lieutenant Francisco Maria Ruiz, lieutenant and acting commandant from 1809 till 1821; then captain and commandant.

Captain Ignacio del Corral, nominally commandant from 1810 to 1820, but never came to California.

Lieutenant Jose Maria Estudillo, October 23, 1820, to September, 1821.

Captain Francisco Maria Ruiz, September, 1821, to 1827, when he retired at age of seventy-three.

Lieutenant Jose Maria, from early in 1827 to April 8, 1830.

Lieutenant Santiago Arguello, from April 8, 1830, to 1835.

Captain Augustin V. Zamorano, from 1835 to 1840; was here only during 1837-8 and never assumed command of the company.

Captain Pablo de la Portilla was nominally commandant of the post by seniority of rank, whenever present, from 1835 until he left California in 1838.

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CHAPTER XII

ALONZO E. HORTON, BUILDER OF CITIES

Alonzo E. Horton will always be remembered by Californians, as his name is ineffaceably connected with the history of San Diego, one of the chief cities of the state. He had been a resident of San Francisco a short time previous to the year 1867. Early in the year mentioned he sailed on the steam vessel Pacific and arrived in this port on the 15th day of April, 1867. His experiences and the success he attained in founding the city of San Diego are given below in his own words:

I returned to the Pacific coast in 1861, and in May, 1867, was living in San Francisco. I had a store at the corner of Sixth and Market streets, where I dealt in furniture and household goods, and was doing well. One night a friend said to me:

"There is going to be a big meeting tonight" (at such a place), "and it might be interesting for you to attend."

"What is to be the subject of the talk?" I asked.

"It will be on the subject of what ports of the Pacific coast will make big cities."

So I went and the speaker commenced at Seattle and said it was going to be a big city, and then he came on down to San Francisco, which he said would be one of the biggest cities in California. Then he kept on down along the coast until he came to San Diego, and he said that San Diego was one of the healthiest places in the world and that it had one of the best harbors in the world, and that there was no better harbor.

I could not sleep that night for thinking about San Diego and at two o'clock in the morning I got up and looked on a map to see where San Diego was, and then went back to bed satisfied. In the morning I said to my wife: "I am going to sell my goods and go to San Diego and build a city." She said I talked like a wild man, that I could not dispose of my goods in six months. But I commenced that morning and made a large sale that day. The second day it was the same and I had to hire two more helpers. By the third day I had five men hired and in these three days I had sold out all my stock. It was not an auction sale but just a run of business which seemed providential. Then my wife said she would not oppose me any longer, for she had always noticed when it was right for me to do anything, it always went right in my favor, and as this had gone that way, she believed it was right for me to do so.

I went down to the office of the Pacific Mail Steamship Company and inquired, and they said the steamer would be in on her return trip in about ten days, so I engaged passage down and back. I took passage on the steamer Pacific and

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arrived in San Diego on the 15th of April. The steamer carried twenty-six tons of freight and six passengers. On the return trip she had a cargo of oil. I was the only passenger going to San Diego to stay. Wells, Fargo & Company's agent was on board. His name was Morgan and he did business at all the places where the steamer stopped on the way down. E. W. Morse was the agent of the express company in Old Town at that time. This Morgan was bragging about San Diego all the way down and telling me what a beautiful place it was.

We landed at the old wharf, near where the coal bunkers (Santa Fe wharves) now are, and had to wait there an hour for a wagon to come and take us up to San Diego (Old Town). While we were waiting I walked up to where the courthouse now is and looked over the ground. There was nothing there but sage brush then. I thought San Diego must be a heaven-on-earth, if it was all as fine as that; it seemed to me the best spot for building a city I ever saw.

I made some inquiries about who had been here before. Some army officers had come in from the east before the war and started a town at what was called New San Diego. At the time of the discovery of gold the people all left that place. They said there could never be a town there. When I came, all the inhabitants were at Old Town. There was not a man living south of Old Town for twenty miles, to the head of the bay. There was one man living at the head of the bay. His name was Santiago E. Arguello. The Spanish settlements at the old fort on Presidio Hill and at the old hide houses near where Roseville now is, were entirely deserted.

When we got to Old Town they were taking the goods out of the wagon, and this Mr. Morgan said to me:

"Well, Horton, how do you like the looks of San Diego?"

"Is this the great San Diego you were talking so much about?" said I.

"Yes."

"Look here, are you telling me the truth?"

"Sure; this is San Diego; what do you think of it?"

"I would not give you $5 for a deed to the whole of it—I would not take it as a gift. It doesn't lie right. Never in the world can you have a city here."

Mr. Morse was standing by and heard this. He had a store in Old Town and was one of the first men here in San Diego. He was one of the smartest men they had here and has always been one of our best citizens. When he heard this he said to me (and these were the first words he ever spoke to me):

"Where do you think the city ought to be?"

"Right down there by the wharf," I replied. "I have been nearly all over the United States and that is the prettiest place for a city I ever saw. Is there any land there for sale?"

I thought then that if I could buy twenty or forty acres there, that I would be satisfied. Mr. Morse said:

"Yes, you can buy property there by having it put up and sold at auction."

I found out that the old city trustees were holding over. The pueblo had some debts and no income, so they did not want to incur the expense of holding an election. I said right away that that was illegal and that the old trustees could not give a good title to the property and that there would have to be an election called. They could call a special election by giving ten days' notice and I asked

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who the man was to call the election. Morse pointed out a tall man on the other side of the plaza and said:

"There is Mr. Pendleton crossing the plaza. He is county clerk and clerk of the court and can call an election." I went across to meet this man and said to him:

"Mr. Pendleton, I came down here to buy some land and help you build up a town, but I find the old town trustees are holding over and cannot do anything legally, so I want you to call an election."

"I shan't do it, sir. The town owes me enough, already."

"Mr. Pendleton, how much would it cost for you to call an election?"

"Not less than five dollars."

I put my hand in my pocket and took out ten dollars and handed it to him and said: "Here is ten dollars; now call the election."

He wrote three notices and I put them up that night in conspicuous places, and that was the starting of San Diego. Morse went with me to show me what would be good land to get hold of and showed me what is now called Horton's Addition.

They had to give ten days' notice before the election could be held. While waiting for the time to pass, a doctor at Old Town asked me to go out on the mesa with him to shoot quail. I went out on the mesa with him and I asked him how it was that since coming here my cough had left me? I had had a hard cough for six months and began to feel alarmed about it.

"Well," said he, "that is the way with everybody that comes here. They all get well right off, even if they have consumption."

When Sunday came, I went to the Catholic church service at Old Town. Father Ubach was the priest in charge and he was a young man then. When they passed around the plate I noticed that the contributions were in small coins and the most I saw put in was ten cents. I had $5 in silver with me, rolled up, and I put that on the plate. This attracted considerable attention and Father Ubach, among the rest, noticed it. After the service he came and talked with me; asked if I was a Catholic. I said no. What church did I belong to? I told him none. What was I there for? I told him about that and about the election. He asked me who I wanted for the trustees. I said I wanted E. W. Morse for one and I did not know the business men very well, but I thought Joseph S. Mannasse and Thomas H. Bush would be satisfactory for the other two. He said immediately: "You can have them." When the election came off, these three men were elected, having received just thirty-two votes each.

Mr. Morse was the auctioneer. The first tract put up extended from where the courthouse now is, south to the water front and east to Fifteenth street, and contained about two hundred acres. My first bid was $100 and the people around me began to giggle and laugh when they heard it. I thought they were laughing because I had bid so little, but on inquiring what it was customary to pay for land, I was told that $20 was a good price if the land was smooth, or about $15 if it was rough. I did not bid so much after that. The pueblo lands had been surveyed into quarter sections by the United States surveyors. I was the only bidder on all the parcels except one, and I bought in all about a thousand acres at an average of twenty-six cents an acre. On a fractional section near where Upas street now is, Judge Hollister bid $5 over me. I told him he could have it,

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and then he begged me to bid again. I finally raised him twenty-five cents and then he would not bid any more, but said:

"You can have it. I wouldn't give a mill an acre for all you've bought. That land has lain there for a million years, and nobody has built a city on it yet."

"Yes," I said, "and it would lay there a million years longer without any city being built on it, if it depended upon you to do it."

After the auction and before commencing work on my land, I thought I would go back to San Francisco and close out what business I had left there. I had the deeds from the trustees put on record and then when the steamer came took passage back to San Francisco. I told my wife I considered I had made a fortune while I had been away and she was wonderfully well pleased.

I had lived in San Francisco about two years and was well known there, and after I returned large crowds came to ask for information about the new city by the only harbor south of San Francisco. I told them all about the harbor, the climate, and so forth, and what a beautiful site it was for a city. General Rosecrans was one of these visitors, although I did not know him at the time. He came to me a little while afterward and said he had heard about San Diego before, but had never heard its advantages so well explained. He thought he would like to go down and see it and to make a trip from San Diego to the desert, to see if a railroad could be built from San Diego eastward. He said if it could, my property was worth a million dollars. "Well," I said, "come on." So we came down to San Diego (it did not cost him anything for steamer fare), and we got two teams, one for passengers and the other for provisions, etc. and started. E. W. Morse and Jo Mannasse furnished the teams, and they and two or three other people went along. We went first down to Tia Juana and from there about a hundred miles east to Jacumba Pass, where we could see out across the desert. General Rosecrans said to me: "Horton, this is the best route for a railroad through the mountains that I have ever seen in California." He said he had been all over the state and he was now satisfied that Horton's property was well worth a million dollars. I said: "I am glad you are so sanguine about the property." Coming back through where San Diego now is, he said to me: "If I ever have a lot in San Diego, I would like to have it right here." I said I would remember him when the survey was made and after it was completed I made him a present of the block bounded by Fifth and Sixth, F and G streets—block 70, I think it is. He had not asked for anything and did not expect to be paid, but he thanked me very kindly. Two years from that time I paid him $4,000 to get that block back again and I sold half of it afterwards for more than I paid him.

After this excursion we went back to San Francisco and in a few days General Rosecrans came to me and said there were two men who wanted to buy me out. I went with him and met these men. General Rosecrans described the property and we talked it over for a half or three-quarters of an hour, and they said they would give me $100,000 for the property. I thought since they took me up so quick that they would probably give more. General Rosecrans told them that in his opinion the property was well worth a million dollars and at last they said they would give me $200,000, and finally $250,000. I thought they might not be able to carry out their agreement and also that if it was worth that much I might as well build a city there myself and get the profits. General

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Rosecrans asked me afterwards why I did not accept the offer. He said that I could have lived all my days like a fighting cock on that much money. He said that they had the money and were abundantly able to fulfill any agreement they might make.

FIRST BUILDING BECOMES A HOTEL

There was an old building standing in new San Diego, about State and F streets, on the water front when we landed. It had been braced up to keep it from falling down. It belonged to a man named William H. Davis, known as "Kanaka" Davis, who had been connected with new San Diego but was then living in San Francisco. I bought this building from him with the lot it stood on and I think I paid him $100 for them. A man named Dunnells came to me to ask about the chance for starting a hotel at San Diego. He had been up north somewhere and was looking for a location, and I wanted to get a hotel started. So I told him about the place and about this old building and he wanted to know what I would take for it. I sold it to him, with the lot, for $1,000. He was afraid he would not like the place so I told him I would take it off his hands if he did not, and when he got there he liked the place and the property. It was a small frame building. Captain Dunnells was a good citizen.

Well, I got everything closed up in San Francisco and came down here and began work. I surveyed the land. I also began the building of a wharf at the foot of Fifth street, in August, 1868. A man from San Francisco had agreed to put in half the materials and do half the work on this wharf, if I would give him five blocks of land for it. I agreed and he began work under this arrangement, but he soon backed out and I took it off his hands and finished the work myself. This was the first construction work I did in San Diego. The wharf cost altogether $45,000. This Judge Hollister, the same man who bid against me for the last parcel of land I bought from the city trustees, was the assessor, and he assessed the wharf at $60,000 and tried to make me pay taxes on that valuation. But I took the matter up with higher authorities, showed them just what the wharf had cost, and got the assessment canceled.

After the survey was made, I set to work to get the town built up. There were a number of men who had come here and wanted work, and I offered them lots at $10 apiece. There was a man stopping with Dunnells who had brought about $8,000 in silver with him and said he was going to buy property. He said to these men: "Don't pay it, you fools; you will be giving Horton something for nothing. Those lots only cost him about 26 cents an acre." They had already agreed to buy, but this man's talk made them want to go back on their bargain. I went to them and said: "I understand that you would like to get your money back. There is your money." I had not yet made out the deeds. I told them that they could each have a lot free, on condition that they would each put up a house on his lot to be at least twelve feet wide, sixteen feet long and twelve feet high, covered with shingles or shakes. That I would give them an inside lot on these conditions, but not a corner, and the deeds to be delivered when the buildings were finished. They said they would do that and they went ahead and put up twenty buildings, down on Fifth street near the water front. That was the beginning of the building of new San Diego. I said to those men: "Now you

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keep those and take care of them and pay the taxes, and they will make you well off." But every one of them sold out in a little while for a good price, except one man, Joseph Nash. He still (1909) owns the lot he got from me.

The next day after I had made this arrangement, some of the men who had been scared out of buying from me came and said: "Well, Horton, I guess we will take those lots now at $10." I said: "No, they will cost you $20 now." A few days later I raised them to $25, then to $30, and sold them at these prices. The man who had caused trouble with my first purchasers came to me and wanted to buy lots at the increased prices, but I refused to sell him anything, because it was through him that these men had backed out of their trade. "Not one dollar of your money, sir," I said, "will buy anything from me. If you buy it will be at second hand from some one else." He went back to San Francisco and told people there was no use for anybody to come down here to buy property from Horton, unless he was a republican.

When I went to San Francisco, I had just come from the war and was a black republican. I talked my religion (republicanism) freely in Old Town. A man came to me and said: "Be careful how you talk politics, Horton. What you have already said here is as much as your life is worth. This is the worst copperhead hole in California."

I said: "I will make it a republican hole before I have been here very long."

"Well," he said, "I would like to see the tools you will do it with."

At that time I would not employ a man unless he was a republican. Two years after I started San Diego, I carried the city for the republican ticket, county and state, and the city and county have remained republican ever since.

Nobody here had any money to hire men but me. I employed in building, surveying, working on the wharf, and so on, about a hundred men. I had my office on Sixth street. Property was rising in value and I was taking in money fast. After a steamer came in, I would take in, for lots and blocks, in a single day, $5,000, $10,000, $15,000, and even $20,000. I have taken in money so fast I was tired of handling it.

There was a man named John Allyn, who built the Allyn block on Fifth street. He came down here to San Diego and I hired him to paper this old building that I had sold to Dunnells. He was four days doing the work and I gave him for it the lot on the southeast corner of Fifth and D streets, 50x100. He took it, but said he didn't know whether he would ever get enough for it to make it worth while to record the deed. It was only a year or two later that he sold it for $2,000 to the people who now own it, and it is now worth over $100,000. Allyn is now dead. He gave $3,000 to the city park and that was the first donation that was made for that purpose.

Just north of the Russ Lumber Company's place there were about a dozen houses which had been built by people who had bought lots. I said to these people that if they would whitewash their houses I would furnish the brushes and lime. They said they could not spare the time. But I wanted it done because I thought it would look well when the steamers came in. I then said that if they would let me whitewash one-half of their houses, on the seaward sides, I would furnish the materials and do the work. They consented, and so I hired men and had the houses whitewashed on the south and west sides. Then they wanted me to whitewash them all over, and I would not do it, but still offered to furnish

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the brushes and lime, so they finally finished the job themselves. The houses then made a fine show and people coming in on the steamers thought the town was growing very fast.

I commenced building the Horton House in January, 1870, and finished it in just nine months to a day from the time I turned the first shovelful of dirt. It cost me $150,000, finished, furnished and painted. There were ninety-six sleeping rooms in the Horton House, besides a dining room, reading room, bar and office. The main wing was three stories high and the balance two. It was built of brick made here and they cost $11 a thousand. I bought two steamer loads of lumber and used it in the building.

FIRST BANK BUILDING

I began the bank building just about the time I moved into the Horton House. This is the building on the southwest corner of Third and D streets, where the Union has its offices. It was built of the same kind of brick that the Horton House was. The strongest vault in California today, I think, is in that building. A hole was dug down to hard gravel and a foundation laid upon it with cement and broken bottles. There were either four or six pieces of stone about eighteen inches thick, twenty-four inches wide and twelve feet long for the foundation, laid on top of this foundation. The building was finished in about a year. I used the building myself—had my office in the corner rooms upstairs for my land business, and the downstairs part was fitted up for a bank. The building was intended for the Texas and Pacific railroad, but they never occupied it.

I was president of the old San Diego Bank when it was first organized, but I resigned soon after and Mr. Nesmith became its president. I was doing more business than the bank was; I told them they were too slow for me. I used to keep my money in the old Pacific Bank, at San Francisco, and I would give Klauber, Marston and others certificates on that bank, and they used these certificates as checks to pay their bills with.

The property I have given away in San Diego and never received a cent for is now worth over a million dollars. Outside of this, I have received, as I can show from my books, from the sale of property, over a million dollars in San Diego.

I put up about fifty residences in Middletown for people who had come out here during the boom and wanted to get property cheap. None of these houses cost less than $500; one cost $3,000, and the rest cost $1,500 apiece. I rented these buildings to people who were waiting to buy, at $5 a month. As soon as things began to go down and rents were cheap, many of these people left my buildings. I was once offered $30,000 for thirty of these buildings, by people who wanted to buy right off and move into them.

HAS STEAMSHIP RATES REDUCED

After I had built the Horton House, I went to San Francisco to get Ben Holliday to put down the steamer fare and freight. The freight was $15 a ton from San Francisco to San Diego, and passenger fares were $60 a round trip. Holliday was the principal owner of the steamship line. He said to me: "Mr.

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Horton, I am running these steamers to make money, and I am not going to put the freight or passenger rates down. I shan't put them down at all."

"Then" I said, "I shall have to do the best I can."

"Well, what will you do?"

"I will put on an opposition line, if I can find a steamer."

"You do it if you can, and be damned!"

Holliday was a rough talking man. After I had left his office I went up Montgomery street and there I met a man named George W. Wright, who was the owner of the steamer William Taber, which had just come around the Horn. He said to me: "Horton, if you will give me one-half the freight you are giving to Holliday & Company, I will put the steamer Taber on as an opposition line to San Diego."

I said if he put the freight down from $15 a ton to $9 a ton, and passenger fares from $60 to $30 a round trip from San Francisco to San Diego, he should have one-half of the freight.

He said: "I don't know whether I can rely on that or not. Show me how you are situated."

I said to him: "I am employing in San Diego a hundred men. I will tell them that if they don't support the opposition line, their time is out and they can go wherever they can do better."

"What would you advise me to do?" he asked.

"I would advise you to put into the newspapers—all of them—a notice that you will carry freight between San Francisco and San Diego for $9 a ton and passengers for $30 a round trip or $15 each way. I will take the stage and ride night and day till I get to San Diego, and attend to that end of it."

When the steamers came in, the Taber was loaded down to the gunwale with freight and passengers, but the Orizaba had not enough passengers to pay for the lights they were burning on the ship. It went that way, as near as I can remember, about two months. Then Holliday went to Wright and asked him to take off the opposition steamer, and how much he would take to keep it off three years. Wright said he wanted $300,000. "Well, what will you take for keeping it off for only a year?" Wright said $100,000, but that he would have to send down for Horton and see him about it first. "What, has Horton got anything to say about it?" "Yes." "The hell he has! Well, send for Horton." So Wright sent for me and I went up to San Francisco and Wright told Holliday: "Horton has come and is at the Occidental Hotel."

"Well, ask him to come to my office."

"Horton has told me he would never set foot in your office again and you know it. You will have to go up to the hotel to see him, for Horton will not come down here."

"Horton's pretty damned independent, isn't he?"

"Yes, and he is able to be."

"Well, Jesse (speaking to his brother, Jesse Holliday), "come along and let's go up and see Horton."

Well, they came up to the hotel where I was stopping, and Wright told them about the arrangements they had made with me.

"Well," said Holliday, "I will agree to that."

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HORTON HOUSE AND PLAZA IN 1899
Present Site of U. S. Grant Hotel

U. S. GRANT HOTEL AND PLAZA, 1912

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"Well," I said, "I want you to agree further never to raise the rates for freight or passengers."

He said he would not agree to that.

"Well, gentlemen," I said, "you can sit here as long as you like; I have other business to attend to," and I took my hat and started for the door. They called me back, and after some further talk, agreed to my demands. I said to them then: "Before this business is closed, we will have a lawyer come here, and you will sign an agreement never to raise the freight or passenger rates." He didn't want to do it, but I said: "Do it, or I'll have nothing more to do with you"; so finally he agreed to that. Holliday paid Wright his $100,000, and he went out of the business. That was a benefit to Los Angeles, too, because freight rates were reduced to that point.

The landing for Los Angeles was San Pedro. The old Taber lies today up above Rio Vista, where she has been run ever since she was taken off. The Orizaba continued to run for years. I don't know just when she stopped running. Captain Johnson was her captain.

Just after I had moved into the Horton House, a man in the employ of the Western Union Telegraph Company came down here to see if he could get subscriptions enough to build the telegraph line from Los Angeles to San Diego. After he had been around and raised what he could, he was sitting in the stage waiting for it to start, to return to Los Angeles. He called me out there and told me he could not get help enough to warrant building the line down from Los Angeles; he thought perhaps it could be done after a year. I said: "What will it cost to build the line from Los Angeles?" He said that he lacked about $5,000 of having enough. I said: "What will you give me if I make up the amount?" He said: "If you will subscribe one-half the amount we lack, we will give you one-half the earnings of the telegraph for three years. We will send an operator down here, and you to furnish an office and pay him $50 a month." I said: "I will take it." He said: "Shake hands on it, sir!" So we shook hands and in one month from that time they had the instruments in working order in the Horton House. Quite a number of people around town had subscribed, but there was not enough pledged to secure the line. E. W. Morse was appointed to collect the subscriptions but I furnished the $5,000 that was lacking to secure the extension. Within three years I got my money back and a little more.

SELLS THE PLAZA TO THE CITY

I never parted with the title to the Plaza until I sold it to the city, but had reserved it for my own use and for the Horton House. People got to talking about wanting to buy it and to put different buildings on the ground. I told them they could have it for the city if they would pay me $10,000 for it and they agreed to do it. Before the sale was closed, a man from Massachusetts wanted that ground and after he had examined the title offered me $50,000 for it. I went to the men I had had the most talk with, and asked them if they would not let me sell to this man, instead of to the city. "Well," they said, "we want it for the city and we should think you would, too." "Yes," I said, "I did want the city to have it." "Well, you agreed to let the city have it for $10,000 and we think you ought to stand by your bargain." "Very well, then," I said, "let

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me have $100 a month until it is paid for." And that is the way the arrangement was made, to pay me $10,000 in monthly payments of $100 until it was paid for. That is the full history of the Plaza.

After I got moved into the Horton House, I went to Washington to see about getting the Scott railroad. Scott and some other people in the east wanted to build a railroad from El Paso west, but they did not make any provision for building from San Diego east. I saw how this was, and so I got up one morning, took money, and went off to Washington without waiting to consult any one about it. When I got to Washington, I went to Scott and said:

"I see your bill is up and I don't know whether it will pass or not, but it depends upon one thing. You have agreed in your bill to build one hundred miles a year, commencing at El Paso, this way; and you have agreed to nothing from San Diego east. Now, unless you will agree and have it put in the bill that you shall build fifty miles a year east from San Diego and fifty miles west from El Paso, your bill is lost."

"Well," said Scott, "how do you know you can defeat it?"

I said: "Tomorrow or next day your bill comes up, and you are beaten. If you can get that bill fixed right, I can help you to pass it."

S. S. ("Sunset") Cox was in congress then and had just made a speech against this bill. When I first got there I went to see our congressman. He was from San Jose. A man from New Orleans, our congressman, and Cox were the committee in charge of the bill, and Cox said that if Scott would consent to amend it, he (Cox) would help get the democratic votes necessary to pass it, notwithstanding he had already made a speech against the bill. This was done in half an hour.

So then I told Scott about Cox and the arrangement I had made with him. I got Scott and the committee together in the library of the capitol and they agreed to change the bill the way I wanted it. Of course Cox could not vote for the bill after having made a speech against it, but he got leave of absence and went home for a few days when it was about to be voted on. After securing his leave of absence he started off without having arranged with his friends to vote for the bill. I reminded him of it just in time, and he said: "Oh, my God! I had forgotten all about that." Then he went back and talked with about twenty-five of his democratic friends, and when the bill came up for a vote, it passed.

I went to Washington three times on this business, after I got into the Horton House, and it cost me altogether $8,000. I got Scott, one senator, and two or three congressmen and others who were helping with the road, to come out here, and they all stopped with me at the Horton House. (This was August 30, 1872.)

Scott was satisfied with the proposition and so he let a contract to grade twenty-five miles, from Twenty-fifth street to Rose Canyon, and ten miles were graded and Scott paid for it. (Horton threw the first shovelful of dirt, April 21, 1873.)

Scott went to Paris and made an agreement to sell his bonds there, and they were getting everything ready in order to close the transaction. They called him "the railroad king" in the United States at that time. He had an invitation to dine with the crowned heads of Europe, in Belgium. He did not tell the Paris bankers where he was going, but went off and was gone thirty-six hours. In

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twelve hours after he left they had everything ready to pay over the money at the bank. They went to the place where he had been stopping and inquired, and sent in every direction to find him, and even telegraphed to England but could not hear from him. During the time before he got back, Jay Cooke & Company failed, and when he got back to Paris, they said to him:

"Mr. Scott, if you had been here a few hours ago instead of taking dinner with the crowned heads, you would have had your twelve million dollars. Now, we have lost confidence and cannot take your bonds."

Scott telegraphed me how it was. I had put up the bank building where the Union office now is, as I said, for him, and he had agreed to give me $45,000 for it. He telegraphed me:

"I have lost the sale of my bonds and am a ruined man. I don't know whether I shall ever be able to get my head above water again. Do the best you can. I shall not be able to fulfill the contracts I have with you."

This failure hurt me severely. People who had bought land of me heard of the failure and they met in front of the bank building and sent for me. I went over there and they asked me to take the property back, and said I was welcome to all they had paid if I would only give up the contracts. I told them nobody should be deceived and how Scott had failed and would not be able to live up to his contract. I paid them back dollar for dollar; every man who had made payments on account of land purchased got it back.

I had given twenty-two blocks of land at the northwest corner of Horton's Addition, as a contribution toward getting the first railroad to come here. I lost them, and the railroad never was built.

This refers of course to the Texas & Pacific. When Huntington, Crocker, and some other Southern Pacific officials came here (there were five in the party), I entertained them at the Horton House and did not charge them a cent.

Huntington said: "If you will give us one-half of the property you have agreed to give Tom Scott, we will build the road from here to Fort Yuma." I told them we could not do it. They sent an engineer to go over the ground that had already been surveyed by Scott.

Up at Los Angeles they had agreed to build a road and had it as far as from Los Angeles to San Bernardino and there they came to a stand. They told the Los Angeles people if they would give them $400,000 to help them get through a certain piece of land to the desert (San Gorgonio Pass), they would go on through there; otherwise they would build the road to San Diego and from there to Fort Yuma. Mayor Hazzard told the people of Los Angeles that if they did that, Los Angeles would be nothing but a way station and the only way to save the city was to agree to give them the money they wanted. They did this, and that was the reason the Southern Pacific was not built to San Diego. The objection they had to coming here, they said, was because they could not compete with water transportation and therefore it would not be to their interests to come to a place where they would have to compete with water. Here ends Mr. Horton's remarkable story.

SALE OF LAND ON WHICH SAN DIEGO LIES

When Horton came along and proposed to buy lands from the town, no meeting of the trustees, and no election had been held for two years. Horton insisting

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upon it, a special election was called and E. W. Morse, Thomas H. Bush and J. S. Mannasse elected trustees. This board met and organized on April 30, 1867, the minutes of the meeting reading as follows:

"ORGANIZATION OF THE BOARD OF TRUSTEES FOR THE CITY OF SAN DIEGO, CALIFORNIA

APRIL 30, 1867.

"The new Board, consisting of J. S. Mannasse, E. W. Morse and Thomas H. Bush, chosen at the election held the 27th day of April, 1867, met and Organized by Electing J. S. Mannasse President, E. W. Morse, Treasurer, and Thomas H. Bush, Secretary.

"On motion of E. W. Morse it was Resolved that an order be entered for the Sale of certain farming Lands of the city property. Said Sale to take place on the 10th day of May, 1867, at the Court House.

"On Motion, the Board adjourned to meet Tuesday Evening, May 11, 1867.
Approved,

THOMAS H. BUSH, *Secretary*. J. S. MANNASSE, *President*."

The sale was held at the courthouse in old San Diego on Friday, May 10, 1867. The sheriff (James McCoy) was the proper official to act as auctioneer, but Mr. Morse acted in his place as deputy. Mr. Horton bought six one hundred and sixty-acre lots, nine hundred and sixty acres in all, for an aggregate sum of $265, a little over twenty-seven cents an acre, and two parcels were sold to other parties at the same time. The following is a copy of the minutes of the next ensuing meeting of the trustees, at which the sale was confirmed and the deed issued:

"Special Meeting, May 11, 1867.

All the members of the Board present. The Board conveyed by Deed the following Lots of land purchased by A. E. Horton, May 10th:

Eleven hundred and Forty-Six 1146
Eleven hundred and Forty-Seven..........................1147
Eleven hundred and Fifty-Six 1156
Eleven hundred and Forty-Five 1145
Eleven hundred and Thirty-Four 1134
Eleven hundred and Thirty-Three 1133

At the City Land Sale held at the Court House on Friday, May 10, 1867, the following Lands were sold and account presented of such to the Board, by James McCoy, Auctioneer:

		Purchaser	Price
1146	Lots Eleven hundred and Forty-Six	A. E. Horton	
1147	Lots Eleven hundred and Forty-Seven	A. E. Horton	
1156	Lots Eleven hundred and Fifty-Six	A. E. Horton	$150.00
1145	Lots Eleven hundred and Forty-Five	A. E. Horton	40.00
1134	Lots Eleven hundred and Thirty-Four	A. E. Horton	20.00
1133	Lots Eleven hundred and Thirty-Three	A. E. Horton	55.00
1173	Lots Eleven hundred and Seventy-Three	J. S. Murray	20.50
	Fractional Lot lying between Eleven hundred and Fifty-Six and Eleven hundred and Fifty-Seven to Edward Heuck		9.50
			$295.00

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On motion of J. S. Mannasse it was resolved to advertise City Lands for Sale, on the third day of June, 1867, at public Auction, and the Secretary be ordered to post Notices of the Same, in three conspicuous places.

On Motion Meeting Adjourned to meet June 10, 1867.

Approved,

THOMAS H. BUSH, *Secretary.*

J. S. MANNASSE, *President.*"

The deed was made and recorded the same day. It was signed by Morse and Bush, Mannasse not signing, and witnessed by C. A. Johnson. A full copy of this deed is given below:

"This indenture made this eleventh day of May, A. D. one thousand eight hundred and sixty-seven, between E. W. Morse and Thomas H. Bush, Trustees of the City of San Diego, County of San Diego, State of California, parties of the first part, and A. E. Horton, of the same place, party of the second part, Witnesseth, That whereas at a sale at public auction of lots of said City of San Diego, after due notice given of the same, according to law, on the tenth day of May, eighteen hundred and sixty-seven, by the said parties of the first part, Trustees of said City as aforesaid, the said party of the second part bid for and became the purchaser of the following described property and that said property was then and there sold and struck off to the said party of the second part—as the highest and best bidder thereof.

"Now therefore the parties of the first part, Trustees of the said City as aforesaid for themselves and their successors in office, by virtue of authority in law in them vested—and for and in consideration of the sum of two hundred and sixty-five dollars to them in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, have granted, sold, released and quitclaimed and by these presents, to grant, sell, release and quitclaim unto the said party of the second part, his heirs and assigns forever, all the right, title, interest or claim whatsoever, of the said party of the first part, or their successors in office in and to the following described property, situate in the boundary of said City, to wit: Lots eleven hundred and forty-six (1146), eleven hundred and forty-seven (1147), eleven hundred and fifty-six (1156), eleven hundred and forty-five (1145), eleven hundred and thirty-four (1134), and eleven hundred and thirty-three (1133), and designated upon the official map of said city, made by Charles H. Poole in the year 1856. Together with all and singular the ways, streets, rights, hereditaments and appurtenances thereunto belonging or in any wise appertaining. To have and to hold the aforesaid premises, hereby granted to the said party of the second part, his heirs and assigns forever.

"In witness whereof the said parties of the first part have hereunto set their hands and seals the day and year first above written.

E. W. MORSE, (Seal)
THOMAS H. BUSH, (Seal)
Trustees.

Signed, sealed and delivered in presence of C. A. Johnson.

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO } ss.

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"On this eleventh day of May, A. D. one thousand eight hundred and sixty-seven, before me G. A. Pendleton, County Clerk and ex officio Clerk of the County Court in and for said County, personally appeared E. W. Morse and Thomas H. Bush, personally known to me to be the individuals described in and who executed the annexed instrument and they acknowledged to me that they executed the same freely and voluntarily and for the uses and purposes therein mentioned.

"In witness whereof I have hereunto set my hand and affixed the seal of said Court in this County the day and year in this Certificate first above written.

G. A. Pendleton,
(Seal) *Clerk.*

"Received for record on Saturday, May 11, 1867, at 6 P. M., and recorded on Saturday, May 11, 1867, at 8 o'clock P. M. at request of A. E. Horton.

G. A. Pendleton,
County Recorder.

(Fifty cents)
(U. S. Rev. Stamp)
(E. W. M. T. H. B.)
(May 11, 1867)"

These proceedings did not escape attack. When it became apparent that the new town would be a success, a number of suits were brought for the purpose of setting aside the deed from the trustees to Horton. Perhaps the most famous of these was the suit of Charles H. De Wolf versus Horton, Morse and Bush, brought in September, 1869, in which Judge Benjamin Hayes was the plaintiff's attorney. It was alleged that the proceedings leading up to the conveyance were irregular in several respects. The owners of the ex-mission rancho also brought suit to extend their boundaries over Horton's Addition, claiming that the pueblo lands should comprise four leagues, instead of eleven. There were rumors that there was collusion between Horton, Morse, Bush and others, by which the trustees profited by the sale. Some excitement rose at one time and "land jumping" began, but the people of San Diego took prompt action, pulled down and burned the fences erected around some blocks the "jumpers" were attempting to claim, and soon suppressed their enterprise. Horton's title was sustained in all the courts and the suits ended in smoke.

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"FATHER" HORTON, AT THE AGE OF 94

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CHAPTER XIII

SKETCH OF ALONZO E. HORTON

The list of San Diego county's honored pioneer dead contains no more honorable, upright and high-minded man than Alonzo E. Horton, the founder of the city of San Diego and for over half a century one of the greatest individual forces in its material, educational, moral and political upbuilding. Probably there is no other instance in the history of the country where great cities have grown from an insignificant beginning and where the activity of one man unaided by abundant capital has accomplished such wonderful results as were achieved by Alonzo Horton in San Diego. His death occurred many years ago and yet the memory of his work and labor is alive today in the hearts of those who have benefited by them, and the city in its prosperity and greatness stands as a memorial to his worthy, useful and upright life.

Alonzo E. Horton was born in Union, Connecticut, October 24, 1813, and is a descendant of one of the old New England families. The line was founded in America in the year 1665, when Barnabar Horton, a native of Leicestershire, England, crossed the Atlantic in the good ship Swallow and in company with the other passengers, all Puritans, landed in Massachusetts. His descendants became prominent in the history and development of the New England states and from him in the seventh generation is descended the subject of this review. Alonzo E. Horton was only two years of age when his parents moved to Madison county, New York. A short time afterward they took up their residence at Scriba, a few miles from Oswego, in the same state, and there Alonzo Horton grew to manhood, acquiring his education in the public schools. He spent his early life engaged in various occupations, being first employed as clerk in a grocery store, afterward learning the cooperage trade, and was later a sailor on the great lakes. He became especially successful in the latter occupation and advanced in it step by step until he owned and commanded a lake schooner with which he was engaged in the grain business between Oswego and Canada. In his early life his health was poor and he was obliged to go west in order to recuperate. Therefore, in 1836 he went to Milwaukee, arriving in that city just at the beginning of the era of speculation which ended in the financial panic of 1837. Mr. Horton showed his shrewd and resourceful business ability in the manner in which he took advantage of the existing conditions. He became possessed of secret information to the effect that the bills of certain Michigan banks would be received in payment of lands at par in the state land office and, acting upon this, invested his capital of three hundred dollars in Michigan currency. His information proved correct and his enterprise was a financial success, bringing him in large profits. Soon afterward Mr. Horton returned to New

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York but in 1840 was again in Wisconsin, where he purchased a home in Oakland and married. For three years afterward he engaged in the cattle business and also dealt extensively in real estate throughout the country, buying large quantities of land warrants in St. Louis and locating fifteen hundred acres of land in Outagamie county, Wisconsin. In that city he founded the village of Hortonville, which has since become a flourishing community. At the end of two years Mr. Horton sold out all his holdings in Wisconsin, realizing upon them eight thousand dollars, and in the year 1851 made his first journey to California. For a few months he worked in the mines but soon abandoned this in favor of trading in gold dust. During the last quarter of the year 1854 his profits in this traffic amounted to one thousand dollars a month. When the gold-dust business became dull he engaged in dealing in ice. He went into the mountains where there were fine ice fields and there cut three hundred and twelve tons, disposing of it throughout the section of California in which he resided and obtaining a profit of nearly eight thousand dollars. During all this time his fortune had been steadily increasing and he was then a rich man for those times. He determined therefore to return to his family and in the spring of 1857 took passage on the steamer Cortez for Panama. A few hours after the Cortez had landed her passengers terrible riots broke out in Panama and the natives attacked foreigners, killing and plundering all who came in their way. Mr. Horton, together with two hundred people from the boat, were dining in the hotel when it was attacked by the mob. A history current in 1888 gives this account of the onslaught. "A general rush was made for the upper story, where they hoped to escape their assailants. Among all the passengers only three had firearms and one of these was Mr. Horton. By common consent he was elected to command the garrison. The natives, who by this time had become crazy with rage and rum, attempted to carry the staircase leading to the upper story by storm and several of the leaders darted up the narrow passage. At the head of the stairs stood Mr. Horton, a revolver in each hand, perfectly cool and collected. In the room behind him were tenscore persons, including women and children; below were a thousand demons, thirsting for their blood. It was a trying moment but he did not hesitate. Those behind urged the foremost of the assailants forward; the leader mounted another step; there was a flash, a report, and he fell back dead. Two others took his place but they dropped lifeless. Now the reports grew quicker and the flashes from the revolvers told of the sharp work being done. Mr. Horton had emptied his own weapons and had discharged most of the barrels of another that had been handed to him before the rioters fell back. Eight of their number were dead and four were seriously wounded. But the dangers of the besieged were not at an end. Although the mob had been repulsed, they were not dispersed and they were still vowing vengeance upon the passengers. The only place of safety was the steamer. Getting his little band in compact order, Mr. Horton distributed the revolvers to those whom he knew could use them judiciously and started on the retreat to the landing. This was reached in safety, though the mob followed them closely, and had it not been for the rare generalship displayed by Mr. Horton in getting the party embarked on a lighter instead of allowing them to rush, pell-mell, as they attempted to, on a small tug, many of them must have lost their lives. As it was, the lighter was towed out to the steamer and all were taken on board in safety. Mr. Horton's

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baggage, containing ten thousand dollars in gold dust, was lost, having fallen into the hands of the rioters. He saved five thousand dollars which he had tied around him in a belt."

Mr. Horton eventually reached Wisconsin in safety and there remained until 1861, when he again came to the Pacific coast, settling in British Columbia. He spent some time in the Cariboo mining district, where he located a claim which proved to be valuable but which eventually petered out. Mr. Horton disposed of his interest in the enterprise for two hundred dollars and came south to San Francisco, where he gave his attention to different lines of occupation. In the early part of the year 1867 he attended a private literary gathering and the city of San Diego came under discussion. Mr. Horton's acute business judgment at once recognized a rare opportunity, for he saw that nature had done her share and the one thing lacking was a man to develop the natural resources. He sold out the business in which he was then engaged and on the 6th of April, 1867, reached the original site of the city of San Diego. This, however, is not the present location of the city, for at that time the inhabitants all resided at Old Town. Mr. Horton concluded that the most suitable place for the community was farther down the bay where the harbor advantages were much superior. With characteristic energy and resourcefulness he at once agitated the question of the election of city trustees, who were nominated and elected with no opposition. Mr. Horton then purchased eight hundred and eighty acres of land at auction, paying for the property, which is now the main portion of the city of San Diego, twenty-six cents an acre. He had his land platted into town lots and went to San Francisco, where he put them upon the market. He at first met with indifferent success but never allowed himself to become discouraged and steadily promoted his project, finally carrying it forward to successful completion. His receipts from the sale of his land increased year by year, finally amounting to eighty-five thousand dollars per year. However, he did not use all of this money for the promotion of his individual prosperity but gave all and more to the further development of San Diego. He organized and established needed industrial, financial and commercial enterprises, among which may be mentioned the first wharf in the city, which was afterward sold to the Pacific Mail Steamship Company, who in turn sold it to its present owners, the Pacific Coast Steamship Company. Mr. Horton's work was never touched in any way by the shadow of self-seeking; his individual prosperity was kept always secondary to the promotion of public interests and to the further expansion of the city he had founded. He was a munificent giver, always anxious to help his friends and acquaintances and even those of whom he knew nothing beyond the fact that they were struggling against obstacles. In the first days of the city's development he gave land to anyone whom he thought would improve it, disposing in this way of innumerable residence lots and valuable business property which if sold today at the present valuation would bring in over one million dollars. To each of the religious denominations he gave a lot for a church, among the most valuable at the present time being the Methodist church building, which stands at the corner of D and Fourth streets and which is worth more than sixty thousand dollars. He gave a fine block of land for the erection of a hotel, the property upon which a flour mill was built, and to San Diego county donated the tract of land upon which the courthouse now stands. With rare

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courage he took upon his own shoulders the expenses of the city for three years, when everyone else was discouraged and faint-hearted, paying the salaries of the officials and all the expenses incident to the management of the municipality.

Mr. Horton died in San Diego in January, 1909, and his passing brought to a close a genuinely useful, beneficial and valorous life. There are many who remember his genial and social nature and his pleasant companionship and a still greater number who cherish the memory of his swift aid in times of adversity, of his hand ever outstretched to help his poorer brethren, of his constant courtesy and consideration. He left to California a city grown great during his life and with prosperity increasing after his death and to his family the priceless heritage of an untarnished name.

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CHAPTER XIV

A LUCRATIVE INDUSTRY

Every early visitor to San Diego refers to the hide-houses which stood out conspicuously near La Playa and which, for many years, served as the emblem of its commercial importance. The trade in hides and tallow was the significant thing during that quarter of a century—1821 to 1846—in which San Diego rested under the Mexican flag. The cultivation of the soil was a different story, and one full of human interest.

The members of the first expedition of Spanish settlers brought seed with them from Mexico and it was planted in the fall of 1769 on the river bottom, directly opposite Presidio Hill, probably at a place now known as Serrano's field. This first crop was a total failure. The ground was too low and the winter rise of the stream in 1770 destroyed the grain. The second crop was also a disappointment. It was planted too far away from the stream to be irrigated and, as it was a season of light rainfall, only a small quantity of maize and of beans was harvested. The third year the scene of operations was moved up the valley to a place called Nuestra Senora del Pilar, near the site subsequently occupied by the mission. The result was not immediately satisfactory, as only about twenty bushels of wheat were harvested, but the priests now bent their minds to the task in earnest, worked out crude methods of irrigation and finally established their agriculture successfully. By 1790 they were raising fifteen hundred bushels of grain annually, and the production rapidly increased.

There is no record of any further attempts at agriculture in the eighteenth century. If any of the soldiers tried it, they probably had a varied experience. It was the Spanish soldiers, who made the first gardens at Old Town. Doubtless as they looked down from Presidio Hill they had an eye for choice spots of land where they would one day make a comfortable home for their old age and live under their own vine and fig tree, in the literal sense of the term. The very first house in Old Town was doubtless the tule hut of a retired soldier. And the pioneer of successful gardeners was Captain Francisco Maria Ruiz. He planted the spot which afterwards came to be known as Rose's Garden, and his pears, olives and pomegranates bore goodly crops for seventy-five or eighty years. These trees were planted early in the last century and it is only a few years since the last survivors of them, which happened to be pear trees, were removed. This pioneer garden was in the same block as the residence of George Lyons. The olive trees at the mission and the famous old palms at the foot of Presidio Hill, were the only plantings which antedated the orchard of Captain Ruiz.

There is no possible doubt that the two old palms were the first ever planted

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in California, and as such they constitute a most valuable and interesting historical exhibit. The seeds from which they sprang were a part of that remarkable outfit with which Galvez had thoughtfully supplied his expedition for the conquest of the new empire. They were planted in 1769, and there is good evidence that they bore a crop of dates in 1869, in honor of their one hundredth birthday. There is a tradition that they never bore a crop earlier than that—a freak of nature, if true. The historic trees were shamefully neglected and abused for many years. They were gnawed by disrespectful horses and fell victims to those thoughtless vandals who, for some inscrutable reason, never miss an opportunity to carve their own unimportant initials upon everything which the public is interested in having preserved unscarred. In April, 1887, a very modest fence was placed about the trees and now they bid fair to survive for many a generation.

By the year 1821 the little patches of cultivated land had multiplied at the base of Presidio Hill and even spread up and across Mission valley. Don Blas Aguilar, who was born at San Diego in 1811, recalled fifteen such rancherias, as they were called, which were occupied prior to the great flood of that year. At two places in the valley there were vineyards. Most of the rancherias were washed away or greatly damaged by the flood, which occurred in September or October and in a single night filled the valley and changed the course of the river. Large numbers of ripe pumpkins were brought down from the fields in the El Cajon country. Dana was able to buy in July, 1836, a bag of onions, some pears, beans, watermelons and other fruits.

The fine upper valley of the San Diego, including the El Cajon, was monopolized by the Mission Fathers; hence, the military were compelled to look elsewhere for their grazing and farming lands. For grazing purposes, they took possession of that fine district known in later times as the National Ranch, but called by the Spanish the Rancho del Rey, or Ranch of the King. Their grain fields were located at the Soledad, twelve miles up the coast. This latter valley was treated as the commons of the San Diego military establishment and later, of the Pueblo. The land was not divided into individual holdings, but farmed in common. A man cultivating a plot one year had the option of doing so the next season, an arrangement which continued until a short time before the Mexican war.

Agriculture never acquired any great importance in all the years of Spanish and Mexican domination. True, there is a record of grain exports in 1817, as already noted, and this is evidence of progress when it is remembered that it had formerly been necessary to import this staple from Mexico; but the exports never reached an important stage. The easy going inhabitants were well content if they produced enough to meet their own needs and their methods and implements were ridiculously crude. Until the Americans came, there were no plows in the country except those made of the fork of a tree shod with a flat piece of iron. Grain was cut with a short sickle, and horses threshed it with their hoofs.

LIVE STOCK AN EARLY FRUITFUL INDUSTRY

But while the agricultural experience was a hard struggle from the beginning, the live stock industry was rapidly developed without encountering any difficulties

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worth mentioning. It involved but little labor and that little was of a kind admirably suited to the Spanish disposition, for it could be done mostly on horseback with long intervals of rest between the periods of activity. The pasturage was usually excellent and the cattle took care of themselves and multiplied prodigiously. The Mission Fathers were of course also the fathers of the cattle business. It was not until the community acquired a population apart from that sheltered by the Presidio and the Mission that private herds began to appear, but the success of the Fathers inevitably attracted others into the profitable business of raising cattle on free pastures.

The Spaniards were lovers of horses and had them in such plenty that it was frequently necessary to slaughter them in order to prevent serious interference with the cattle industry. The Californians—a term which described the whole resident population of Spanish or Mexican blood—were noted for their horsemanship, yet they seem to have taken no pains to breed good stock. This they might easily have done, for they had good Arabian stock to start with, and doubtless the horse might have become an important item for export. With the exception of a few shiploads sent to the Sandwich Islands in early days, this opportunity seems to have been neglected. There were a few sheep in early times but they never grew into large flocks—perhaps because they required more care than the Californians were willing to give them, or because the Californians were not fond of mutton.

The pioneer ship in the hide trade between New England and California was the Sachem of Boston, which first came to the coast in 1822. Her captain was Henry Gyzelaar, while the supercargo was William A. Gale, a man of considerable note. He had been engaged in the California fur trade, and his glowing report of the resources and possibilities of the country was very influential in developing a fleet of trading ships and giving California its first boom. The Boston merchants who became interested included Bryant & Sturgis, Trot, Bumstead & Son, and W. B. Sweet. The important San Francisco firms engaged in this trade at the time were J. C. Jones and Paty, McKinlay & Company. Captain Henry D. Fitch, the first great merchant of San Diego, was a member of the latter firm. The Sachem did not call at San Diego, securing a cargo elsewhere, but she was soon followed by other ships and a thriving trade in hides was established, which flourished until the Mexican war was well under way.

It was the custom of the hide ships to remain some time on the coast, going from port to port and bringing the hides which they collected to the large warehouses at San Diego, there to be prepared for shipment and stored until ready for the homeward voyage. These trips up and down the coast occupied three or four months and seven or eight trips were required for the collection of a cargo, so that two years or more were often spent on the voyage. The best accounts of this trade is that contained in Dana's Two Years Before the Mast.

The cattle were slaughtered from July 1st to October 1st. The methods used were wasteful. About two hundred pounds of the best part of the beef were dried and put aside for future use, and the remainder thrown away, greatly to the satisfaction of the buzzards and wild beasts. The hides were prepared for shipment by immersing them from two to four days in large vats of brine in order to make them immune against the attacks of insects. They were then spread out on the beach and dried, then hung on ropes and beaten with a flail

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until all the dust and sand were removed, and, finally stored in the warehouses to await the sailing of the ships. A shipload ranged from twenty-five thousand to fifty thousand hides.

The tallow was dried out in large pots and poured into bags made of hides to cool, each bag containing from five hundred to a thousand pounds. In securing the tallow the part lying nearest the hide was carefully removed and prepared for domestic use. A great deal of this grade of tallow went to Lima and Callao, to be used in making candles. The interior fat, weighing from seventy-five to one hundred pounds per animal, furnished the principal staple for export trade and was worth six cents per pound. This now seems very low but of course was due to the exceedingly small cost of producing cattle on the open range and to the heavy expense of shipping; otherwise the business could not have prospered with such enormous waste and such low prices for products.

For the purpose of storing the hides, a number of large warehouses were erected by the Boston firms at a point on the shore nearest the anchorage, known as La Playa (the beach), near the site of the present government quarantine station. These houses were framed in Boston, sent out in the ships and set up here. They were named after the ships and the names of four of them are recalled by old settlers as the Admittance, the California, the Sterling and the Tasso. There do not appear to have been more than four in existence at one time. For instance, Dana says there were four in 1836. They stood until some time in the '50s. E. W. Morse says he spent his first night on shore in April, 1850, in one of these old buildings, which was then used as a warehouse. Andrew Cassidy says there was only one of them standing when he arrived, three years later, and that it stood for several years after. Lieutenant Derby, who came in August, 1853, says there were then left the ruins of two of the old hide houses, one being the Tasso. Bartlett, in his Personal Narrative, states that when he was here in 1852, these houses were still standing "exactly as described by Dana in 1836," but this is clearly somewhat inexact. There were also warehouses in San Diego for the storage of the tallow which was to be sent to Peru or Mexico. No hides were exported to Peru or Mexico and no tallow to Boston.

The first hide house was built by the carpenter of the Brookline and occupied by James P. Arthur, mate of that ship, with a small party, while curing hides, in 1829. The Boston Advertiser says on his authority:

"They had a barn-like structure of wood, * * * which answered the purpose of storehouse, curing shop and residence. The life was lonesome enough. Upon the wide expanse of the Pacific they occasionally discerned a distant ship. Sometimes a vessel sailed near the lower offing. It was thus that the idea of preparing and raising a flag, for the purpose of attracting attention, occurred to them. The flag was manufactured from some shirts, and Captain Arthur writes, with the just accuracy of a historian, that Mr. Greene's calico shirt furnished the blue, while he furnished the red and white. 'It was completed and raised on a Sunday, on the occasion of the arrival of the schooner Washington, Captain Thompson, of the Sandwich Islands, but sailing under the American flag.' So writes honest Captain Arthur. He further states that the same flag was afterward frequently raised at Santa Barbara, whenever in fact there was a vessel coming into port. These men raised our national ensign, not in bravado, nor for war or conquest, but as honest men, to show that they were American citizens and

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wanted company. And while the act cannot be regarded as in the light of a claim to sovereignty, it is still interesting as a fact and as an unconscious indication of manifest destiny."

The following is a list of all the American trading ships which have been found, known to have called at San Diego during the life of the hide trade. A few of these were doubtless whalers, and there were probably others of which no record has been found; but it is believed this list contains the names of substantially all the hide ships:

1824, Arab Mentor.
1825, Sachem.
1825-6, Rover.
1828, Andes, Courier, Franklin, General Sucre.
1829-31, Brookline, Louisa.
1829-32-34, Volunteer.
1831, Harriet.
1831-3-6-8-9-40-2-3-4, Alert.
1831-2-3-7-8-9-40-1-2-3-4, California.
1832-3, Plant.
1833, Newcastle.
1833-38-45, Don Quixote.
1833-36-43, Bolivar Liberator.
1833, Harriet Blanchard.
1834, Roxana.
1835, Pilgrim.
1836, Lagoda, Loriotte, Catalina.
1836-7, Kent.
1837, Rasselas, Sophia.
1839, Morse.
1840, Alciope.
1840-1, Monsoon.
1841, Thomas Perkins.
1841-2-3-5-7, Tasso.
1842-4-6-7, Barnstable.
1839-43-4, Fama.
1844, Menkar.
1844-5, Sterling.
1845, Martha, Admittance.
1846, Vandalia.
1847-8, Olga.

The hide and tallow trade practically ended with the transfer of California to the United States. This was a mere coincidence, due to economic rather than to political causes. New England found that she could get her hides cheaper somewhere else. The trade had marked the high tide of prosperity in old California days, and supplied an interesting and romantic episode in the history of the country. Excellent accounts of this period may be found in the writings of Bancroft, Dana, Robinson and Davis. The latter perhaps the most competent authority, estimates the total number of hides exported from California at about five million and the tallow at two hundred fifty million pounds.

Even after the cattle business passed mostly into private hands the missions profited largely from it, by means of tithes, a form of ecclesiastical tax scrupulously paid by the rancheros and diligently collected by the missionaries. This tax was collected, in some instance, as late as 1850 or 1851. The missions were also the principal customers of the American ships. Their cargoes consisted of sugar, tea, coffee, rum, silk, furniture, calico, clothing and blankets for the Indians, which they sold to the friars for cash and exchanged for hides. William A. Gale, Alfred Robinson and William Heath Davis did a large business with the missions for many years.

In Robinson's Life in California is an interesting account of the pains which were taken upon his first visit to San Diego in 1829, to entertain the good Father Antonio Peyri, founder of the San Luis Rey Mission, and especially to impress him with the excellence of the stores brought in the Brookline from Boston.

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This entertainment seems to have proven quite profitable in the end. The missionaries kept the first and for many years the only stores, from which they supplied the wants of their neophytes and sold goods to such as desired them. Their success soon stimulated emulation in this, as in other lines, and private fortunes began to grow. The first storekeeper at San Diego, and the only one for some years, was Captain Henry D. Fitch, who dealt in furs, hides and general merchandise. After the cattle business began to assume importance and private residences were established in the country, at every important rancho was maintained a general store and depot of supply for the surrounding country.

With the growth of the hide and tallow trade, land began to assume more value and private holdings increased. Under the Spanish administration, only the king could make grants of land, and it was many years before the right was exercised toward any except the missionaries. The general laws of Spain provided for the granting of four square leagues of land to newly formed settlements, or pueblos as they were called, upon certain conditions. As early as 1784, application was made to the governor by private individuals for grants of land, and he issued a few written permits for temporary occupation. Two years later he received authority to make grants of tracts not exceeding three leagues, not to conflict with the boundaries of existing pueblos, and on certain conditions which included the building of a stone house and the keeping of not less than two thousand head of live stock on each rancho.

It was considered that vacant lands outside the pueblos and missions belonged to the Indians, to be utilized by them whenever they should become sufficiently civilized. In 1793 it was reported that no private grants had been made, but a few years later a number were made near the presidios, subject to confirmation later on. Several governors in succession preferred to make these conditional grants and at the close of the eighteenth century the situation was this: The Presidio was without settlers, but expected ultimately to become a pueblo and was entitled to four square leagues of land whenever proper organization should appear; and there were in the whole department twenty or thirty men engaged in raising cattle on lands to which they had only possessory permits, but none of these appear to have been at San Diego. In 1813 the Spanish cortes passed a decree relative to the reduction of public lands to private ownership, designed to improve agricultural conditions and reward the country's defenders. Lands might be granted to veterans and invalid soldiers.

This decree was unknown in California before 1820. One of the earliest of the grants made under this law was that of the Penasquitos Rancho, of nearly nine thousand acres, to the veteran Captain Ruiz and Francisco M. Alvarado, on June 15, 1823. This grant was made against the earnest protests of the missionaries, as conflicting with their boundaries. In a report made in 1828 are named the Rancho del Rey, now known as the National Ranch, where the Presidio had two hundred and fifty cattle and twenty-five horses; the San Antonio Abad, which had three hundred cattle, eighty horses and twenty-five mules, besides producing some grain; the Penasquitos Rancho, with fifty cattle, twenty horses and eight mules; El Rosario, or Barracas, which had twenty-five head of live stock and some grain; and the San Ysidro stock range. It also appears from a statement of the missionaries in this year that the Temescal Rancho had been occupied by Leandro Serrano, majordomo at San Juan. In

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PALMS AT OLD SAN DIEGO, PLANTED IN 1769

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January or March, 1829, Governor Echeandia granted one league at Otay to Jose Antonio Estudillo, and another to Maria Magdalena Estudillo.

From about 1832 grants were rapidly made of the public or unoccupied lands of California; and subsequent to the acts of secularization of 1833-4, it was the practice of the government to grant to individuals tracts of land belonging to the missions, but which were no longer used or occupied by them. In spite of the opposition of the priests, grants were constantly made by the government within the limits of the so-called mission domain, and this continued up to 1846, when the dominion of Upper California passed to the American government. And so it went on, until the country, except the mission and pueblo lands, had passed into private hands. A table showing these early land grants is given at the end of this chapter.

Theodore S. Van Dyke has written very instructively about these land grants in his City and County of San Diego. He says:

"Soon after the establishment of other missions in California, and the quieting and gathering in of the greater part of the Indians around the missions, settlers from Spain and Mexico began to come in, and later on a few from the United States, England and elsewhere. Nearly all these settlers obtained grants of large tracts of land from the Mexican government, which have since been the cause of much litigation, envy and quarrelling. These grants were simply Mexican homesteads, given to settle the country just as the United States homesteads are given, for practically nothing.

"Instead of selling a man, as the United States then did, all the land he wanted for $1.25 an acre, the Mexican government gave it to him by the square league. The grants were made large partly as an inducement to the settler to go into such a wild and remote country, but mainly because the raising of cattle for the hides and tallow being the only industry, a large range was absolutely necessary for profit as well as the support of the band of retainers necessary for profit and safety. * * *

"The first effect of these large grants was to retard settlement. The county of San Diego, in common with the rest of southern California, was then believed to be a veritable desert of sand, cactus and horned toads, fit only for stock range at the rate of about one hundred acres to each animal."

Dairying was practically unknown among the ranchos and often there was no effort even to keep the tables supplied with milk. Davis says that he has frequently drank his coffee or tea without milk, on a ranch containing from three thousand six hundred to eight thousand head of cattle. Other methods were equally wasteful. The horns were not thought worth saving, and the Americans who chose were allowed to gather and ship all they cared to, without money and without price. These lax methods may be further illustrated by the fact that in 1840 the Mission of San Jose ordered the slaughter of two thousand bulls, which were killed simply for their hides, none of the meat, and little of the tallow, being saved.

Next to the cattle industry and the trade in hides and tallow, the fisheries made the most important contribution to the early commerce of San Diego. And the fisheries included the exciting chase for the sea otter, which was very valuable for its fur. The otters were far more plentiful in the north, yet were frequent visitors to the San Diego coast, especially to the kelp beds off Point Loma

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and La Jolla. The Indians were acquainted with the use of their furs when the Spaniards came, and one of the early cares of the missionaries was to train their converts to improved methods of catching them. The Indians do not appear to have been remarkably energetic hunters but enough skins were brought in to form an important item of export and a subject of contention between the commandants and the missionaries, both of whom thought themselves entitled to a monopoly of the traffic. The heyday of the Spanish trade was about the time of the Lelia Byrd affair, when virtually the whole population had skins to sell, openly or covertly, and the commandant had a collection of about a thousand confiscated skins.

By the time the Americans began to settle at San Diego otters were not so common in the bay, but along the coast of Lower California and its adjacent islands there was still good hunting. Philip Crosthwaite was one of the earliest and best known otter hunters. He stated that there were two companies of hunters at San Diego, in 1845, which were fitted out each season by Captain Fitch. The hunting season was during the spring and summer months, when the otters could be found among the kelp, often asleep, and shot with rifles from boats. This work required a peculiar equipment of patience, keen sight, steady nerves and marksmanship. Each company sent out three canoes together which hunted in the day and lay up on the beach at night. There were places on the shore known to the hunters, where wood and water could be found and at night they landed at such spots through the surf and made their camp. As late as 1857, two otter hunters were drowned in the surf on the beach near Point Loma, while trying to land in a small boat. Otters are of course now extinct in this vicinity. In 1845 the skins were worth $40 each at Fitch's store. There are no statistics of the extent and value of the otter catch but it was very considerable.

That strange animal, the sea-elephant, was also a native of this coast, and for a short time was a victim of the chase. Very early settlers tell how, on stormy days, the yelps of the elephants lying on the sand at what is now Coronado Beach could be heard in San Diego above the roar of the breakers. They were also plentiful in the haunts of the otter, along the coasts and islands of Lower California. They seem never to have formed an extensive object of the chase by the population. The story of their destruction is short and sad. Some of the Yankee whalers heard of them and conceived the idea that there might be money in elephant oil. There was a rush for them; they were slaughtered by thousands and soon exterminated. It is said that some of these ships secured an entire cargo of elephant oil in a single season's chase. At any rate these curious animals are gone forever from these parts. And does the reader ask "What is a sea-elephant?" Merely a big seal—the biggest of his family—with a snout so prolonged as to be suggestive of an elephant.

The Spanish population never pursued the chase, either by land or sea, with noteworthy daring and vigor. It was great sport for the expert vaqueros to lasso a bear now and then and lead him home, to be baited to death by dogs and bulls. It never occurred to their uncommercial souls that this sort of thing could be turned into a money-making enterprise. Cattle were plentiful and cheap. Why should a man incur fatigue and danger in the pursuit of articles of luxury which the state of society did not require? Such things were left to the restless and incomprehensible Americans. Cattle were something the Spanish could under-

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stand, and it was all very well to shoot an otter now and then as it lay asleep in the sun on beach or kelp; but to spend one's days amidst the toil and danger of the ocean chase was much too strenuous. The finest of otter skins were worth no more than the hides of four or five bullocks, and there was neither use nor sale for whale oil until the American ships came.

The story of the American whaling trade in the Pacific is one of the most picturesque and romantic in our history and the half has never been told. The enterprise, hardihood, daring and skill which made it possible, form a worthy sequel to the wonder tales of England's Elizabethan age. This chase began long before the Mexican war and still continues to a limited extent. The chief rendezvous of the whale ships was first at the Sandwich Islands and later at San Francisco. In 1855 their number had reached five hundred, but it was not until ten years later that San Francisco became the headquarters. Whales were known to exist on the coast from the time of the earliest settlements. Father Crespi has left it on record that upon his arrival at San Pablo bay, in March, 1772, he saw whales spouting, and there is no doubt the same phenomenon had been observed here, where whales were no less plentiful.

As late as the early '40s, San Diego bay was a favorite resort for female whales in their calving season, and at such times, on any bright day, scores of them could be seen spouting and basking in the sunlight. On North Island there was a spring which the inhabitants of La Playa were in the habit of visiting in canoes to get a supply of fresh water. Often when these whales were passing in or out, it was deemed unsafe to cross, and the boatmen had to wait for hours. But when the chase began in earnest and steamers began to visit the harbor, the whales abandoned the place and went farther down the coast. They still passed by near the shore, however, in the winter and spring months, and came in near Ballast Point in great numbers. Andrew Cassidy says he often counted as many as eleven whales inside Ballast Point, all spouting at one time, and in January, 1872, it is on record that fifteen were seen at one time.

Dana tells this story regarding an adventure with a whale at San Pedro:

"This being the spring season, San Pedro, as well as all the other open ports upon the coast, was filled with whales that had come in to make their annual visit upon soundings. For the first few days that we were here and at Santa Barbara we watched them with great interest, calling out 'There she blows,' every time we saw the spout of one breaking the surface of the water; but they soon became so common that we took little notice of them. We once very nearly ran one down in a gig, and should probably have been knocked to pieces or blown sky high. We had been on board the little Spanish brig, and were returning, stretching out well at our oars, the little boat going like a swallow; our backs were forward, and the captain, who was steering, was not looking out, when all at once we heard the spout of a whale directly ahead. 'Back water! back water, for your lives!' shouted the captain, and we backed our blades in the water and brought the boat to in a smother of foam. Turning our heads, we saw a great, rough, hump-backed whale slowly crossing our forefoot, within three or four yards of the boat's stem. Had we not backed water just as we did we should inevitably have gone smash upon him. He took no notice of us, but passed slowly on, and dived a few yards beyond us, throwing his tail high in the air."

The whales passed south from December to February, and on their return

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trip north in March and April. The local whale companies were formed early in the '50s at San Diego and other places, notably at Monterey, and they continued in business for many years and were very successful. The business began to assume importance here in 1853. In February, 1858, the company of whalemen at La Playa had killed "about a dozen" whales since they commenced operations, "only five of which they have been able to get into port." These five yielded one hundred and fifty barrels of oil, worth about $2,000. Editor Ames expressed the opinion that if some means could be devised to prevent the whales from sinking, a good business could be done in catching them within ten miles of the harbor. A little later they captured five in as many days, each of which produced from thirty-five to forty barrels of oil. By 1868 the business had grown so that there were two companies with twenty men at work in the boats and a dozen rendering the oil, and it had become a favorite diversion of San Diegans to go out to the lighthouse and watch the chase.

In the season of 1870-1, the yield of oil was twenty-one thousand, eight hundred and eighty-eight gallons, and in 1871-2 it was estimated at fifty-five thousand gallons and two hundred pounds of whalebone were collected. In 1873-4, twenty-one thousand, six hundred gallons, and in 1874-5 four hundred barrels of oil were produced. As late as 1886 three hundred barrels of oil were made and about a thousand pounds of whalebone gathered. In the '80s the business was declining, however, and soon became unprofitable and was abandoned.

The trying works were on Ballast Point. The captured whales were towed in and cut up and the flesh thrown into two large iron pots, having a capacity of one hundred and fifty gallons each. At each pot was stationed a man with a large strainer, whose business it was to fish out the pieces of blubber as fast as they became sufficiently browned. These pieces were then pressed to extract the oil, after which the refuse was used for fuel. It seems to have burned very well but made a "villainous stench." The oil was ladled into casks and when cool was stored awaiting shipment.

The method of killing the whales was by a bomb lance from small boats. At first the work seems to have been unskillfully done, but in later years it was carried to great perfection. The whales were of the gray species. No reliable statistics can be given as to the total output but it ran well into the thousands of barrels and was an important article of export. Among the older citizens of San Diego are several who came here to engage in this chase, and followed it for many years. The only remains now left of this interesting period are the vertebrae of whales which are used as ornaments and may still be seen in many San Diego dooryards. The Society of Natural History has also collected some valuable relics, which are preserved in the public library building. Such were some of the principal commercial features affecting the early life of the place.

Following is a list of ranchos of San Diego county, showing the number of acres in each rancho, names of grantees, and date each grant was confirmed. The names of the grantees do not represent the present proprietors, the ownership having changed, in many cases, since the confirmation of the grant:

Santa Marharita and Las Flores—Owner, Pio & Andres Pico; 89,742.93 acres.

Ex-Mission of San Diego—Owner, Santiago Arguello; grant confirmed, 1846; 58, 208.00 acres.

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San Jacinto Nuevo—Owner, Miguel de Pedrorena; grant confirmed, 1846; 48,823.67 acres.

El Cajon—Owner, Maria Antonia Estudillo de Pedrorena; 48,799.34 acres.

Santa Rosa—Owner, Juan Moreno; grant confirmed, October 10, 1872; 47,815.10 acres.

San Jacinto Viejo—Owner, Jose Ant. Estudillo; grant confirmed, 1846; 35,504.00 acres.

Cuyamaca—Owner, Augustin Olvera; 35,501.32 acres.

La Nicion (National Rancho)—Owner, John Forster; grant confirmed, August 3, 1858; 26,631.94 acres.

San Jose del Valle (Warner's Ranch)—Owner, J. J. Warner; grant confirmed, 1846; 26,629.88 acres.

Pauba—Owner, Luis Vignes; grant confirmed, January 19, 1860; 26,597.96 acres.

Temecula—Owner, Luis Vignes; grant confirmed, January 18, 1860; 26,608.94 acres.

Sobrante de San Jacinto—Owner, Miguel de Pedrorena and Rosario E. de Aguirre; 22,195.00 acres.

San Bernardo—Owner, Jose Francisco Snook; 17,763.07 acres.

Santa Ysabel—Owner, Jose Joaquin Ortega et al.; grant confirmed, May 4, 1872; 17,719.40 acres.

Santa Maria (Valle de Pamo)—Owner, Jose Joaquin Ortega et al.; grant confirmed, July 30, 1872; 17,708.85 acres.

San Vincente—Owner, Juan Lopez; grant confirmed, 1846; 13,539.96 acres.

La Laguna—Owner, Abel Stearns; grant confirmed, September 3, 1872; 13,338.80 acres.

Monserrate—Owner, Ysidro Maria Alvarado; grant confirmed, July 17, 1872; 13,322.90 acres.

Valle de las Viejas—Owner, Ramon & Leandro Osuna; grant confirmed, 1846; 13,314.00 acres.

Agua Hedionda—Owner, Juan Maria Marron; 13,311.01 acres.

Pauma—Owner, Jose Ant. Serrano, Jose Aguilar & Blas Aguilar; grant confirmed, August 29, 1871; 13,309.60 acres.

Guejito—Owner, George W. Hamley; grant confirmed, May 24, 1866; 13,298.59 acres.

Rincon del Diablo—Owner, Heirs of Juan Bautista Alvarado; grant confirmed, May 3, 1872; 12,653.77 acres.

San Felipe—Owner, Juan Forster; grant confirmed, August 6, 1866; 9,972.08 acres.

San Marcos—Owner, Jose Maria Alvarado; 8,978.29 acres.

Jamacha—Owner, Apolinaria Lorenzana; 8,881.16 acres.

Jamul—Owner, Pio Pico; 8,876.00 acres.

La Jolla—8,872.00 acres.

San Dieguito—Owner, Juan Maria Osuna; 8,824.71 acres.

Penasquitas—Owner, Francisco Maria Ruiz & Francisco M. Alvarado; 8,486.01 acres.

Otay—Owner, Magdalena Estudillo et al.; grant confirmed, 1846; 6,557.98 acres.

Tecate—Owner, Juan Bandini; 4,439.00 acres.

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Janal—Owner, Victoria Dominguez; grant confirmed, June 30, 1872; 4,436.00 acres.

Los Encinitos—Owner, Andres Ybarra; grant confirmed, April 18, 1871; 4,431.03 acres.

Island or Peninsula of San Diego—Owner, Archibald C. Peachey & William H. Aspinwall; grant confirmed, June 11, 1869; 4,185.46 acres.

Guajome—Owner, Andres & Jose Manuel (Indians); 2,219.41 acres.

Buena Vista—Owner, Felipe (an Indian); 2,219.08 acres.

Potrero San Juan Capistrano; 1,167.74 acres.

El Cariso and La Cienega; 1,167.00 acres.

Ex-Mission of San Luis Rey; Owner, Bishop J. S. Alemany; grant confirmed, March 10, 1865; 53.39 acres.

Ex-Mission of San Diego; Owner, Bishop Alemany; grant confirmed, May 23, 1862; 22.21 acres.

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CHAPTER XV

LOOKING BACKWARD

"Two years ago," wrote Major Ben C. Truman, in 1869, "San Diego seemed to be among the things that were. Only two families were living here and but three houses were left standing. About that time a Mr. A. E. Horton came this way and purchased from the city three quarter-sections of land adjoining the plot known as New Town; and, having it surveyed, called it Horton's Addition. A few months after, a * * * wiry, rusty-looking man might have been seen upon the streets of San Francisco with a long tin horn in his hand, containing New San Diego and Horton's Addition—on paper—purchased by the gentleman for the sum of $220. Lots of people laughed at the rusty-looking proprietor of the long tin horn and said he was a fool who had thrown away his money, and many a quarter-section had the trustees to sell to all such real estate spooneys. * * * Two years have passed away and the contents of that tin horn describe, in point of site, facilities for living, climate, etc., the most comfortable and one of the most flourishing towns in southern California, if not in the state. * * *

"I saw Mr. Horton yesterday. He looks just as he did two years ago. I should judge that he had on the same suit of clothes now as then. But he no longer packs about that tin horn. He rides behind a good horse and resides in an elegant mansion, with a garden adjoining containing all kinds of vegetables and flowers, and all kinds of young fruit and ornamental trees and shrubs. There are 226 blocks in Horton's Addition, each containing twelve lots 50x100 feet. Early in the history of this town, Mr. Horton gave away some twenty odd blocks and sold twice that number for a few hundred dollars a block. During the past year he has sold over $100,000 worth of blocks and lots at large figures. He has been very generous and has helped many a poor man to get along, provided he seemed inclined to help himself. He has given each of the religious denominations a piece of ground upon which to erect a church and has subscribed toward the putting up of a pretentious edifice."

The means which Horton used to encourage building in his town and to stimulate the sale of real estate have been described. His success was phenomenal from the beginning. The first number of the Union, October 3, 1868, contains the following notes of the progress of improvements in the new town:

"Culverwell's wharf has reached into the bay about 150 feet since we were on it last. It was covered with freight, landed from the schooner John Hunter, through the assistance of a lighter. We noticed a large amount of feed, household and kitchen furniture, agricultural implements, etc * * * also a great number of doors and window frames for the large hotel Mr. Dunnells is about erecting on the corner of Fifth and F streets—also some fine lumber for Judge

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Hyde, who is about erecting two or more fine buildings * * * one of which is to be built opposite the site of Dunnells hotel; also a large lot of lime, lumber and other merchandise for Messrs. Mannasse & Company, who are now engaged in building two frame sheds near the wharf * * * Near the wharf Mr. Elliott has about completed a new building * * * A little farther back stands a building belonging to a Mr. Hooper, which has recently been opened as a billiard saloon. Mr. Nash had added twenty feet to his store, which gives it a fine appearance and makes one of the largest store rooms in San Diego. Passing around to Mr. Horton's wharf, we observed families of emigrants, who had just arrived, camping out upon the ground they had cleared for future homes. Horton's wharf now reaches out into the bay five hundred feet and the piles have been driven * * * some eighty or ninety feet beyond. We discovered some twenty new buildings in the course of construction.

"On November 21st, the Union found that 'the evidences of improvement, progress and prosperity are visible on every side * * * Buildings are in process of erection in all directions. Lots are being cleared rapidly in the Horton Extension * * * Mr. Horton is selling from $600 to $1,000 worth of lots every day. Restaurants, bakeries, livery stables, furniture stores, blacksmith shops, hotels, doctors' offices, wholesale and retail storerooms, saloons and residences are going up—while the wharves are only lagging for the want of the necessary material.' "

The Sherman Addition was laid out and placed on the market in this year, and the Frary Addition in June, 1869. In May, 1869, the Episcopalian Society erected the first house of religious worship in new San Diego, at the northeast corner of Sixth and C streets. The Baptists followed with a building on Seventh street below F, in October. The Methodists were third, with a church on the corner of Fourth and D, which was dedicated February 13, 1870. Each of these societies received a gift of two lots each from Horton.

The hotel kept by Captain Dunnells soon proved inadequate to support the traffic, and late in 1868 Mr. Case began the construction of the hotel on the corner of Fifth and F streets known as the Bay View Hotel—the second hotel erected in new San Diego and the first in Horton's Addition. By December, 1869, the newspapers were complaining of inadequate hotel accommodations, and on the 18th the Bulletin was able to make this proud announcement: "The great need of this town is about to be supplied by A. E. Horton, Esq., who will immediately erect on the northwest corner of Fourth and D streets, a palatial brick edifice, for hotel purposes. It is to contain a hundred rooms and to be fitted up with elegant furniture and all modern improvements." The Horton House, the best hotel of San Diego for many years, was opened October 10, 1870.

Late in 1869, the paper says that "people are coming here by the hundreds—by steamer, by stage, and by private conveyance." And, "from a place of no importance, the home of the squirrel a few months back, we now have a city of three thousand inhabitants. Houses and buildings are going up in every direction. The most substantial improvements are being made * * * Every steamer from San Francisco averages two hundred newcomers, who are to make their permanent home here. One wharf has not been able to accommodate all the shipping, so another one is in course of construction. The government has

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decided to make this point headquarters for Lower California and Arizona, and troops are filling the barracks. Fortifications will be built at the entrance to our harbor. The Memphis and El Paso Company will soon have their road open to Arizona, and San Diego will be the natural deport for that country. A branch mint to work out the products of that section, together with our own, will have to be built at San Diego." In this year David Felsenheld built the first brick building at the northwest corner of Sixth and F streets.

In November it is recorded that more than a dozen buildings were erected between the two issues of the newspapers (weekly); and a workingman writes to complain of the scarcity of houses and the high rents, which "eat dreadfully into the earnings and wages of mechanics." At the close of the year there were four hundred and thirty-nine buildings and the volume of business transacted in December was over $300,000.

The year 1870 opened with business brisk and real estate active. In March, four weeks' sales aggregated over $50,000. One of the most encouraging features was the opening of telegraphic communications with the outside world. The need for this convenience had been debated in the newspapers for some months. In the spring, the agents of the Western Union Telegraph Company came and raised by canvass a subscription of $8,000, the amount of the subsidy required. The largest givers were Horton, Morse, San Diego Union and J. S. Mannasse & Company. The whole sum was given by twenty-three individuals and firms. Work was begun upon the line immediately. The poles were distributed from a steamer, being floated from the vessel to the shore—a dangerous service, performed by Captain S. S. Dunnells. The line was completed and the first dispatches sent on August 19, 1870. The event caused much rejoicing.

Many other important enterprises were undertaken and much progress made. The Julian mines were discovered in February, and soon assumed importance. The first gas works were constructed and began operations early in the summer. A daily mail between San Diego and Los Angeles was established in December. School buildings were erected and a high-school building talked about. In June the first bank, the Bank of San Diego, was organized. A long list of substantial buildings, including Horton's Hall and the really remarkable Horton House, were completed. The assessed valuation of the town's real estate rose to $2,282,000, and its personal property to $141,252, all of which had been brought in, or created, in a period of three years. The national census taken in this year showed that the town had a population of two thousand three hundred and one and nine hundred and fifteen occupied houses.

Nevertheless, the year as a whole was considered a discouraging one and closed in gloom. The boomlet soon reached its limit and within a few short weeks was cruelly nipped in the bud. The collapse of the Memphis, El Paso & Pacific project, which occurred early in the year was a blow which it could not withstand. Besides, there was a drought, which added to the discouragement. By May, the Bulletin acknowledged editorially that "times are hard and money scarce," and many men were out of employment. In August, the Union took a philosophical view of the situation: "In spite of the failure of the railroad bill this year, our real estate holds its own, and sales are made at very little reduction (sic) from the rates which have ruled for months past."

In the spring of 1871 there was a slight revival of real-estate activity follow-

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ing the passage of the Texas & Pacific Railroad bill, but delays ensued, and it was short lived. In one week we read of Horton selling $3,000 worth of land and in another $10,000 worth. A good many settlers came, and on June 20th a large party of excursionists arrived from Chicago—the first organized party of real estate excursionists to visit San Diego. Mannasse & Schiller's wharf was built during the summer, the first planing mill established in September, and the first skating rink in October. The total number of buildings erected in the year was fifty-one, which included a courthouse, the Presbyterian church, and a number of business blocks. The drought of the preceding year continued and materially affected conditions. The population was estimated at two thousand, five hundred and the number of business buildings was sixty-nine.

The year 1872 may be characterized as the Year of the Awakening. The effects of Colonel Scott's activities were felt in its closing months, and confidence in his transcontinental project began to grow in the far-off Pacific port. In November, Horton's block on the southwest corner of Third and D streets, for the use of the Texas & Pacific as an office building, was under way, and real estate began to be in brisk demand.

At the close of the year the business houses in San Diego were as follows: Two commission houses, two wholesale liquor houses, two millinery stores, seven hotels, three fancy goods stores, two saddlery stores, three dry-goods stores, three lumberyards, two furniture stores, four drug stores, two tinware stores, two book stores, five livery stables, two fruit stores, one bank, twenty-three saloons, one boot and shoe store, one sash, door and building furnisher, two Chinese stores, two jewelry stores, four restaurants, two breweries, one foundry, twenty general merchandise stores, two steam planing, turning and scroll sawmills, and one steam flour mill.

Concerning the prevailing prices of real estate, the Union says: "Real estate during the last few months has been steadily appreciating in value. Lots situated on the city front within a couple of blocks on each side of the Pacific Mail Company's wharf have a market value of $500 to $2,500 per lot measuring 100x 50 feet. On Fifth street, the main business street of the city, lots range in value from $1,200 to $2,000; on Seventh street from $800 to $1,200. Residence lots within the boundaries of Horton's Addition are valued and selling at from $225 to $800 per lot. Outside of Horton's Addition, but within a mile and a quarter of the business center of the city, lots vary in value from $50 to $100 each. One and one-half miles out lands are now selling at $1.50 per acre. Lands situated two and a quarter miles from the heart of the city can be purchased at $30 an acre." The sales of real estate during the year amounted to $466,404.

By the opening of 1873, the rising tide of excitement was running strong. The newspapers urged the people to build more houses at once, saying the population had been increasing steadily for five months and that there was a scarcity of houses.

A list of Horton's enterprises, complete and pending, made in April, showed the following:

The Horton House was erected by him at a cost of $125,000. Built present residence of Thomas L. Nesmith at cost of $8,000 or $9,000. Building corner Sixth and G, containing present hall, cost about $8,000. Present residence corner A and Sixth, cost $4,500. Block bounded Second and Third, A and B,

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improved at cost of about $3,500. Lot corner Second and B, improved $3,000. Lot J, same block, fronting on Third street, $800. Lot J, on First between C and D, $1,500. Horton's Hall, Sixth and F, cost $10,000. Building corner Ninth and H, $1,500. Wharf now owned by Pacific Mail Company, $40,000. Two buildings on First street between H and I, and a number of other smaller ones. Bank building now under way, $40,000 to $50,000.

On May 22d, the Union published the following review of building operations:

The list includes new residence of Mr. Horton, residence of Captain A. H. Wilcox, Mr. Gerichten's residence, new brick store for McDonald & Company; Bacesto's brick building on Fifth street; Hiscock's brick building on south side of Horton House square, corner D and Third street; brick building of Veazie & Shuler, northwest corner D and Third; Bayly's San Diego Foundry and Machine Shop, corner Eighth and M streets; Hanlon & Fulkerson's steam planing mill; Dievendorf's new store on Sixth street; brick addition to store of J. Nash; D. Cleveland's new office on Sixth street; addition to Young's furniture factory, corner Third and G streets; residence of Mr. Josse, beyond Bay View Hotel; new Market House fronting on Fifth and Sixth streets; Horton's iron and brick bank building, corner Third and D streets; large brick addition to S. W. Craigue's wholesale liquor house; Veazie and Russell's large double house, residence building on Third street; residence of L. B. Willson; residence of G. Geddes on C street; Mr. Phipp's residence in Chollas Valley; Mumford's building on Fifth street; Captain Knapp's residence on First street; residence of D. O. McCarthy, on Spring avenue; and new residence building on Eighth street—twenty-five buildings in all, total cost about $147,000.

Notwithstanding the anxiety and suspicion due to delay in the building of the Texas & Pacific Railroad, yet within the year Colonel Scott held his famous meeting in San Diego, the surveys were made, the old San Diego & Gila subsidy lands were transferred to his company, and work was actually commenced on the construction of the road. The failure of Jay Cooke & Company occurred early in December, as well as Scott's failure in Europe, and the new year in San Diego began in gloom, but considerable progress had been made.

"In 1867," says the Union, whistling cheerfully to keep up courage, "less than one hundred people lived here, and there were not more than a dozen houses. Today, it is a city of nearly a thousand houses and a population of over 4,000." A total of four thousand and fifty passengers had arrived by sea and land and two thousand, three hundred and eighty-one departed, giving a net gain of one thousand, six hundred and sixty-nine in the population. The agricultural development was quite remarkable, the total acreage of farm lands assessed being eight hundred and twenty-five thousand, two hundred and sixty-three, and the total valuation $1,263,542. But the rapid growth of both city and county was sharply checked by the Scott failure, population declined, and doubt, uncertainty and discouragement prevailed. L. A. Wright says in a newspaper sketch:

"The population of San Diego had grown until it was quite a busy city, but Scott's failure stopped almost every enterprise and the population dwindled down to about 2,500. Many poor people had purchased land of Mr. Horton, having made a payment of one-fourth or one-third down, the rest to be paid by installments. Of this class a great many were thrown out of employment and were

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compelled to leave town. They met Mr. Horton on the street every day and offered to let him keep the money already paid if he would only release their contracts so that they could get away. Every man who thus approached the founder of the town was whirled into Mr. Horton's office, his contract surrendered, and every cent paid upon the contract was returned, dollar for dollar."

An old citizen referring to this period says: "Following this there were eight or ten quiet years here, years of real enjoyment for the people who had come here for their health and wanted to live here. The business men had no competition, there were no political bosses; the people were generally united and there was very little wrangling. The town grew slowly but there was no boom."

That the years were quiet, the historian, from an examination of the records, can testify. A year's file of the newspapers scarcely furnishes a single item for this chapter. At times great despondency prevailed. The county was prosperous in 1876. A few events of commercial importance occurred. In March, 1873, the Commercial Bank, the second bank in San Diego, was opened for business. The Julian mines continued to prosper. The San Diego river was permanently turned back into False bay, and the destruction of San Diego's harbor by it stopped in 1877.

Douglas Gunn writes: "The prospects of the harbor as a railroad terminus constituted the leading stimulus to the growth of the new city; but the people soon began to give attention to the development of the resources of the country; and when it was found that patience must be exercised under delay in railroad affairs, the people were prepared to exercise that virtue. No community has ever exhibited greater courage and stronger faith than that of San Diego * * * The commerce of the port has steadily increased; roads have been built to the interior; farms and orchards have been cultivated; mines have been opened; and in spite of 'hard times,' the country has continually grown in population and wealth."

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CHAPTER XVI

EARLY DAYS IN SAN DIEGO

By Mrs. Matthew Sherman.

When I was a very small girl I used to say that when I grew up I was going to California to teach school, and when I was grown up my dream was realized, for I came to California and after residing in the vicinity of San Francisco a year or two, fortune or fate led my steps to San Diego, there to take charge of the only school in the county. My friends thought I was going out of the world, but there was something about this far away, almost unknown southern country that seemed to have a charm for me, and on September 1st, 1866, I left San Francisco on the steamer Pacific, Captain Thorn master, and on the morning of September 4th we rounded Point Loma, steamed into San Diego bay and dropped anchor off shore in the vicinity of what is now known as F street. There were no wharves then and we were put into small boats, rowed as near the shore as possible and then the sailors waded the rest of the way, carrying the passengers in their arms and landing them safely upon dry land. There was one vehicle upon the beach awaiting our arrival and in it I took my seat and was driven to Old Town. The settlement was at Old Town, as what is now San Diego was simply to me that morning a long stretch of brush covered land. The houses around the plaza were in good repair and the ruins one sees at the present time were thrifty looking places and were filled with people. Such a change! It makes one sad to contemplate. There were very few women beside the native population, less than a dozen all told. The school children all numbered about forty, mostly of Spanish origin. There were no steam laundries in those days—most of that kind of work was done by Indian women. They would take the clothes to the bed of the San Diego river and then dig in the sand until they found water, which was very near the surface, and they would sit by this miniature well and wash all day long. I used to say "What patient creatures!"

We had a mail once a week, and steamer once a month. Our mail was brought by stage from Los Angeles and was supposed to come and depart once each week, but sometimes it would be delayed on account of storms, as it was impossible to cross the streams and there was not a bridge between here and Los Angeles, and in the rainy season we sometimes received our mail in a very wet condition, but of course that did not often happen. We were so glad to see the mail stage come that we never thought of making complaints. There was but one church, the Roman Catholic, where services were held occasionally. The same church building and bell are still in use. Father Ubach came late in that same year, 1866, and remained permanently, and once in each month he used to hold services in the English

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language. I used to attend, for then I could understand. The feast day for San Diego is on the 6th of December and then they used to celebrate, and I witnessed my first bull fight on that day. The plaza was fenced in for the Arena, the animals were turned loose in the enclosure and then the fun, if fun it could be called, began. This generally lasted two or three days but the festivities were kept up till after the new year with the different kinds of Spanish sports. One could hear the violin and guitar in all directions, for the Spanish people are very fond of music and dancing.

After my marriage in May, 1867, I came to New Town to live, as this portion of the town was called at that time. My husband and myself were the only inhabitants, my nearest neighbor being four miles away at Old Town. There were four houses besides the Barracks. The Barracks, it might be interesting to know, was framed in the state of Maine and brought around Cape Horn in a sailing vessel and put up in San Diego I think in the year 1852, soon after California became a part of the United States. In April of 1867 Father Horton came and made his purchase of land and returned to San Francisco. In the autumn of the same year our population increased two in number, an old gentleman and his wife, so that I had near neighbors.

In 1867 our "fathers" at Washington got the idea that smuggling was being carried on at this port. I never knew what it was that was being smuggled. So they sent the Revenue cutter Reliance for our protection. She sailed around the Horn and arrived here early in 1868. The vessel remained here a number of months, but finding that there was nothing for them to do, she was ordered to Alaska.

I will speak of our water system. Of course we had one. The idea had always prevailed that there was no water to be had in this portion of San Diego, but during the Civil war the soldiers dug a well and found water at a depth of about twenty-four feet. The location of this well was below what is now known as K street, between Fourteenth and Fifteenth streets. They put up a primitive windmill and used to haul water in barrels. This was the way the soldiers at the Barracks were supplied with water. But our own water system was a burro and two ten gallon kegs. These kegs were fastened upon the back of the little animal. We gave him the name of "Patient Peter," he was so patient and wise. This little fellow used to bring his load of water for more than a mile. One day a stranger came along and was talking with my husband about the possibilities of the place, and he asked, "Where do you get your water?" My husband in reply said, "I will show you where we get it." Just then little "Patient Peter" came in view led by an Indian, and my husband continued, "There are our water works." This stranger must have left, for we never saw him afterward.

As you will remember, "Father" Horton came to San Diego and made his purchase of land and then returned to San Francisco. Early in 1868 he returned with his family to reside. He soon commenced the survey in laying out the future city of San Diego. Now and then a settler came to make the new place his home. On the Fourth of July we held a picnic in Rose Canyon about four miles from Old Town. There was a stranger in our midst and of course curiosity was on tiptoe, for it was such an unusual occurrence that we all wondered. He was an Englishman and came here from Australia. We soon knew why he was there, for he erected a store building on the corner of G and State streets,

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and opened a store. His billheads read in this way: "J. Nash, General Merchandise. Established in 1868. Population twenty-three." You would think that one had plenty of courage to open a store under such conditions, but that is the material that pioneers are made of. Later he moved to Fifth and J streets. About the same time Captain Dunnells came with his family and purchased one of the four houses above mentioned, situated at the corner of F and State streets, and opened a hotel called the New San Diego Hotel. We began to feel by this time that with a store and a hotel, even if our population was only twenty-three, that we were getting to be quite a commercial town. In the spring of 1868 we built a house and moved into it in the month of May. Then my nearest neighbor was over a mile away, as at that time there were no buildings of any description on Horton's Addition. We built the house before the streets were laid out, but we were fortunate to build a house upon a lot and not in the street. But we were more unfortunate with the well we had dug, for we found it to be in the street, and we had the trouble of filling it up again. This house is still standing on the northwest corner of Nineteenth and J streets.

November 4, 1868, was a memorable day for the whole country, for it was the presidential election, the day that General Grant was elected president of the United States, and an interesting day for San Diego, as it was steamer day and the steamer arrived on that morning. Every one who could, went to see it. On this particular morning there were more passengers than usual, and among them was an Episcopal minister. He established a mission and our first Protestant services were held in the Barracks the following Sunday. Everything was very primitive. A very common table covered with a white cloth served as an altar, and the seats were boards resting upon boxes and oil cans. Mrs. Dunnells was the proud possessor of a musical instrument—I think it was called a melodeon—which she kindly loaned, and it was taken to the place of meeting in a wheelbarrow and returned in the same manner. The beautiful service of the church never sounded more sweetly to me than it did in these plain surroundings. It was not long before we had a building erected, in which services were held. The following year nearly all denominations had their church societies organized and two years later our Episcopal mission held their first Sunday School Christmas Festival. There was neither paint nor whitewash but we covered the studding and rafters with green boughs that grew on the little hills. There were only eight scholars and four of that number belonged to the rector's family. We had a very small organ and the children sang their Christmas carols and enjoyed the Christmas tree, and the older folks enjoyed it too.

On Christmas Eve, 1868, we had a grand gathering at the Barracks, as that was our town hall. We had a Christmas tree and there were gifts and good wishes for every one. J. Nash, our merchant, gave all the ladies living in the new settlement, calico for a dress. I always thought it was very generous, for common calico sold at twenty-five cents per yard at that time. A collection was taken up to purchase a bell for the school that we hoped so soon to establish. We had a bountiful supper and closed with dancing. Everybody was invited and everybody who could be, was there.

During the year 1868-69 we made quite a rapid stride forward. A stage line to Fort Yuma was inaugurated by the government and the San Diego Union was first published, both with offices at Old Town, and the court also convened at

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the latter place. We had mail service twice instead of once a week and steamers twice a month. A postoffice was established at New Town, called South San Diego. You see we were a suburb of Old Town.

We petitioned to the supervisors for a school district and succeeded in getting one. J. S. Mannasse & Company, merchants, gave lumber, we gave land and money and built a schoolhouse on the corner of Twenty-first and N streets. We hired a young girl to take charge of the school and paid her with money subscribed for the purpose. The following year an appropriation was made in regard to school money. I do not remember the exact number of pupils but there were less than a dozen. That was the beginning of our school system. When I see the children coming out of the school buildings now, I think to what large proportions small things can grow.

In March, 1869, I gave a party to my niece on her birthday and invited all the little girls. There were nine, including the recipient of the party. One little girl said to me, "Mrs. Sherman, I've come all around the world to get here," and no doubt it did seem a very long way from Union and B streets to Nineteenth and J, with no direct road. Our streets had been surveyed but had not been traveled, and as they were covered with brush, walking was not very easy. One of the girls now grown up, said to me not very long ago that she remembered it so well and what a lovely time they had. That was the first social event that ever was held in San Diego among the younger set.

On the Fourth of July, 1869, we had a celebration. The exercises were held in a warehouse at the foot of Fifth street where the Pacific Coast Steamship Company's depots are now. It was a small structure built by Mr. Horton, and was afterwards used by A. Pauly & Sons as a store for general merchandise. We had a very modest procession. G. W. B. McDonald was president of the day. Rev. Sydney Wilbur offered the prayer, Captain Matthew Sherman read the Declaration of Independence and Daniel Cleveland was orator of the day. We had good singers in those days, the same as we have now, and the patriotic songs were sung with truly patriotic spirit. Our celebration was enthusiastic. It was not such a large gathering but it was an animated one, and the fact that we were here in this far away town of San Diego did not keep us from feeling our joy and expressing it at the anniversary of our nation's birth. Tables stood on one side, spread with many good things to eat. There was plenty for all. After the dinner was served, the tables were cleared and a good old-fashioned dance was indulged in. Our celebration lasted three days, the second day at Old Town by horse racing and fancy riding, and the third day at Monument City, the latter place situated somewhere in the vicinity of what is now South San Diego. I do not think it is in existence now, but then they had a hotel, a number of dwelling houses, and were very large in hopes and expectations, but like many similar places, their anticipations were not realized. We have had many celebrations since, but none more enjoyable than this of 1869.

After our house and Mr. Nash's store were built, the next improvements were made on Fifth street. Here and there a store and a few private dwellings were erected. Very soon the street took on quite a business air. It was not long before the San Diego Union and stage offices, also the court, were removed to the new town. Our postoffice was changed from South San Diego to San Diego, and the Old Town office was given the name of North San Diego. So the mat-

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SAN DIEGO IN 1873

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SAN DIEGO IN 1886

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ter was reversed. We were the main town and Old Town had become our suburb.

We also had our bank, which was a small brick building on Sixth street between J and K streets. In 1870 the Horton House was built by Father Horton.

Ever since California had become part of the United States it had been one of the dreams of San Diego to have a direct railroad to the east. Then later the possibility of this railway made the little band of citizens an enthusiastic body for its construction. Many meetings were held, speeches were made showing forth the benefit to be derived, of the cotton which would be shipped to the Orient at this port, and the Oriental goods received in return. The Texas & Pacific Railway was organized. Tom Scott was president. The city of San Diego gave a princely domain of land and the citizens generally subscribed very liberally. In Washington a bill for this railway was before congress, and on March 3, 1871, the bill passed both houses and was signed by the president. The telegraph line had been extended to our place and the news came over the wires. Of course we were all jubilant. We could almost hear the locomotive whistle. The following year, in 1872, Tom Scott came here and he was given a very warm welcome. A mass meeting was held and plans for the future were made. Everything seemed bright and promising. We felt that San Diego's prosperity was assured. The following year ground was broken for the road and the road bed graded for a short distance. But, alas! the money panic in New York stopped further progress and we fell back into the old groove and started again building railroads. In the meantime a local company had been organized to build a railroad to San Bernardino. Ground was broken in 1872 and about ten miles of road bed graded, but for some reason it was never finished. From now on we improved slowly, but although we missed the railroad, we never lost faith. Then came the time when the Santa Fe built into the city and although it was not what we had hoped to have, a direct line to the east, yet it gave us means of communication with the outside world.

Then came the boom in 1886 with its influx of people and rush and excitement. Improvements were now rapid and San Diego commenced to take on its present aspect. The years have passed and San Diego has grown to be what you see it today.

There are many pleasant recollections of those early days and of the warm-hearted pioneers whose hands of good fellowship were extended to everyone who came. When I look at the picture hung on memory's wall and see the San Diego of those early years, with the brush covered hills, with the flocks of sheep grazing contentedly without fear of molestation, and the San Diego of today, with so many improvements, its fine homes, lovely gardens, beautiful buildings, electric cars, with all the improvements of the present time, and our lovely Coronado set like a gem by the sea, I feel that I have stepped into another world. But the same broad ocean and beautiful bay, the old familiar form of Point Loma standing like a sentinel, and the same bright California sunshine is just the same today as it was then. I have always been glad indeed that it has been my destiny to live in this, to me, delightful spot.

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CHAPTER XVII

SAN DIEGO COUNTY CREATED AND ORGANIZED IN 1850

The constitutional convention met at Monterey in September, 1849, Miguel de Pedrorena and Henry Hill representing San Diego. The legislature met the following winter and launched the great American state of California. San Diego was the first county created under the act of February 2, 1850, and San Diego and Los Angeles made up the first judicial district. The first legislature also provided for a custom house at San Diego. Two voting precincts were established under a law providing for the first elections in the new state, one at Old Town, the other at La Playa—and the official record of the election held here April 1, 1850, reads as follows:

FIRST PRECINCT—VOTES FOR OFFICERS

The undersigned judges and clerks of election held in the first precinct of the county of San Diego, state of California, on the first day of April, 1850, do hereby certify, that at said election there were eighty-eight votes polled, and that the following statement presents an abstract of all the votes cast at said election for the officers designated in the third section of an act entitled "An Act to provide for holding the first County Election," and that the accompanying poll list gives the names of all persons so voting:

SAN DIEGO, April 2, 1850.

ENOS WALL,
JOHN CONGER,
Judges.
P. H. HOOFF,
C. H. FITZGERALD,
Clerks.

For clerk of the supreme court—no candidate.
For district attorney—William C. Ferrell, 79; Miles K. Crenshaw, 4.
For county judge—John Hays, 80; William C. Ferrell, 1.
For county clerk—Richard Rust, 82.
For county attorney—Thomas W. Sutherland, 71; William C. Ferrell, 4.
For county surveyor—Henry Clayton, 85.
For sheriff—Agostin Haraszthy, 45; Philip Crosthwaite, 42.
For recorder—Henry Matsell, 50; A. Jay Smith, 34.
For assessor—Jose Antonio Estudillo, 81.
For coroner—John Brown, 45.
For treasurer—Juan Bandini.

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FIRST PRECINCT—POLL LIST

Poll list of an election held for county officers at San Diego, California, April 1, 1850 (1st precinct):

1. Thomas W. Sutherland.
2. John Snook.
3. Andrus Ybarra.
4. Don Juan Bandini.
5. Juan Machado.
6. Jose T. Moreno.
7. Philip Crosthwaite.
8. Henry C. Matsell.
9. L. G. Ingalls.
10. David A. Williams.
11. Charles Morris.
12. William Tongue.
13. Ramon Rodriguez.
14. John Post.
15. Andrew Cotton.
16. James Murphy.
17. Luther Gilbert.
18. Agostin Haraszthy.
19. William Leamy.
20. John Semple.
21. Daniel Con.
22. John A. Follmer.
23. Benjamin F. McCready.
24. William Power.
25. Peter Gribbin.
26. James Campbell.
27. Ernest Schaeffer.
28. Edward H. Fitzgerald.
29. W. F. Tilghman.
30. George F. Evans.
31. George Viard.
32. W. A. Slaughter.
33. B. Bangs.
34. Philip Garcia.
35. David Ferguson.
36. Thomas W. Sweeney.
37. Henry Hiller.
38. John B. Pearson.
39. David Shepley.
40. John Conger.
41. William White.
42. Henry Adams.
43. Thomas Patrickson.
44. Frederic Hutchins.
45. Robert Peterson.
46. A. Jay Smith.
47. F. M. Holley.
48. Joseph Whitehead.
49. John Peters.
50. Albert B. Smith.
51. Charles C. Varney.
52. Augustus Ring.
53. Leandro Osuna.
54. Francisco Maria Alvarado.
55. E. G. Brown.
56. William Curly.
57. John C. Stewart.
58. James Tryong.
59. Darius Gardiner.
60. Adolph Savin.
61. Antonio Moreno.
62. Lorento Amador.
63. Jose Lena Lopez.
64. Francisco Lopez.
65. Tomas Lopez.
66. Jose Moreno.
67. John B. Reid.
68. Jose Briones.
69. Juan Diego Osuna.
70. John Hays.
71. P. H. Hooff.
72. Enos Wall.
73. George Gaskill.
74. Jose Escajadillo.
75. Francisco Rodriguez.
76. Peter Faur.
77. John Woodfir.
78. Raphael Machado.
79. Abel Watkinson.
80. Santiago E. Arguello.
81. Jose Antonio Aguirre.
82. Santiago Arguello.
83. C. P. Noell.
84. Joseph P. Israel.
85. William H. Moon.
86. Lewis R. Colgate.
87. Jose Maria Arguello.
88. Salvador Aguzer.

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We the undersigned, clerks of election held in the first precinct of the county of San Diego, state of California, on the first day of April, 1850, do hereby certify that the foregoing poll list gives the names of all persons voting at said election.

C. H. FITZGERALD,
P. H. HOOFF,
Clerks,

SAN DIEGO, April 2, 1850.

SECOND PRECINCT—VOTES FOR OFFICERS

List of votes polled at the Playa, Precinct No. 2, San Diego, April 1, 1850, pursuant to an act of the legislature passed March 2, 1850.

We the undersigned, judges of said election, do hereby certify that William C. Ferrell had sixty-eight votes for district attorney; that John Hays had sixty-eight votes for county judge; that Agostin Haraszthy had sixty-two votes for sheriff; that Philip Crosthwaite had five votes for sheriff; that Henry C. Matsell had fifty-three votes for recorder; that Thomas W. Sutherland had sixty-six votes for county attorney; that Richard Rust had sixty-four votes for county clerk; that Jose Antonio Estudillo had sixty-two votes for assessor; that Juan Bandini had sixty-three votes for county treasurer; that John Brown had sixty-five votes for coroner; that Albert B. Gray had fifty-six votes for county surveyor; that Henry Clayton had twelve votes for county surveyor; and that Festus G. Patton had one vote for county clerk.

JOHN R. BLEECKER,
JOHN HENSLEY,
Judges of Election
D. BARBEE,
D. L. GARDINER,
Clerks of Election

SECOND PRECINCT—POLL LIST

Pursuant to notice from the prefect of the district of San Diego, the electors, residents of the Playa San Diego, met at the store of Messrs. Gardiner and Bleecker at ten o'clock A. M. on the 1st of April, and proceeded to elect Edward T. Tremaine inspector of election who forthwith proceeded to appoint John R. Bleecker and John Hensley judges of election, and David L. Gardiner and Daniel Barbee clerks, whereupon the polls were declared open, and the following is a list of the voters:

1. George P. Tibbitts.
2. Albert B. Smith.
3. Samuel P. Heintzelman.
4. John E. Summers.
5. John R. Bleecker.
6. David L. Gardiner.
7. Frederick Emmil.
8. Edward T. Tremaine.
9. William B. Banks.
10. Jonas Cader.
11. Thomas D. Johns.
12. Festus G. Patton.
13. Francis Mason.
14. William M. Hemmenway.

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15. Peter S. Reed.
16. John Adams.
17. William Pearl.
18. William Botsford.
19. Jacob Gray.
20. John Kenney.
21. John Latham.
22. James Reed.
23. Patrick McDonnah.
24. Patrick Symcox.
25. Henry Wilber.
26. John Brown.
27. James Johnson.
28. Peter Mealey.
29. John Corbett.
30. Peter McCinchie.
31. James McCormick.
32. Thomas McGinnis.
33. Frederic Toling.
34. John McHue.
35. John Edwards.
36. Antern Giler.
37. Timothy Quin.
38. Tobias Bedell.
39. George B. Tallman.
40. James White.
41. Edward Eustis.
42. Joseph Cooper.
43. Edward Daily.
44. Joseph Kufter.
45. Michael Leahy.
46. Bartholomew Sherman.
47. John Warner.
48. Patrick Newman.
49. Henry Hopp.
50. Thomas Fox.
51. Daniel Barbee.
52. Oliver Dupree.
53. Edward Brennan.
54. Michael Vickers.
55. Michael Cadle.
56. James Blair.
57. Thomas Kneeland.
58. Francis Dushant.
59. Edward Murray.
60. Lawrence Kearney.
61. John Hensley.
62. Michael Fitzgerald.
63. Sylvanus Gangouare.
64. Moses O'Neil.
65. James McGlone.
66. William Nettleton.
67. Allen Inwood.
68. Rudolph Richner.
69. James Sullivan.

We hereby certify that the whole number of votes polled at this election was sixty-nine.

John Hensley,
John R. Bleecker,
Judges of Election

D. L. Gardiner,
D. Barbée,
Clerks of Election

The following is a list of the first county officials elected: district attorney, William C. Ferrell; county judge, John Hays; county clerk, Richard Rust; county attorney, Thomas W. Sutherland; county surveyor, Henry Clayton; sheriff, Agostin Haraszthy; recorder, Henry C. Matsell; assessor, Jose Antonio Estudillo; coroner, John Brown; treasurer, John Bandini. The first district judge was Oliver S. Witherby, who was appointed by the legislature and not voted for at the election. For some reason Bandini refused to qualify as treasurer, and Philip Crosthwaite was appointed in his place.

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LIST OF MEMBERS OF THE STATE LEGISLATURE FROM SAN DIEGO COUNTY

STATE SENATORS

1849-50—E. Kirby Chamberlain
1851-2—Jonathan J. Warner
1853—D. B. Kurtz
1854-5—J. P. McFarland
1856-7—B. D. Wilson
1858-9—Cameron E. Thom
1860-1—Andres Pico
1862-3—J. C. Bogart
1863-6—M. C. Tuttle
1867-70—W. A. Conn
1871-4—James McCoy
1875-81—John W. Satterwhite
1883-4—John Wolfskill
1885-6—A. P. Johnson
1887-9—W. W. Bowers
1891-3—H. M. Streeter
1895-7—D. L. Withington
1899-01—A. E. Nutt
1903-5—Martin L. Ward
1907—L. A. Wright
1913—L. A. Wright

MEMBERS OF ASSEMBLY

1849-50—Oliver S. Witherby
1851—John Cook
1852—Agostin Haraszthy
1853—Frizby W. Tilghman
1854—Charles P. Noell
1855—William C. Ferrell
1856-57—J. J. Kendrick
1858—Robert W. Groom
1859—A. S. Ensworth
1860—Robert W. Groom
1861—D. B. Kurtz
1862—D. B. Hoffman
1863-4—J. J. Kendrick
1865-6—George A. Johnson
1867-8—Benjamin Hayes
1869-70—William N. Robinson
1871-2—George M. Dannals
1873-4—W. W. Bowers
1875-6—James M. Pierce
1877-8—F. N. Pauly
1880—C. C. Watson
1881—E. W. Hendrick
1883-4—Edwin Parker
1885-6—T. J. Swayne
1887-92—Nestor A. Young
1893-4—W. H. Carlson, 79th
William M. Casterline, 80th
1895-8—W. R. Guy, 79th
1895-6—Alfred Kean, 80th
1897-8—James L. Dryden, 80th
1899-00—Lewis R. Works, 79th
A. S. Crowder, 80th
1901-6-Frank W. Barnes, 79th
1901-2—Charles R. Stewart, 80th
1903-4—John C. Burgess, 80th
1905-6—Percy A. Johnson, 80th
1907—W. F. Ludington, 79th
Percy Johnson, 80th
1912—Edward C. Hinkle, 79th
Fred Judson, 80th

DISTRICT COURT JUDGES

1851—Oliver S. Witherby.
1859-63—Benjamin Hayes
1864-7—Pablo de la Guerra
1868-70—Murray Morrison
1871—Murray Morrison died
H. C. Rolfe
1872—H. C. Rolfe
1873-9—W. T. McNealy

SUPERIOR COURT JUDGES

1880-5—W. T. McNealy
1886—W. T. McNealy resigned
John D. Works
1887—John D. Works resigned
Edwin Parker
1888—Edwin Parker

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1889-90—John R. Aitken
1889-96—George Puterbaugh
W. L. Pierce
1891—E. S. Torrance
1897—John Wilmer Hughes died
George Fuller
1898-00—George Fuller
1901—Norman H. Conklin
1913—Wilford R. Guy
Theron L. Lewis
W. A. Sloane

LIST OF COUNTY OFFICIALS

DISTRICT ATTORNEY

1850—William C. Ferrell
1851—T. W. Sutherland
1852-6—James W. Robinson
1857-8—J. R. Gitchell
1859—William C. Ferrell resigned
D. B. Hoffman
1860-1—D. B. Hoffman
1862-3—James Nichols
1864-5—D. A. Hollister
1866-7—G. A. Benzen
1868-9—Cullen A. Johnson
1870-2—W. T. McNealy
1873-5—A. B. Hotchkiss
1876-7—H. H. Wildy
1878-9—N. H. Conklin
1880-2—Will M. Smith
1883-4—W. J. Hunsaker
1885-6—E. W. Hendrick
1887-90—James S. Copeland
1891-2—Johnstone Johns
1893-4—M. L. Ward
1895—W. M. Darby died before inauguration
1896—M. L. Ward
1897-8—Adelbert H. Sweet
1899-02—T. L. Lewis
1903-6—Cassius Carter
1907—Lewis R. Kirby
1912—Harry S. Utley

COUNTY JUDGE

1850-3—John Hays
1854—Cave J. Couts
1855-9—David B. Kurtz
1860—William H. Noyes
1861-2—D. A. Hollister
1863-7—Julio Osuna
1868-75—Thomas H. Bush
1876-9—M. A. Luce

ASSOCIATE JUDGES, COURT OF SESSIONS

1850-1—Charles Haraszthy
William H. Moon
1852—J. Judson Ames
W. P. Toler, to August 4
William T. Conlon succeeded
E. W. Morse
John Hays
1853—Lewis A. Franklin
E. W. Morse
1854—D. B. Kurtz
H. C. Ladd
J. F. Damon
1855—D. B. Kurtz
H. C. Ladd
Philip Crosthwaite (acting)
1856—D. B. Kurtz
C. C. Samuel
A. E. Ensworth
1857—D. B. Kurtz
A. E. Maxey
Jose J. Ortega.
1858-9—D. B. Kurtz
D. A. Hollister
William H. Noyes
1860—D. B. Kurtz
William H. Noyes
A. B. Smith

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COUNTY CLERK

1850-1—Richard Rust
1852-3—Philip Crosthwaite
1854-7—William B. Couts
1858-71—G. A. Pendleton
1871—G. A. Pendleton died
Chalmers Scott
1872-7—A. S. Grant
1878-82—S. Statler
1883-8—J. M. Dodge
1889-90—M. D. Hamilton
1891-2—William M. Gassaway
1893-4—S. M. Puyear
1895-04—Will H. Holcomb
1905-6—Frank A. Salmons
1907—William H. Francis
1912—J. T. Butler

COUNTY RECORDER

1850-1—Henry C. Matsell
1852-3—Philip Crosthwaite
1854-7—William B. Couts
1858-70—G. A. Pendleton
1871—G. A. Pendleton died
Chalmers Scott
1872-7—A. S. Grant
1878-9—D. A. Johnson
1880-2—Gilbert Rennie
1883-4—E. G. Haight
1885-6—S. A. McDowell
1887-90—E. G. Haight
1891—C. R. Dauer
1892—E. H. Miller
1893-6—John F. Forward
1907—John H. Ferry

COUNTY TREASURER

1850—Juan Bandini refused office
Philip Crosthwaite appointed
1851—Philip Crosthwaite
1852—Jose A. Estudillo
1853—John Hays
1854-5—Joseph Reiner
1856-7—E. B. Pendleton
1858-9—E. W. Morse
1860—Frank Ames
1861-3—E. W. Morse
1864-75—Jose G. Estudillo
1876-7—Chauncey B. Culver
1878-84—William Jorres
1885-90—S. Statler
1891-2—C. H. Sheppard
1893-4—C. D. Long
1895-8—John W. Thompson
1899—John F. Schwartz

COUNTY AUDITOR

1891-2—E. H. Miller
1893—E. E. Shaffer
1912—Chauncey R. Hammond

COUNTY ASSESSOR

1850—Jose A. Estudillo
1851—Dr. F. J. Painter
1852—S. E. Arguello
A. T. Crowell
1853—A. T. Crowell
1854—William C. Ferrell
1855—William C. Ferrell resigned
E. B. Pendleton
1856—Albert Smith
1857—William C. Ferrell
1858-9—Albert Smith
1860-1—James McCoy
1862—Henry Clayton
1863-4—A. E. Maxey
1865-9—John M. McIntier
1870-1—William Smith

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1872-3—M. S. Julian
1874-5—M. P. Schaffer
1876-9—David Burroughs
1880-6—M. D. Hamilton
1887-90—J. M. Asher
1891-4—C. H. Sheppard
1895-8—John P. Burt
1899-04—Jacob D. Rush
1905-6—G. W. Jorres
1907—M. M. Moulton

COUNTY COLLECTOR

1875-84—Aaron Pauly
1887—W. W. Burgess
1888-9—W. S. Varnum
1890-4—H. W. Weineke
1895—A. F. Cornell.

SHERIFF

1850-1—Agostin Haraszthy
1852—George F. Hooper
1853—William Conroy
1854-5—M. M. Sexton
1856—Joseph Reiner
1857—Joseph Reiner succeeded by D. A. Hollister
1858-60—George Lyons
1861—George Lyons succeeded by James McCoy
1862-70—James McCoy
1871—James McCoy succeeded by S. W. Craigue
1872-4—S. W. Craigue
1875—N. Hunsaker
1876-82—Joseph A. Coyne
1883-6—E. W. Bushyhead
1887-90—S. A. McDowell
1891-2—John H. Folks
1893-4—Ben P. Hill
1895-02—Frank S. Jennings
1903-6—Thomas W. Brodnax
1907—Fred M. Jennings

CORONER

1850-1—John Brown
1852—F. M. Alvarado
John Brown
1853-4—Lewis A. Franklin
1855-6—Dr. D. B. Hoffman
1857—Dr. D. B. Hoffman
1858—James Nichols
1859—Lewis Strauss
1860—Joseph Reiner
1861-3—A. R. Kelley
1864-5—Charles Gerson
1866-7—Thomas Lush
1868-71—Dr. Edward Burr
1872-3—John N. Young
1874-6—C. M. Fenn
1877—Dr. T. C. Stockton
1878-9—Dr. C. M. Fenn
1880-3—Dr. T. C. Stockton
1885-8—Dr. H. T. Risdon
1889-90—William H. Eadon
1891-2—M. B. Keller
1893-4—Horace P. Woodward
1895-8—Theodore F. Johnson
1899-02—Horace P. Woodward
1903—Dr. A. Morgan
1912—S. W. Bell

SURVEYOR

1850-2—Henry Clayton
1855—Charles H. Poole
1856-9—Robert W. Groom
1860—Henry Clayton
E. W. Morse
1861-3—Robert W. Groom

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1864-7—Henry Clayton
1868-71—James Pascoe
1872-5—M. G. Wheeler
1876-7—Charles J. Fox
1878-9—M. G. Wheeler
1880—L. L. Lockling
1881—H. J. Willey
1882—Charles J. Fox
1883-6—O. N. Sanford
1887-8—Henry L. Ryan
1889-90—Henry Langrehr
1891-2—W. W. Allen
1893-8—R. M. Vail
1899-02—S. L. Ward
1903—A. F. Crowell
1912—George Butler

PUBLIC ADMINISTRATOR

1852—Charles P. Noell
1856—J. R. Bleeker
1859—Frank Ames
1860-7—O. S. Witherby
1868-9—Joseph Swycaffer
1870-1—Thomas Sherman
1872-3—A. O. Wallace
1874-5—P. P. Martin
1876-7—E. W. Morse
1878-9—Dr. C. M. Fenn
1880-3—Dr. T. C. Stockton
1884-5—J. M. Asher
1886-8—H. C. Morgan
1889-90—John L. Dryden
1891—John Falkenstein
1893-6—C. F. Kamman
1899-02—J. M. Asher
1903—P. J. Layne

COUNTY SUPERINTENDENT OF SCHOOLS

1856—Frank Ames
1858—J. Judson Ames
1860-1—Jose M. Estudillo
1862-3—A. B. Smith
1864-7—Jose M. Estudillo
1868-9—Marcus Schiller
1870-1—H. H. Dougherty
1872-3—B. S. Lafferty
1874-5—J. H. S. Jamison
1876-7—F. N. Pauly
1878-9—E. T. Blackmer
1880-2—G. N. Hitchcock
1883-7—R. D. Butler
1888—G. N. Hitchcock
1889-94—Harr Wagner
1895-8—W. J. Bailey
1899—Hugh J. Baldwin.

BOARD OF SUPERVISORS

1853—William C. Ferrell, chairman, E. B. Pendleton, Louis Rose, James W. Robinson, E. W. Morse, J. J. Warner, George Lyons.

1854—J. L. Bleecker, chairman, George P. Tebbetts, George Lyons, George McKinstry, George F. Hooper, E. W. Morse, Louis Rose.

1855—J. J. Warner, chairman, E. W. Morse, Julian Ames, George Lyons, George McKinstry, E. W. Morse, O. S. Witherby, C. G. Saunders, Cave J. Couts.

1856—Thomas R. Darnall, chairman, O. S. Witherby, Joseph Smith, C. S. Saunders, Cave J. Couts, Thomas Collins.

1857—James Nichols, chairman, Thomas R. Darnall, D. B. Hoffman, Joseph Smith, H. H. Whaley, Cave J. Couts, H. C. Ladd, M. Schiller, J. L. McIntire.

1858—O. S. Witherby, chairman, H. C. Ladd, H. H. Whaley, J. L. McIntire, Cave J. Couts, D. B. Hoffman, G. A. Johnson.

1859—Frank Ames, chairman, R. E. Doyle, J. R. Gitchell, J. J. Kendrick, George A. Johnson.

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1860—R. E. Doyle, chairman, James Donahoe, W. W. Ware, John S. Minter, Jose J. Ortega, Cave J. Couts, J. R. Lassitor.

1861—G. P. Tebbetts, G. A. Johnson, F. Stone, Juan Machado, J. C. Bogart.

1862—George A. Johnson, chairman, R. G. de la Riva, Francisco O. Campo, George P. Tebbetts, James Donahoe.

1863—George P. Tebbetts, chairman, Frank Stone, Marcus Schiller, Heyman Mannasse, C. F. Jaeger.

1864—James Donahoe, chairman, George P. Tebbetts, Daniel Cline, George Williams, C. J. F. Jaeger.

1865—Louis Rose, Cave J. Couts, Joseph Smith.

1866—Louis Rose, Joseph Smith.

1867—Joseph S. Mannasse, Charles Thomas.

1868—Joseph S. Mannasse, Joseph Divelbliss.

1869—Joseph S. Mannassee, Joseph Divelbliss, Charles Thomas.

1870—E. D. French, G. W. B. McDonald, Joseph C. Riley, John Forster, Thomas P. Slade.

1871—Thomas P. Slade, J. S. Mannasse, Charles Thomas, William Flinn, John Forster.

1872—Joseph Divelbliss, John Forster, L. L. Howland, Andrew Cassidy, Joseph Tasker.

1873—Joseph Divelbliss, Joseph Tasker, Andrew Cassidy, L. L. Howland, John Forster.

1874-5—W. G. Hill, Jacob Bergman, J. Duffy, Andrew Cassidy, F. N. Pauly.

1876—David W. Briant, Francisco Estudillo, David Kenniston, F. Copeland, J. M. Randolph, F. E. Farley.

1877—D. W. Briant, F. E. Farley, Daniel Kenniston, F. Copeland, Francisco Estudillo.

1878—A. Klauber, D. R. Foss, E. O. Ormsby.

1880-2—O. H. Borden, S. A. McDowell, James M. Pierce.

1883-4—D. W. Briant, S. G. Blaisdell, J. P. M. Rainbow.

1885—D. W. Briant, M. Sherman, Henry Emery, J. M. Woods, Samuel Hunting.

1886—D. W. Briant, M. Sherman, Henry Emery, J. M. Woods, Samuel Hunting.

1887—J. M. Woods, A. J. Stice, Henry Emery.

1888—Thomas P. Slade, J. M. Woods, A. J. Stice, Henry Emery.

1889—J. M. Woods, J. S. Buck, J. H. Woolman, Chester Gunn, A. J. Stice.

1890—J. S. Buck, J. S. Woolman, Chester Gunn.

1891—J. S. Buck, Chester Gunn, John Judson, J. P. M. Rainbow, J. H. Woolman.

1892—J. S. Buck, J. H. Woolman, Chester Gunn, John Judson, J. P. M. Rainbow.

1893—A. G. Nason, W. W. Wetzell, James A. Jasper, John Judson, J. P. M. Rainbow.

1894—James A. Jasper, J. P. M. Rainbow, A. G. Nason, W. W. Wetzell, John Judson.

1895—William Justice, John Griffin.

1896—A. C. Nason, W. W. Wetzell, W. Justice, John Griffin.

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1897—H. M. Cherry, C. H. Swallow, William Justice, John Griffin, James A. Jasper.

1898—H. M. Cherry, C. H. Swallow, William Justice, John Griffin, James A. Jasper.

1899—William Justice, John Griffin, C. H. Swallow.

1900—William Justice, John Griffin, C. H. Swallow.

1901—H. M. Cherry, C. H. Swallow, James A. Jasper.

1902—H. M. Cherry, C. H. Swallow, James A. Jasper.

1903—H. M. Cherry, J. M. Cassidy, William Justice, John Griffin.

1904—H. M. Cherry, J. M. Cassidy, William Justice, John Griffin.

1905—H. M. Cherry, J. M. Cassidy, William Justice, John Griffin.

1906—H. M. Cherry, J. M. Cassidy, William Justice, John Griffin.

1907—Joseph Foster, J. B. Hoffman, John Griffin, H. M. Cherry.

1912—J. P. Smith, C. H. Swallow, Joseph Foster, Thomas J. Fisher, George F. Westfall.

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CHAPTER XVIII

REMOVAL OF COUNTY SEAT

Early in 1869, a movement began in San Diego for the removal of the county seat from Old Town. This meant ruin to the people of the ancient place and efforts were made to resist the proposition. However, the board of supervisors ordered the removal of the county's archives from the old town to the new, but Judge Morrison of the district court, evidently not considering the action of the board legal, at once required the clerk to make all writs issued from his court returnable in Old Town. The sheriff was directed by Thomas H. Bush, judge of the county court, to use force, if necessary, to prevent the removal of the records, and a posse of citizens was made a guard and placed in front of the jail. At the time Joseph C. Riley, E. D. French and G. W. B. McDonald composed the board of supervisors. In September of the year mentioned above, they were removed from office by Judge Bush, who appointed in their stead Charles Thomas, J. S. Mannasse and William E. Flynn.

Suit having been brought against the old board of supervisors to restrain its members from acting, the case reached the supreme court and that tribunal on January 27, 1871, decided that Judge Bush had no power to remove the old supervisors or appoint new ones.

George A. Pendleton, county clerk and recorder, who had been most active in trying to prevent the removal of the county seat and records, died in the meantime, as did also Judge Morrison, whereupon the supervisors appointed Chalmer Scott to fill the vacancy caused by Pendleton's death. Scott immediately removed the records from Old Town, loaded them one night into express wagons and transferred them to the new town, arriving there on the morning of April 1st, 1871. These records were placed in a brick building on the northwest corner of Sixth and G street, which was rented by the board of supervisors and this became the first courthouse in new San Diego.

The first courthouse erected in Horton's Addition was constructed during the years 1871 and 1872. The corner stone for the building was laid on August 12, 1871, with fitting ceremonies. The speakers were Hon. Horace Maynard, of Ohio, and Judge W. T. McNealy. The structure was completed and turned over to the county early in June, 1872. The building was sixty feet wide, one hundred feet deep, and forty-eight feet in height. The material was of brick, which was finished with plaster. Its cost was $55,000.

THE PRESENT COURTHOUSE

It was but a few years' time that the courthouse built in 1872 became inadequate for its purposes, so that on July 19, 1888, the structure went under the

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hands of contractors for the purpose of its enlargement and remodeling. The remodeled building was completed July 7, 1890. It is of Italian renaissance style, having a frontage of one hundred and six and one-half feet and a depth including the jail, of one hundred and ten feet. In the front center facing D street is a dome, which from its base to its apex is one hundred and twenty-six feet.

In the year 1911 an annex to the courthouse for office purposes was built on the corner of Union and C streets, at a cost of $60,000; and, in February, 1913, the sheriff and family, with his prisoners, removed into the beautiful new jail building annexed to the courthouse on the corner of Front and C street, which cost $100,000.

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SAN DIEGO COUNTY COURTHOUSE

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CHAPTER XIX

SAN DIEGO RECEIVES A CHARTER

San Diego was granted a city charter by the legislature in the year 1850, and under that instrument the first election took place on June 16, 1850, the results of which were as follows: Joshua H. Bean, mayor; Charles Haraszthy, Atkins S. Wright, Charles P. Noell, Charles R. Johnson, William Leamy, councilmen; Jose Ant. Estudillo, treasurer; Juan Bandini, assessor; Thomas W. Sutherland, city attorney; Augustin Haraszthy, marshal.

On June 17th the council was organized and on July 20th Henry Clayton was chosen city surveyor. Charles R. Johnson having resigned as councilman, George F. Hooper was elected in his stead. Charles P. Noell and Juan Bandini later resigned and Philip Crosthwaite and Richard Rust were appointed in their places, the first as councilman and the second as assessor.

The city charter was repealed in 1852 and the government of the municipality was vested in a board of trustees. Additional powers were conferred upon these trustees and the boundaries of the city defined in 1868 and 1870.

Under the act of 1872, which created a new form of government, provision was made for the reincorporation of the city. This new charter provided for five trustees instead of three.

Another city charter was granted April 7, 1876, and the administration of affairs was continued in a board of five trustees. In May, 1886, another charter was adopted which went into effect in June. By this charter the town was organized as a city of the sixth class; in the following year it became a city of the fourth class.

All this time the city was growing rapidly and, on December 5, 1888, an election was held for the choice of fifteen electors to frame a new charter. This commission was composed of Douglas Gunn, H. T. Christian, Edwin Parker, Charles Hubbell, W. A. Begole, N. H. Conklin, M. A. Luce, Philip Morse, G. W. Jones, E. W. Morse, George M. Dannals, George B. Hensley, R. M. Powers, T. Cave and C. M. Fenn. The commission framed a charter which was adopted March 2d and approved by the legislature March 16, 1889. Under this charter, with a few amendments, the present city government is conducted. The first election was held April 2, 1889, and Douglas Gunn was elected mayor. A list of the different executives of the city of San Diego follows:

MAYORS

1850—Joshua H. Bean.
1851—David B. Kurtz.
1852—G. P. Tebbetts.
1852-89—Board of Trustees.
1889-91—Douglas Gunn.
1891-6—W. H. Carlson.

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1897-8—D. C. Reed.
1899-00—Edwin M. Capps.
1901-4—Frank P. Frary.
1905-07—John L. Sehon.
1907-09—John F. Forward.
1909-11—Grant Conard.
1911-13—James E. Wadham.

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CHAPTER XX

SAN DIEGO GROWS APACE

San Diego's growth in the decade of the '80s was phenomenal, especially in the period running from 1886 to 1888.

Many things conspired to increase the growth of San Diego during the '80s. The completion of the Santa Fe railroad system was doubtless the largest factor, but this was contemporaneous with the development of water systems and other public utilities, and with the inauguration of the most aggressive enterprise in connection with Coronado. There were many lesser factors working to the same end, and it would have been strange indeed if San Diego real estate had not responded to these influences. Furthermore, there were national and even world wide conditions which fostered the movement. This decade witnessed an enormous expansion on the part of western railways and was marked by daring speculation in many different parts of the globe.

But when all these material influences have been mentioned there remains another which was far more powerful and which supplies the only explanation of the extraordinary lengths to which the boom was carried. This latter influence was psychological rather than material but it was none the less effective on that account. The people were hypnotized, intoxicated, plunged into emotional insanity by the fact that they had unanimously and simultaneously discovered the ineffable charm of the San Diego climate. Climate was not all—there was the bay, the ocean, the rugged shores, the mountains—but the irresistible attractions were the climate and the joy of life which it implied.

If some one should suddenly discover the kingdom of heaven of which the race has dreamed these thousands of years, and should then proceed to offer corner lots at the intersection of golden streets, there would naturally be a rush for eligible locations, and this sudden and enormous demand would create a tremendous boom. It happens that San Diego is the nearest thing on earth to the kingdom of heaven, so far as climate is concerned. This fact was suddenly discovered and men acted accordingly. The economy of heaven is a factor which has never been much dwelt upon, and economic considerations were sadly neglected by those who went wild over real estate in the height of the boom. It was forgotten for the moment, that men cannot eat climate, nor weave it into cloth to cover their nakedness, nor erect it as a shelter against the storm and the night. Such a reminder would have seemed puerile at the time. The only vital question was: Can we find land enough between Los Angeles and Mexico to accommodate the people who are coming, and can we get it platted into additions fast enough to meet the demand? If this question could be answered affirmatively, it was enough. Obviously, the people would continue to come, prices

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would continue to soar, and everybody would get rich at the expense of his neighbor, living happy forever after.

Now there was reason in this logic, if it had only been tempered with common sense. It is absolutely true that the climate of San Diego is a commodity of commercial value. Almost everybody would prefer to live here if they could afford the luxury. The mistake was in failing to create conditions which would make it possible for them to do so. This involved the prosaic matter of making a livelihood by some other means than exchanging real estate every few days at a profit. That process did not create wealth, but only exhausted it. What San Diego wanted in boom days and wants now is a means of producing new wealth to sustain that large element of its population which is not yet able to retire upon a competency, together with new population of the same kind that would like to come.

Probably no one could draw a true picture of the boom unless he lived through those joyous days and had a part in what went on. Fortunately, San Diego possessed a citizen peculiarly equipped for the work of observing and recording the phenomena of the times—a man who could see both the strength and the weakness of the situation, who united shrewdness with a sense of humor and was also gifted as a writer. This citizen was Theodore S. Van Dyke, author, hunter, engineer, farmer, lawyer and various other things. Above all he was Theodore S. Van Dyke. Speaking of the class of people who came, saw and bought, thereby making the boom, he says:

"It was plain that they were in fact buying comfort, immunity from snow and slush, from piercing winds and sleet-clad streets, from sultry days and sleepless nights, from thunder storms, cyclones, malaria, mosquitoes and bed bugs, all of which, in plain language, means that they were buying climate, a business that has been going on now for fifteen years and reached a stage of progress which the world has never seen before and of which no wisdom can foresee the end. The proportion of invalids among these settlers was very great at first, but the numbers of those in no sense invalids, but merely sick of bad weather, determined to endure no more of it, and able to pay for good weather, increased so fast that by 1880 not one in twenty of the new settlers could be called an invalid. They were simply rich refugees.

"In 1880 the rich refugee had become such a feature in the land and increasing so fast in numbers that Los Angeles and San Bernardino counties began to feel a decided 'boom.' From 1880 to 1885 Los Angeles city grew from about twelve thousand to thirty thousand, and both counties more than doubled their population. But all this time San Diego was about as completely fenced out by a system of misrepresentation as it was by its isolation before the building of the railroad. Much of this misrepresentation was simply well meaning ignorance. But the most of it was pure straight lying so universal from the editor to the brakeman on the cars and the boot-black on the street that it seemed to be a regularly organized plan. So thorough was its effect that at the opening of 1885 San Diego had scarcely felt any of the great prosperity under full headway only a few hundred miles north.

"But when the extension of the railroad to Barstow was begun and recognized as a movement of the Santa Fe railway system to make its terminus on San Diego bay, the rich refugee determined to come down and see whether a

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great railroad was foolish enough to cross hundreds of miles of desert for the sake of making a terminus in another desert. He came and found that though the country along the coast in its unirrigated state was not as inviting as the irrigated lands of Los Angeles and San Bernardino, there was yet plenty of water in the interior that could be brought upon it. He found there was plenty of 'back country' as rich as any around Los Angeles, only it was more out of sight behind hills and tablelands and less concentrated than in the two counties above. He found a large and beautiful bay surrounded by thousands and thousands of acres of fine rich slopes and tablelands abounding in the most picturesque building sites on earth. He found a climate made, by its more southern latitude and inward sweep of the coast, far superior to that of a hundred miles north, and far better adapted to the lemon, orange and other fine fruits. He found the only harbor on the Pacific coast south of San Francisco; a harbor to which the proud Los Angeles herself would soon look for most of her supplies by sea; one which shortens by several hundred miles the distance from the lands of the setting sun to New York; a harbor which the largest merchant vessels can enter in the heaviest storm and lie at rest without dragging an anchor or chafing paint on a wharf.

"The growth of San Diego now began in earnest, and by the end of 1885 its future was plainly assured. A very few who predicted a population of fifty thousand in five years were looked upon as wild, even by those who believed most firmly in its future. Even those who best knew the amount of land behind it and the great water resources of its high mountains in the interior believed that twenty-five thousand in five years would be doing well enough. Its growth since that time has exceeded fondest hopes. It is in truth a surprise to all and no one can truthfully pride himself upon superior sagacity, however well founded his expectations for the future may be. At the close of 1885 it had probably about five thousand people. At the close of 1887, the time of writing this sketch, it has fully thirty thousand with a more rapid rate of increase than ever. New stores, hotels and dwellings are arising on every hand from the center to the farthest outskirts in more bewildering numbers than before, and people are pouring in at double the rate they did but six months ago. It is now impossible to keep track of its progress. No one seems any longer to know or care who is putting up the big buildings and it is becoming difficult to find a familiar face in the crowd or at the hotels."

This was written at the height of the boom. A more conservative note was sounded by Harrison Gray Otis, who was here in May, 1886, for the purpose of "writing up" Coronado beach, and incidentally expressed some opinions upon San Diego and its new boom:

"She has got it and is holding on to it with the tenacity of death and the tax collector. Values are 'away up' and movements in real estate active. I hear of a score of men who have made their 'pile' within a twelvemonth, and I know that a score more are pursuing the eagle on Uncle Sam's twenties with a fierceness of energy that caused the bird o' freedom to scream a wild and despairing scream, that may be heard far across the border of the cactus Republic. This is peculiarly a San Diego pursuit; you never see anything of the sort in Los Angeles, where the populace take care of the noble bird and encourage him

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to increase and multiply greatly. The Angelenos understand the national chicken business, you see.

"The boom in lots and blocks is by no means confined to the business center, but has spread far up the sage shrouded hills where the view is magnificent, but water scarce. While there are not lacking evidences of solidity in the movement of real estate in the more central portions of the town, I cannot avoid the conviction that the excessive inflation of outside lands is unhealthy, unsound and destined to bring disappointment to the inflaters, if I may coin a word. When unimproved blocks on the highlands, far from the center, and even from the outer edges of business, that a short time ago could be bought for $600, have been boosted in price to as many thousands there is afforded an excellent opportunity for the cautious investor to stand from under, lest the mushroom-like structure fall down and 'squash' itself right before his face.

"But San Diego is going ahead and is bound to be an important place one of these good days. She is partaking of the general and splendid prosperity of the whole southern coast and will continue to prosper according to her deserts. (No reference to sands.) Only it is regretful to see men who have already had more than their share of disappointment and weary waiting for the 'good time coming'—to see these men, some of whom still live here, planting financial seed that cannot sprout and spring until another long decade. What I mean specifically is that unproductive outside lands at fancy prices are not a safe investment in San Diego. So, at least, it seems to a man up a sagebrush."

Mr. Van Dyke wrote a story of the boom in January, 1889, in which he said:

"The great boom has had probably no sequel on earth. Cities had indeed grown faster and prices had advanced more rapidly than here. Greater crowds of people may have rushed here and there and far wilder excitement over lots and lands has been seen a thousand times. But the California boom lasted nearly three years, although the wild part of it lasted only about two years. It covered an area of many thousand miles and raged in both town and country. And above all it was started and kept up by a class of immigrants such as has never before been seen in any part of the world, immigrants in palace cars with heavy drafts or certified checks in their pockets, a fat balance in bank behind them, and plenty of property left to convert into cash. Nearly $100,000,000 were by this class invested in southern California, and the permanent increase of population has been nearly 200,000 in the last four years.

"Some of the facts: First, there is scarcely an instance of any one building for his own use a house costing $5,000 or more in which the owner is not living today, or if he has sold it is living in another one. In other words, the people of means who settled here are almost to a man here today.

"Second, that whenever a man, whether rich or poor, has bought a piece of land and settled down to make it produce something, he is there today contented and doing well. In some places too many good houses have been built for sale only—a foolish thing generally, because the man who wants to pay over $2,000 for a house usually wants to follow his own tastes about it—its style and location. The good houses that stand empty after being once occupied by the owner, you may almost count on your fingers, while a piece of land abandoned after occupancy it is next to impossible to find.

"Third, that the country outside the cities and towns is settling today faster

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than three years ago, and that even the towns are growing, the floating population being steadily replaced by a permanent one. The new register, the school enrollment and average attendance list, the postoffice receipts, and all other means of comparison show a larger population today in every city of southern California than there was a year ago, when every building was overflowing with strangers.

"The true 'boom' period extends from the summer of 1886 to about February, 1888—about eighteen months in all—and this was precipitated by the repetition of what in 1885 had surprised every one—the increase of travel in summer instead of its diminution, as has always been the case. In the summer of 1886 people came faster than ever and it became very natural to ask where is all this going to end? Nearly every one of them bought something, nearly one-half of them became immediate settlers, and the majority of the remainder declared their intention of returning in the winter to build and remain. Such a state of affairs would have turned the heads of almost any people, but still the Californians kept quite cool. It required the professional boomer to touch off the magazine.

"In the summer of 1886 the professional boomer came. The business of this class is to follow up all lines of rapid settlement, chop up good farming land into town lots twenty-five or thirty years ahead of the time they are needed, and sell off in the excitement enough to pay for the land and have a handsome profit left over. The boomer came from Kansas City, Wichita, Chicago, Minnesota, New York, Seattle and everywhere, and with the aid of a brass band and free lunch (which had a marvelous influence on the human pocket) he began his work. Most of them were in Los Angeles county but a few found their way to San Diego, enough to leaven the whole lump. By the Californians generally the boomer was pronounced a fool, and his twenty-five foot lots, brass band, free lunch, clown exhibitions, etc., laughed at. But it soon became the boomer's turn to laugh.

"A boom is a boom the world over, he said. In such times a lot is a lot. You can sell a twenty-five foot lot for $100 a great deal more easily than you can sell a fifty foot lot for $150. When the world gets a crazy fit, work it while it lasts for all there is in it.

"His reasoning quickly proved itself correct. He captured the tourist and the tenderfoot by the thousand, took in scores of old conservative capitalists from the east, who could talk as sensibly as any one about 'intrinsic value' and 'business basis,' etc., but who lost their heads as surely as they listened to the dulcet strains of the brass band and the silver tongue of the auctioneer. Rich old bankers, successful stock and grain operators, and smart folks of all kinds, who thought that they were the shrewdest of the shrewd, fell easy victims to the arts of the boomer. Few things were more amusing than to see the price of a lot doubled and quadrupled upon these wise old chaps by a few cappers acting in well trained concert with the auctioneer. The most of the old boys thus taken in were exactly of the same class as those that have been lying around San Diego anxious to buy something, but afraid to examine it. Then they were fighting for a chance to pay two dollars apiece for brass dollars. Now when offered a sack of gold dollars for fifty cents apiece, they dare not open the sack to look at them.

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"The natives could not look on such scenes as these without being infected, and it was not long before they became entangled in the whirl. They not only laid out additions and townsites but bought lots of others; not with any expectation of using them, but with the same idea that all the others had—to turn them over to some one else in sixty days, at an advance of at least double or triple the amount of the first payment.
erty beyond what business could afford to pay. Farming property, in too many

"A necessary result of the folly was to raise the price of good business propinstances, was raised too high in price, though nothing in comparison with city property.

"It would be idle to recount the many fools that met the incredible prices offered and refused, the monstrous prices paid by the lot for land that was worth only $50 or $100 per acre, and could not in any event be worth more than $100 a lot in ten years. The enormous supply was forgotten and folks acted as if there were but a few hundred lots left upon this favored corner of creation, toward which all were so eagerly rushing. The fact was, that if every train for the next ten years were loaded down with actual settlers, not more than half the lots laid out could be settled.

"So it went on for eighteen months with prices constantly rising; people coming faster than ever, and acting more crazy than ever. It soon became quite unnecessary to show property. It was greedily bought from the map in town by people who had no idea of even the points in the compass. * * * Most of the speculators had no need to resort to the banks. Coin was abundant everywhere. A man offering to loan money on mortgage would have been laughed at as a fool. As a matter of course, too many people bought diamonds and squandered the money in various forms of extravagance, instead of paying up and keeping even as they went along. But thousands more kept out of debt, and though disposed to take a hand in the game, played it cautiously.

"The hammer and saw rang all day long on every hand and improvements of every kind went on rapidly under the influence of abundance of money. The worst feature of this, however, was that in Los Angeles, and especially in San Diego county, little of it went into true development of resources. In San Bernardino county, most of it went into new waterworks and other things to develop productive power. But in other counties, especially our county, conveniences for tourists and people yet to come absorbed the most of it. * * * A very few aided such things, but fully ninety per cent of San Diego thought that bay and climate alone would build a great city, and many declared upon the street that they 'didn't care if you could not raise a bean within forty miles of San Diego.' The beautiful and fertile country back of it was of no moment whatever, and a railroad into it, such as is now building, wasn't worth talking of for an instant. The great flume went ahead, notwithstanding, and the country settled up without their knowing it. The necessity for a railroad to Warner's Ranch, at least, became so apparent that Governor Waterman and a few others got it started. Once started, its extension to the east would follow as a matter of course. The great majority of San Diego people had never been two miles east of town and didn't know that they had any back country and didn't care, thinking bay and climate all sufficient."

Of the literature of the boom, it would be embarrassing to even attempt to

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describe it in all its richness and variety. The best writers in the land were brought to San Diego and gave their talents to the service of the real-estate dealers. One of the ablest of these writers was Thomas L. Fitch, known as "the silver-tongued orator." Mr. Fitch easily outdid and outdistanced his fellow scribes in the glowing fervor of his panegyrics upon bay and climate. To this day the old San Diegans break into sunny smiles when you speak of Fitch and his boom literature. Let us take a single sample, and allow the reader to judge for himself. This was an advertisement written for the firm of Howard & Lyons, and was No. 12 (there were many more):

"SPECIAL NO. 12

We knew it would rain, for all day long
A spirit with slender ropes of mist,
Was dipping the silvery buckets down
Into the vapory amethyst.

"We knew it also because the wound which our uncle received in his back at the first battle of Bull Run (he was in Canada when the second battle of Bull Run was fought), throbbed all day Saturday. Now, if Saturday night's and Sunday night's rain shall be followed by one or more showers of equal volume, we will see our blear mesas covered with the vernal and succulent alfilerilla and all the streams will be running bank-full. Then there will be

Sweet fields arrayed in living green
And rivers of delight.

Then the slopes of the arroyos will be flecked with the purple violets and pink anemones and white star flowers, and over all the windblown heights the scarlet poppies and the big yellow buttercups will wave in the breeze like the plumes and banners of an elfin army. And when you behold the earth covered with fragrant children, born of her marriage to the clouds, and when you know that this charming effect of a few showers can be increased and perpetuated the year round with a little water from the mains and a little labor with hoe and rake, you will be thankful to us for having called your attention in time to the Middletown Heights' lots.

"A non-resident who invested during the Tom Scott boom, and who has failed to sell since, for the same reason that induced the teamster not to jump off the wagon tongue, astride which he fell when the runaway horses started—because it was all he could do to hold on—a non-resident has sent us the title deeds for several blocks of the Middletown Heights' lots, with directions to close them out. Our motto is: Obey orders if you break owners, and the lots are therefore for sale at one-fourth their present and one-twentieth their future value.

"Call at our office and our assistant will take you in the buggy and show you these lots. Two blocks of them are situated not more than three hundred yards from the track of the California Southern Railroad Company, and a hundred yards further from the shore of the bay, and within a mile of the passenger depot. These blocks front India avenue and are in the slope at the base of the hill, just high enough to give you a good view of the bay and the sea. The Electric Motor road will go up India avenue and will pass in front of these lots.

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They will be worth $1,000 each within a year. You can buy them this week for $125 each. It is a great chance—don't lose it.

Marcellus—Who comes here?
Horatio—Friends to this ground.

"What matters it, dear friends, who it is that writes these Specials. Howard says it is Lyons, and Lyons says damfino. Whichever of the firm it is, or whoever else it may be, the writer is doing a good work for San Diego, for these Specials are being copied in the eastern press and are possibly inducing both people and capital to come here. We append here a copy of a specimen letter received by us yesterday from a flourishing New England city:

.... Jan. 26, 1887.

Messrs. Howard & Lyons, Gentlemen: I am well acquainted with the wonderful growth of your beautiful section of country, receiving as I do papers, pamphlets, and letters from widely separated portions. In the San Diego Union I read your Specials concerning Oceanside and San Diego. I enclose check for $100, which please invest for me to the best of your judgment in a lot, as I have full faith that you will make good use of the money. Please give me a location with good view of the ocean. Very truly,

..........................'

"We shall reward this gentleman's confidence and good judgment by sending him a deed for a lot that will grow rapidly in value before next Christmas.

"Our efforts, at considerable labor and some cash, to direct the attention of immigrants and investors this way, must benefit all San Diegans—even the other real estate men. Wherefore, beloved, begrudge not the writer of these Specials his incognito, nor seek to strip his mask from him lest you force him to seek security from curiosity in silence. Don't quote scraps from these writings to the individual you suspect of being their author, and then wink at him. If the song of the nightingale please you, listen, and don't throw stones into the canebrake in order to get a glimpse of the beak of the singer. If the dish is palatable, eat, and be content not to know the complexion and genealogy of the cook.

"Still, if you must know who we really are, we will tell you in strict confidence, only don't give it away. We are author of the Bread Winners and the Beautiful Snow. We composed the music of the great grasshopper song, 'There's Wheat By and By,' and the hieroglyphs of our being, 'S. T. 1860, X,' are painted in white and black letters on the summits of the eternal hills.

"We came to this earthly paradise for our health; we concluded to go into the real estate business, and then we determined to lift advertising out of its dull grooves and start it in new directions. In the latter determination we have succeeded, for people read these Specials who usually skip the advertisements, and some have been known to peruse them who do not always read all the editorials.

"If you would know more, come with us at nightfall upon the summit of yonder hill. The way is not long, though for a few dozen rods it is a little steep. Here we will halt. Here upon block 42, Middletown Addition, we are surrounded

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by a grander view than can be seen anywhere else, even in this favored land. Loma to our right, with brow of purple and feet of foam outlined against a sky of crimson. Far down the southern horizon towers Table mountain, outlined against the gathering dusk. The electric lights glint across the bay to sleeping Coronado, and San Diego buzzes and hums at our feet. Would you know our secret? Gold alone will cause its revealment. Buy these four lots on one of which we stand, pay us $500 in money for them—it will be an enchanting site for a home and an investment which will return you thousands. We are—lend your ear—we are either Howard or Lyons. You pays your money and you takes your choice."

Walter Gifford Smith, in his story of San Diego, draws the following picture of the boom at its height:

"San Diego's growth was a phenomenon. The newly-built houses following the curves of the bay in their onward march of construction, occupied four linear miles and spread a mile from shore, covering the lower levels and climbing the barren hills. The business district traversed three miles of streets, and the population, at the close of 1887, numbered 35,000. At one time 50,000 people, from every state and territory of the Union and from many foreign lands, were in the bay country, trying to get rich in a week.

"Land advanced daily in selling price, and fortunes were made on margins. A $5,000 sale was quickly followed by a $10,000 transfer of the same property, and in three months a price of $50,000 was reached. Excitement became a kind of lunacy and business men persuaded themselves that San Diego would soon cover an area which, soberly measured, was seen to be larger than that of London. Business property that had been selling by the lot at $500, passed through the market at from $1,000 to $2,500 per front foot. Small corners, on the rim of the commercial center, sold for $40,000, and for the choicest buildings the price was prohibitive. Rents correspondingly swelled. An Italian fruit vender, who used a few feet of space on the walk beside a corner store, paid $150 per month for the privilege. The store itself, 25x50 in size, rented for $400 per month. A small cottage, shabbily built, with 'cloth and paper' partitions, was competed for in the market at $60 per month. So general was the demand for homes and business quarters that the appearance of a load of lumber on vacant ground drew a knot of people who wanted to lease the structure in advance. Then the lessees camped out near by, waiting a chance to move in.

"Labor shared the common prosperity. A dirt shoveler got from $2 to $3 per day, according to the demand. The per diem of carpenters and bricklayers was $5 and $6. Compositors on the morning press earned from $50 to $60 per week. A barber asked twenty-five cents for a shave and forty cents for a bath; liverymen demanded $2.50 per hour for the use of a horse and buggy. The time of real estate agents was measured by dollars instead of minutes. In the common phrase of the Rialto, 'everything went,' and he who had aught to sell, whether of labor, commodity, skill, or time, could dispose of it for cash at thrice its value.

"Naturally, a population drawn together from the adventurous classes of the world, imbued as it was with excitement and far from conventional trammels, contained and developed a store of profligacy and vice, much of which found its way into official, business, and social life. Gambling was open and flagrant;

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games of chance were carried on at the curbstones; painted women paraded the town in carriages and sent out engraved cards summoning men to their receptions and 'high teas;' the desecration of Sunday was complete, with all drinking and gambling houses open, and with picnics, excursions, fiestas and bullfights, the latter at the Mexican line, to attract men, women and boys from religious influence. Theft, murder, incendiarism, carousals, fights, highway robbery and licentiousness gave to the passing show in boomtide San Diego many of the characteristics of the frontier camp. Society retired to cover before the invasion of questionable people, and what came to be known as 'society' in the newspapers, was, with honorable exceptions here and there a spectacle of vulgar display and the arrogant parade of reputations which, in eastern states, had secured for their owners the opportunity and the need of 'going west.'

"Speculation in city lots, which soon went beyond the scope of moderate resources in money and skill, found avenues to the country; and for twenty miles about the town the mesas and valleys were checkered with this or that man's 'Addition to San Diego.' Numberless new townsites were nearly inaccessible; one was at the bottom of a river; two extended into the bay. Some of the best had graded streets and young trees. All were sustained in the market by the promise of future hotels, sanitariums, opera houses, soldiers' homes, or motor lines to be built at specified dates. Few people visited these additions to see what they were asked to invest in, but under the stimulus of band music and a free lunch, they bought from the auctioneer's map and made large payments down. In this way at least a quarter of a million dollars were thrown away upon alkali wastes, cobble-stone tracts, sand overflowed lands and cactus, the poorest land being usually put down on the townsite market."

It should be added that the Chamber of Commerce exerted itself to expose and defeat these fraudulent schemes, generally with success. Most of the frauds were hatched in places other than San Diego.

Those who participated in these events and still live here, look back upon them with varying emotions. To some the memory is painful. "The boom," says one; "well, that was the strangest thing you can imagine. There seems no way to account for it now, except as a sort of insanity. All you had to do was to put up some kind of a scheme and the people who came here would put their money into it by the barrel." Another tells with glee of a sea captain whom he drove about the city on his first visit, about the year 1875; and after seeing it all, said: "A very pretty little town, and the houses, they look just like toy houses!" "Near the same time," says Captain J. H. Simpson, "General Crittenden, who had been instrumental in getting a one-inch plank sidewalk laid on the east side of Fourth street to the Florence Hotel, then recently built, stopped Edwin Goodall, of the Pacific Coast Steamship Company, on this notable walk, one day, and said to him: 'This is going to be a great city. We are going to have electric street railways, motor roads to National City and Pacific Beach, a ferry across the bay, a big hotel on the peninsula, and many other things.' And then, pointing with pride to the sidewalk, he exclaimed: 'And we have this sidewalk!' "

"It must be admitted," says Captain Simpson, "that the boom was not an unmixed blessing. Evil as well as good resulted, and too many remember it

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with sorrow and anguish; yet the net gain to the city can scarcely be realized. I think it is twenty years in advance of what it would have been without it. * * * The progress made in these two years (1886-88) was wonderful. The two great water systems were started and the bonds for the sewer system voted. Streets were graded and miles of sidewalks laid, wharf facilities increased, work commenced and nearly two million dollars worth of property sold on Coronado Beach and the great hotel planned, motor roads built, streets graded, and substantial improvements started in every direction."

Within this time, too, the city schools were systematized and several good schoolhouses built. The fire department grew in size and efficiency. And in brief the foundations of the present city were laid broad and deep.

One steamer in October, 1885, brought eighty new residents. Up to August, three hundred and six buildings were completed in Horton's Addition in 1886, and the following month two hundred new houses in course of construction in the city were counted. During this year there arrived 26,281, and departed 13,938 people, net gain in population 12,343. The total cost of the buildings constructed in the year was $2,000,000. The aggregate of real-estate transactions was over $7,000,000. In the first six months of 1887, the lumber imported by sea measured 14,780,000 feet. In August, 1887, the transfers of property in Horton's Addition for one week amounted to $223,513, and for the other additions, $53,735. The week prior, the total transfers amounted to $500,951. In 1886 the number of business firms, professional men, etc., was 340; in 1887 they numbered 957. The population increased in the same period from 8,000 to 21,000.

In the assessment roll for the year 1887, it appeared that 217 citizens were worth over $10,000. The total valuation of city property jumped from $4,582,213 to $13,182,171. In February, 1888, the total value of buildings under construction was $2,000,000. In the next month, 19,667,000 feet of lumber were imported by sea, and in April the total was 18,000,000 feet. A review of five months' property sales made in June, 1888, showed an aggregate of $9,713,742.

The custom house collections rose from $5,739, in 1885, to $10,717 in 1886; to $29,845 in 1887, and to $311,935 in 1888. The exports in 1887 were $165,909, in 1888, $371,360, and in 1889 $376,799. The vessels arriving and clearing showed a similar record.

The great register of voters of San Diego county, dated September, 1888, contained 9,921 names. Directories and newspapers of the time show that there were 7 places of amusement; 20 architects; 3 expert accountants; 4 abstractors of title; 4 dealers in agricultural implements; 2 dealers in artists' materials; 3 teachers of art; 2 exhibitions of works of art; 1 assayer; 9 artists; 63 attorneys-at-law; 6 awning, tent and sail makers; 6 auctioneers; 5 manufacturers of artificial stone; 20 shoemakers; 11 shoe dealers; 9 banks; 2 bands; 37 barbers; 15 blacksmiths; 12 bakers; 2 boat houses; 6 booksellers; 9 bath houses; 5 wholesale butchers; 2 bookbinders; 3 beer bottlers; 6 brewers' agents; 7 brick companies; 5 billiard halls; 2 building and loan associations; 6 carriage and wagon dealers; 10 carriage and wagon makers; 1 carriage trimmer; 11 country produce dealers; 17 commission merchants; 10 civil engineers and surveyors; 9 capitalists; 5 cabinet makers; 3 foreign consuls; 5 collecting agencies; 3 cornice works; 11 clothiers; 3 custom house brokers; 18 confectioners; 3 carpet dealers; 2 carpet cleaners; 4 dealers in Chinese and Japanese goods; 4 dealers in curiosities; 11

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dealers in crockery and glassware; 5 coal and wood dealers; 87 carpenters; 13 wholesale dealers in cigars and tobacco; 4 cigar manufacturers; 46 cigar dealers; 5 general contractors; 14 contractors and builders; 20 members of the builder's exchange; 37 dressmakers; 11 dentists; 8 dyers and cleaners; 4 sash, door and blind factories; 13 druggists; 15 dealers in dry goods; 1 firm of wood engravers; 6 employment agencies; 9 express, truck and transfer companies; 5 dealers in fish, game and poultry; 13 dealers in men's furnishing goods; 3 dealers in fire-arms; 9 dealers in furniture; 3 wholesale grocers; 64 retail grocers; 39 hotels; 2 hair stores; 4 dealers in gas and lamp fixtures; 1 manufacturer of gas and electric light; 7 dealers in hardware; 7 dealers in hay, grain and feed; 1 house-mover; 4 dealers in harness and saddlery; 3 ice and cold storage companies; 2 iron works; 1 dealer in iron and steel; 18 insurance agents; 20 jewelers; 1 junk store; 4 lumber dealers; 3 libraries; 24 livery, feed and sales stables; 75 lodging houses; 12 wholesale liquor dealers; 2 dealers in lime, hair and cement; 3 laundries; 2 locksmiths and bell-hangers; 6 dealers in musical merchandise; 3 mortgage and loan brokers; 5 music teachers; 17 meat markets; 2 grain mills; 1 marble and granite works; 3 manufacturers of mantels; 15 newspapers and periodicals; 2 dealers in mineral water; 10 milliners; 2 midwives; 3 nurseries; 16 notaries public; 5 news dealers; 3 oculists and aurists; 7 photographers; 4 planing mills; 10 plumbers and gasfitters; 4 pilots; 3 pawnbrokers; 1 manufac-turer of pottery; 1 firm of plasterers; 3 dealers in pianos and organs; 73 physi-cians and surgeons; 14 book and job printers; 6 dealers in paints and oils; 18 house painters; 238 dealers in real estate; 57 restaurants; 2 railroad ticket brok-ers; 1 rubber stamp factory; 1 stereotyper; 2 shirt makers; 2 ship chandlers; 2 agencies for safe companies; 2 soap factories; 3 stair builders; 9 stationers; 5 second-hand stores; 3 sewing machine agencies; 8 stenographers; 71 saloons; 5 dealers in stoves and tinware; 5 tinners; 2 typewriters; 16 merchant tailors; 3 undertakers; 3 veterinarians; 4 water companies; 7 dealers in wall paper; 5 wharves; 19 miscellaneous enterprises; 12 public buildings and offices; 2 pub-lic parks; 3 cemeteries; 13 schools and colleges; 17 churches and 36 societies.

The increase in the number of business firms, professional men, etc., in 1887 over 1886 was about 600.

These figures represent high water mark of the boom period, and in many respects have never been equalled since.

The great boom collapsed in 1888, the first symptom of stringency in the money market coming early in that year. Those who were speculating in margins threw their holdings upon the market, first at a small discount, then at any price, and before the close of the month of January, there was a wild scramble and confidence was gone. The establishment of a new bank in March did not have any immediate effect in restoring confidence. "Save yourself," was the sole thought of those who had been foremost in the gamble for the "unearned increment." During the spring and summer all the floating population and much that ought to have been permanent, had faded away—some 10,000 of them. Not less than $2,000,000 of deposits were withdrawn from the banks, which were no longer able to make loans on real estate, and were struggling to keep themselves from enforced liquidation. All works of public and private improvement were stopped and there was much distress among working people. Thus the spring and summer passed in deepest gloom and foreboding, and actual suffering among

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those who had lost all. In the fall, a better feeling began to prevail. The banks weathered the storm, for the time being, and the citizens began to hope for a steady and healthful growth for the future.

What were the net results of the great boom? To a few individuals, pecuniary profit; to many more individuals, loss and disappointment; to the real-estate market, years of stagnation; but to San Diego as a community, a large gain in permanent population and the most valuable permanent improvements—such a gain as could certainly not have been had in the same space of time by any other means.

It is a common saying that what a town needs is not a boom, but steady growth. Undoubtedly, steady growth is the healthful condition and the one which ministers most to the comfort and prosperity of individuals. On the other hand, one of the most striking lessons in all human history is found in the fact that individuals are often sacrificed to the good of the community, or, as the philosophers put it, "to the welfare of the social organism." This was true of San Diego in the period of the great boom. It is probably no exaggeration to say, as Captain Simpson did, that the city "is twenty years in advance of what it would have been without it." It is due to the truth of history that this should be said, yet it is also true that those who have the best interests of San Diego at heart—those who regard its best progress and highest welfare as something not necessarily synonymous with rapid advances in real-estate values—pray that there may never be a repetition of the wild orgy of speculation, and that never again may the future be discounted as it was when the frenzy reached its height.

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CITY HALL, SAN DIEGO

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CHAPTER XXI.

RAILROAD BUILDING

THE SANTA FE

William E. Smythe, in his excellent history of San Diego, published in 1909, gives the following detailed account of the city's trials and struggles in securing a railroad:

"The railroad ambition found early lodgment in the San Diego heart and the passion has endured through the years. Indeed, ever since railroads came into existence men have appreciated the importance of a direct eastern outlet for the seaport. In the dreamy days of Mexican rule, away back in the '30s they were discussing ways and means to accomplish the great end, but it was not until the American began to dominate the land that any organized effort was made.

"In the early '50s an agitation began for the construction of a railroad on the 32d parallel. Congressional action was secured for the preliminary surveys, and in May, 1853, Colonel J. Bankhead Magruder, president of the Atlantic & Pacific Railroad Company, published his report. In January, 1854, Colonel Andrew B. Gray started out to make his 'survey of a route for the Southern Pacific railroad, on the 32d parallel, for the Texas Western Railroad Company. This report was not published until 1856, but the people of San Diego were fully informed of the undertaking and its results. Both these reports are extant and both are of great value.

"Different statements have been made as to who was entitled to the credit for originating the first railroad corporation in San Diego. The account most generally credited seems to be that it was due to Judge James W. Robinson and Louis Rose. They were both from the south and doubtless well informed as to the feeling in the matter of the people there, and both took an active part in the affairs of the organization, so that the tradition carries a strong degree of probability. William C. Ferrell and J. J. Warner are also mentioned in this connection.

"Early in November, 1854, the San Diego & Gila, Southern Pacific & Atlantic Railroad Company was organized. On November 16th, J. R. Gitchell returned from Sacramento with the charter and the following officers were elected: President, James W. Robinson; vice president, O. S. Witherby; treasurer, Louis Rose; secretary, George P. Tebbetts; directors, J. W. Robinson, General H. S. Burton, U. S. A., E. W. Morse, Joseph Reiner, John Hays, M. M. Sexton, Louis Rose, L. Strauss, L. Gitchell, George Lyons, O. S. Witherby and William C. Ferrell. The purpose of the organization was to build a railroad

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to Yuma, there to meet the line which might reach that point from the east. Colonel Gray had abandoned his work at Yuma on account of his pack mules being broken down, and the new company therefore promptly took steps to supply the deficiency. They sent out a party of surveyors to examine the pass to Santa Ysabel by way of the San Diego river, who returned about the time the charter arrived and according to the Herald 'made their report, which is so favorable as to astonish every one who had never been through by this route.' A second reconnaissance of the mountains was immediately begun and the surveys were pushed with vigor and success, demonstrating the feasibility of the 'direct route' to Yuma, upon which the people of San Diego insisted with so much tenacity in later years. But this was not all; these enterprising men prevailed upon the city to make a donation of two leagues of land (about 8,850 acres)—at an election held October 19, 1855, all the votes being for the donation—a gift which would have become of princely value had the railroad been built—and secured the confirmation of this grant by the state legislature.

"The organization continued actively at work until the Civil war began. Many of the original officers and directors retained their positions during the period. In 1855, J. C. Bogart, E. B. Pendleton and D. B. Kurtz succeeded John Hays, L. Strauss and William C. Ferrell as directors. In the following year J. C. Bogart was treasurer again, and E. W. Morse chairman of the auditing committee. At the annual election in this year, O. S. Witherby became president, William C. Ferrell vice president, D. B. Kurtz treasurer, and George P. Tebbetts remained secretary, as from the beginning.

"At this time the hopes of the people were very high. Indeed, it seems probable the road would have been built but for the war. That conflict dashed the people's hopes, not merely for the time of its duration, but for many years after. The south had never for a moment thought of building a railroad to any terminus other than San Diego but it now no longer dominated either the politics or the finances of the country, and it was necessary to wait until new financial and industrial combinations could be made. It was not until the second year of the Horton period that lively hopes of the speedy building of a railroad again cheered San Diego.

"The Memphis, El Paso & Pacific Railroad Company, known as the Memphis & El Paso, or the Fremont route, was one of the numerous projects for building on the 32d parallel. The eastern terminus was Memphis, and the western was at Guaymas, but this was afterward changed to San Diego. The old San Diego & Gila was revived with a new set of officers and Colonel William Jeff Gatewood, the president of the reorganized company, was sent to Memphis to negotiate. In 1868 General M. C. Hunter, of Indiana, representing the Memphis & El Paso railroad, came to San Diego and addressed large meetings. He succeeded in negotiating a contract between the two companies, whereby the former company agreed to build the road and received the grants, franchises and lands of the latter, valued at $500,000, in exchange for stock. General Hunter selected a site for the depot upon the company's own lands, some half mile from Horton's wharf, and also made a contract with the Kimball brothers, owners of the National rancho, for a way station on their lands, for which the Kimballs were to donate one hundred blocks of land. General Thomas S. Sedgwick then proceeded to make a survey, and General John C. Fremont went to Paris and

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succeeded in placing one hundred and forty-eight first mortgage bonds for $116,430. Application was made to congress for a grant but this failed and the whole scheme quickly collapsed. The Paris investors sued Fremont, and the land subsidy was forfeited to the city. General Sedgwick, who had just completed his maps, was sent east as the agent of the San Diego & Gila to secure a cancellation of the contract between the two companies, and succeeded in doing so.

"But the people of San Diego were not left long without hope. During these years, from 1868 to 1871, we hear of the San Diego & Fort Yuma, which was to run via Jacumba Pass; of the old Southern Pacific, the Transcontinental, and other projects; but it was not until the Texas & Pacific Railway Company was chartered, March 3, 1871, that there seemed once more substantial ground for the belief that the day of prosperity was at hand. The Texas & Pacific was responsible for so many things—for San Diego's first considerable boom and its greatest disappointment—and, in a way, for its subsequent growth and prosperity—that a somewhat extended account may properly be given.

"This company was incorporated by Colonel Thomas A. Scott, of the Pennsylvania railroad, and others. Scott was made its president, and gave his efforts energetically for several years to the task of building a road through to San Diego. Senator John S. Harris, one of the directors, spoke in San Diego on behalf of the road, August 28, 1871, which was the first public meeting held in connection with the enterprise. In March, 1872, Scott acquired by consolidation and purchase property and franchises of the old Southern Pacific, the Transcontinental, and the Memphis & El Paso railroads, and by act of congress approved May 2, 1872, was granted power to build and equip lines between the Mississippi river and the Pacific coast.

"In the meantime the people of San Diego were awake to their interests. Late in March, 1872, a committee of forty was appointed, of which Thomas L. Nesmith was chairman, and the congressman, S. O. Houghton, was instructed to use his best judgment. Horton went to Washington a few days later and cooperated with Houghton and General Sedgwick. It was thought essential that the charter should provide for building the road from both the eastern and western ends simultaneously, to fix a minimum mileage to be constructed each year, and to limit the time within which work should be commenced to one year, in order to safeguard the city's interests. Colonel Scott readily agreed to these requirements and promised to visit San Diego to negotiate for the franchise and property of the old San Diego & Gila and explain his views to the people. There was a powerful lobby against the bill, both before and after amendment, much of which came from northern California, but the bill finally passed and was approved on May 2d, causing great rejoicing in San Diego.

"Surveying parties were immediately put in the field and the work was pushed with vigor. Three surveys in all were made. The first party of engineers arrived in San Diego on June 21, 1872. On August 8th, J. A. Evans, chief engineer of the California division, arrived to take charge of the work. On September 5th the second party took the field and nine days later, the third. In the following December, Crawford's survey of the route from San Diego eastward was completed, and in March the Reno party completed its work and was disbanded. These three routes were, respectively, the southern route by way of El Campo;

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the middle route, by way of Warner's rancho; and the northern, through the San Gorgonio Pass.

"All of this was very encouraging, indeed, and when Colonel Scott started west early in August, with a party of legislators and other public men, the excitement rose to something approaching fever heat and the people began to cherish an apparently well grounded hope that their ambitions were about to be realized. The name and fame of San Diego were in everybody's mouth. Population began to pour in from every direction, men began to see visions of a wonderful destiny, and in a few weeks San Diego's first great boom was fairly on.

"The railway party came by way of San Francisco, where Colonel Scott and others made addresses. On August 18th the steamer Hassler arrived at San Diego, having on board Professor Agassiz and party, on a voyage of scientific exploration, who remained to meet with members of the Scott party. Agassiz was here ten days, continued his scientific researches and left a much valued estimate of San Diego's resources. The Scott party arrived by steamer on August 26th. A very distinguished party it was, consisting of Colonel Scott; Senator John Sherman, of Ohio; Governor R. C. McCormick, of Arizona; Colonel George Williamson, of Louisiana; General G. M. Dodge, of Iowa; Colonel John W. Forney, of Philadelphia; Governor J. W. Throckmorton, of Texas; W. T. Walters, of Baltimore; John McManus, of Reading, Pennsylvania; Hon. John S. Harris; ex-Senator Cole; and W. H. Rinehart, the sculptor.

"'As the boom of the California's gun announced the arrival of the vessel,' said Colonel Gatewood in the World, 'all San Diego drew a breath of relief and hope,' and we may well believe it.

"A committee of citizens met the party and Colonel Gatewood gave them a formal welcome. They were domiciled at the Horton House and the same evening a banquet and mass meeting were held at which Scott explained his plans. Among those who spoke were: Scott, Sherman, McCormick, Williamson, Dodge and Agassiz, of the visitors; and T. L. Nesmith, Gatewood, Taggart and Hinchman, of the residents. Other citizens who participated were: Aaron Pauly, C. L. Carr, Bryant, Howard, George W. Marston and Mr. Boyd.

"Scott's demands were far less onerous than had been feared. In the language of the Alta California, the committee of forty were 'in fear and trembling,' expecting nothing less than 'a modest demand for half a million in county bonds and at least one-half that the people owned in lands.' What he actually asked the people to give him was a right of way one hundred feet wide from the ocean to the Colorado river; the lands which had been granted to the old San Diego & Gila Company; a tract of land west of the courthouse, on the water front, 600 by 1,500 feet, for a terminal; and either 100 acres of tide lands of acceptable shape and location, or the same area in Horton's Addition adjacent to the shore.

"These requirements were considered moderate and the committee of forty joyfully accepted them. But a 'vote of the citizens must be taken in order to authorize the levy of a tax to raise the necessary funds. It was resolved to call a mass meeting at an early day, that the action of the committee may be submitted to the people for ratification.' This was done August 30th, without serious opposition. The stockholders of the San Diego & Gila were agreeable

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to all this, provided they were reimbursed for their outlay in times past, as they ultimately were by payment of $58,000 of city bonds.

"The transfer of the franchise and remaining property of the old company to the new was made December 11, 1872, President Gatewood consenting reluctantly and insisting that the Texas & Pacific be firmly and legally bound to fulfill its agreements. On January 14, 1873, the final step in the transfer of the subsidy lands was taken. They were put up at auction in one hundred and sixty parcels, and bid in by James A. Evans, engineer of the Western division of the Texas & Pacific, at $1 per parcel, there being no competition. The deeds from the city to Evans and from him to the Texas & Pacific, were executed and filed for record the same day. The total area of these lands was 8,606 acres, besides fifty-one lots in Old San Diego and other places. The total value was estimated by the San Francisco papers at $3,000,000, and by Colonel Scott himself at $5,000,000.

"The remainder of the San Diego & Gila's story is brief. After the distribution of the bond proceeds, Mr. Morse employed W. T. McNealy to defend all suits against the company and attend to the disincorporation. As late as November 25, 1878, however, its business had not been wound up. The directors met on that date and declared a dividend of 56½ cents a share, payable upon disincorporation. The amount estimated to be on hand, after payment of bills, was $1,766.85. The company was soon after finally dissolved.

"The stay of Colonel Scott and his party was short. The negotiations with the citizens' committee were finished on the 27th, the party departed at midnight, and the Hassler with the Agassiz party the next day. After this, events moved rapidly. The election of September 27th provided for the issuance of bonds to satisfy the San Diego & Gila stockholders, as well as to purchase terminal property. On November 11th occurred one of the most joyous and impressive ceremonies ever held in San Diego. Ground was broken for the new railroad on the company's land, about one-fourth of a mile southeast of Mannasse & Schiller's Addition. W. W. Bowers was grand marshal and his aides were Adolph Gassen, Miguel de Pedrorena, L. G. Nesmith, Frank Stone and A. B. Hotchkiss. Colonel Gatewood presided, and the addresses were delivered by Judge Rolfe, C. P. Taggart and Governor McCormick. The jubilant feeling of the people was reflected in the World, which exclaimed: 'We have twice supposed that the right note of accord had been struck and we have been twice disappointed. Now there is no longer possibility of deception. All our high contracting parties have put their sign manuals to an instrument which gives Scott all he has ever asked.'

"Some months now elapsed, in which little apparent progress was made and San Diegans began to grow restless. There were not wanting those who would be now called 'knockers,' and, indeed, the vast issues staked upon this railroad might well excuse a feeling of impatience. On February 12, 1873, the World felt called upon to declare:

"'We have enough raw material in San Diego to stock an ordinary lunatic asylum. We have amongst us men who discredit the good faith of Scott, and who cannot rid themselves of an uneasy opinion that he intends to palter with San Diego. It is useless to call the attention of these men to the fact that the railroad king is a man whose reputation for fair dealing is as exceptional

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as his success as a railroad administrator. They are possessed by the demon of distrust, and the sign manual of an archangel wouldn't reassure them.'

"But one week later the same writer recorded his opinion that: 'After a very full consideration of the matter, we have no hesitation in saying that it is time that the Texas & Pacific railway authorities should show their hands.' Evidently he, too, had become infected with the microbe of impatience.

"On April 21, 1873, occurred the ceremonies attending beginning of actual work on the construction of the railroad. T. L. Nesmith made a few remarks on behalf of the committee of forty, and C. P. Taggart also spoke. 'Father' Horton threw the first shovelful of earth and said it was the happiest day of his life and that he felt more honored than if he had been chosen governor. About ten miles of the roadbed were graded and some of this grade can still be seen near the tracks of the Santa Fe railway.

"In May, Colonel Scott wrote informing the committee that his company had decided upon the San Gorgonio route, and giving their reasons briefly. This was a disappointment to the people of San Diego, as they greatly preferred the 'direct route' by one of the two other surveys. Still, so long as San Diego was made the terminus in good faith, they did not greatly object. Scott went to Europe in the fall to complete his arrangements for placing his bonds and raising funds for the construction of the road. Everything apparently went well and he had matters all arranged in Paris for delivering the bonds and receiving the money, as soon as the formalities of making out the papers could be completed. To pass the time of waiting he went to London with a party of friends and during their absence the 'Black Friday,' or panic occurred, which deranged the finances of the country and caused the French financiers to change their minds about making the loan. The failure of Jay Cooke & Company in December, 1873, cut considerable figure in this wiping out of the financial arrangements for the new railroad. Colonel Scott notified his friends and supporters in San Diego that he would be unable to fill his agreements.

"The blow was a severe one to the young city and many thought it fatal. The population dwindled in the course of two or three years from 3,000 to 1,500. But there were a stout hearted few who never lost faith nor courage. Scott was not ruined, they argued; he was still a wealthy man, still president of the Pennsylvania railroad and of the Texas & Pacific and had not abandoned or changed his plans. Jay Cooke & Company were endeavoring to rehabilitate their standing and would come to his aid. And so they fed their hopes for some years.

"But while these things were largely conjectural there was one source of hope which seemed a strong one. This was the appeal which Scott promptly made to congress for a national subsidy. Congressman Houghton had been reelected in the fall of 1872 largely on the ground that he could help in matters of national legislation affecting San Diego's interests. He was still in congress, but unfortunately, found himself in a minority in the support of this measure. The day of great grants to railroads was passing, the country had been too hard hit by the panic of 1873, and congress could not be induced to give the subsidy. Hope was not abandoned for a long time, however. In October, 1875, David Felsenheld was appointed to act as agent of the city at Washington, and in the following February a bill was passed by the house for a road

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on the 32d parallel, which was supposed to mean the Texas & Pacific, but the name of the company was changed to the Southern Pacific as successor to the interests of the Texas & Pacific, and San Francisco was made the western terminus. Further action was postponed until the next session of congress.

"When the matter came up in the next congress, in December, 1876, San Diego was again represented by special agent, Felsenheld, and stormy times began in a struggle to save the western terminus to San Diego. On December 18th the trustees and railroad committee telegraphed Colonel Scott as follows:

"'The citizens of San Diego rely implicitly upon your honor and good faith for the consummation of your oft repeated pledges. You promised that if the route directly east proved feasible it should be constructed. Fulfill your pledge. The direct line is the only route upon which a competing railroad should enter San Diego and they will unanimously oppose any compromise that will not secure that line.'

To this Colonel Scott replied:

"'Have used my utmost efforts to secure San Diego a railroad line on such route as can best effect the object; and if you can effect it in any better shape than I can, I should be very glad to have you take it up and adjust it with any party, or on any terms that you may think best. But in taking these steps, I shall expect you to relieve me of any possible obligation.'

"At this time, Scott offered to relinquish his subsidy, being in doubt about the possibility of securing government aid but the offer was not accepted, and on the contrary every effort was made to secure the enactment of suitable legislation.

"General Thomas S. Sedgwick was employed to assist Felsenheld, and in January Horton was sent 'to assist Sedgwick and yourself in explaining advantages of direct route and disadvantages and great injustice of proposed San Gorgonio switch.' Long telegrams were sent to Hon. L. Q. C. Lamar, chairman of the house committee on Pacific railroads, and to Hon. James A. Garfield, and other members of that committee, explaining San Diego's situation and desires. The chief contention was that 'this people entered into a contract with the company authorized by law to build the road, conveying to said company valuable franchises and over nine thousand acres of land on said bay, incurring thereby a large city bonded indebtedness, for which all our property is pledged;' 'that a large population have been drawn hither from all parts of the Union and induced to invest their fortunes here, in reliance upon the good faith of congress in said legislation;' and that the proposed compromise, making San Francisco the terminus, missing San Diego by a hundred miles and leaving it to be served by a branch line of the Southern Pacific, would be a great injustice to the people of San Diego and the country, 'and will bring ruin upon several thousand people who have trusted the promise of the government in said Act of Charter, and who rely upon the obligations of contracts entered into with a corporation in good faith for very valuable considerations.'

"Two historic telegrams which passed between San Diego's representatives at Washington and the city trustees exhibit the situation very clearly. The attitude of the trustees was enthusiastically sustained at a mass meeting of citizens.

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The telegrams were as follows:

"'WASHINGTON, January 6, 1877.

To Trustees:

We are pressing direct route persistently, and will probably defeat bill. It will not be conceded. Compromise bill allows national or state railroads to connect on equal conditions. The San Gorgonio line would be so much towards Union Pacific line from Salt Lake, which would have right to connect at San Gorgonio. We are losing friends in Committee by our persistence and cannot count our present strength hereafter for any other move. By yielding we may get guaranteed bonds subsidy for whole line; and if Huntington does not build San Gorgonio line you will have the direct route, under the bill, by the time the through line is completed. The Committee concede that the direct line must follow soon under any conditions. All rights and privileges conceded and secured, except direct route. The Southern section (of the House) which fully understands the situation, believes this the last chance for Government aid. They comprehend the benefits of the direct route; but think you should make concessions to get a railroad on (less) favorite route. At this time shortness of route is not so important as results in developing Arizona and getting connections that will increase your commercial importance and population and trade many fold in few years, which growth will enable you to build the direct route long before you will need it to cheapen freights. Why not help yourselves now, to strengthen yourselves hereafter? Unless this subsidy bill passes, there will be no road for you to meet.

SEDGWICK.'

"'SAN DIEGO, January 6, 1877.

To Col. Sedgwick:

It is the deliberate and unchangeable conviction of San Diego, that the proposed connection north of here, in the hands of the Southern Pacific Company, would be an injury instead of a benefit to us, because:

1. It places in control of one corporation for all time every approach to our harbor.

2. Trade and population would be taken away from, instead of brought here, while the road is building. It is now moving from the northern part of the country to Colton.

3. By occupying the only passes it would prevent extension of Utah Southern road and connection with Union Pacific.

4. It would supersede construction of direct line from Anaheim, increasing our distance from San Francisco to 650 miles.

5. It would increase the distance from Yuma by 60 miles.

6. Experience has taught us that the strongest promises in a bill do not protect us against subsequent amendments at the desire of the corporations. Legislation that fails to require immediate beginning at this end, and construction of so much road before next session of Congress as to remove the temptation to amend bill, is worse than worthless.

7. Whatever supposed guarantees may be put in bill making the road a

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"highway" it is well known by all engineers that the Company building the road holds *in fact* control of it; and no other company can have equal use, or will build parallel road.

8. Southern Pacific Company one year ago agreed to build on direct line, provided San Diego would consent that it should have the western end.

So far from a San Diego standpoint: But we hold no petty local view; we supplicate no favors. The interest of San Diego is here bound up with the National interest. We submit to impartial statesmen the conceded truth that the proposed compromise diverts the Nation's bounty from the original purpose of the Southern transcontinental legislation; deprives all the millions east of San Diego of direct access to their nearest Pacific harbor; and destroys competition for all time. San Diego's natural advantages are such, that in asking the Nation's aid for the construction of a railroad to her port, she asks it upon a line, and upon terms that will contribute to the Nation's support and wealth for all time to come; while the compromise plan will be an intolerable and interminable national burden. For these reasons San Diego prefers NO bill, rather than the San Gorgonio branch. Read again both our dispatches to Lamar.

SIGNED BY BOARD OF TRUSTEES.'

"The board of trustees at this time consisted of J. M. Boyd, D. O. McCarthy, D. W. Briant, W. A. Begole and Patrick O'Neill. Boyd was president and S. Statler clerk.

"Events have singularly borne out the judgment of the trustees concerning the effect upon San Diego, at least, of building the road through the San Gorgonio Pass instead of by the direct eastern route. Nor was Los Angeles indifferent to what she had at stake in the choice of routes. Later, when Scott's efforts to secure legislation had come to naught and the Southern Pacific was beating him in the race to California, Los Angeles gave $400,000 to make sure that the road should use the San Gorgonio Pass, and no other. It was the turning point for Los Angeles, and it involved long and bitter disappointment to San Diego.

"In September, 1877, an agreement was made with Colonel J. U. Crawford to survey the route by way of Warner's Pass as a means of demonstrating once more the utter falsity of the claim that the direct route was impracticable. Crawford and Felsenheld went to Washington early in 1878, together with Captain Matthew Sherman, to make one final effort in behalf of the enterprise, but it came to nothing.

"Thus ended the dream of the Texas and Pacific system with its western terminus on the shores of San Diego Bay. The result was in no wise due to the people of San Diego. They were wide awake to their opportunity; they contributed with prodigal generosity to the subsidy; they fought long and stubbornly to protect and enforce the contract. Failure was due, in the first instance, to the panic of 1873; then, to the sledgehammer blows which Huntington rained upon his rival, Scott, until he had beaten him alike at Washington and in California. So Scott's star went out of the Pacific sky, and Huntington's rose resplendent, to shine with ever increasing luster while he lived.

"There were times when San Diego hoped that Huntington would build his line to the port of San Diego and thus create the desired eastern connection. There is no evidence that he ever seriously contemplated the project. He visited

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San Diego with Crocker and others in August, 1875, and met a committee of citizens. The best account of what occurred at the interview appears in the following statement by E. W. Morse:

"'I was on the railroad committee when Huntington and his associates were here to negotiate with us. I think Huntington never intended to build to San Diego, but that he only came for political effect. They never made us a proposition. We met on a Sunday. Huntington said he was not then prepared to make a proposition. I told them about General Rosecran's trip to Jacumba Pass and what he said about the route. Mr. Huntington objected that that would take them down in Mexico, which he thought would make undesirable complications. I suggested that he could probably make such an arrangement with Mexico as the Grand Trunk had, which crosses the line into the United States twice. Huntington said: "Well, I don't know but that would be well." General Rosecrans said several times on his trip that he never saw a better route for a railroad; "it looks like it was made purposely for a railroad." They talked very pleasantly with us and finally said that one of their directors was traveling in Europe and "as soon as he returns we will make you a proposition giving the terms on which we will build a railroad into San Diego." I have memoranda which I made at the time of that interview. We kept on asking them to make a proposition after that, but they never got ready to do it. He said we could depend they would be the first railroad to build into San Diego, and when the time was ripe they would build.

"'I don't believe Huntington ever showed a spirit of vindictiveness toward San Diego, as has been reported. In all the correspondence with him which I have seen, he was very friendly. Mrs. Burton, widow of General H. S. Burton, was once dining with him and said to him she did wish he would build a railroad into San Diego, that she had some property there which would increase in value and it would make her a rich woman. "Well," he said, "it is not to our interests to build in there, at present." He talked very pleasantly about it and gave as one of their reasons for not building that if they should touch the coast at San Diego, they would come in competition with water transportation. I think they were influenced largely by the consideration of getting the long haul clear into San Francisco, which they get now, while if they had built in here, they would have had to divide with a steamship company at this port. This party was entertained at the Horton House and was treated well.'"

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CHAPTER XXII

STREET RAILWAYS

To successfully anticipate the requirements of a city growing in population and area as is San Diego and its suburbs, is an undertaking almost without a parallel in any city of the United States. Many street railway officials of long experience in various cities of the east have frankly expressed their surprise at the splendid street car service of this city and the uniform excellent condition of its rolling stock and equipment. Taken as a whole the street car system of San Diego today, to say the least, compares quite favorably with those of any cities twice its size. In point of efficiency there is no community in the world being better served than the people of San Diego. As a matter of comparison take for instance the city of Indianapolis, Indiana, a city noted for its excellent street car system. The population of Indianapolis is about six times that of San Diego. Yet it is stated that an average of two hundred and forty-five cars is in daily operation there or barely three times the number operated in San Diego. The total trackage of Indianapolis is one hundred and forty miles, less than two and a half times that of San Diego.

The plans at present outlined by the management of the San Diego Electric Railway Company not only indicate that the present high standard of its rolling stock, equipment and service will be maintained, but will be amply improved and increased upon as needs of the city and outlying district grow. The San Diego Electric Railway Company has now a total trackage of sixty and fifty-three one-hundredths mile, of which nine and fifty-three one-hundredths were constructed during the past year. Twenty and forty-five one-hundredths miles are double tracked. Eighty-three passenger cars and numerous business cars are now being operated. Twenty-four new cars of the large "pay-as-you-enter" central entrance type were purchased the past year at a cost of $125,000. These cars were placed in service on the Fifth street line, or what is called Route No. 1, which in point of traffic is the heaviest in the city. With the additional equipment a three minute service has been established on this line morning and evening where a few years ago a twenty minute service was quite sufficient. It also enabled the company to rearrange and improve the service on other lines and more particularly to relieve the congestion theretofore prevailing on the Third street line. The routes in all directions are direct and sufficiently close in the outlying districts to provide adequate transportation to every section within the municipal boundaries and beyond to several suburbs.

The company is at present having a sample car constructed in St. Louis of the central entrance pay-as-you-enter type. This car will have a larger carrying capacity than those now in service on route No. 1. The seating capacity will

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be fifty-two passengers. It will also contain larger motors and the entire frame of the car will be of steel construction. There will be a number of other improvements over the car of similar type now in use here, among which will be the elimination of the inside step at the center of the main body of the car, which has been a somewhat objectionable feature. As soon as this car is tested and proven satisfactory, a substantial order will be placed for additional equipment of this class for the earliest possible shipment.

If the present plans of stopping cars at alternate blocks outside the district bounded by Tenth street on the east, Ash on the north, H on the south, and First on the west are approved by the people of San Diego, and the extremely short blocks make this proposed change absolutely imperative for a safer, faster and roomier service, San Diego will have without a doubt an unquestioned supremacy over all cities no matter what their size, as regards street car service. This innovation will be demanded by the public in time to come, but it is the policy of the company and likewise one of the most important duties of the management to anticipate the requirements of the traveling public, which they serve considering above all other matters the safe, quick and comfortable transportation of patrons. Therefore, just as soon as cars are required to stop only at alternate blocks instead of every two or three hundred feet as in the past, people of San Diego will enjoy the most efficient, convenient and safe-guarded street car facilities in the United States and this means the world.

Very few people realize that the heart of an electric street railway is its power house. People in a general kind of way say "Put on more cars," but they do not realize that every car that goes on the road calls for more power in the power house, and that more power calls for larger power houses. The San Diego Electric Company's power house including engines, etc. up to date represents an investment of more than $800,000, and is continuously calling for more money. During the coming spring a new engine will be set up in the power house which is larger than all the other engines in the house put together. The railroad officials feel they must have complete duplicate equipment. Supposing one engine breaks down, they must have another one to take its place. They must be prepared to run the cars under all conditions for the convenience of the public. Things have changed since the old days, when Commodore Vanderbilt gave utterance to the expression "The public be damned." All the railroads are swinging around to the point where they are looking for public approval and commendation. Just as the merchant wants to satisfy his customers, so do street railways and the great railroads of the United States hope to achieve the best results by satisfying the people.

The pay roll of the San Diego Electric Railway Company is perhaps of some interest to many people, especially in a comparison with one year ago. From January 1 to December 1, 1911, the total number of employes was 441 and the total wages, $322,825.89. From January 1 to December 1, 1912, the total number of employes was 566 and total wages $428,744.23, or an increase of $105,918.34. These figures represent a period of eleven months.

Up to December 1, 1912, the total number of passengers carried was 21,421,510 as compared with 16,286,272 for the same period in 1911. The number of car men employed is 281 and the wages paid to December 1, 1912, total, $194,476.54; to December 1, 1911, $145,652. While on the subject of car men it is

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not out of place to mention that one will go far before finding a more loyal, efficient and courteous body of men than is found on the cars of the San Diego Electric Railway Company. The climatic conditions prevailing from one end of the year to another makes railroading in San Diego ideal and no one can appreciate this fact more than the fellow who on extra duty in eastern cities has time and again been ousted from bed by the caller at two o'clock in the morning to get out on the plow and "buck snow."

Another pleasant fact is that the thoroughfares of San Diego are almost entirely free of the dreaded railroad crossing. On the entire lines of the San Diego Electric Railway there are but six crossings. In addition to work under most pleasant conditions the car men now have a place of their own for rest and amusement. During the last year the San Diego Electric Railway Company rented a suite of three large rooms in the Spreckels theater building and donated them to the car men to be used as club rooms. In these new quarters is a reading room supplied with the leading magazines and technical publications of various kinds. In the center of the suite is a large room equipped with pool and billiard tables. The third room is furnished with various athletic devices such as punching bags suspended from concrete tables, boat rower, medicine ball, boxing gloves, dumb bells, etc. Added to the advantages derived in a physical way from the athletic devices in the club rooms and in a mental way from the excellent general line of literature in the reading room, we must not omit to mention that simultaneously with the opening of the club rooms there was published the first edition of a monthly magazine devoted entirely to the usage of car men as a means of general communication, known as "The San Diego Trolley." This magazine promises to be a successful venture in every way and the car men have every reason to be as proud of their magazine as they are of their club rooms.

MISSION CLIFF GARDENS

Mission Cliff Gardens located at the northern terminus of No. 1 car line, are owned and maintained by the San Diego Electric Railway Company. This is one of the most attractive botanical gardens in the country as well as a wonderful view spot. The company has spared no expense in adding to the beauty of this place. The magnificent flower beds, foliage and plant life in all stages is intensely interesting to visitors. The view of valley, mountains and ocean is without any exaggeration unsurpassed in this state. Other attractions at the Gardens are the huge bird cage, sheltering nearly three hundred birds, the deer paddock containing eight deer, the lily pond in which during the summer months may be seen as many as two hundred and fifty lilies in bloom at the same time and about twenty different varieties; and the pavilion, a favorite meeting place of state and other societies. An artistic waiting room of cobble stone masonry and gray stucco was constructed at the entrance to the Gardens last year. In one corner of the garden is the Bentley Ostrich farm.

The first street railway franchise granted by the city of San Diego was to Dr. John McCoy, of Pasadena, October 18, 1885. The ordinance provided that no road should be built on any street until it had been graded by the city. Complications arose of this unfortunate provision, the observance of which Dr. McCoy resisted. He did not build any street railways.

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The next franchise granted (two at one meeting) were to Messrs. Santee, Evans, Mathus, Babcock, Gruendike and Story, and to Reed, Choate and others, in March, 1886. April 15, 1886, articles of incorporation of the San Diego Street Car Company were filed. In August the trustees gave a franchise to George Neal and James McCoy for a railroad between Old and New San Diego.

The first car (a horse car) was run on Fifth street, July 4, 1886. This line was two miles long. The second line was built on D street, and was 1¼ miles long; the third was the H street line, 3½ miles long; and the next was the First street line, ¾ mile long. From this on, construction was rapid. On January 1, 1888, there were 36 4-5 miles of street railroads in operation and in course of construction and about ten miles more being surveyed. The San Diego & Old Town Motor Railroad was opened November 21, 1887, and reached Pacific Beach, April 1, 1888. Its officers were: President, J. R. Thomas; secretary and manager, A. G. Gassen; directors, J. R. Thomas, A. G. Gassen, R. A. Thomas, E. W. Morse, T. Metcalf, D. B. Hale and O. S. Hubbell. It was extended to La Jolla in 1889.

The articles of incorporation of the National City & Otay Railroad Company (motor) were filed in December, 1886. The capital stock was $100,000, later increased to $1,300,000, and the Land & Town Company was a very large stockholder. The road was opened for business January 1, 1887. It has branch lines to Chula Vista and other points. It has since been acquired by the Spreckels system and converted into a trolley line.

The Coronado Belt Line was one of the earliest railroads begun. It was constructed by the Coronado Beach Company in connection with the development of the hotel property. The line extends from the Coronado Ferry wharf to the foot of Fifth street, San Diego, following the shore of the bay, and is 21.29 miles long.

January 1, 1888, the names of the steam motor companies, and mileage of their tracks, were as follows:

	Miles
National City & Otay Railway Company	40
Coronado Railway	1½
Coronado Belt Railway	21¼
San Diego, Old Town & Pacific Beach	12
City & University Heights Railway	
Pacific Coast Steamship Company's Railway	1-3
Ocean Beach Railway	3½
Roseville & Old Town Railway	1
La Jolla Park Railway	

The following were the electric and horse railways:

	Miles
San Diego Electric Street Railway	4½
San Diego Street Railway System (horse)	9
National City & Otay Railway (7th street)	3-4
National City Street Railway	2½

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The single electric line in operation was owned and operated by the Electric Rapid Transit Street Car Company of San Diego, of which George D. Copeland was president. The first piece of road which it constructed was from the foot of D street in a northerly direction along the bay shore, for four miles, to Old Town. This line began operation in November, 1887. The next electric road constructed was that from the Pacific Coast Steamship Company's wharf to University Heights, four miles. The total cost of these lines up to the same date was as follows:

Horse car lines	$315,000
Motor car lines	1,006,000
Electric car lines	100,000
	$1,421,000

The new roads projected at that time were estimated to cost a half million more, but few, if any, of them were ever built.

The San Diego Cable Car Company was incorporated and began work in August, 1889. Its line extended from the foot of Sixth street to C, thence to Fourth, and up Fourth to Spruce. The enterprise was started by George D. Copeland and incorporated by John C. Fisher, D. D. Dare, J. W. Collins, George B. Hensley and H. F. Norcross. The power house was built in 1889, at a cost of $30,000 and was placed at the head of the canyon on Fourth and Spruce streets, where some remains of the cement foundations may still be seen. The line was formally opened June 7, 1890. It was at that time thought that this development meant a great deal for San Diego. Electric railways were then in their infancy and many people thought the cable system preferable. The failure of the California National Bank, its principal backer, with the long continued depression which followed, caused the failure of the road. After being for some time in the hands of a receiver, its property and franchise were sold to an electric railway company, in January, 1892. Such, in brief, is the history of San Diego's first and only cable car line.

With the collapse of the boom, a reaction from the too-rapid building of street car lines was to be expected. A number of the weak companies failed and were absorbed by the stronger ones. All the motor roads went out of business or were converted into electric lines, except the National City & Otay and the San Diego, Old Town & Pacific Beach railways. On January 30, 1892, the entire property of the San Diego Street Car Company passed into the hands of A. B. Spreckels, for the sum of $115,000. This purchase included practically all of the live trackage in the city, and with the lines since acquired, comprises all the older lines in the city. Mr. Spreckels immediately incorporated the San Diego Electric Railway Company to operate his lines.

The transformation of all the lines to electric power began in May, 1892, and was carried vigorously to completion. At the present time, the company operates many miles of track in the city and has ten miles more under construction. Early in 1907, it began operating ten miles of interurban track between San Diego and Chula Vista.

The motor line to La Jolla, of which the old San Diego, Old Town & Pacific Beach Railway formed a portion, now belongs to the Los Angeles & San Diego

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Beach Railway Company. The road has been converted into a trolley line. There is also in operation an electric street railway to connect with its La Jolla line, running up C street to Sixth, south on Sixth to its foot, and thence southeasterly to the Cuyamaca depot.

The South Park and East Side Railway, an enterprise growing out of the operations of the Bartlett estate under the presidency of E. Bartlett Webster, began active construction in March, 1906. Its first line ran from Twenty-fifth and D to Thirtieth and Amherst streets, a distance of a mile and a half, the power house being located at the terminal. During the early part of 1907 the line was extended to Twenty-fifth and F, down F to Fourth, and up Fourth to C, thus reaching the heart of the business district. This line, which has become a strong factor in local transportation and the development of the residence district on the east side, is reaching out toward the bay in one direction, and toward the back country in the other.

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"LOS BANOS" (BATH HOUSE) AT SAN DIEGO

FIFTH STREET, LOOKING NORTH FROM E STREET

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CHAPTER XXIII

THE ARIZONA & SAN DIEGO RAILROAD

The ambition of San Diego for a direct eastern outlet dates back to the early '30s, more than three-quarters of a century. The first organized effort, expressed in the incorporation of the "San Diego & Gila," began in 1854. The success of the citizens in securing the extension of the Santa Fe system during the '80s did not meet the demand for a direct eastern outlet and was disappointing in other respects. The great effort begun in the summer of 1901, and persistently pushed in every channel of possible relief, had apparently accomplished nothing more than educational results. The year of 1906 had indeed been one of the most prosperous in San Diego history, yet as the year drew toward its close the prospect of a direct eastern railroad outlet appeared as remote as at any time during the previous decade. In fact, the most recent developments went far to convince the public that the city was helpless in the grasp of a transportation monopoly which could defeat, and meant to defeat, as it had defeated, every aspiration in that direction.

From this situation the city was suddenly delivered by the mandate of the one man who had sufficient capital of his own to build the road and sufficient interests at stake to justify him in doing so. And it is a high tribute to the character and reputation of John D. Spreckels to say that his simple word was accepted by all as a sufficient guaranty of the performance. The authoritative announcement of his purpose in his own newspaper constituted a contract with the entire San Diego public and the public accepted it as such. The San Diegan-Sun, which is entirely independent of the Spreckels interests and has opposed them on many occasions, unquestionably voiced the sentiment of the entire community when it said:

"The Sun feels at liberty to say what the Union and Tribune, through modesty enforced by personal ownership, are unable to say, that San Diego lifts its hat and gives voice to an unrestrained cheer for John D. Spreckels. To Mr. Spreckels is frankly given the credit for securing to San Diego what has long been San Diego's most urgent need—a railway direct to the east.

"While as a matter of course the fact is generally appreciated that the road is not yet built, and that so far only incorporation papers have been filed, this move made by Mr. Spreckels and announced by Mr. Spreckels' newspaper, is accepted by San Diegans unanimously as meaning, substantially and capably, that all necessary preliminary plans have been perfected by Mr. Spreckels and that the railway line now incorporated will be constructed as rapidly as a work of such gigantic proportions can be executed.

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"Big enterprises undertaken and successfully accomplished by Mr. Spreckels here and in the central portion of the state give warrant to the conclusion that the plans now announced will be carried to equal success and that the eastern outlet so long hoped for will be realized as speedily as possible.

"It will not be necessary to explain to old San Diegans what the construction of such a road will mean to this city and country, for all this has been figured out many times. It is doubtful, however, if even the closest student of the situation can appreciate the final limit of the results of such an enterprise, as it is given to no one to see all the details of the future. One result plainly visible is that this move will break, and break forever, the antagonistic power of the combined railway interests, which for years has been exerted against San Diego. Not only will this adverse influence be broken but it will be forced under the new conditions to become a friendly factor in the upbuilding of this port.

"This turn in affairs will be realized no matter what corporate relations Mr. Spreckels may establish. If he engages in the business independently, as he and his brother and father did at the inauguration of the San Joaquin enterprise, then it will follow that the Southern Pacific will be forced to build here to protect itself from competition.

"If Mr. Spreckels allies himself with the Southern Pacific and if the road to be built by Mr. Spreckels is to become a part of the Harriman system, then the Santa Fe will be compelled to come across lots from Arizona to secure a portion of the trade of Imperial Valley and a shorter route to this port.

"If Mr. Spreckels allies himself with the Santa Fe, then it will be for the Southern Pacific to follow, and without doubt it will follow and follow in a hurry.

"Looked at it in any way possible it means that the railway combine against San Diego is broken at last, and looked at in some ways it appears to be plain that the building of one road will eventually be followed by the almost immediate construction of another. With these prospects assured, San Diegans have a right to lift their hats to John D. Spreckels."

The articles of incorporation of the San Diego and Arizona Railway Company bore the date of June 14, 1906, although they were not filed with the county clerk until six months later. They provided for the construction of a railroad from San Diego "in a general easterly direction by the most practicable route to a point at or near Yuma, in the Territory of Arizona." The incorporators were John D. Spreckels, A. B. Spreckels, John D. Spreckels, Jr., William Clayton and Harry L. Titus. The capital stock was fixed at $6,000,000, of which $200,000 were paid in at the time of incorporation. The announcement in the Union was quickly followed by two substantial acts of good faith on the part of Mr. Spreckels. One of these was the filing of condemnation suits as a means of obtaining right of way through some of the most valuable property in the lower part of the city; the other was the announcement that the entire sum of money collected by the San Diego and Eastern Railroad Committee in 1901, and expended in the effort to promote the project, would be repaid by the San Diego and Arizona Railway Company. In both instances, Mr. Spreckels insisted on paying for what the citizens would doubtless have offered as a free gift in the form of a subsidy. Indeed they would doubtless have supplemented all this with much richer subsidies in the way of cash and land. Mr. Spreckels preferred to

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be absolutely independent and free of obligations alike to the public and to private individuals. Thus it happened that hundreds of people who had contributed to the railroad fund five years previously received a most unexpected Christmas present in addition to the assurance of a new railroad.

It is most interesting to note that San Diego is perhaps indebted for its good fortune to the calamity which befell San Francisco on April 18, 1906. Mr. Spreckels and his family were San Francisco refugees, though they fled from the burning city in their own steamer and found shelter in their own magnificent Hotel del Coronado. Mr. Spreckels had been very ill a few weeks before and had planned to go abroad for a prolonged stay. The destruction of San Francisco changed his plans and he came to San Diego to remain for months. During those months the railroad project took shape in his mind, so that it may be said that as San Diego lost a railroad by the unforeseen event of the great panic in 1873, so it gained a railroad by the unforeseen disaster at the Golden Gate in 1906. As its history was powerfully influenced in the wrong direction by the earlier event, so it will be powerfully influenced in the right direction by the later event.

While unstinted praise is given to Mr. Spreckels for the consummation of the railroad hopes, the labors of many others over a long period of years should not be forgotten. These efforts did not produce tangible results, but they were not thrown away. Every article written in favor of the direct eastern outlet, every meeting held in its behalf, every movement set on foot to that end, from the days of Fremont to the days of Spreckels, contributed something to the final result. The cause that has faithful friends is never lost. The cause that can endure through more than two generations and inspire the enthusiasm of a community when failures have been so numerous as to pass into a proverb known throughout the state—such a cause can know only triumph in the end. It was this triumph which came to the people on the memorable 14th of December, 1906, and which brought San Diego to the threshold of 1907 with rare exultation in its heart.

Considerable work has been done on the San Diego & Arizona railroad, which means so much to this locality by giving a direct railroad connection with the east and entire southwest.

Altogether fifty miles of track has been constructed. At the San Diego end there is forty miles of track extending from this city to a point in Mexico known as Valle Redondo. Beyond this point ten miles of roadbed has been graded and made ready for the laying of ties and rails. This extends from the far end of Valle Redondo to the Dupee property near Tecate valley.

The other ten miles of track has been laid to the east end of the road, having its terminus at Seeley in the Imperial valley. This stretch of completed road extends west from Seeley, passing through Dixieland. At Seeley it connects with a branch line of the Southern Pacific Railroad.

The distance from San Diego to Seeley over the surveyed line is one hundred and thirty-nine miles. With the sixty miles of roadbed graded there is only seventy-nine miles more of grading work to be done.

Practically all of the rights of way have been secured on the main line. Terminal property and rights of way in the city also have been secured. The terminal facilities are the best to be had in San Diego and cannot be duplicated. It

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includes a wharf franchise at the foot of Thirteenth street west of the Benson Lumber Company's yards, where the railroad plans the construction of wharves and docking facilities which will be superior to anything in this section and furnish the best of accommodations for the transportation of commerce to and from the southwestern states and Mexico.

The San Diego & Arizona railroad is being built on the very best possible lines. The grades are extremely low and the curvature is very slight. The maximum grade over the entire line will be 1.4, meaning a rise of but 1.4 feet to every 100 feet of track. Taking into consideration the two features of low grade and light curvature, it will be the best and most easily operated of any railroad over the mountains.

These features mean better service for passengers, as trains can be operated at high speed, and it will mean a great deal to the operating company on account of the low cost of operation, not only in handling the passenger traffic but in the maintenance of its freight service. The latter point especially appeals to the railroad men. Over the low grades and slight curves one engine can pull a great many more cars than on a road where the grades are steeper and the curves more acute.

The construction is of the heaviest and most permanent nature. In the level country 75-pound steel rails are being used, and in the mountains 90-pound rails are being laid. The ties, made of split redwood, are of an unusually large size. They are 7x9 inches, which is larger than either the American or English standard. The American standard is 6x8 inches and the English standard 7x8 or 6x9 inches. The best kind of rock and gravel ballast is being used on the roadbed and nothing is being overlooked in the way of securing perfect drainage. The largest bridges are built of steel and concrete, while the small ones are constructed of creosoted timbers and are finished with a rock and gravel ballast deck. The tunnel entrances are faced with block granite and strongly reinforced on the interior.

Engineers and railroad men of wide experience have inspected the work already completed. In every case they have declared it to be as good, and in some respects better, than any railroad construction they have ever seen. This follows up the policy laid down by John D. Spreckels. When Mr. Spreckels decided to build the road and give San Diego direct railroad connections with the east, he determined that it should be of the best and no expense is being spared in making it such.

The grading work completed at this end of the line leaves about thirteen miles more of roadbed construction to be done in Mexican territory. Thirteen miles more of grading work will take the line across the international boundary into the United States near Campo, which is on the surveyed line a short distance beyond the boundary crossing point. About forty-two miles of road pass through Mexican territory.

There will be two tunnels between the present end of the graded roadbed and Campo. One of these will be 1,000 feet in length, in Mexico, just south of the line, and the other 600 feet in length, passing under the line.

The latter tunnel probably will be one of the feature attractions to tourists traveling over the road. Going west they will enter the tunnel in the United States and exit in Mexico, and traveling east, vice versa.

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There will be at least fifteen tunnels between San Diego and Seeley, their combined length being approximately three miles. The heaviest tunnel work will be in the Corriso gorge, east of Tecate divide, the highest point on the line, where an elevation of 3,668 feet is reached. This is located about half way between Jacumba Hot Springs and Campo. From there it is mostly down grade to Seeley, which is forty-five feet below sea level. The longest tunnel will be 4,000 feet, approximately four-fifths of a mile.

The ten-mile section of roadbed in Mexico beyond the end of track and ready for the laying of ties and rails, passes through solid granite and is said to be one of the heaviest pieces of railroading in the west. Practically every foot of the way was blasted through solid granite. Some of the cuts and fills are tremendous. One of the fills contains 160,000 cubic yards and is sixty feet in height. This was done by team work and is said to be one of the largest team fills on record. The cuts through the rock are from fifty to seventy-five feet in depth, and the rock fills from seventy-five to one hundred feet in height.

A feature of this ten-mile piece of roadbed is that practically all of it can be seen from the present end of the track in Valle Redondo. From this station the road doubles back, ascending the mountain side on a low per cent grade, turns around again in the shape of a horseshoe, and continues the ascent of the mountain side almost parallel to the two lines of track below it. At the small end of the horseshoe curve the tracks come almost together. The base of the fill on the upper track touches the base of the fill on the lower track. The curve, however, is very gradual, being almost two miles in length.

There are not many people in San Diego who have stopped to figure out the numerous advantages San Diego will obtain by the completion of the San Diego & Arizona railroad. Those who have given the proposition some consideration say the building of the new line probably will mean more to San Diego than any other enterprise begun in the history of the city.

The line to connect with direct roads from the east will open up an enormous back country, including the Imperial valley, Lower California, Arizona and New Mexico. It will lay at San Diego's back door the wondrously rich and fertile Imperial valley, which is now remote from the bay region on account of the lack of transportation facilities. It will open up a vast territory in Arizona, New Mexico and Texas for the exchange of commerce which San Diego could not hope to enjoy if the road was not built. It will open to development many thousand acres of good land in Lower (Baja) California which now is not cultivated. Large tracts of land in this section of Mexico will be settled and developed by virtue of the transportation facilities to be afforded. The land there is excellent for raising grain, beans and other dry farming products.

The railroad also will be the means of developing the eastern section of San Diego county, which is a splendid apple country and well adapted to the raising of deciduous fruits. This comprises the mountainous districts in the vicinity of Campo.

Products from the entire southwest will come through San Diego for shipment to the Orient and to north coast points. Trains running to the east will carry imports from Europe and eastern America coming here through the Panama canal and imports from China, Japan and other countries of the far east.

The combination of railroad and harbor is destined to bring a wonderful era

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of prosperity to San Diego. Not only will it be a great factor in the development of the commerce of this port but will be the cause of bringing many new industries to San Diego.

It is definitely known that a number of large corporations have already made preparations to locate big plants here on account of the conveniences to be afforded in shipping both by rail and water. Among these is Armour & Company, of Chicago, meat packers. This company has secured a large tract of land near Tia Juana, where it intends to erect and operate an immense slaughter house and packing plant by the time the new railroad is completed. The same company also has a site for a large storage plant in the city at the northeast corner of Seventh and K streets, where a temporary building was erected during the last year to handle the rapidly increasing local trade. Swift & Company also have similar plans for San Diego on the completion of the new road, according to report.

Frank B. Moson, president of the Green Cattle Company, of Hereford, Arizona, one of the largest cattle-raising corporations of that section, declared recently when on a visit here that San Diego is destined to become the greatest meat packing center in the west, rivaling Kansas City and Chicago.

Moson argues that the wonderful advantage of the Imperial valley as a fattening center, and its proximity to San Diego with its land-locked harbor, will place this port ahead of any other on the coast as a shipping point.

"The cotton seed and alfalfa grown in Imperial are wonderful as a fattening fodder for cattle," he said. "No better feed is found anywhere in the country. Arizona, New Mexico and the entire southwestern section will ship live beeves into Imperial valley for fattening. The advantage there is that the feed will not have to be shipped in. The climate in San Diego is most favorable for meat packing plants. The cool summers and mild winters make ideal conditions for securing and keeping help and inexpensive for keeping the meat in good condition."

Besides the meat there is the fish industry, which affords opportunity for development along an extensive scale. This should be an important source of revenue for the new railroad. The shipment of fruits of all kinds also will be an important item on the revenue list.

The advent of the new railroad will also bring more steamship lines, especially in the coastwise trade. A number of new companies already have made preparations to enter the local field, and the old lines are preparing for increased traffic.

The local lumber companies also will be important contributors to the traffic of the new railroad. They intend to go after all the trade of the southwest. Estimates already have been made of the amount of business it will be possible to get, having had solicitors in Arizona, New Mexico and Nevada during the last year.

A big item of the Arizona lumber business is the mining timbers. One lumber company of Bisbee, Arizona, has an order from the Copper Queen Mining Company to supply it with eighteen million feet of lumber during 1913. To supply the Arizona lumber market it is said that at least one trainload a day will be hauled over the San Diego & Arizona railroad. This trade now is handled

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through northern ports, with which San Diego cannot now compete on account of a lack of transportation facilities.

The rapidly growing cotton industry of Imperial valley also will be an important factor in the freight revenue of the new railroad, that it is believed will be the cause of inducing capitalists to locate new industrial plants here.

In conjunction with the opening of the Panama canal, San Diego will receive many other advantages over other coast cities by the completion of the San Diego & Arizona railroad.

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CHAPTER XXIV

THE PRESS

(Reproduced from Smythe's History of San Diego.)

The first paper published in the city of San Diego was the San Diego Herald. The initial number appeared May 29, 1851, only twelve days after the first publication of La Estrella de Los Angeles (The Star of Los Angeles). In September of the preceding year a small sheet called the San Luis Rey Coyote had been issued by some army officers stationed at that mission, purporting to be edited by one C. Senior (Si Senor). It was a comic journal, neatly written, and contained a map and some useful information, but it was not in any proper sense of the word a newspaper, and only one number was published. It is not known how many copies were published.

The Herald was at first a four-page, four-column paper, published every Thursday. The subscription price was $10 per annum and the advertising rates were eight lines or less, $4 for the first insertion and $2 for each subsequent insertion; business cards at monthly rates and a discount offered to yearly advertisers. The reading matter in the first number, including a list of three hundred and twenty letters which had accumulated in the San Diego postoffice, filled five and three-fourths columns. The local advertisements made two columns, and those of San Francisco advertisers eight and one-fourth columns. The paper contained quite a little local news and was well set up and printed.

The editor and proprietor of this paper was John Judson Ames. He was born in Calais, Maine, May 18, 1821, and was therefore a few days past his thirtieth birthday when he settled in San Diego. He was a tall, stout, broad-shouldered man, six feet, six and a half inches high, proportionately built, and of great physical strength. His father was a shipbuilder and owner. Early in the '40s young Ames's father sent him as second mate of one of his ships on a voyage to Liverpool. Upon his return, while the vessel was being moored to the wharf at Boston, a gang of rough sailor boarding house runners rushed on board to get the crew away. Ames remonstrated with them, saying if they would wait until the ship was made fast and cleaned up, the men might go where they pleased. The runners were insolent, however, a quarrel ensued and one of the intruders finally struck him a blow on the chest. Ames retaliated with what he meant for a light blow, merely straightening out his arm, but, to his horror, his adversary fell dead at his feet. He was immediately arrested, tried for manslaughter, convicted, and sentenced to a long term in the Leverett street jail. The roughs had sworn hard against him, but President John Tyler understood the true facts in the case and at once pardoned him. After this, he was sent to school to com-

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plete his education. A few years later, being of a literary turn, he engaged in newspaper work and in 1848 went to Baton Rouge, Louisiana, and started a paper which he called the Dime Catcher, devoted to the cause of the whig party in general, and of General Zachary Taylor's candidacy for the presidency, in particular.

After the discovery of gold, he joined the stream of immigrants and came to California by way of Panama, arriving at San Francisco, October 28, 1849, without a penny in his pockets. Borrowing a hand cart, he engaged in the business of hauling trunks and luggage. He always kept as a pocket piece the first quarter of a dollar he earned in this way. His financial condition soon improved and he formed a number of valuable friendships, especially among his Masonic brethren at San Francisco. He was present at the first meeting of any Masonic lodge in California, that of California Lodge (now No. 1), November 17, 1849. On the following 9th of December he became a member of this lodge, presenting his demit from St. Croix Lodge No. 40, F. & A. M., of Maine. He also became interested in newspaper work, writing under the pen name of "Boston."

The question naturally occurs at this point: What was it which induced a man thus situated to leave these friends and settle in a little town of five or six hundred inhabitants? Ames's own writings may be searched for the answer, in vain. It is scarcely sufficient to suppose that it was due to his desire for independent employment, for at that time the region could not support a paper which would pay its publisher a living. The matter has excited wonder in other quarters. Thus, a writer in the Sacramento Union says:

"A number of young but well defined interests called for the publication of an organ in this end of the Western American seaboard, though San Diego at that early day, no less than in later times, offered very little encouragement of the quality of local support to a newspaper. Any person who was willing to accept the chances of an easy living and endure the dull routine of a little out of the way place, holding on for advantages that must certainly come by and by, might publish a newspaper in San Diego successfully; and such a person seems to have been found in the conductor of the organ at that place. To him belongs the merit of establishing the press on that lonely shore."

The answer to this question rests upon the testimony of living men, to whom Ames disclosed it in confidence, and is strikingly confirmed by the whole policy of the Herald. Ames established the Herald as the organ of United States Senator William M. Gwin, who expected to bring about the division of the state, the annexation of Lower California and the Sandwich Islands, and the construction of a southern transcontinental railway terminating at San Diego. This, of course, would have made San Diego the capital of the new state, and probably the most important city on the Pacific coast. That Gwin had the purposes mentioned and that the first transcontinental railway project was for a line on the thirty-second parallel and intended as an outlet for the southern states, are historical facts too well known to require proof. From the first, the Herald vigorously supported Senator Gwin's policies, the project of state division, and the southern transcontinental railway. Moreover, the surprisingly large volume of San Francisco advertisements in the Herald can scarcely be accounted for on any theory except that the paper was subsidized by means of these advertisements. It is scarcely reasonable to suppose that there was business enough here to justify

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San Francisco merchants in using more than half of Ames's space for their advertisements, at the start, and to keep this up for years. As a matter of fact, Ames took only a slight part in the public life of San Diego, and spent all the time he possibly could in San Francisco. Gwin failed in all these schemes, although he served as senator from California two full terms from 1849 to 1860. He also failed to keep his promise to Ames, and the editor's end, broken in health, fortune and ambition, was truly a sad one. But this is anticipating; at the present point in our story, our editor is young, strong and full of hope.

In getting his paper established at San Diego, he had to overcome obstacles which, as he himself says, "would have disheartened any but a 'live Yankee.'" He issued a prospectus in December, 1850, and took subscription and advertising contracts on the strength of it. Had his plans prospered, the Herald would have been the first newspaper printed south of Monterey, but delays and difficulties followed. He says in his first number:

"We issued our prospectus in December last, and supposed at the time that we had secured the material for our paper, but when we come to put our hand on it, it wasn't there! Determined to lose no time, we took the first boat for New Orleans, where we selected our office, and had returned as far as the Isthmus, when Dame Misfortune gave us another kick, snagged our boat, and sunk everything in the Chagres river. After fishing a day or two we got enough to get out a paper, and pushed on for Gorgona, letting the balance go to Davy Jones' Locker. Then comes the tug of war, in getting our press and heavy boxes of type across the Isthmus. Three weeks of anxiety and toil prostrated us with the Panama fever by which we missed our passage in the regular mail steamer—the only boat that touched at San Diego—thereby obliging us to go on board a propeller bound for San Francisco. This boat sprung a leak off the Gulf of Tehauntepec—came near sinking—run on a sandbank—and finally got into Acapulco where she was detained a week in repairing. We at last arrived in San Francisco, just in time to lose more of our material by the late fire."

Some sidelights are thrown upon his adventures, by the way, by those to whom he related them more in detail. On arriving at Chagres, he found much difficulty in getting his outfit transported across the Isthmus. The only means of conveyance was by barges of canoes up the Chagres river to the head of navigation at Gorgona or Cruces, and thence on the backs of mules to Panama. He engaged a bungo with a crew of native boatmen and started up the river. When the boat was snagged, the standard of the press, a casting weighing about four hundred pounds, was part of the sunken material and, although the river was shallow, the boatmen were unable to lift it up on the boat again. After watching their futile efforts for half a day, Ames lost his patience completely and, jumping overboard in a frenzy and scattering the boatmen right and left, he seized the press and placed it upon the boat himself. Arriving at Cruces, he experienced great difficulty in getting his goods transported by mules, and had to pay exorbitant prices. When he reached Panama he was compelled by the attack of fever to remain some time, along with a number of California immigrants waiting for the steamer. During this time of waiting, he set up his plant and published a paper called the Panama Herald, half in English and half in Spanish.

It would seem that a man of so much strength and tenacity of purpose was

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of the sort to make a success of his newspaper venture, at San Diego, and, indeed, though the Herald was somewhat erratic, it never lacked in vigor.

Ames cast in his lot with the new town (Graytown, or Davis's Folly), which was then just starting. He had met William Heath Davis before coming, and the latter aided him to the extent of almost $1,000 in getting his press set up—a debt which was never discharged. The office of the Herald was over the store of Hooper & Company, at the corner of Fourth and California streets. About two years later, when the new town had proven a temporary failure, the Herald was removed to Old Town, and for the greater part of its life occupied the second floor of a building owned by Louis Rose, at the northwest corner of the Plaza.

Ames's frequent trips to San Francisco, doubtless for the purpose of looking after his political fences as well as his advertising patronage, began soon after his settlement in San Diego. It has been suggested that his readers, as well as himself, needed an occasional rest. Having no partner, it was his custom to leave the paper in charge of his foreman or some friend whom he could induce to undertake the burden. This course led to trouble on more than one occasion. It was quite the usual thing for an issue or two to be skipped at such a time. While he was away on these and other trips, it was Ames's custom to write long letters to the Herald, which he signed "Boston," and hence he became locally known as "Boston."

His first trip to San Francisco seems to have been October 30, 1851, when he left his foreman, R. M. Winants, in charge of the paper, "with a good pair of scissors and a vast pile of exchanges."

On January 24, 1852, he went to San Francisco again, leaving "the amiable trio, Vaurian & Company," to occupy the editorial chair. Vaurian was the pen name of a contributor to the Herald, whose identity is unknown.

In the latter part of August, 1852, Ames left for the Atlantic states and did not return until the following March. He left the keys of his office with Judge James W. Robinson, but in December a man named William N. Walton came to San Diego and representing to Judge Robinson that he had arranged with Ames in San Francisco to publish the paper, was allowed to take possession. He proceeded to publish the paper in his own name from December 4th until Ames's return, March 19-21, 1853, when he suddenly disappeared. The only allusion Ames made to this affair upon his return was this:

"During our absence in the Atlantic states last winter, a friend to whom we loaned the keys of our office allowed a usurper to enter there, who made such havoc with our tools, to say nothing of the injury done to the reputation of the Herald, that it will take some time yet to get things established on the old basis.

Six years later this Walton was arrested in Portland, Oregon, on a charge of robbery, and the Herald in commenting on this, says that at the time of the Walton episode he had closed the office "for the season."

The Herald of August 13, 1853, contained the following announcement:

"We shall leave on the first steamer for San Francisco, to be absent about two weeks. A friend of acknowledged ability and literary acquirements will occupy the Old Arm Chair during our absence."

This was the prelude to the most amusing scrape that Ames's absences led him into, as it was the occasion when Lieutenant Derby edited the Herald for

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six weeks (instead of two) and changed its politics, as related farther on. Ames seems to have learned something from this experience, for upon starting again for San Francisco. about December 3d of the same year, leaving one "Borax" in charge, he gave the editor pro tem of the paper "strict injunctions not to change its politics," as Derby had done.

In April, 1855, Ames went east again. It is said this trip was made on public business but nothing has come to light to show what the public business was. Ames himself states that he was present at the convention of the American (Know Nothing) party, in Philadelphia, when Fillmore was nominated for president. It is a matter of record that he brought out Phoenixiana at this time and it is also understood that he brought his wife to San Diego with him upon his return, some time the following spring.

During this prolonged absence, Ames left William H. Noyes in charge of the paper, who took good care of it, not only at this time, but also on several subsequent occasions when Ames went to San Francisco. In April, 1857, when about to depart on such a trip, Ames left the following savage attack upon certain officials for insertion in the next issue:

"Malfeasance in Office:—We have for a long time been aware of the utter unfitness of our County Clerk and Recorder for the position which he occupies. * * * It is well known that this County is deeply in debt, but it is not so well known that the greatest portion of this debt has gone into the hands of county officers. * * * The salary of the County Judge of this county is fixed by law at $1,000 and yet for a long time Mr. Couts, the County Auditor, has been issuing scrip to him at the rate of $1,200 per annum."

He then goes on to say that a party had a bill against the county of long standing, which after some trouble he got approved, and demanded the issuance of scrip to him *first*, so that it would be the first paid when the county had any money. He charges that Couts promised to do this but evaded it and issued scrip clandestinely to his friends ahead of it.

"It is to be regretted that there are not other offices in the county to which he (Couts) could be elected or appointed, as he at present only fills the following: County Clerk, County Recorder, County Auditor, Clerk of the Court of Sessions, Clerk of the First District Court, Clerk of the Board of Supervisors and Clerk of the Board of Equalization, the income of which offices is greater than that of any other officer in the county."

This looks as though Gilbert had been reading the San Diego Herald when he drew his character of Pooh Bah, in the opera of the Mikado. In the next issue of the Herald Noyes repudiates this blast and "wishes it distinctly understood that it owes its paternity to the regular editor."

The issue of May 30, 1857, contains an apology for its leanness in the matter of news, "the editor being absent in San Francisco, the sub-editor gone into the country, and, to crown all, the 'devil' having sloped, leaving us 'alone in our glory,' with an overabundance of labor to perform, and a dearth of local news."

It is probable that on account of his relations with Senator Gwin, Ames had free steamer transportation during the first two or three years of the Herald's life. Derby seems to have had some such thought in his mind when writing this:

"*Facilis descensus Averni*, which may be liberally translated: It is easy to go to San Francisco. Ames has gone."

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During the last year or two of the Herald's publication in San Diego it was not so "easy," for the paper severely criticises the Holliday Steamship line, complains of its poor service and high fares, "which prevent the editor from going to San Francisco on pressing business," indicating, possibly, that the free pass had been called in.

The political complexion of the paper was changed several times. The first issue announced it to be "Independent in all things, neutral in nothing," but soon afterward it supported Bigler for governor, and the full democratic ticket nominated by the Benicia convention. But Ames was independent enough to kick over all party traces when he felt like it. He opposed President Pierce and severely criticised him at times, one reason for this doubtless being the fact that Pierce had vetoed a bill appropriating money for the improvement of the San Diego river. In April, 1855, he hoisted the name of General Sam Houston for president. In May, 1856, he came out for Fillmore and Donelson for president and vice president, and went over completely to the know nothing party, substituting for his original motto the following: "Thoroughly American in principle, sentiment and effort." This bolt to the know nothing party appears not to have produced any results. The town and county were democratic up to the time that Horton came, and for some little time thereafter. When the know nothing movement died out, Ames returned to the democratic fold. In 1857 his motto was changed to: "Devoted to the interest of Southern California."

It is clear that Ames suppressed many things which he thought might hurt the reputation of the town. The trouble with the San Francisco volunteers, following the Garra insurrection, is scarcely mentioned in the Herald. Again, while Ames was away on one of his trips, the editor pro tem. thought proper to write up and condemn certain disorders. Some of the citizens protested against this publicity in a letter in which they declared it was contrary to Ames's policy to have such items appear. It may be inferred from this that much interesting historical material has been lost on account of this policy of suppression—a policy which is not yet extinct.

The many difficulties under which the paper struggled would make an interesting story could Ames himself tell it. There was no telegraph, no telephone, no railroad in those days, and for news of the outside world he was dependent upon a semi-monthly mail service by steamer, which service was poor and irregular. He seems to have depended for his exchanges almost entirely upon the pursers of the steamers calling at this port. In almost every issue of the paper he acknowledges the receipt of bundles of papers, or growls about the neglect of those who should deliver mail and do not. After the transcontinental stage line was opened to the east (August 31, 1857) matters went somewhat better.

In the latter part of 1855 the Herald ran for some time a list of all the post-offices in California and at all times it was found necessary to fill up with miscellaneous matter. Another source of trouble was the difficulty of obtaining supplies of print paper, and several issues were printed on common brown wrapping paper, for the reason that the paper ordered had, through some neglect or blunder at San Francisco, not arrived.

The failure of Gwin's schemes had a very depressing effect upon Ames, whose hopes and expectations had been very high, and other causes tended to discourage him. His wife died March 14, 1857, and not long after unknown parties

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mutilated and destroyed the monument at her grave. On October of this year, while he was absent in San Francisco, a gale blew down and completely demolished his house at Old Town, known as "Cosy Cottage." These things saddened and embittered him and, already somewhat given to indulgence in liquor, he became dissipated and broken in health. He married again, about 1858 or 1859. Soon after this, Brigham Young ordered the Mormons living at San Bernardino to come to Salt Lake to aid him in resisting the United States troops under Albert Sydney Johnston, and most of them sold out in haste for whatever they could get. The influx of Americans who bought them out, together with the discovery of gold in Holcomb valley, made San Bernardino quite lively and Ames determined to remove his paper to that place. The last number of the San Diego Herald was issued April 7, 1860, and then Harvey C. Ladd, a Mormon who had been a resident of San Diego, hauled the outfit to San Bernardino, and Ames began the publication of the San Bernardino Herald. The new paper did not prosper, however, and in a short time he sold out to Major Edwin A. Sherman. Ames's end was now near and he died on the 28th of July, 1861. He had one son, called Huddie, born in San Diego, November 19, 1859, and died in San Bernardino March 27, 1863. His widow married again and she is now also deceased.

The press which was used in printing the San Diego Herald was an old fashioned Washington hand press, made by R. Hoe & Company, New York, and numbered 2327. It is still in use, in Independence, Inyo county, where it prints the Inyo Independent. After using it for a time to publish the San Bernardino Patriot, at the beginning of the Civil war, Major Sherman employed Mr. Ladd to haul it across the mountains to Aurora, then in California, but now in Nevada, where in May, 1862, he commenced the publication of the Esmeralda Star. Three years later he sold the outfit to other parties and it was later taken to Independence. It should be brought to San Diego to form the nucleus of a historical collection. There may be a few scattered numbers of the Herald in the hands of old residents, but the only collection known is that in the San Diego public library. A few numbers are missing but it is almost complete. The preservation of this invaluable file is due to the care of E. W. Morse.

In estimating the character and achievements of John Judson Ames there are some things to condemn, but on the whole, much to praise. He was large hearted, generous and enterprising. For that time, his education was good and he wrote with clearness and fluency. He had opinions of his own and was not backward about expressing them. In speaking of the New England abolitionists, he refers to them as "such men as Garrison and Sumner, who are distracting the country with their treasonable and fanatical preachings." Like other journalists, he found it impossible to please all the people all the time, and there was frequently local dissatisfaction with his utterances. June 10, 1852, he published a letter, signed by nine residents and business men of San Diego, discontinuing their subscriptions, and made sarcastic comments on it, and a few months later he says: "There are several individuals in this city who don't like the Herald. We don't care a damn whether they like it or not."

On another occasion he broke out thus:

"Insolence—There is a man in this town, holding a public position, who has got to using his tongue pretty freely of late, and but that we esteem him beneath

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the notice of responsible citizens, we have been half inclined, on several occasions, to knock him down and give him a good sound thrashing. If we thought the better portion of the community would justify us, and the District Attorney would not bear down too hard upon us for a fine, we would try what good a little pommeling would do an insolent official."

It is probable that Ames's immense size kept him out of trouble, as no one cared to tackle him. There is no record of his having been engaged in a duel, or in any personal combat, except the mythical one with Lieutenant Derby, but an item in the Herald of August 13, 1853, shows that he was a valuable peace officer and something of a sprinter as well.

"Indian Rows—There is scarcely a day passes that there is not some fight among the Indians about town, in which one or more is cut or otherwise mutilated—and all through the direct influence of whiskey or some other intoxicating drink sold to them by Californians or Americans. * * * A row occurred last Sunday night in which some fifteen or twenty drunken Indians participated, some of whom got badly beaten or cut with knives. Sheriff Conway called upon a number of citizens about 12 o'clock to go and arrest these disturbers of the peace. They succeeded in capturing eleven of the tribe, who were arraigned the next day before Justice Franklin. One was fined $10 and sentenced to ten days' imprisonment, another to receive 25 lashes each for two offences; and two were fined $5 and costs. On arresting the last 'batch' the ringleader was put in charge of Judge Ames, to convey to the 'lock-up.' They had advanced but a few rods from the rest of the party when the Indian made a sudden spring from his leviathan escort and made tracks towards the river. The Judge commanded him to stop, but he kept on, and was fired at twice—the last ball taking a scratch at his side just under the left arm. Having no more shot, legs were put into requisition, and then came the tug of war. The Indian held his own for about fifty yards, when the Judge began to gain on him, and when he had got within striking distance, that ponderous arm of his came down twice with a 'slung shot,' breaking the Indian's right arm and his left collar bone, which brought him to the ground, when he was secured and taken to the calaboose."

Soon after this occurrence Ames advertised for the return of a sword cane. It also appears that he had some difficulty with Major Justus McKinstry, which mutual friends thought it necessary to arrange before Ames's departure for the east, in April, 1853, and J. R. Gitchell published a card stating that a reconciliation had been effected. It is clear that notwithstanding his gigantic size, our first editor was not altogether a man of peace. It is also a fact that he was very remiss in the payment of his debts. That he had enemies in San Diego and vicinity is shown by the fact that he held but one elective office and that a minor one.

Lieutenant George H. Derby made San Diego his home for about two years, from 1853 to 1855, and left behind him memories which the people of San Diego cherish to this day. This, not merely because the scene of so many of the funny things in Phoenixiana is laid here, but quite as much on account of his lovable personality. It may be assumed that the reader is familiar with that delectable book and it will therefore not be profitable to reproduce any considerable part of it, but it is believed that something about Derby's life and personality, with a

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few selections of local interest from Phoenixiana and others from the old Herald files not so familiar to the public, will prove of interest.

George Horatio Derby was born in Dedham, Massachusetts, April 3, 1823. He attended school in Concord and is remembered by Senator Hoar, who says in his autobiography that Derby was very fond of small boys. Afterward he tended store in Concord but failed to please his employer, "who was a smug and avaricious person." During the proprietor's weekly absences in Boston, Derby would stretch himself out on the counters and read novels, and at such times did not like to be disturbed to wait on customers, and was quite likely to tell them the goods they wanted were out. He afterward entered West Point and graduated with distinction in 1846. He served through the Mexican war, was wounded at Cerro Gordo and was made a first lieutenant.

In April, 1849, he arrived in California on board the Iowa, with General Bennett Riley and a part of the Second Infantry Regiment. He was employed on different tours of duty in the Topographical Corps until July, 1853, when he was detailed to superintend the turning of the San Diego river to make it debouch into False bay. His description of the voyage down and of the appearance of the town of San Diego at that period, in Phoenixiana, are among the funniest things he ever wrote. He met Judge Ames and has this to say about him: "I fell in conversation with Judge Ames, the talented, good hearted, but eccentric editor of the San Diego Herald. * * * I found 'the judge' exceedingly agreeable, urbane and well informed, and obtained from him much valuable information regarding San Diego." Ames appeared to have proposed to Derby almost immediately to take charge of his paper for two weeks, while he made one of his frequent trips to San Francisco. At least, it is quite certain they were acquainted, for Derby had been in San Diego during the preceding April on business connected with the work on the river, and at that time visited the Masonic lodge, of which order they were both members. He was undoubtedly well acquainted with Derby's reputation as a writer, as his sketches had appeared in the San Francisco papers over the pen names of "John Phoenix" and "Squibob." Derby readily fell in with the proposal, doubtless foreseeing opportunities for no end of fun. The situation is developed thus in the Herald.

In his issue of August 13th, Ames said:

"Our absence.—We shall leave on the first steamer for San Francisco, to be absent about two weeks. A friend of acknowledged ability and literary acquirements will occupy the 'old arm chair' during our absence."

Derby writes, in his letter to a San Francisco paper:

"Lo, I am an editor! Hasn't Ames gone to San Francisco (with this very letter in his pocket), leaving a notice in his last edition, 'that during his absence an able literary friend will assume his position as editor of the Herald,' and am I not that able literary friend? (Heaven save the mark). 'You'd better believe it.' I've been writing a 'leader' and funny anecdotes all day * * * and *such* a 'leader' and *such* anecdotes. I'll send you the paper next week, and if you don't allow that there's been no such publication, weekly or serial, since the days of the 'Bunkum Flagstaff' I'll *crawfish,* and take to reading Johnson's Dictionary."

In the Herald he made the following announcement:

"Next week, with the Divine assistance, a new hand will be applied to the bellows of this establishment, and an intensely interesting issue will possibly be

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the result. The paper will be published on Wednesday evening; and, to avoid confusion, the crowd will please form in the Plaza, passing four abreast by the City Hall and Herald office, from the gallery of which Johnny will hand them their papers. '*E pluribus unum,*' or 'A word to the wise is bastante.' "

Ames neglected to ask what Derby's politics were, or to give instructions respecting the policy of the paper during his absence. The result was disastrous, for Derby immediately changed its politics from democratic to whig. The mingling of fun and seriousness in his political leaders of this time is inimitable. He sometimes mixed up the two gubernatorial candidates, Waldo and Bigler, referring to them as "Baldo and Wigler," or "Wagler and Bildo."

"Old Bigler," he declares, "hasn't paid the people of this county anything for supporting him (though judging by the tone of the Independent Press, he has been liberal enough above). We think therefore they will do precisely as if he had,—vote for a better man."

Again:

"Frank, our accomplished compositor, who belongs to the fighting wing of the Unterrified Democracy, 'groans in spirit and is troubled,' as he sets up our heretical doctrines and opinions. He says 'the Whigs will be delighted with the paper this week.'

"We hope so. We know several respectable gentlemen who are Whigs, and feel anxious to delight them, as well as our Democratic friends (of whose approval we are confident), and all other sorts and conditions of men, always excepting Biglerites and Abolitionists. Ah! sighs the unfortunate Frank, but what *will* Mr. Ames say when he gets back? Haven't the slightest idea; we shall probably ascertain by reading the first Herald published after his return. Meanwhile, we devoutly hope that event will not take place before we've had a chance to give Mr. Bigler one *blizzard* on the subjects of 'Water-front extension,' and 'State Printing.' We understand these schemes fully, and we are inclined to enlighten the public of San Diego with regard to them. Ah! Bigler, my boy, old is J. B. but cunning, sir, and *devilish sly*. Phoenix is after you, and you'd better pray for the return of the editor *de facto* to San Diego, while yet there is time, or you're a *goner,* as far as this county is concerned."

On September 17th, Derby says that Ames had promised to write to the Herald regularly. "We present to our readers this week the only communication we have received from him for publication since his departure. It contains the speeches of William Waldo, advocating his own election; the remarks made by the Judge himself before the railroad meeting, in favor of San Diego as the Western terminus; and the political principles in full of John Bigler. Apart from these matters of interest, it may be considered in some respects a model communication, for it contains no personal allusions whatever, nor anything that could cause a blush on the cheek of the most modest maiden, or wound the feelings of the most sensitive or fastidious. As a general thing, it may be considered the most entirely unexceptional article the worthy Judge ever composed. Here it is:

"Letter from J. J. Ames, Esq., for the San Diego Herald."

(A blank space).

But although Ames was strangely silent for a time, he did write Derby, at last, protesting against his policy. This letter was not received, however, until

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after the election, and remembering this fact it is interesting to note how Derby treated it:

"We have received by the *Goliah,* an affecting letter from Judge Ames, beseeching us to return to the fold of Democracy from which he is inclined to intimate we have been straying. Is it possible that we have been laboring under a delusion—and that Waldo is a Whig! Why 'Lor' How singular! But anxious to atone for our past errors, willing to please the taste of the editor, and above all, ever solicitous to be on the strong side, we gladly abjure our former opinions, embrace democracy with ardor, slap her on the back, declare ourselves in favor of erecting a statue of Andrew Jackson in the Plaza, and to prove our sincerity, run today at the head of our columns, a democratic ticket for 1855, which we hope will please the most fastidious. Being rather hard up for the principles for our political faith, we have commenced the study of the back numbers of the Democratic Review, and finding therein that 'democracy is the supremacy of man over his accidents,' we hereby express our contempt for a man with a sprained ankle, and unmitigated scorn for anybody who may be kicked by a mule or a woman. That's democratic, ain't it? Oh, we understand these things—Bless your soul, Judge, we're a democrat."

The ticket which he "ran up" was as follows:

"Democratic State Nominations.

"Subject to the Decision of the State Democratic Convention, May, 1855. For Governor, John Bigler. For Lieutenant Governor, Samuel Purdy."

Concerning the whig ticket, he says:

"The 'Phoenix Ticket' generally, appears to give general satisfaction. It was merely put forward suggestively, and not being the result of a clique or convention, the public are at perfect liberty to make such alterations or erasures as they may think proper. I hope it may meet with a strong support on the day of election; but should it meet with defeat, I shall endeavor to bear the inevitable mortification that must result with my usual equanimity.

"Like unto the great Napoleon after the battle of Waterloo, or the magnanimous Boogs after his defeat, in the gubernatorial campaign of Missouri, I shall fold my arms with tranquillity, and say either, *'C'est fini,* or *'Oh pshaw, I know'd it!'* "

The whig ticket carried the county but the democrats carried the state. His comments upon the result of the election are interesting:

"News of the Week.—We publish this week the gratifying intelligence, *sobre la izquierda* (over the left), of the triumphant reelection of John Bigler to the chief magistracy of this commonwealth. The voice of the Democracy has been heard, pealing in thunder tones throughout the length and breadth of the State, waking the echoes on Mokelumne Hill, growling in sub-bass from the San Joaquin (Republican), reverberating among the busy and crowded streets of Monterey and reechoed from the snow capped summits of San Bernardino, with extensive shouts of Extension and John Bigler forever! While we of San Diego, through the culpable negligence of the *Goliah* (which put the *Voice* aboard but left it at San Pedro), have gone on unhearing and unheeding and voted for William Waldo, just as if nothing extraordinary was taking place. Many rea-

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sons are assigned by the Independent Press of San Francisco, and our Whig exchanges, for the election of Bigler. I am inclined to attribute it principally to the defeat of Waldo, and the fact that the San Diego Herald took no active part in the Gubernatorial election. Had Waldo been successful, or our course been of another character, there is every reason to suppose that the result would have been different. But 'whatever is, is right,' as the old gentleman sweetly remarked, when he chopped off the end of his nose with a razor, in an endeavor to kill a fly that had lit thereon while he was shaving. 'There is a Providence that shapes our ends rough—hew them as we may.' Governor is still *Governor* Bigler, there'll be no *Ex.* to his name (unless it be ex-tension) for the next two years; the people are satisfied, he is gratified, and I am delighted, and the Lord knows that it makes very little difference to me individually, or the people of this country at large, whether the water front at San Francisco remains unaltered, or is extended to Contra Costa. San Diego boasts a far finer harbor at present than her wealthier rival, and when that of the latter is entirely filled up, it will be more generally known and appreciated. 'It's an ill wind that blows nobody good.' If this election should, however indirectly, cause San Diego to assume its proper position as the first commercial city of California, I shall reverence the name of John Bigler forever, and I will bestow that honored appellation upon my youngest child, and have it engraved upon a piece of leather or other suitable material, and suspended about that tender infant's neck, until such time as he shall be old enough to learn and love the virtues of his honored Godsire."

Derby never wrote anything more delicious than his account of the combat (which did not occur) between himself and Ames upon the latter's return, when "we held 'the Judge' down over the press by our nose (which we had inserted between his teeth for that purpose)," until "we discovered that we had been laboring under a 'misunderstanding,' and through the amicable intervention of the pressman, who thrust a roller between our faces (which gave the whole affair a very different complexion), the matter was finally adjusted on the most friendly terms." The people of San Diego took the change of politics of the Herald rather seriously, greatly to Derby's delight. One old gentleman admits that he hurried to the Herald office and paid a year's subscription in the belief that the change was genuine. There was quite a little speculation as to "what Ames would do to Derby when he got back," and Derby played upon this apprehension and purposely let it be understood that he was awaiting Ames's return in trembling terror. Thus, he says:

"Though this is but my second bow to a San Diego audience, I presume it to be my last appearance and valedictory, for the editor will doubtless arrive before another week elapses, the gun will be removed from my trembling grasp, and the Herald will resume its great aims, and heavy firing, and I hope will discharge its debt to the public with accuracy, and precision. Meanwhile 'The Lord be with you.' 'Be virtuous and you will be happy.'"

The friendly relations between Ames and Derby were never broken, and the combat which Derby describes was purely imaginary. The editor was a very large man and had a reputation as a fire eater, while the lieutenant was small and such a combat would have been a very unequal affair. Ames's own comments, in the first number after his return show that if he did not entirely relish the joke, he reconciled himself to bear it:

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"*Turned Up Again!* Here we are again! Phoenix has played the 'devil' during our absence, but he has done it in such a good humored manner, that we have not a word to say. He has done things which he ought not to have done, and has left undone things which he ought to have done; but as what evil he has done cannot be undone, we may as well 'dry up' and 'let it slide.'"

"He has abused Captain Wright, and like David of scripture memory, he has killed off the *Goliah*. He has abused our noble friend, Governor Bigler, but as the people in this region considered it only a faint echo of the Independent Press of San Francisco, it had a contrary effect from that intended, and we are perfectly satisfied with the result. Notwithstanding the great hue-and-cry throughout the State, that Governor Bigler was the father of the 'Extension Scheme,' and every imaginable outrage against the rights of the people, and that hired emissaries were sent down here from San Francisco to stir up discord in the ranks of the Democracy, Waldo got but about thirty majority in the county—and these votes were all cast in one precinct. Well, it's all over, Bigler is Governor, and the country is safe for the next two years, at least."

The files of the Herald give incontrovertible proof of the friendship which continued to exist between these two men, so long as they both lived. In 1855, Ames compiled Phoenixiana and superintended its publication. This was done against Derby's judgment, he apparently thinking the matter too ephemeral for such a setting. It is possible that he also doubted Ames's competency, and if so, he was justified, for a more sloppily gotten up book has seldom been issued. Notwithstanding this, the naive humor and exquisite drollery with which it abounds made it a success and today it is a classic. It was with considerable pride that Ames announced in 1859 that he had reengaged the services of "John Phoenix" to write for the Herald exclusively.

The fun which Derby had while conducting the Herald, aside from the famous political *bouleversement,* has received too little attention. In his first number, he added to the editorial column, under the name of Ames: "Slightly assisted by Phoenix." He had fun with ex-Governor McDougal, who chanced to visit the city:

"Distinguished Visitors.—His ex-Excellency, the Hon. John McDougal, and Col. J. B. Wells, from San Francisco, have arrived among us on business, which will detain them until the arrival of the next steamer (as they have no other means of getting away).

"The Governor looks as hale, hearty and roseate as ever; don't think Bigler stands much chance of election, and wouldn't be quite inconsolable if he *should* be defeated. He has been engaged in a theological and polemical controversy with the Rev. Dr. Reynolds since his arrival, in which they have had it 'Nip and Tuck,' the Governor taking an occasional 'Nip' to clear his mind and fortify his spirits as 'Friar Tuck' would get a little advantage in the argument. At their last sitting, the discussion turned upon the 'Divinity of the Scriptures,' and was closed by a remark of the Governor's, 'that the Bible (like his adversary's nose), was a good deal *read.*'

"Governor McDougal goes to the Playa today to wait for the Northerner to take him to San Francisco. The Governor expresses himself much gratified with his visit; and we are pleased to hear that it is his intention to purchase an elegant mansion lately erected at New Town, bring his family here in the spring,

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and make San Diego his permanent residence. He will devote himself to the profession of the law, and will be a most valuable acquisition to our bar."

The Herald having received a letter from the resident physician of the Stockton Insane Asylum, asking for a copy of the paper, Derby says he will send it, and anxiously inquires whether two could not be used? He also asks whether the idea of sending for the Herald was the doctor's or the patient's; and if the latter, "they're sensible to the last," "there's method in their madness," and "they ought immediately to be discharged, every mother's son of them."

Derby was fond of San Francisco and his writings abound with allusions to it. This remark may aid somewhat in the appreciation of the following:

"The Press of San Francisco.—The steamer of the 1st from San Francisco brought no papers, none whatever—Some three or four weeks since, two little papers, called, we believe, the 'Alta California' and the 'Herald,' were published regularly in that village, and we used occasionally to receive them. They were made principally of excerpts from the San Diego Herald, and we cannot but regret that the failure of the *Goliah* and the uncertainty of the mails, preventing our paper reaching them with its customary regularity, should have caused their publication to be discontinued.

"San Francisco is a place of little business or importance, but in a large city like this, country intelligence is occasionally amusing, and should either of the above papers be republished or a new press started in San Francisco, we shall be willing to exchange. We are just informed that two little political sheets called the 'Commercial Advertiser' and the 'Placer Times and Transcript,' are occasionally published yet in San Francisco. Ah, we dare say; we have never seen them, however. Willing to encourage the humble efforts of any individuals if exerted in a proper direction, we shall not object to an exchange with either of these little affairs, if they think proper to request it."

While the work on the San Diego river was progressing, he allowed himself the luxury of a few jibes about it. Upon his arrival he wrote:

"Here I saw Lieutenant Derby (himself), of the Topographical Engineers, an elderly gentleman of emaciated appearance and serious cast of features. Constant study and unremitting attention to his laborious duties have reduced him almost to a skeleton, but there are not wanting those who say that an unrequited attachment in his earlier days is the cause of his careworn appearance.

"He was sent out from Washington some months since 'to dam the San Diego river,' and he informed me with a deep sigh and melancholy smile, that he had done it (mentally) several times since his arrival."

A little later he noted that: "The report that Lieutenant Derby has sent to San Francisco for a lathe, to be used in turning the San Diego river is, we understand, entirely without foundation."

"The Indians at work on the river behave well and shovel with great ardor *con amore*. There are at present 47 of them at work, and 50 more are expected early in the week. They are under the control of Mr. Conroy and Charles Gage, overseers, and their own chiefs, Manuelito and old Thomas. Tents have been pitched for them, and with an unlimited supply of beans, and the flesh of bulls (a burnt offering they do not despise), they are as happy as circumstances will admit, and 'doing as well as could be expected.'

"The shanty occupied by the workmen on the San Diego river has been

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christened 'The Phoenix Hotel,' out of compliment to the brevet editor of the San Diego Herald."

One more quotation from his writings must suffice. In 1856, Colonel Warren, secretary of the California State Agricultural Society, invited Derby to deliver an original poem at the annual meeting of the society, in September. Derby accepted the invitation by letter, and wrote the following as a sample of what he could do:

"Here's to the land of potatoes and carrots,
Whose *banks* grow wild, rich *bacon* and *parrots;*
Where each apple and pear a dollar apiece is,
And a man may devour just as much as he pleases (Spoken—*if he's the money to pay for them*).
Where the soil is teeming with vegetable treasures,
And a pumpkin ten feet in circumference measures;
Where to root up a turnip, an ox employed is;
By each laborer a very large salary enjoyed is; (*Play on the word celery*)
And kind Colonel Warren with interest watches
The growth of parsley and marrowfat squashes,
And stirs up the farmers, and gives them rules of action and incentives to exertion, and constantly teaches
How they ought not to let Oregon get ahead of them, but establish nurseries at once, where they could raise at very trifling expense, all kinds of grafted fruit, pears and apples, and cherries, and the most delicious peaches, etc., etc., etc."

Listening to the stories told about him by old San Diegans, it becomes clear that Derby was an incorrigible joker and player of pranks. One lady recalls that, having one day climbed into an empty crockery cask, for fun, Derby slipped up and started the cask rolling with her, so that her dress was sadly torn on the projecting nails. She and her husband lived in upstairs rooms at the old Gila House, and Derby used to come into the room below, when he knew she was alone, and rap on the ceiling with his cane, to frighten her. Once while he and Mrs. Derby were calling on this lady and all sitting on the hotel piazza, Derby climbed upon the head of an empty barrel and began to make a burlesque speech. While he was in the midst of this, waving his arms and talking loud, the head of the barrel suddenly fell in with him and he took a tumble, to the great amusement of his audience. The house in which he and Mrs. Derby lived is still standing. He had a very remarkable memory, could recite chapter after chapter of the Bible, and, after hearing a sermon, could repeat it from beginning to end. It is said that he expected the appointment to make the Pacific railroad survey and was greatly disappointed when he did not receive it.

In later years he was employed in the erection of lighthouses on the coasts of Florida and Alabama. He died May 15, 1861, in the prime of his years, and his friend Ames died at San Bernardino two months later. His son, George McClellan Derby, is now a lieutenant colonel in the army.

Whenever a list of America's great newspapers is published the San Diego Union is included. It is recognized as one of the standard publications by all the great advertising firms. It is known as a power for good through its editorial columns and as a purveyor of the news the people demand. With the Los

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Angeles Times, the Portland Oregonian and the Seattle Times it stands as one of the representative journals of the Pacific coast.

The first number of the Union appeared on October 10, 1868. It was a weekly as first issued. From that day to the present the growth of the Union has been incidental to and with the growth of San Diego.

William Jeff Gatewood was the first owner and publisher. He came to San Diego in the early days of 1868 from San Andreas, Calaveras county, Cal., where he had been publisher of the San Andreas Register. Philip Crosthwaite, of San Diego, had visited his sister, Mrs. Gatewood, and had told so glowingly of the future of San Diego and the need of a live newspaper here that Gatewood was enthused and came here to investigate conditions.

Returning to San Andreas, Gatewood interested Edward W. Bushyhead, his foreman, and employed J. N. Briseno. Gatewood hastened back to San Diego overland, leaving Bushyhead to follow on a steamer with the plant of the Union. In the interval before Bushyhead's arrival he busied himself with preparing for the installation of the paper.

The outfit arrived in San Diego on September 19, 1868, and was installed in a frame building owned by Jose A. Altamirano, next the Parsonage, in Old Town. The press was an old Washington hand power machine and the owners had a good assortment of type. Prior to the first publication in October, Colonel Gatewood worked hard for subscriptions and advertising.

By the 3rd of October they were sufficiently settled to be able to issue a prospectus. A copy of this interesting paper follows:

"To the Public:

On Saturday next I will issue the first number of the San Diego Union. Those who wish to advertise will confer a favor upon me by sending in their advertisements as early next week as possible. In order to insure an insertion on the first page of the paper, the copy must be handed into the office by next Tuesday night. I presume that the business men of San Diego appreciate the advantages of advertising and will therefore accept with avidity the opportunity now offered them.

"I will be thankful for any local item of general or special importance, and particularly request to be furnished with names of vessels arriving and departing from our harbor, and with all matters of importance to shippers.

"From those who purpose farming I will be pleased to learn the character of crop they intend planting and the probable quantity of acres they will cultivate. I respectfully invite from all branches of business such communications as will tend to advance the multifarious interests of San Diego county, and promote the general prosperity of our citizens.

"Neither political tirades nor personal abuse will find place in the columns of the Union. As my object—and such is my agreement with my patrons—is to publish to the world the advantages of the harbor, climate and soil of this vicinity, I hope that no imposition, exaggeration or prevarication will ever be tolerated by those who may afford local information to the Union. In my humble judgment they need no such subterfuges, but the plain, unvarnished truth of our harbor, climate and soil is all that need be told, to insure the wonder and win the admiration of the world.

"As the Union is to be politically neutral, I know of no way by which I can

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The San Diego Union.

VOL. I. SAN DIEGO, CAL., SATURDAY, OCTOBER 10, 1868. NO. 1.

SAN DIEGO UNION.

J. N. BRISBNO.

TERMS:

San Diego County Directory.

Board of Supervisors.

Justices of the Peace.

Sessions of Courts.

D. B. HOFFMAN, M. D.

J. NASH,

Merchant

AND

COMMISSION AGENT,

JAMES PASCOE,

EDWARD BURR, M. D.,

THOS. H. BUSH,

W. JEFF. GATEWOOD,

GEORGE IRVINE,

Hams, Bacon, Shoulders,

Dried Beef, Etc.,

THE CALIFORNIA LEAF LARD

SAN FRANCISCO,

JOB PRINTING

OF EVERY DESCRIPTION,

SAN DIEGO UNION.

MAKE HOME BEAUTIFUL.

THE FISHERMAN'S TREASURE

A Curious Elopement.

FACSIMILE OF THE FIRST PAGE OF THE FIRST ISSUE OF THE "SAN DIEGO UNION"

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prevent the expression of my political predilections except by steering entirely clear of politics, therefore, the Union will maintain politically a wise and masterly silence.

"For the many favors I have received at the hands of the citizens of San Diego I return my sincere heartfelt thanks, and only bespeak of them the same kindness, courtesy and consideration for my little pet, to be born on next Saturday.

WM. JEFF GATEWOOD."

The first number of the Union came out, as announced, on October 10, 1868. It was a four-page, six-column quarto sheet, contained fifteen and a half columns of reading matter, and was well set up and printed. In his salutatory, Colonel Gatewood said of his paper:

"Its influence shall be used in urging the people to lay aside the animosities engendered within the last few years, and so sedulously fostered by the selfish political aspirants of the present day—to foster and encourage fealty to our political institutions—obedience to the laws of the country, and charity towards all mankind * * * We * * * pray that our lives may be spared to see the waters of our bay fretting beneath the burdens of busy commerce—to hear the shrill whistle of the iron horse as it spurns the sand of the desert—toils over the mountains and shoots through the valleys in its flight from the Atlantic, to meet in our harbor the rich cargoes from the ancient Orient—to see our bay surrounded by mammoth manufacturing and mercantile houses, princely residences, domes and spires of churches and schools of learning—the streets teeming with a prosperous and industrious people, and our lovely valleys lifting to our genial skies flowers and fruits, in tints as varied and gorgeous as our incomparable sunsets."

For the first two years, it is recorded, that the Union had a hard struggle for existence. The subscription list was about one thousand, considered good at that time, but the advertising patronage was not on a paying basis. In May, 1869, Gatewood sold out his interest to Charles P. Taggart, and Taggart and Bushyhead became the publishers.

The prosperity of the Union dated from the advent of Taggart into the firm. He was a hard worker, hustled for subscriptions and advertising, and soon had the paper on a paying basis. But other interests claimed Taggart and he sold out his shares to Fredrick A. Taylor, of San Francisco, who took charge of the paper in January, 1870.

On the 20th day of January, 1870, the Union, still published as a weekly, was enlarged to a seven column paper. Another change in the management came when Taylor dropped out of the firm and was succeeded by William S. Dodge.

But the Union was in Old Town. At this time Horton's Addition was progressing and threatening the supremacy of the older settlement and the Bulletin, installed there, was enjoying the new prosperity. By an agreement with Alonzo E. Horton the Union removed from the old town into the new addition and thereby secured the exclusive advertising patronage of "Father" Horton.

On June 30, 1870, the first edition appeared from the new headquarters in Horton's Addition. The office was in a building at the southeast corner of Fourth and D streets, then thought "quite out of town," with only the little

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Methodist church across the street and the "Era House" to keep it company. The foundations of the old Horton House were then being laid.

Shortly after the removal from Old Town, William S. Dodge retired from the newspaper. Douglas Gunn, for a time employed on the paper as reporter and printer, succeeded him. His ability, enterprise and courage were soon manifest in the affairs of the Union.

His first big "beat" was the publication of the message of President Grant to Congress in full. Gunn had arranged to receive the message by telegraph and he called the publication as "a piece of newspaper enterprise never before attempted by a 'country paper' in the United States." It had never before been done in San Diego.

On March 20, 1871, the first daily paper in San Diego was published. It was called the "Daily Union." The News and the Star, of Los Angeles, were at that time the only daily newspapers in Southern California.

Ten days after the publication of the Daily Union the weekly paper was enlarged to eight columns and became the largest weekly south of San Francisco. The next April John P. Young, now editor of the San Francisco Chronicle, was employed as business manager.

The formation and publication of a great daily newspaper was not a "bed of roses" for Bushyhead and Gunn. It was for both men a long, hard, uphill pull, with hard work and perseverance called for at every turn of the road.

The first year of the daily found about $1,200 expended for telegraph news. The next year about $2,000 was thus spent and although both men worked like troopers to keep things going, it is not said that neither found themselves underpaid for their work, but on the contrary made money. The partnership of Bushyhead and Gunn lasted through three busy years, years which marked an epoch in the history of the new town, and then Bushyhead retired and Gunn became sole owner, paying Bushyhead $5,000 for his interest. A month later the daily was enlarged to twice its former size, and San Diego was in the midst of its palmy days, the great "Tom Scott" boom being in its zenith. Then the boom collapsed and the paper was hard hit. Gunn in 1877 said that for four years he was editor, reporter and all of the staff, doing many men's work each day to keep the paper on its feet.

But better times came. In 1878 conditions had improved and San Diego was reasserting herself and the Union benefited. On the first day of June in that year the Union moved to a building on Sixth street, one door below where the postoffice was then located. Quiet but prosperous years then followed.

In July, 1881, the paper was enlarged and the first steam printing press in San Diego was set up for use. Five years later the paper was enlarged further.

On August 3, 1886, Douglas Gunn retired to devote his labor to other business and the newspaper passed into the hands of the San Diego Union company, with Col. John R. Berry as manager. His associates were William Collier, now living at Riverside, and J. Russell Smith. Colonel Berry had been city editor of the Union.

Three or four months later Hosmer P. McKoon acquired an interest in the Union and later Bryant Howard and E. W. Morse came into the new company. In the early months of 1888 a "white paper famine" prevailed, and the Union appeared in a coat of many colors, sometimes printed on dirty white, yellow and

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pink paper. In May of that year cards were issued inviting all to come and view the workings of a new double cylinder Hoe press and feeders and the installation attracted great crowds.

In June, 1888, John C. Monteith became owner of some stock in the publishing company and assumed business management of the Union. Later in the year Howard M. Kutchin became business manager and later editor, in which post he continued until June, 1889.

In the closing days of the year 1888 the Union company purchased the Daily Bee from Harry A. Howard, Thomas Fitch and others and the papers were merged under the name of the San Diego Union and Daily Bee. In the following year Berry stepped out and the Monteiths acquired his interest.

Berry went to Ohio. He returned in a few months and took charge of the paper again. Andrew Pollock was then associated with him in the direction of the property.

When the appointment as Collector of the Port came to Colonel Berry in 1890 the dawn of the new era of the Union and of the development of Greater San Diego came by the purchase of Berry's interest by John D. and Adolph Spreckels, who were then represented in San Diego by E. S. Babcock.

From that date these men have been the owners and publishers of the Union. On August 1, 1890, Thomas Gardiner, one of the founders of the Sacramento Union and of the Los Angeles Times, was named as manager of the newspaper. He continued in that capacity until his death which occurred nine years later.

On June 19, 1899, James MacMullen became general manager for the Union company and still continues in that capacity. Under his management the Union has achieved its present growth. In March, 1900, the Union purchased the plant of the Morning Call, formerly the Vidette, and on September 27, 1901, became the owner of the Evening Tribune, a newspaper established in 1895. The Union company has continued the publication of the Tribune, and its circulation and influence has grown steadily.

The Union and Tribune occupy now the Union building which takes up the whole block on D street between Second and Third streets. It is a modern six-story office building and the owners are contemplating larger quarters to accommodate the growth of the two publications.

The Spreckels interests still control the Union and Tribune. James MacMullen is manager and director for both papers. George S. Bates is editorial writer for the Union. He has held this place for many years.

Edmund F. Parmelee is advertising manager for both publications and is the dean of the newspaper corps in San Diego, having been in his present capacity since 1888.

The Union and Tribune have grown with San Diego. Today both papers print in full the news of the world as it comes from the Associated Press and manifold correspondents and connections. The local and special staff of each paper is of the best talent in the country. Many noted journalists have had their early training on the Union and the editorial policy of both the Union and Tribune is noted for its saneness and progressive dictation.

The pioneer editor and publisher of Horton's Addition was William H. Gould, who began the publication of the San Diego Weekly Bulletin on August 21, 1869. It was a four-page, six-column paper. In this first number Mr. Gould expressed

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the opinion that: "There is nowhere on the globe a finer field for newspaper enterprise and the exercise of newspaper power than exists today in our young and growing city of San Diego."

The paper was enlarged to seven columns in December, and in the following June Major Ben C. Truman purchased a half interest and became editor and business manager. In July, 1871, W. H. Ogden became editor, Truman remaining as business manager. At the end of that year Major Truman's connection with the paper ceased. On February 13, 1872, the first number of the Daily Bulletin appeared. It was a small sheet of five columns and four pages. In the following month W. W. Bowers became the business manager and D. T. Phillips became editor of the Bulletin in June. The paper was soon afterward sold to Colonel Gatewood, who took over the entire plant and began issuing a new paper, called the World. The last number of the weekly Bulletin was July 13th, and of the daily, July 23, 1872.

The Bulletin was established by the friends of New San Diego to counterbalance the influence of the Union at the rival town. The Union "coppered" this move, however, by removing to Horton's Addition and having secured Mr. Horton's exclusive patronage, the Bulletin proved unprofitable and soon languished. It began as a Union republican paper but a year later became straight republican and continued so. There is a complete file of this paper in the public library, presented to it by Daniel Cleveland.

William H. Gould left San Diego in 1874 and had a checkered career afterward. He established papers at San Bernardino, Los Angeles and other places, none of which lived long, and was connected with the San Diego Bee in 1887-88.

The first number of the Daily World was issued July 25, 1872, and the weekly two days later. The daily was a small quarto sheet, with four pages of five columns each, and the weekly was a large four-page sheet of seven columns. There were elements of fitness in Colonel Gatewood's being its editor and proprietor. The paper which he had founded (the Union) was now a republican organ, while he was a democrat, and many people thought that the time was ripe for an opposition paper. J. N. Briseno, an old employe of Gatewood on the Union, acquired an interest in August. In October the daily was enlarged to four full size quarto pages of six columns each, and in December the office was removed to the south side of D street, between Second and Third, in what was formerly called the Stockton House.

Joseph D. Lynch succeeded Gatewood as editor and in the fall of 1874 the paper was acquired by Jacob M. Julian and N. H. Conklin. Both were newcomers, from Warrensburg, Missouri, where they had been associated in the publication of a weekly paper. They continued to publish the World a year or two and then it was merged with the News, published by Julian & Company.

Mr. Julian began the publication of the San Diego Daily News in 1875 and continued it until April 9, 1882, when it was purchased by the Sun company.

The Sun first appeared July 19, 1881. Mrs. Charles P. Taggart originated the enterprise. Horace Stevens, Fred C. Bauer and Robert Campion served as editors or managers.

Mrs. Taggart disposed of her interest to A. Wentscher, Edwin Parker, Horace Stevens, Dr. T. C. Stockton and C. P. Gerichten. The first office of the Sun

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was in a small frame building on the east side of the Plaza, where the Schmitt block now stands.

In 1886 Warren Wilson of San Bernardino purchased the Sun, and in December of the same year the paper was established in the Sun building on the Plaza, built by him and now owned by Nathan Watts. In February, 1889, Wilson sold the Sun to Walter G. Smith, now of Honolulu, and W. E. Simpson, the money being furnished by the California National Bank. The purchasers turned the property back to the bank in January, 1891, and Dr. D. Gochenauer was appointed general manager. The failure of the California National Bank in November of that year resulted in the Sun being thrown upon the market, when it was again purchased by Warren Wilson, who in turn sold it on June 3d to Paul H. Blades and E. C. Hickman, the money being furnished by E. W. Scripps, the millionaire newspaper publisher. Mr. Scripps had just come to San Diego from his home in Cincinnati on a visit and was persuaded to invest in the Sun at the request of his cousin, the late Mrs. Fanny Bagby Blades. From this nucleus has grown the entire Scripps league of western newspapers, now covering every important city on the coast.

In November, 1892, the Sun purchased the San Diegan, being merged under the title of San Diegan-Sun. With the San Diegan was secured the services of F. D. Waite as editor, who until recently remained as editor of the paper and is still a member of the staff as associate editor.

The Sun has had various business managers, most of whom are now identified with the Scripps properties on the Pacific coast and elsewhere. In March, 1901, Mr. Scripps purchased the interests of Blades and all others in the Sun and transferred a half ownership to himself and the other half to W. H. Porterfield, which ownership has continued to the present time. For several years past Mr. Porterfield has been engaged in the management of other Scripps properties in northern California and the active business management of the Sun has devolved upon H. E. Rhoads. C. A. McGrew, formerly of the New York Times, is editor. The Sun is independent in politics, with democratic leanings in national campaigns. In 1908 the Sun company moved into its new home, a handsome brick building on Seventh and B streets.

The San Diegan was established by J. M. Julian, E. J. Bacon, and Julian Regan in 1885 as a democratic organ, and four years later sold to Chaffee, Sullivan & Waite, who remained the owners until the consolidation with the Sun in the fall of 1892.

The next paper established in point of time was the Daily and Weekly Bee. The Bee Publishing Company was incorporated in November, 1887, by William F. Hutton, William H. Gould, Thomas J. McCord, Harry A. Howard and Thomas L. Fitch. The company had been organized in the spring by Messrs. Benjamin & Cothran, and had for its editors a Mr. Zeigenfuss and Mrs. Clara S. Foltz. The Bee was a live paper, while it lasted. It was absorbed by the Union in December, 1888.

Other papers have been started at different times but permanently suspended publication. The most important of these was the San Diego Vidette, a daily and weekly paper established by D. O. McCarthy, August 6, 1892. From December 1, 1894, to March 7, 1895, Harr Wagner leased the paper, after which the founder again became managing editor and J. Harvey McCarthy business man-

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ager. In 1899 it was leased for a short time to B. A. Stephens, T. Spears and Frank Gregg, in succession. In January, 1900, the name was changed to the Morning Call, and in the following March the Call suspended publication and the Union bought its plant. The motto of the Vidette was: "Thrice armed is he whose cause is just." It was a live and vigilant paper, independent and fearless, which attacked wrong and corruption wherever found.

In the way of periodical literature, the first ambitious effort was that of Harr Wagner, when he removed the Golden Era monthly magazine from San Francisco to San Diego, during the boom. It was established at San Francisco in 1852. The plant arrived at San Diego early in March, 1887. It was intended to change the name to the Coronado Illustrated Magazine and public announcement was made of that intention, but for some reason the plan fell through and the magazine continued to be published as the Golden Era. In the fall the Golden Era Company was incorporated by Harr Wagner, J. D. Wagner, E. C. Thorpe, C. E. Maxwell and G. C. Berlew. It was a magazine of fiction, travel and general literature, and the oldest illustrated magazine on the Pacific coast. It was the literary journal of the southwest and had a number of notable contributors, among whom were Joaquin Miller, Madge Morris (Mrs. Wagner), Rose Hartwick Thorpe and others. It was published in San Diego until March, 1895, when it was again removed to San Francisco and soon after changed to the Western Journal of Education, under which name it still continues, with Mr. Wagner as editor-in-chief. While here Mr. Wagner engaged in a variety of activities connected with education—was superintendent of schools, connected with the San Diego College of Letters at Pacific Beach, etc.

The next important venture in this line was the Silver Gate, established in January, 1899, by James A. Jasper. Sixteen numbers in all were issued, the last one being April, 1900. It was devoted to local statistics, current politics, articles on climate, horticulture, etc., and also contained views, maps and portraits of value. With the September number, 1899, it absorbed the Mother's Club Magazine (a monthly started February 1, 1899), and the "Mother's Club Notes" formed a department of the magazine until it suspended. It also had for a time a department edited by the Woman's Relief Corps. The back numbers of this magazine are highly prized.

The West American Scientist was established by C. R. Orcutt, December 1, 1884, and he is still the editor and publisher. It is the organ of the San Diego Society of Natural History and was the first scientific publication established on the Pacific coast. It has at different times absorbed a number of other similar publications and its files contain matter of great value.

The Western Magazine issued three numbers—August, September and October, 1906. It was the most ambitious example of periodical literature ever undertaken in San Diego and its early demise was a matter of sincere and widespread regret.

The following is a list of newspapers and periodicals known to have been started in San Diego from time to time. All these periodicals are now defunct, unless otherwise stated.

In May, 1885, D. P. St. Clair started the San Diego Californian and published it about two months.

In 1887 the Bennett Brothers established a paper which they call the News

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(Julian's paper of the same name having been absorbed by the Sun five years before). It was issued as a daily for six months and then removed to Ensenada in Lower California.

The Deutsche Zeitung, a weekly, was established by Charles F. Kamman in 1887 and is still published.

The Free Press, a tri-weekly, was published by J. G. Overshiner in 1887.

The Semi-Tropic Planter, devoted to agriculture, was published by Cooke & Hufford in 1887. C. R. Orcutt afterward became its editor.

The Coronado Evening Mercury was established May 16, 1887. It was an evening daily, published at Coronado by Kimball, White & Company, and later became a weekly issued by F. E. A. Kimball.

The Southern California Information Agency, Augustus Merrill, manager, issued the Southern California Informant in the latter part of 1887. It purported to be " a journal of reliable information and just criticism."

The first issue of the Echo was December 3, 1887. It was a critical and humorous weekly.

R. H. Young issued the Pacific Beach Magazine in 1888. It was subsidized by the Pacific Beach Company and lived about a year, expiring with the boom.

The Beacon was a small weekly published in 1889 by Sigismund Danielwiez, devoted to the discussion of social ethics.

The Clipper was established in 1889 by the Bayside Publishing Company. It was a weekly, edited by John C. Monteith.

The Great Southwest, edited by R. H. Young and devoted to horticulture, was issued in 1889.

The Dart, a prohibition paper, was first issued August, 1888.

Zoe, a biological journal, was established by Mrs. Katherine Brandegee, in 1890.

The Review, a weekly publication by Birdsall & Van Haren, was started about March, 1890. It was devoted to the interests of the National Guard, "society, current comment and education."

May 10, 1890, appeared the San Diego Republic, published every Saturday by Stephens & Harris.

The first number of the Spiritual Times Magazine appeared November 1, 1890. Later the name was changed to the San Diego Times Magazine. The editor was William Alfred Rugg.

The San Diego Advertiser was founded by E. N. Sullivan, July 25, 1891. It is now the San Diego News, a weekly.

The Seaport News was first issued September 3, 1892, and it was the successor of the Coronado Mercury. It was a weekly journal. At the time of the change, T. D. Beasly assumed a half interest in the paper.

The National Popular Review was first issued July 1, 1892. It was a monthly magazine devoted to medical subjects and called An Illustrated Journal of Preventive Medicine. It was published in Chicago and San Diego by J. Harrison White and edited by Dr. P. C. Remondino.

In 1893 the South Carolina Farmer was published by J. S. Richardson. It was devoted to horticultural interests.

Out of Doors for Woman was the title of a publication begun in November, 1893, by Dr. Olive L. Eddy Orcutt.

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The San Diego Real Estate Journal was started in 1895. It was a weekly, edited by R. H. Young and managed by W. H. Porterfield.

The Philosophical Journal was established in 1865 and was formerly issued at Chicago under the name of the Religio-Philosophical Journal. It was removed to San Diego in 1896 and remained until December of that year, when it was removed to San Francisco. It was a monthly.

The Weekly Drift was first issued April 17, 1897, by W. A. Rugg, editor.

The San Diego Chieftain was published in 1901 by John A. and Edgar B. Helphingstine. It was a social democratic weekly.

The Bulletin was a small "woman's own" paper, published late in 1901.

The San Diego Open Court, a fortnightly magazine, was established September 1, 1901.

Wealth was published twice a month by Ralph Elliott Field, beginning in November, 1903.

The San Diego Cooperator was the organ of the Rochdale Company. The first issue appeared January 1, 1904.

The San Diego Herald was established October 6, 1905, under the name of the San Diego Tourist Informant, and under the management and editorship of B. J. McDowell. In December, 1905, George H. Hazzard became the editor. In 1907 the paper changed ownership and R. Beers Loos became editor.

The Mirror was established January 1, 1906, and is an illustrated weekly of industrial character. A. G. Stacey is the editor and publisher.

The Harbor Light was published quarterly in the interest of the floating Endeavor Work, with Mrs. W. W. Young as editor.

San Diego Bay Region Resources was a monthly published by Burgess, Moore & Company, on lines similar to California Resources, of San Francisco.

C. R. Orcutt has been connected with the publication of quite a number of periodicals. Besides the West American Scientist, which has been mentioned and which still continues, and the Semi-Tropic Planter, which he took over from Cooke & Hanford, he has established the following publications:

Young Men's Journal, a religious weekly in the interest of the Y. M. C. A., 1887; San Diego Magazine, April 1, 1881; The Work, October, 1889, also in the interest of the Y. M. C. A.; Old Curiosity Shop, 1881; Science and Horticulture, March, 1891; Golden Hints for California, November, 1891; California Art and Nature, December, 1901; Presbyterian Herald, a weekly church paper, 1901; The Manzanita, or Lower California Magazine; California Trees and Flowers, and Western World.

Besides the above named San Diego has had the Coronado Argus, the Sunday Telegram, the weekly County Reporter, the weekly Neuigkeiten, the weekly Argosy and the weekly Enterprise, and among the live periodicals are the San Diego Weekly News, the New Century Path and the Raja Yoga Messenger, the two last named being published by the Theosophical headquarters at Point Loma.

In 1883 W. W. Elliott & Company, of San Francisco, published the San Diego County Illustrated. It is a thin quarto with quite a number of views, maps and portraits and contains considerable fragmentary information. Its contents are largely of the "write-up" order and as a history it is scarcely to be taken seriously.

One of the duties of Douglas Gunn while editing the Union was to write the annual review of the progress of city and county. In 1885 these articles were

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VIEW DOWN SEVENTH STREET, SAN DIEGO, IN 1887

FIFTH STREET, SAN DIEGO, IN 1887

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gathered up and issued in pamphlet form. A year later the work was revised and enlarged and more than thirty-five thousand copies sold. This success doubtless had a good deal to do with inducing Mr. Gunn to undertake the preparation of a more ambitious work after his retirement from the Union, in August, 1886. His own tastes would also naturally lead in the same direction. He spent some months collecting and arranging additional material, and in February, 1887, employed Herve Friend, representing the American Photogravure Company to make the views for his book. October 2, 1887, the Union began the publication of the advance sheets of his new work and the book itself appeared soon after. It was entitled Picturesque San Diego, with Historical and Descriptive Notes, printed by Knight & Leonard Company, Chicago, and bound in heavy morocco with gilt edges. Although there were but ninety-eight numbered pages of reading matter, there were seventy-two full page illustrations of a very superior character, and the whole made a rich volume. The work was not intended, primarily as a history, but rather to provide an appropriate setting for an up-to-date statement of resources and advantages of the city and county. Mr. Gunn was a clear and forcible writer and it can fairly be said that he achieved his chief object. His historical outline, too, although brief, is painstaking and shows wide reading and information. The venture proved a heavy loss to Mr. Gunn, however.

In early days the San Diego Chamber of Commerce turned out a large number of descriptive pamphlets, some of which were prepared by competent men and are quite valuable. In 1880 this body varied its program by employing Theodore S. Van Dyke to prepare a more ambitious work, containing a more complete statement than had generally been attempted, of the county's resources, together with a historical outline. The results of his labor were published in the same year under the title of The City and County of San Diego, and the eighty pages for which he was responsible justified the confidence reposed in the author. The historical outline, though brief, was accurate, and no man has ever described the county's characteristics and summed up its advantages and disadvantages more accurately or brilliantly. The latter part of the book was devoted to biographies, for which the publishers, Leberthon & Taylor, were responsible.

In 1890 the Lewis Publishing Company, of Chicago, issued their Illustrated History of Southern California, which contained three hundred and ninety pages devoted to San Diego county, one hundred and two of which are historical and the remainder biographical. The historical section of the work was largely performed by J. M. Guinn, secretary of the Historical Society of Southern California, Los Angeles.

The first attempt to write a history of the city of San Diego apart from commercial features was that of Walter Gifford Smith, in his Story of San Diego, published in 1892. It is a book of one hundred and sixty-three pages and undertakes to deal seriously, though briefly, with the city's history. The book was written in a charming style.

A number of newspaper writers and other bright men and women have studied the history of San Diego with fascinated interest and written sketches about it which have appeared in periodicals all over the land. Ben C. Truman was one of the earliest and brightest of these and all the others—Will H. Gould, Thomas Fitch, Theodore S. Van Dyke, Douglas Gunn, Walter Gifford Smith, and so on—have tried it at one time or another. Will H. Holcomb came to San Diego with

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the intention and expectation of writing a history of the place and went so far as to collect a large quantity of materials. Probably it was only the accident of having a satchel full of these papers stolen which prevented his carrying out the plan. As it is, he has contented himself with writing the Rhymes of the Missions and a number of historical sketches for the newspapers. L. A. Wright is another writer from whose published sketches considerable information has been collected.

During his residence in San Diego, William E. Smythe has written Constructive Democracy and the History of San Diego, revised and largely rewritten his Conquest of Arid America (new edition), and contributed extensively to magazines and newspapers. In the same period he has written several elaborate government reports and prepared many formal public addresses, which have also been published.

SAN DIEGO EXAMINER

In June, 1912, the initial number of the San Diego Examiner was issued, by the San Diego Examiner Publishing Company (Incorporated). The paper is "Independent-Progressive" in politics—"The Peoples Paper," and is published every Friday, at a penny a week. John L. Considine, managing editor; Schuyler C. Kelly, business manager; Louis J. Wilde, contributor. The Examiner is located in a neat new building at Arctic and H streets.

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CHAPTER XXV

BENCH AND BAR

In 1850 there were three practicing attorneys in San Diego, James W. Robinson, Thomas W. Sutherland and William C. Ferrell. It would be difficult, if not impossible, to determine which was the earliest settler of the three. Robinson was the most substantial citizen and the best equipped lawyer, owing to his long experience, learning and personal character. Ferrell was also an able man, and in the eight or nine years of his residence practiced quite actively, but he was somewhat eccentric and scarcely adapted to cut a large figure. He was the first district attorney of the first judicial district, in 1850-52. Sutherland was actively engaged in public affairs in the early '50s. He served as alcalde under the Mexican laws and as city attorney and district attorney under the American civil administration. As city attorney he prepared San Diego's first ordinances, in 1850-1, and rendered other services. In December, 1850, Ira W. Bird was appointed and acted for a time as county attorney, but there is nothing to show that he ever engaged in the practice of law. In this year, also, John B. Magruder's name appears as an attorney. This of course was Col. J. Bankhead Magruder, who was at the time in command of the army post at San Diego.

Coming down a few years, we find the names of Lewis A. Franklin and J. R. Gitchell as attorneys. Franklin practiced very little but Gitchell was the first attorney for the old San Diego & Gila railroad, and drew its charter. He was also district attorney, a somewhat prominent resident, and regarded as an able man. D. B. Kurtz read law under Gitchell and in April, 1856, he and E. W. Morse and D. B. Hoffman were admitted to the bar, but none of the three ever engaged extensively in practice. Squire Ensworth, on the other hand, pursued the profession and gave it his exclusive attention. He was a self-made lawyer and was admitted about the same time as Mr. Morse.

At the time that Horton's Addition began to forge to the front, the prominent attorneys at Old Town were Benjamin Hayes, William Jeff Gatewood and W. T. McNealy.

Judge Hayes was a resident of Los Angeles when elected district judge in 1856, and served until 1864. In 1869 he removed to Old Town and engaged in the practice of law. He was state senator in 1866-67. He died in Los Angeles, August 4, 1877. Judge Hayes was the leading lawyer of San Diego in all matters pertaining to land titles and a cyclopedia of information on Spanish land grants. He was the attorney for the plaintiffs in the suit for the partition of the Middletown Addition. In the course of his practice he accumulated a large number of documents relating to land titles and early history, which he turned over to H. H. Bancroft.

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Colonel Gatewood came in October, 1868, to establish the Union. In the following May he sold his half interest in the paper to Charles P. Taggart, and the paper was soon after removed to New San Diego, while Gatewood remained at Old Town and engaged in the active practice of law.

Colonel Gatewood was a native of Kentucky, a man of fine personal presence and great native talents. He served in the Mexican war and after that settled in Calaveras county, California, where he published the San Andreas Register and took a hand in politics. In the course of the vicissitudes of the latter occupation, in 1858, he fought a duel with Dr. P. Goodwin and killed him—a somewhat celebrated affair. After retiring from the Union Gatewood quickly built up a good practice. Besides having nearly all the criminal practice, he was usually employed on one side of most of the important civil cases. He was an excellent trial lawyer, ready and resourceful, and especially successful in his advocacy of causes before a jury. After the county offices were removed to New San Diego, he took up his residence there and lived for several years in the house still standing at the southwest corner of Union and D streets. In July, 1872, he founded the Daily World. One of his most important cases was that of the People vs. Gregory, accused of murder, wherein he succeeded in securing an acquittal against great odds. He was also interested in the suit of Pico vs. Forster, involving the ownership of the Santa Margarita rancho, but in that case his clients lost. In the Hinton will case he represented the executors, and in the contest over the removal of the county seat was attorney for the people of Old Town. In 1873 he was a prominent candidate for the democratic nomination for district judge, but was defeated by W. T. McNealy. He died on board the schooner Rosita, in San Diego bay, March 27, 1888.

W. T. McNealy practiced law in San Diego longer ago than any other man now living here. He was a native of Georgia but his father removed to Florida and he spent his youth there. He came to California in 1849 and arrived in San Diego on the 31st of March in that year. He relates that his first employment after his arrival was given him by Cullen A. Johnson and consisted of making an abstract of the title to the Middletown Addition; the second was copying some records for Judge Hayes, in the matter of the estate of some minors. The following fall he received the democratic nomination for district attorney and was elected, and two years later was reelected for another term. The record which he made in the vigorous and successful prosecution of a number of criminals popularly supposed to be immune on account of their "pull," as well as his stubborn fight and final victory in the collection of the disputed tax levy for refunding the county debt, with practically all the property owners of the city and county arrayed against him, convinced the people that he was their friend and led to his nomination and election to the office of judge of the eighteenth district court, defeating Judge Rolfe, in 1873, for a term of six years. In 1879, the old district court having been abolished and the new superior court created, he was chosen to fill that office and served until October, 1886, when ill health caused his retirement. After this he was engaged for a time in practice, but since 1888 has retired.

Cullen A. Johnson was district attorney in 1868-69. He came here in ill health and died April 16, 1873, of consumption.

Daniel Cleveland came direct to New San Diego. He is a native of Pough-

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keepsie, New York, the son of an eminent lawyer and descended from Revolutionary stock. He came to San Diego in May, 1869, and practiced law in partnership with his brother, William H. Cleveland. The latter, a very able lawyer, died in New Hampshire in 1873. Mr. Cleveland was an active participant in all the city's important steps of progress. He was attorney for the Texas & Pacific Railway five or six years, until it transferred its franchise to the Southern Pacific, and was attorney for the Bank of San Diego during its existence. He became a large property owner and a public-spirited citizen. In the practice of law his course was always dignified and his attainments and talents commanded respect. He was one of the founders of the San Diego Society of Natural History, its president for a time, and always an active member and contributor.

In a growing community like New San Diego there are always a few men who, by reason of their qualifications and force of character early take and easily maintain the lead in their professions. To attempt to select these men would ordinarily be a difficult and invidious task, but in the case of the early days of New San Diego, it is made easy by the agreement of those who knew them. The two most prominent and successful attorneys of early days in New San Diego who came direct were Major Levi Chase and Wallace Leach.

Major Chase was a native of Maine and a veteran of the Civil war. He came to San Diego in 1868 and almost at once gained a prominent position at the bar. One of his most important litigations was for settling the title and boundaries of the El Cajon rancho, and afterward for its partition among the successful contestants. This work was very profitable, but as several people were dispossessed considerable feeling was aroused. He was also interested in litigation over Warner's ranch. He formed a partnership with Wallace Leach about 1873, which continued twelve or thirteen years. He took part in most of the important civil litigation of his day, but did not engage in criminal practice. He retired about 1895, and died May 31, 1906. He was regarded as a reliable lawyer and good counsellor.

Robert Wallace Leach was a native of Illinois and a graduate of Harvard Law College. He came to San Diego in June, 1873, and soon after entered into a partnership with Major Chase. His specialty was criminal law and jury trials. He was brilliant, resourceful, and highly successful. His first laurels were won in defending Collector W. J. McCormick, who was accused of robbing himself, as related in the account of governmental activities. About 1885, he formed a partnership with Judge Parker, which continued until Leach's death. He died May 13, 1888.

Charles P. Taggart also belongs to this period. He was the attorney for a number of corporations, such as the Pacific Mail and the Pacific Coast Steamship Companies, for Capron's stage line, for the Texas & Pacific railroad and finally city attorney. While city attorney, the trustees entered into a contract with him and General Volney E. Howard, of Los Angeles, by which they were to receive a large share of the tide lands in payment for their services in defending the city's claim to title in the litigation then pending. Much bitterness was aroused and, besides making many enemies, Taggart and Howard got no pay, as it was finally held that the city had no title.

Taggart's specialty was criminal practice. One of his most important cases was the defense in the case of State vs. Burleigh, accused of murder. The evi-

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dence against Burleigh, although circumstantial, was strong and public sentiment was against his client. He succeeded in securing a verdict of acquittal, and subsequent developments established to the satisfaction of many that Burleigh was really innocent. There is a tradition that when the jury first went out they stood 11 to 1, the 1 being Joshua Sloane, and that he talked over the other 11. Mr. Taggart could scarcely have been called a successful lawyer. He dissipated his energies upon a number of activities. As related, he purchased Colonel Gatewood's interest in the Union in 1869, and was its editor and manager for a few months. He was also agent for the Pacific Mail Steamship Company. He died October 13, 1875. His monument bears the inscription: "A friend to free schools."

The judiciary of San Diego has, as a rule, reflected the high character of the bar. Of the district judges, only the first (Witherby) and the last (McNealy) were residents of San Diego, while the others were from other sections of the district. The first county judge and ex officio presiding judge of the court of sessions was John Hays. After him were Cave J. Couts, D. B. Kurtz, W. H. Noyes, Julio Osuna, Thomas H. Bush and Moses A. Luce, who served until the office was abolished.

The first superior judge was W. T. McNealy. Upon his retirement, October 1, 1886, John D. Works was appointed his successor and was chosen at the next general election to fill the unexpired term. He served about a year, then resigned, and was succeeded by Edwin Parker.

Judge Works is a native of Indiana. He came to San Diego in 1883, after having served in the Civil war and in the Indiana legislature and written a text-book on practice and pleading. He was soon after chosen city attorney. After retiring from the bench, he formed a partnership with Olin Wellborn and John R. Jones. He afterward removed to Los Angeles, where he is now successfully engaged in the practice of his profession. He has served a term as judge of the supreme court of California, and stands high as a citizen and a lawyer.

Judge Parker completed the unexpired part of the term of Judge Works and was regarded as an able jurist. He had been under-sheriff in 1873-74 and studied law and engaged in practice upon retiring from that position. He is spoken of as a man whose naturally fine powers were somewhat handicapped by his diffidence.

The year 1888 was the one at which the grand contest occurred between the "Gallaghers" and the regular republican organization. The superior judge chosen at that election, John R. Aitken, was supported by the former organization. He was a young lawyer recently from San Francisco, who served one term. He returned to San Francisco and is now a practicing attorney there.

By February, 1889, the business of the superior court had increased so much that it was necessary to provide more judges. The legislature accordingly created two more departments and authorized the governor to fill them. Those appointed were George Puterbaugh and W. L. Pierce. In the fall of 1890 these two were elected for a term of six years, and the third judge chosen was E. S. Torrance.

Judge Puterbaugh made a good record. He is still engaged in the practice of his profession in San Diego and enjoys the confidence and respect of the community. Judge Torrance has been upon the bench continuously for about seven-

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teen years. He is regarded as a very able jurist. Judge Pierce served out his term but failed of a renomination. He was shot and dangerously wounded by W. S. Clendenning, who has been a party to a suit in his court and against whom he had ruled. Judge Pierce afterward left San Diego and went to San Francisco.

When the time came for the general election in the fall of 1896, the business of the court had decreased and one of the departments was discontinued. The two judges elected were E. S. Torrance and John W. Hughes. Judge Hughes died in office and George Fuller was appointed to serve until the next election in the fall of 1900. At that election Norman H. Conklin was chosen to fill the unexpired term and he was reelected in 1902.

Judge Conklin is a native of Pennsylvania and came to San Diego in 1874. He was associated with the late J. M. Julian in the publication of the World, and in 1877 was elected district attorney and served two years. Again the business of the court necessitated the third judge and at the present time Wilfred R. Guy, Theron L. Lewis and W. A. Sloane are the triumvirate for this judicial district.

There have been a number of attorneys in San Diego, now deceased or removed elsewhere, of whom mention should be made.

Thomas P. Slade came to San Diego very early. He was a fine old gentleman who spent his last days at Julian. Lewis Branson had some of the most important land cases at New San Diego. He had been a judge in Wisconsin. He left before the boom and went to Washington Territory. S. S. Sanborn was another early arrival at Horton's Addition and became associated with Charles A. Wetmore. He died here several years ago. Tyson & Swift were the attorneys for the land jumpers at Horton's Addition. They both went away early. G. A. Jones was from Texas, a fact which he took pains to place upon his sign. He was attorney for the ousted supervisors at the time of the trouble over the removal of the county seat, and won his case upon appeal. He was at one time in partnership with Chalmers Scott. He died in San Diego several years ago. John R. Jones came from Tennessee and practiced a few years in partnership with Olin Wellborn. N. H. Dodson was from Sacramento. He lived on a ranch at Poway a few years, then returned to Sacramento. William H. Cleveland was an able and successful lawyer at Old Town and the owner of Cleveland's Addition. A. C. Baker arrived about 1873, remained only a short time, then went to Los Angeles and later to Arizona, where he became chief justice of the territory in 1893. F. L. Aude came from San Francisco, practiced a short time and then returned. William E. Darby was a resident of Old Town. He was elected district attorney, but died before entering upon the duties of the office. Wellington Stewart first practiced at National City and was attorney for Kimball Brothers. Later he was associated with D. C. Reed. He left San Diego in the '80s.

William J. Hunsaker grew up in San Diego and received his education in its public schools. He studied law in the office of Chase & Leach and practiced for a time in partnership with Judge Conklin. Later he was associated with E. W. Britt, with whom he is now practicing at Los Angeles. This firm stands very high at the California bar and both are remembered kindly and regarded with pride by their former associates.

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James S. Gallen came to San Diego in boom days and was a noted criminal attorney for several years.

Of the remaining attorneys still in practice in San Diego, one of the oldest is Elijah W. Hendrick. Judge Hendrick served one term in the state legislature, in 1881, was district attorney in 1885-86, and also served as city attorney. He was one of the founders of the free public library, and has always been an active and public-spirited citizen. Moses A. Luce arrived in May, 1873. He has been associated with Judge Torrance and J. Wade McDonald, and is at present the senior partner of the firm of Luce, Sloane & Luce. His public services include a term as county judge, and an active and effective part in bringing the Santa Fe Railway, etc. S. S. Knoles, W. H. Talcott, and J. Z. Tucker are also connected with the San Diego bar.

The San Diego Bar Association was formed April 22, 1899.

There are several other individuals and firms whose standing entitles them to fuller notice, and of whom the city is justly proud. All that can be done here is to present a list of the practicing attorneys of San Diego at this time:

Monroe B. Anderson, Henry Arden, Griffing Bancroft, Linden L. Boone, A. B. Bowman, Eugene E. Capps, Cassius Carter, Daniel Cleveland, Collier, Smith & Holcomb (David C. Collier, Sam Ferry Smith, Will H. Holcomb), Harry R. Comly, H. S. Crane, Dadmun & Belieu (Lewis E. Dadmun, William T. Belieu), Daney & Lewis (Eugene Daney, Theron L. Lewis), Herbert E. Doolittle, William H. C. Ecker, Wilfred R. Guy, Haines & Haines (Alfred Haines, Charles C. Haines), Elijah W. Hendrick, George N. Hitchcock, William Humphrey, Adison D. Jordan, Ernest Riall, Michael Kew, Lewis R. Kirby, Samuel S. Knoles, Tomas Lamadrid, Luce, Sloane & Luce (Moses A. Luce, William A. Sloane, Edgar A. Luce), J. Wade McDonald, Clarke W. McKee, John B. Mannix, Mills & Hizar (Henry E. Mills, J. Clyde Hizar), William J. Mossholder, A. C. Mouser, Fred O'Farrell, Henry H. Palmer, Edward W. Peterson, Oval Pirkey, Puterbaugh & Puterbaugh (George Puterbaugh, Johnson W. Puterbaugh), Lewis S. Riley, Charles H. Rippey, Michael Shea, Jose M. Soto, Patterson Sprigg, Stearns & Sweet (Frederick W. Stearns, Adelbert H. Sweet), Blaine Taylor, Milton R. Thorpe, E. Swift Torrance, Jack Z. Tucker, Utley & Manning (Harry S. Utley, John F. Manning), James E. Wadham, Clarke A. Walker, Martin L. Ward, Fred G. Whitehead, Wright, Schoonover & Winnek (Leroy A. Wright, Albert Schoonover, Elilus V. Winnek).

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CHAPTER XXVI

THE MEDICAL PROFESSION

The first American doctors in San Diego were the United States army surgeons who came with the troops. Lewis B. Hunter and R. F. Maxwell, the surgeons of the Cyane, and the three doctors with Fremont's battalion, who arrived July 29, 1846, were undoubtedly the first, but they did not remain. There does not appear to have been a surgeon with the little garrison left under Captain Merritt, but when Commodore Stockton arrived with his ships early in November, the surgeons attached to his fleet landed with the men and performed duty on shore. After the battle of San Pasqual, they were joined by Dr. John S. Griffin, the surgeon of Kearny's force. These doctors found themselves confronted by the problem of providing hospital accommodations for the wounded men. This was accomplished by quartering them with the private families in the town, where the surgeons could visit them. From this time onward, San Diego was not again left without a physician and surgeon. There were always government troops present, in San Diego or at the mission, and the surgeons attached to these small commands bridged the gap between the Mexican occupation and the coming of civilian physicians by doing a little practice outside their official routine.

The honor of being the first American practicing physician in San Diego probably belongs to Dr. Frederick J. Painter. He was an invalid and died November 30, 1853, at which time it was stated that he was an old resident, but very little information about him is given. His professional card appeared in the first number of the Herald, May 29, 1851, and he is mentioned at different times in that paper. He acted for a time as clerk of the common council in 1851—a position which paid $50 per month.

There were at least two other men in San Diego about the same time as Dr. Painter who are called "Doctor" in the records, but no evidence has been found that they engaged in practice. These are Dr. John Conger and Dr. Atkins S. Wright. The former acted as secretary of the ayuntamiento before the American civil administration began, and as clerk of the common council throughout the year 1850, at the time the "boodling" council was in power. Dr. Wright was a member of this first council, chosen June 16, 1850, and served one term. He was also city translator and interpreter and was well paid for his services.

Dr. David B. Hoffman was the next regular practicing physician to locate in San Diego. He was a graduate of Toland Medical College. When he came to the Pacific coast, he was at first in the employ of the Pacific Mail Steamship Company, between Panama and San Francisco. His card first appears in the Herald on December 1, 1855, which probably marks the date when he left the

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employ of the steamship company and settled in San Diego. In later years he was post surgeon of the army in San Diego. When the San Diego County Medical Society was formed, July 23, 1870, he was chosen president of the organization, and the address which he delivered on that occasion is extant.

On April 19, 1856, Dr. George E. Knight's card appeared in the Herald, but apparently he only remained a short time.

Dr. Edward Burr came to San Diego from Oakland soon after the Civil war, and was coroner and county physician for several years, being first elected in 1867 and again in the four succeeding years. He was a native of Ireland and what would now be called "a doctor of the old school." Dr. R. J. Gregg was his assistant for a time in 1868-69.

An old resident of New San Diego relates that when he came, in 1869, it was often necessary for him to go to Old Town on business, and for this purpose he was accustomed to take Seeley's coach which ran between the two towns. The first time he made this trip, the coach halted in front of Dr. Burr's office and the doctor came out and sprayed all the passengers with some liquid from a small perfumery spray. There was a smallpox scare on at this time, and it was his duty, as county physician, to disinfect all travelers arriving at the county seat, and that was the way he did it.

Dr. George McKinstry, Jr., came to California in 1840 and was somewhat prominent in the northern part of the state before coming to San Diego. He was first sheriff of the northern district, at Sutter's Fort in 1846-47, and a business man at Sacramento and San Francisco at a very early day. He left a valuable diary. He died before 1880.

The physicians at Old Town when Horton came were Hoffman, Burr and McKinstry, who had settled in the order named.

The first physician to settle in Horton's Addition was Dr. Jacob Allen, who came from Santa Clara in the spring of 1869. He was a graduate of Toland Medical College. He had his residence, drug store, and office on the east side of Fifth street, near F. He was also the first postmaster and kept the postoffice in his drug store. He remained here several years but many years ago removed to Riverside, where he died. He was the father of Legare Allen, a well known official and business man of San Bernardino. He was engaged in a number of activities and seems to have been regarded as an able man.

Dr. Robert J. Gregg was a native of Pennsylvania and a graduate of Jefferson Medical College, Philadelphia. He started west in the spring of 1864 and reached Texas, where he had yellow fever, and had to return home. In 1868 he came to San Diego, arriving October 16th, and settled at Old Town. After acting as assistant to Dr. Burr a few months, he opened an office of his own in Horton's Addition, on the west side of Fifth street, opposite Dr. Allen's drug store. He practiced until his retirement a few years ago, and was one of the best known physicians in southern California.

The next oldest pioneer physician of New San Diego is Dr. Thomas C. Stockton, who came here in 1869. He is a native of New Brunswick, Canada, and a graduate of Bellevue Hospital School. He was chosen coroner in 1875 and served two years, also as coroner and public administrator in 1880-83 and as city health officer at different times. Having purchased the property on the southeast corner of Columbia and F streets, he leased it to the government for

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thirteen years and then he and Dr. Remondino occupied it for four or five years as a sanitarium. He was one of the organizers of the San Diego County Medical Society in 1870, and a regular practitioner still in practice. His reminiscences of early days are most valuable as well as his collections, among which is a record of births, kept before physicians were officially required to make such returns.

Dr. P. C. Remondino is also one of the few living pioneer physicians. He is a native of Turin, Italy, whose parents came to America while he was young. He graduated from Jefferson Medical College, Philadelphia, in 1865. Coming to San Diego in January, 1874, he opened an office next door to his old classmate, Dr. Gregg, and entered at once upon the practice of his profession. He was city physician in 1875-76, county physician for several terms, surgeon for the California Southern Railroad Company for some time, surgeon of the Marine Hospital, also surgeon for the Pacific Coast Steamship Company.

In 1887 he retired and built the St. James Hotel. In later years he resumed practice and is still actively engaged in it. He is the author of several works on medical subjects which have a wide popularity and is engaged in the preparation of others. His technical library is one of the best in the United States.

In 1874 the physicians in San Diego were: Drs. D. B. Hoffman, Edward Burr, J. Allen, R. J. Gregg, T. C. Stockton, P. C. Remondino, W. W. Royal, William A. Winder and Charles M. Fenn. Dr. Fenn came to New San Diego soon after Dr. Gregg, but did not engage in practice for some time after his arrival. He served as county coroner, county physician and public administrator several terms between the years 1873 and 1885. He died in March, 1907.

Dr. Winder is one of the best remembered of the later residents of Old Town. He was a native of Maryland who had led an adventurous life and was a veteran of both the Mexican and Civil wars. In 1854 he sailed from New York as a captain with the Third Artillery Regiment, for San Francisco. The ship was wrecked and decimated by cholera, but he was among those rescued. Arriving at San Diego, he was stationed here and at Fort Yuma until the Civil war. After that war, he resigned his commission and, in 1872, settled at San Diego and engaged in practice. After practicing about twelve years he retired. He was a man of character and had other interests besides those mentioned. He painted the portrait of Judge Witherby which now hangs in the courthouse, and was the owner of Winder's Addition to San Diego.

There were also in 1874 the following other physicians in New San Diego: Drs. T. S. Harrison, W. S. Williams, Cluness Bibb, Tufford and Barnes, the latter being the first homeopathist in San Diego. Dr. F. R. Millard came in October, 1874, and still lives here, keeping a drug store. This completes the list of early physicians.

The first county hospital was the old cobblestone jail which Haraszthy built at Old Town. It was used for a short time and then, about 1869, a large frame house at Old Town was rented for the purpose.

After the county offices were removed to New San Diego, one of the old houses built by William Heath Davis was purchased by Captain Knowles and removed to Eleventh street, in Horton's Addition, and was later used as a hospital. It is still standing and is now occupied as a residence.

The county farm in Mission valley was purchased in January, 1880, from the

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Commercial Bank. The magnificent new brick hospital building on the rim of the mesa overlooking the valley was erected in 1903-4. It is generously supported and well managed and is a credit to the people of San Diego county.

Following is a list of the physicians of San Diego at the present time:

Thomas B. Anderson, Maria B. Averill, Charlotte J. Baker, Fred Baker, William A. Burney, Fred R. Burnham, Edward A. Butler, Alice H. Crandall, William M. Cummings, Alexis De Borra, Robert L. Doig, Albert J. Elliott, John F. Escher, Charles M. Fenn, Oliver P. Fletcher, Berte V. Franklin, James M. French, David Gochenauer, H. Neville Goff, Leopold Goldschmidt, Arthur Grandjean, Dr. Greene & Company, Robert J. Gregg, Edward Grove, Joseph C. Hearne, Mary E. Hoffman, Robert G. Hulbert, Oscar J. Kendall, Otto Klietsch, Lelia Latta, Peter S. Leisenring, Nicholas Lentz, Robert C. Howe, Eva M. Lewis, J. Perry Lewis, Charles E. Luscomb, Frank M. Madison, Thomas L. Magee, Charles E. Marsh, Francis H. Mead, Addison Morgan, George S. Murphy, Daniel B. Northrup, Homer C. Oatman, P. James Parker, Joseph A. Parks, W. P. Polhemus, Anna M. L. Potts, Charles S. Powell, Peter C. Remondino, Ernest L. Reyber, Samuel L. Roberts, Thomas J. D. Skewes, Willard N. Smart, David A. Smith, Q. Cincinnatus Smith, James M. Steade, Thomas C. Stockton, John B. Stone, John C. Sundberg, Orson V. Thayer, Charles C. Valle, Minnie E. J. Verity, Elmer L. Waterman, E. P. Willard.

OSTEOPATHS

William R. Byars, Lena Creswell, David H. Elliott, Charles F. Frazer, Anna B. Woodhull, Frederick B. Woodhull.

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CHAPTER XXVII

RELIGIOUS ORGANIZATIONS

EPISCOPAL

The Episcopal denomination was the first to conduct a Protestant service in San Diego, this being on the 10th of July, 1853. Rev. John Reynolds of the Protestant Episcopal church, who was acting as chaplain of the post at San Diego and was army chaplain for the troops stationed at the mission, conducted the service. He continued to conduct religious service here until August, 1854, when he removed to the Atlantic states. Following this time occasional services were conducted by pastors who happened along, until January 22, 1854, when Rev. Horton conducted a service in the courthouse at Old Town and thereafter regular services were held.

Rev. Sidney Wilbur arrived in this city in October, 1868, and on the 8th of November following conducted his first service in the old government barracks. Early in the year 1869 he organized a parish. Mr. Horton donated two lots on the northeast corner of Sixth and C streets and Episcopalians from San Francisco subscribed funds for a house of worship, which was erected in May of the latter year. This was the first church building in San Diego. It has since been removed to Eighth street and is used as a residence. This building served the congregation until November, 1869, when it was replaced by what was known as Trinity Hall, erected on the same site. The latter served as a house of worship until April, 1871, when the building was removed to two lots on the southeast corner of Fourth and C streets, on which the Brewster Hotel now stands, these lots having in the meantime been conveyed to the society by Mr. Horton in exchange for the lots on Sixth and C streets. In August, 1866, another change was made, two lots being purchased at the southeast corner of Eighth and C streets. A church and rectory were built in 1887, at a cost of $13,000. Since then numerous improvements have been made. The original name of the society was the Parish of the Holy Trinity, but on the 22d of January, 1887, new articles of incorporation were adopted and filed and the name of the parish was changed to St. Paul's. Rev. Wilbur resigned December 1, 1870, and was succeeded by Rev. Dr. Kellogg, who remained but two months. The church was then without a pastor for some time, but in January, 1871, Daniel Cleveland was licensed to act as lay reader, serving until February, 1872, when the Rev. J. F. Bowles became rector of the church. In October of the same year Rev. Bowles was succeeded by Rev. Hobart Chetwood, who remained in charge until February, 1876. His successor was Rev. Henry J. Camp, who re-

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mained until May, 1881. The church was again without a regular pastor until July 25, 1882, when Rev. Henry B. Restarick took charge. When he came to the church there were but twenty communicants and at the close of his twenty years' service, the church numbered four hundred communicants. A new church and rectory were also built during his incumbency. Rev. Restarick was made a bishop July 2, 1902, and his successor at St. Paul's was Rev. Charles L. Barnes, who is the present incumbent.

St. James' Mission on Logan Heights was founded by Rev. Restarick in 1888, services first being conducted in a store building on Logan avenue near Twenty-fourth street. In 1891 two lots were purchased at Twenty-sixth and Kearney avenue and a house of worship erected thereon. In 1889 Rev. Sanderson took charge of the church and his successors have been Revs. S. H. Ilderton, James R. De Wolfe Cowie, F. W. Chase, A. L. Mitchell, F. A. Zimmerman, Alfred R. Taylor and Alfred Kinsley Glover, the latter still in charge.

All Saints church, located at the corner of Sixth and Pennsylvania streets, was also established through the efforts of Rev. Restarick. Rev. Richard A. Bolt is the present pastor.

St. Peter's Mission Hall, Coronado, was also organized in 1887 by Rev. Restarick.

Other Episcopal churches are located at National City, known as St. Matthew's, St. Mark's at San Diego and a small congregation at La Jolla.

METHODIST EPISCOPAL

The first Methodist society in San Diego was organized January 12, 1869, by Rev. G. W. B. McDonald, with twenty members. Prior to this time, however, services had been conducted in homes of people of this faith by H. H. Dougherty, who had come to San Diego October 10, 1868. Rev. McDonald remained pastor of the church for but a brief period when he was succeeded by Rev. I. H. Cox, who acted as supply until October, 1869, when Rev. D. A. Dryden took charge and was the first regularly appointed pastor. A house of worship was erected at the northeast corner of D and Fourth streets, two lots for the purpose being donated by Mr. Horton. This building was dedicated February 13, 1870, and continued to serve the congregation until 1887, when it was removed to a site on India street and a new brick structure took its place. This was a three-story block, the first floor and the front of the second and third floors being used as business offices, while the rear of the second and third floors served for church services. This building was dedicated February 26, 1888, by Rev. R. S. Cantine, of Los Angeles. By 1905 the congregation had outgrown these quarters and plans were laid for the erection of a new church, the corner stone of which was laid July 1, 1906, Bishop John W. Hamilton, of Mexico, delivering the principal address. The church, one of the finest if not the finest in the city, was erected at Ninth and C streets, at a cost of $65,000.

Pastors who have served from the organization of the society to the present time are: Revs. G. W. B. McDonald, I. H. Cox, D. A. Dryden, H. H. Dougherty, W. Inch, J. R. Tasey, James Wickes, G. S. Hickey, T. S. Houts, M. M. Bovard, J. L. Mann, A. H. Tevis, P. Y. Cool, A. M. Bunker, T. S. Uren, E. S. Chase, M. F. Colburn, L. M. Hartley, R. L. Bruce, A. M. Gibbons, Lewis T. Guild and Richard D. Hollington.

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The Central Methodist Episcopal church was established January 12, 1887, with twelve members, under the care of Rev. J. I. Foote. Soon thereafter plans were made for the erection of a house of worship, the corner stone of which was laid July 31st of that year. The church is located at the corner of Twenty-sixth street and Harrison avenue, and its pastors have been: Revs. D. H. Gillan, J. Pittenger, C. M. Christ, Bede A. Johnson and W. G. Barrow.

The German Methodist Episcopal society was organized in 1887 and by April 4, 1888, a new house of worship was completed and ready for occupancy, the building being located at Sixteenth and I streets. The first pastor of the church was Rev. L. C. Pfaffinger, and his successors have been L. E. Schneider, F. A. Werth, Rev. Schroeder, Frederick Bonn, William Rogatzky.

The African Methodist Episcopal church was organized in 1888, with a membership of nine. The house of worship stands at 1645 Front street. The first pastor was Rev. W. H. Hillery, and his successors have been W. E. De Claybrook, Price Haywood and R. H. Harbert.

The Bethel African Methodist Episcopal church is located on Union street near H. Revs. George A. Bailey and W. M. Viney have served as pastors.

The Coronado Methodist Episcopal church was organized in 1887, with a membership of twenty. The first pastor was Rev. Silas S. Sprowles, and his successor was Rev. A. Inwood.

The First Free Methodist church was organized in the summer of 1897, the first members being Rev. C. B. Ebey and wife, W. H. Tucker and wife, F. F. Allen and wife, Virginia M. Walters and Maggie A. Nickle. Services were first conducted at the Helping Hand Mission and later in a tent on the corner of Eighth and G streets. On this site a church was erected in 1899 and dedicated January 1, 1900, by Rev. E. P. Hart, of Alameda. Later this building was removed to the corner of Beech and Front streets. The first pastor was Rev. W. G. Lopeman and his successors have been Revs. C. B. Ebey, James Seals, E. G. Albright, John B. Roberts, J. Q. Murray and Rev. S. Anna Grant, the present incumbent.

The Methodist Episcopal Church, South is a strong organization. November 26, 1882, the first service was held in Hubbell's Hall, and later services were held in the old Masonic Hall. In the meantime a church was in course of construction, the corner stone of the building being laid January 1, 1884, and the new edifice was called Keener Chapel in honor of Bishop John C. Keener, who in 1871 had purchased for the society two lots on the southeast corner of Seventh and D streets. The building was dedicated May 11, 1884, by Rev. W. B. Stradley, of Los Angeles. Later a site was purchased at the southeast corner of Eighth and C streets and the chapel was moved to the new location and was greatly improved, a parsonage also being erected at this time.

The first pastor was Rev. John Wesley Allen, who remained until November, 1884, when he was succeeded by W. W. Welsh, and those who have served since that time are Revs. R. Pratt, E. T. Hodges, James Healey, R. W. Bailey, J. F. C. Finley, James Healey a second time, W. H. Dyer, A. C. Bane, R. W. Rowland, S. W. Walker, C. S. Perry, C. S. McCausland, R. P. Howett, M. P. Sharborough, S. E. Allison and the present incumbent, Rev. W. O. Wagner. The church now has a membership of about one hundred and twenty-five.

The Taylor Methodist Episcopal society has a modern church building, lo-

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cated at University boulevard and Campus avenue, and the church is in a very prosperous condition. Rev. Ward W. Hull is the present pastor.

BAPTIST

The first Baptist society in San Diego was organized June 5, 1869, by Rev. C. F. Weston. Prior to this time, however, he had conducted services at the government barracks. In August of the same year a house of worship was commenced and on the 3d of October, the new church was opened, Rev. Mr. Morse preaching the first sermon. It was not, however, until the 31st of October that the dedicatory services were held, Rev. B. S. McLafferty preaching the dedicatory sermon. He also became the first pastor of the church, beginning his labors on the 18th of December, 1869. The present church building was erected on Tenth and E streets in 1888, at a cost of $32,000. Rev. McLafferty resigned as pastor of the church in January, 1873, and was succeeded by O. W. Gates, who remained with the congregation for eight years. His successors have been Edwin C. Hamilton, W. H. Stenger, A. Chapman, E. P. Smith, W. F. Harper, A. E. Knapp, W. B. Hinson, and the present incumbent, Rev. W. H. Geistweit, with Rev. F. D. Finn as associate pastor. The church membership numbers nearly seven hundred.

Other Baptist organizations are the Baptist Scandinavian, organized in 1888; Swedish Baptist society, whose church is located at the corner of Nineteenth and H, with Rev. Cave E. Bylan as pastor; Second Baptist (colored), organized in 1888, with a house of worship on B street, between Front and First; Grand Avenue Baptist, located at Grand avenue and Twenty-ninth street, with Rev. W. G. Griffin as pastor; the Central Park Baptist, at Thirty-first and L streets, with Rev. J. B. Fox as pastor.

PRESBYTERIAN

The First Presbyterian church was organized June 7, 1869, by Rev. Thomas Fraser, with a membership of thirteen. The first services were conducted in private houses and later in Horton's Hall. The first pastor was Rev. J. S. McDonald, who began his labors with the church in April, 1870. Mr. Horton gave to the society two lots on the southwest corner of Eighth and D streets. on which a house of worship was erected, and dedicated June 18, 1871, by Rev. W. A. Scott, of San Francisco. This building was replaced by a more modern structure in 1888, at a cost of $36,000, located on Eighth and D streets. In January, 1913, ground was broken for a new church building, on Date, between Third and Fourth streets. The corner stone was laid Sunday, March 30th.

In 1872 Rev. McDonald was succeeded by F. L. Nash. From 1875 until 1880 the pulpit was supplied by Revs. James Robertson, John W. Partridge, Lannan, James Woods and Dr. Phelps. In 1880 Rev. Richard V. Dodge began his labors and continued until his death, February 26, 1885. During the next three years the church was served by Revs. H. A. Lounsbury and H. I. Stern. January 1, 1887, Rev. W. B. Noble became pastor. In 1894 Rev. F. Merton Smith was called to the pastorate but he died a few weeks later, and his successor was Rev. P. E. Kipp, who died in 1900. In 1901 Rev. R. B. Taylor began his labors and continued with the church until November 19, 1904, when

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A GROUP OF SAN DIEGO CHURCHES

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he met death by drowning in San Diego bay. He was succeeded by Rev. Harvey S. Jordan. The present incumbent is Rev. Edwin Forrest Hallenbeck. The membership numbers six hundred.

The First United Presbyterian church was organized August 18, 1888, in the Holt House, on H street, near Fifteenth. The first pastor was Rev. Robert G. Wallace, one of the organizers of the church, who began his labors in November, 1887, and remained until October 31, 1897. His successor was Rev. Samuel J. Shaw, D. D. The present incumbent is Rev. M. M. Kilpatrick. The church, located at Twenty-second and H streets, is in a prosperous condition.

The Spanish Presbyterian church, located on Thirteenth street, is presided over by Rev. J. M. Ivanez.

There is also a Presbyterian church at Pacific Beach, with Rev. Clark as pastor.

CONGREGATIONAL

The people of this faith first worshiped with the Presbyterians, but in August, 1886, they established a church of their own faith, at a meeting held in the home of Frank A. Stephens, on Tenth and F streets. The charter members were Mr. and Mrs. Frank A. Stephens, now of Los Angeles, Mr. and Mrs. Archibald Stephens, Mr. and Mrs. J. P. Davies, Mr. and Mrs. George W. Marston, Mr. and Mrs. M. T. Gilmore and Mr. and Mrs. Joseph H. Smith. A month later the congregation was formally organized with seventy-eight members and with Rev. J. H. Harwood as pastor. The first service was held in the Y. M. C. A. rooms in Dunham's Hall on Fifth street, on the 10th of October, 1886. This building soon proved inadequate to the needs of the society and steps were taken toward the erection of a house of worship. A lot was leased on the corner of State and F streets and a church building commenced, which was dedicated in February, 1887. The present magnificent church structure, located on the northwest corner of Sixth and A streets, was dedicated July 4, 1897. The property is now worth about $50,000. The membership is nearly five hundred.

The pastors who have served this congregation have been: Revs. J. H. Harwood, who remained until the end of the year 1887; J. B. Silcox, who remained until August, 1889, when he resigned; E. A. Field, W. C. Merrill, Stephen A. Norton, Clarence T. Brown and the present pastor, Rev. Willard B. Thorp.

The Second Congregational church, known as the Logan Heights church, had its beginning on the second Sunday in November, 1887, when Rev. A. B. White began to preach in the schoolhouse on Twenty-seventh street. Eventually the Land & Town Company donated a building site and the members of the First Congregational church contributed liberally toward the erection of a house of worship, which stood at the corner of Twenty-sixth and Kearney avenue, and was dedicated February 19, 1888. Rev. White was succeeded in the pastorate by Rev. F. B. Perkins, who remained until 1890. He was succeeded by Rev. George A. Hall, who remained until 1895, his successor being Rev. R. T. Earl, who ministered to the needs of the church until 1902. Since that time the pulpit has been served by Revs. J. L. Pearson, Henry M. Lyman and E. E. P. Abbott. The present pastor is Rev. Stephen Emerson. The church is located at Sampson and Kearney avenue.

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Other Congregational churches are the Park Villa, located at Idaho and Landis streets, with Rev. Isaac Cookman as pastor; the Union, located at La Jolla, with Rev. Shelton Bissell as pastor; the Mission Hills Congregational church, at Jackdaw and Getti streets, with Rev. J. Doane as pastor.

CHRISTIAN

The Central Christian church was organized October 27, 1886, with twenty-eight charter members. The first house of worship was a small frame building located at Thirteenth street between F and G. This house of worship was dedicated December 11, 1887, the sermon being delivered by Rev. Mr. Johnson. In 1901 property was purchased at the corner of Ninth and F streets and the church removed to the new site. This building has since been replaced by a beautiful modern structure, costing $25,000. The church now has a large membership and is in a prosperous condition. Rev. R. G. Hand was the first pastor, who remained but a few months, when he was succeeded by A. B. Griffith, who remained less than a year. Rev. John L. Brant then served the church about a year and was succeeded by A. B. Markle, who remained three years. In 1893 B. C. Hagerman assumed pastoral charge, remaining for two years. In 1895 the present pastor, Rev. William E. Crabtree assumed charge of the church.

There is also the University Heights Christian church, located at Cleveland avenue and Richmond street.

LUTHERAN

The First Lutheran church was organized March 18, 1888, with thirty-one members. Services were first held in the Good Templars' Hall on Third street. E. R. Wagner was the first pastor, conducting his first service October 21, 1888. Later services were conducted in the Louis Opera House and still later in the old Methodist church. Eventually a church building was erected, on Second street between Ash and A, and the same was dedicated April 8, 1894, the value of the church property being estimated at $20,000. Rev. Wagner continued as pastor of the church until November 1, 1891, and in February, 1892, Rev. C. W. Maggart became pastor, remaining with the church until October, 1897, when Rev. John E. Hoick became his successor, beginning his labors March 10, 1898. The present pastor is Rev. George H. Sillerman.

The German Evangelical church is located at Grant and Dewey avenues. Rev. C. F. Leimbrock is the present pastor.

CATHOLIC

St. Joseph's Catholic church was organized in the early '70s, and the first place of worship was Rosario Hall. Eventually a small frame house of worship was erected and the same was dedicated January 31, 1875, by Rev. Francis Mora. This building stood at the corner of Beech and Third streets. In 1894 it gave way to an imposing brick structure. Father Antonio D. Ubach, who had ministered to the Catholics in San Diego from the time of his arrival in 1866, was pastor of this church until the time of his death, March 27, 1907. The present pastor is Rev. Joseph Nunan.

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Other Catholic churches are the Church of our Lady of Angels, located at Twenty-fourth and G streets, with Rev. E. A. Hefferman as pastor; and Church of the Immaculate Conception, located in North San Diego, with Rev. Joseph C. Mesny as pastor.

MISCELLANEOUS

The First Unitarian church is the outgrowth of a Sunday school which was organized June 22, 1873. Among the early members were M. A. Luce, C. S. Hamilton, A. E. Horton, E. W. Morse, J. H. Simpson, Mr. Hubon, A. Overbaugh and their families. The first church service was held on Easter Sunday of 1874. Rev. Joseph May was the first pastor. In 1877 Rev. David A. Cronyn became the pastor. Eventually steps were made toward the erection of a house of worship, which was located at Tenth and F streets, and dedicated August 26, 1883. An addition was built to the church in 1887. This served the needs of the congregation until it was destroyed by fire, February 17, 1895. The people then worshiped in the old Louis Opera House, after which they leased a lot on Sixth street, between C and D, and built Unity Hall upon it. They have since erected a house of worship on Sixth street, between Beech and Cedar, and Rev. Mrs. Joseph H. Crooker is the pastor.

The Hebrews of San Diego have maintained an organization since 1872, the congregation being organized at that time in the home of Marcos Schiller in Old Town, with eighteen charter members. In 1888 the congregation was reorganized and incorporated as the Congregation Beth Israel, with a membership of fifty-five. Services were held in rented halls and in the Unitarian church until 1889, when a synagogue was built at the corner of Beech and Second streets. The first rabbi was Samuel Freuder, whose successor was A. Danziger, who served the congregation until 1886. E. Freud served the people from 1887 to 1888, and Dr. Marx Moses from 1890 to 1894. For some time the church was without a pastor. The present pastor is Rev. Emil Ellington.

The Spiritualist society was incorporated in July, 1885, and for a number of years services were held in Lafayette Hall. In 1903 the society built its own hall at No. 1240 Seventh street. Edith Cobb is the minister.

The Seventh Day Adventist society was organized January 21, 1888, with a membership of ten. Their church is located at Eighteenth and G streets, and William Healey is the present elder of the church.

The Friends have a house of worship at Nineteenth and H streets, with Rev. B. H. Albertson as pastor.

The Church of Jesus Christ Latter Day Saints is located at 813 Fifth street, with Arthur S. Hansen as the present elder.

The Church of God is located at 537 Thirteenth street, with Rev. Charles Walker as pastor.

The First Church of Christ, Scientist, is located at Second and Laurel streets, which is a magnificent modern structure.

The New Thought society, at Eighth and C streets, is presided over by Dr. William F. Kelley.

The Pentecostal Church of the Nazarene, at Fourteenth street between D and E, is in charge of Rev. A. M. Bowes as pastor.

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The Reorganized Church of the Latter Day Saints is located at No. 1156 Seventh street.

Scott Memorial Chapel, at Madison and Twenty-ninth streets, is presided over by Rev. William Remington.

The United Brethren in Christ also have a society here and their house of worship is located on Fourth street.

The Church of the New Jerusalem, at Campus and Tyler, is in charge of Dr. M. F. Underwood as pastor.

Swedish Salem church, at 949 Ninth street, is in charge of Rev. F. J. Peterson.

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CHAPTER XXVIII

SCHOOLS OF SAN DIEGO

One of the first questions asked by parents contemplating the establishment of a home in a new locality is concerning the educational advantages afforded. In this particular, San Diego can stand the most rigid examination and come out with credit marks which will rank among the highest in the land. This speaks well for the people of the city. The schools are theirs. They have authorized their establishment and through the taxes levied annually they provide for their maintenance and improvement. If the people, the taxpayers of San Diego, were not alive to the value and importance of education, and were not anxious that their children receive the best that is to be had in this respect, it is very unlikely that San Diego would have the excellent school system which it has today. The culture of a community is reflected in its schools and San Diego will not suffer by comparison when the schools of other cities its size in California or other states are called into question.

At the head of the system is the high school, containing sixty-eight rooms, which was built and equipped five years ago at a cost of $225,000. This it is claimed is the best high or secondary school to be found on the Pacific coast. Its science laboratories are said to be better than those at either Stanford or Berkeley. This building when it was planned five years ago was thought sufficiently large to accommodate any ordinary increase of students for many years to come, but so rapid has been the gain that the building is now crowded to its doors, and it has been found necessary to use the basement for class rooms. The following enrollment figures for the years given tell the story of the high school's growth:

1907	562	1910	900
1908	648	1911	1074
1909	769	1912	1217

There is now enrolled in the high school a greater number of students than the total of last year, and Superintendent Duncan MacKinnon gives it as his opinion that the enrollment for the entire year will reach 1,500.

The group of buildings for the technical department of the high school, just north of the present building, and connected with it by corridors, however, relieves not only the congestion but greatly increases the efficiency of the work. These buildings are three in number—the manual arts, fine arts and domestic arts. The fine arts building contains an auditorium, cafeteria and all the rooms for drawing, both mechanical and free hand, and the blue printing rooms. The domestic arts building, essentially for girls, contains a model flat for house-

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keeping, domestic science rooms for cooking and also rooms for clay modeling, applied designs, brass hammering, jewelry work, sewing, dressmaking and millinery and a complete course in housekeeping. The graduate will submit a design for her own home with furnishings and color scheme. The manual arts building contains the usual course in machine and wood working shops, forge foundry, electrical work, plumbing and instruction in other crafts.

The high school has three distinct departments—the literary, scientific, commercial and technical, with a broadening of the work looking to the addition of two years to the course of study, making the term for graduation six years instead of four. This practically amounts to two years' post-graduate work, equal to two years in any college or university, thus keeping the boys and girls at home and giving them college training at less expense than if they were sent away. The literary course aims to give a broad general culture and also to provide the proper foundation for further study, especially in the preparation for the professions such as law, ministry, teaching and medicine. The general scientific course gives a good foundation in the sciences and the technical scientific course is especially designed as a preparation for engineering courses of all sorts. To this end mathematics is emphasized. The commercial course provides the student with the essentials of business practice, as well as giving an education along broader lines. All the courses are elective and with the exception of mechanical arts and stenography, are designed to prepare for college entrance.

The high-school faculty consists of fifty teachers, equally divided between the sexes, with Arthur Gould as principal.

The elementary schools are twenty in number, with two more—the Brant school at Mission Hills and the Jefferson at Utah and Gunn streets, just completed, in addition. The entire teaching force, including the high school, grammar grades, departmental teachers, supervisors and kindergartens, numbers 227. The schools are organized by single sections, departmental work beginning in the seventh and eighth grades. Promotions are made every half year.

In addition to this there are ungraded classes in all the large buildings. This feature of the work is proving an unqualified success. The idea is this: That if for any reason a pupil has lagged behind in any of his classes, he may carry any particular subject into the ungraded class and receive individual attention while continuing his other studies in the regular classes. Frequently it is the case that pupils naturally bright are forward in the studies which they particularly like and backward in those distasteful to them, for the reason that they will devote neither the time nor the energy to them. In such instances they fail of promotion unless there is some way by which they may be stimulated to the work. The grade teacher has not the time to give individual attention to pupils of this class. There are other pupils who may be detained from school for various reasons who find that they are able to keep up with their classes through the aid of the ungraded work. Superintendent MacKinnon finds that this is one of the most successful departments in the entire system.

In keeping with the high school, the elementary schools of San Diego have also shown a phenomenal gain in attendance. The gain per cent for the last seven years according to Superintendent MacKinnon's annual report submitted to the city board of education June 30, 1912, at the end of the school year was

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159. The increase for the year was 23 per cent. The following figures showing the total enrollment of all schools are taken from the report:

TOTAL ENROLLMENT

Year	Enrollment
1905-6	3356
1906-7	4769
1907-8	5407
1908-9	5767
1909-10	6567
1910-11	7221
1911-12	8688

Increase in seven years, 159 per cent.
Average yearly increase, 23 per cent.

San Diego is well provided with schools. In addition to the public-school system and the state normal school there are various private institutions which are well attended and are in a healthy condition. Among these are Our Lady of Angels' Seminary for young women on Third street and the Army and Navy Academy for boys.

HISTORY OF EDUCATION IN SAN DIEGO

The chief executives of the state in early days were in favor of education as a rule, but they received no support whatever from the missionaries and almost none from the other inhabitants. It was, indeed, the deliberate policy of Spain to keep its colonial subjects in ignorance, on the mistaken theory that this would prevent the growth of discontent. After the change to Mexican rule the cause of education received only a lukewarm support from the general government. The missionaries were at all times firmly opposed to popular education, which now seems to us a singular thing when it is recalled that they were men of culture; but this was entirely consistent with the policy of the church and of Spain at the time.

As early as 1793 Viceroy Gigedo ordered that schools should be established for both the Spanish and Indian children. The wily missionaries professed obedience, but soon found an excuse for noncompliance in a mythical lack of funds. A few persons supposed to be competent to teach were found, and in 1794 or 1795 Manuel de Vargas, a retired sergeant of San Jose, who had opened there the first school in California, came to San Diego and began to teach. How long this school continued we do not know, but probably not very long, and if de Vargas was like the other retired officers who were selected for teachers at the time, his qualifications were very slight. In 1795 a tax was levied for the support of the schools, but they languished and before the close of the century had been abandoned.

During the rule of Governor Sola, from 1814 to 1821, schools were again opened. Settlers and invalided soldiers were employed, who taught reading, writing and religion. Pio Pico, who was one of a class taught at San Gabriel in 1813 by Jose Antonio Carrillo, said that part of his work consisted of covering several quires of paper, from a copy, with the name "Senor Don Felix

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Maria Callejas." Sola was in earnest in his desire to aid the cause of education and spent his own means freely in the effort. He imported two Spanish professors with a view to founding a high school at Monterey, but the learned gentleman found the conditions so unpromising that they remained only a few weeks. The missionaries were hostile, the people apathetic, and Sola was obliged to abandon the undertaking.

In 1824 Governor Arguello called the attention of the assembly to the subject of education, but nothing was done.

Echeandia was also a friend of education and tried to accomplish something. Before coming to California, he engaged the services of two teachers of primary schools, but when they reached Acapulco they could proceed no farther because the province was unable to pay their passage to Monterey. Shortly after Echeandia's arrival, the assembly, at the governor's suggestion, requested the government to send a few masters for primary schools at his own cost; but this request was refused. Having failed to secure results through civil authorities, Echeandia ordered the commanding officers to compel parents to send their children to the schools which he had established. This had some effect and by the year 1829 there were—on paper—eleven primary schools in the territory, with an enrollment of 339 pupils.

A few details of the school which was taught in San Diego at this period have come down to us. It was maintained from August, 1828, to December, 1829, with an enrollment of eighteen pupils. The teacher was Friar Antonio Menendez, and his salary was $18 per month. From the accounts which have come down of this friar's character and attainments, there is slight doubt that he was, if possible, even more unfit for the work than the retired soldiers usually selected, who were often barely able to read and write.

But Echeandia, like his predecessors, found that zeal alone could not prevail against his heavy handicaps. Toward the latter part of his stormy administration he seems to have abandoned the unequal contest and surrendered the field to the forces of darkness.

In May, 1834, Governor Figueroa reported that there were primary schools at only three places, San Diego not being one of the three. In the following February, the same official advised the alcalde of San Diego that parents need not send their children to school if they found it inconvenient.

Governor Alvarado was a believer in education but his efforts were no more successful than those of his predecessors. In the fourth year of his rule, he declared there was scarcely a school in the whole territory. Micheltorena and Pico both struggled with the problem in vain. On May 1, 1844, the former issued a degree providing for the opening of schools (with a solemn mass) on the first day of the following June; but this order was obeyed in only a few places, and in those few it was found impossible to raise money to pay the teachers.

The dearth of education and of schools was as great when the Americans took possession of the country as it had been in 1800—perhaps greater. Very often the commanding officer of a garrison had to request that a man qualified to act as amanuensis be sent to him from another presidio. The commissioned officers had only the rudiments of an education and the civil authorities were in many cases little better off. Pio Pico once went to Los Angeles at a time he was out of favor with the alcalde of that place. Being told that he would not be re-

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ceived without a passport he forged one, knowing the alcalde was illiterate, and presented it upon his arrival. The alcalde took and pretended to read it, then returned it to Pico and expressed himself as being perfectly satisfied.

Soon after the organization of the city government, steps were taken to establish a public school. The minutes of the council show the following entry under date of November 7, 1850: "The mayor made a verbal communication to the council, stating that a lady was in the place who had the reputation of being a good teacher and who is desirous of opening a school. He recommended that the large room in the Town House be appropriated for a school room." This lady was Miss Dillon. The front room of the Town House was set apart for the purpose, but Miss Dillon thought it unsuitable and declined to teach in it. The city marshal was thereupon instructed to find a suitable room to be rented, and he proceeded to let two rooms in his own house to the council, for which he was to receive $60 per month for the first six months and $40 per month thereafter. Bills amounting to $155.69 for furniture for the school were paid. The teacher's salary was fixed at not exceeding $1,200 per annum, and there is a record of one month's salary being paid, at the end of February, 1851. How long the school continued it is impossible to ascertain, but apparently it was not long, and in the two or three years following it was kept open very irregularly, if at all. On July 30, 1853, the Herald said: "A short time since, one of the ward schools in this city which had been closed for a time was reopened." This was the occasion on which, the trustees having distributed a circular giving notice of the opening of the school and inviting all parents to send their children, Father Juan Holbein forbade the members of his flock to do so. The name of the teacher of this school does not appear.

The beginning of the period of steady maintenance of the public schools in San Diego dates from July 1, 1854. The county had received no part of the state school funds for that year, on account of its failure to maintain a school for at least three months prior to the first day of October the year before. In order that this should not happen again, hurried action was taken on the date named. E. W. Morse gave the following account: "Up to July 1, 1854, there had been no public school in San Diego county, but on that day the county court being in session, Cave J. Couts, the judge, appointed William C. Ferrell county superintendent of schools, who at once appointed E. V. Shelby census marshal, and J. W. Robinson, Louis Rose and E. W. Morse school trustees for the whole county. Within a few hours the trustees had received the marshal's report, had hired a room for the school and employed a teacher, so that before night a public school was in full operation under the school law of the state." Mr. Morse, although always accurate and clear-headed, had evidently forgotten the earlier attempts at a school; and the appointment which Ferrell received was that of assessor (the office being vacant on account of George Lyons' refusal to qualify), and the law then making the assessor ex officio superintendent of public schools. The teacher employed was Miss Fanny Stevens. On December 2d, the Herald stated that she had about thirty pupils, and it may fairly be said that she was the first teacher who established and maintained a public school in San Diego.

From this time on the school was maintained with regularity and statistics began to be available. In October, 1855, School Marshal Thomas E. Darnall reported 117 children of school age in the county. In 1856, Joshua Sloane taught

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in San Diego from January 21 to March 21 at a salary of $75 per month, and had an enrollment of 32. The branches taught were: Orthography, reading, writing, geography, arithmetic and English grammar. W. H. Leighton was then the teacher for three months, beginning July 7, at a salary of $50, and had an enrollment of 29. He taught the same branches, excepting grammar, and also taught history, geometry, algebra, French and Spanish.

In the spring of 1857, Leighton taught four months at a salary of $75. In the fall, James Nichols taught three and one-third months at $60 and had 49 pupils enrolled. There were 138 children of school age in the county. Nichols taught both the spring and fall terms in 1858, also a four months' term in 1859. By the year 1860, the pupils of school age in the county had increased to 320. The only schoolhouse in the county had been erected at Old Town. It consisted of one room, 24x30 feet, with a ceiling ten feet high. During the year 1863, eight months of school were taught, Mary B. Tibbetts and Victor P. Magee being the respective teachers of the two terms.

In 1864 J. L. McIntier was school marshal and E. W. Morse school trustee. Total children of school age, 317. The year 1865 is when Miss Mary C. Walker came to teach the school and an entry in the record in 1866, reading, "We have been without a teacher since June 1," probably marks the date of her resignation. Miss Augusta J. Barrett came in this year to succeed Miss Walker, and taught until she was married to Captain Mathew Sherman, in 1867. The records are meager during the '60s, the names of teachers not appearing in many instances. In the year last named, there was a school library of sixty-one volumes, valued at $50.

The first school in New San Diego was taught by Mrs. H. H. Dougherty, in the old government barracks, in 1868. In the same year, the first public school in Horton's Addition was opened in rented rooms on the lot at the corner of Sixth and B streets, donated by Mr. Horton. The teachers named in the records in this and the following year are Mr. Parker and Miss McCarrett. In August, 1869, a public school was reopened in the barracks under Mr. Echels, and in December the teacher at the B street school was Mrs. Maria McGillivray.

In 1870 the first public school building was erected on the B street lot, the school removed into it and divided into three grades. The principal was J. S. Spencer, the intermediate teacher Miss Lithgow, and the primary teacher Miss McCoy. The number of school children in the Old Town district was 512 and in the new town, 243. In 1871, the schools were reported to be in "a deplorable condition. The county superintendent is paid nothing for his increased services and consequently did nothing." Only one district in the county had sufficient funds to maintain a school eight months. Notwithstanding these conditions, another school was opened in Sherman's Addition, on lots donated by Captain Sherman. This school was named "the Sherman school" in honor of Captain Sherman and is still so known.

From this time onward, the story is one of continuous growth. The annals are too voluminous for reproduction, but the most important events will be noted and present conditions described.

In 1873 the first county institute was held in San Diego. Thirteen teachers were present. Lectures were delivered by State Superintendent Bolander and Dr. G. W. Barnes. During 1876 and 1877 a more thorough organization into

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grades was made and the work systematized. In 1878 there was much complaint about inadequacy of accommodations and an election was held which authorized the levy of a special tax to build schools and employ teachers. In the next year the enrollment increased fifty per cent, and a bonded indebtedness of $50,000 was thought necessary to relieve the strain.

In 1881 Joseph Russ, of the Russ Lumber Company, offered to give the city all the lumber necessary for the construction of a new school building. This resulted in the building of the Russ school building, later used for the San Diego high school. The first school was opened in this building on August 14, 1882, when 276 pupils were enrolled and 32 turned away for want of room. The principal was J. A. Rice; assistant, Miss E. O. Osgood. The total cost of the building to the city was $18,418.73. This was the first good school building which the city owned.

The high school was organized in January, 1888. The first instructors were: Mrs. Rose V. Barton, Mrs. Julia F. Gilmartin, Mr. and Mrs. J. K. Davis and Miss Ella McConoughy. Professor Davis was principal.

The kindergarten department was first introduced at the Sherman school in 1888, in charge of Miss Fischer. It was soon after extended to other schools and is now an established and valued part of the school work.

As stated, the high-school building was erected in 1881 and 1882. Later a new high-school building was erected at a cost of $201,000 for the building and about $35,000 for the furnishings, and in 1913 the building was greatly enlarged. It contains sixty-two rooms. It is provided with several lecture rooms, assembly halls, science rooms and rooms for the art department, gymnasium, study rooms and offices for the officials. When the new building was completed and occupied, the former high-school building was used as a polytechnic school.

The Middletown school was built in 1888 and contains eleven rooms.

The B street and Sherman schools were built in 1889 and the Logan Heights (then known as the East school) a little later. The two first named cost $30,000 each. The B street and the Sherman school each have fourteen rooms. At Logan Heights there are twelve rooms. The University Heights school has nine rooms. The other schools in the city are: The Lowell school, seven rooms; the Franklin school, nine rooms. The Manual Training school has one room and there are two kindergarten bungalows. The schools outside San Diego proper, but within the city limits and under the charge of its board of education, are: La Jolla, two rooms; Old Town, two rooms; Roseville, two rooms; Pacific Beach, two rooms; and Sorrento, one room.

In 1888 a school building was erected in Mission Valley and a school maintained for about ten years, but it has now been abandoned.

On June 30, 1906, the citizens of San Diego voted to issue bonds amounting to $120,000 for the construction of several modern school buildings. The corps of teachers is large. The salaries paid run from $900 for the first year to $1,200 for the second and subsequent years. In the grammar schools the pay for the first year runs from $600 to $800; in the second year $30 is added, the same in the third, $40 in the fourth and $40 in the fifth. Duncan MacKinnon is the present city superintendent of schools.

The course of physical culture in the public schools is one of their most valued features. It was first suggested and largely brought about by the Concordia

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Turnverein. The first instructor was Professor L. de Julian, who acted as physical director from 1900 to 1902. The German system is used, consisting of dumbbell exercises, club swinging, apparatus work, calisthenics and games. These are for the children of all grades, from the first to the eighth. The director visits one or more schools each day and gives fifteen minutes' instruction to teachers and pupils, and each class devotes the same time daily to the work under the instruction of the teachers. Each school is equipped with dumbbells, wands, clubs, horizontal bars, rings and climbing ropes, also a basket ball court for boys and girls.

San Diego is with reason proud of its schools. The course of study is good and the schools are accredited. The teachers are well trained and devoted, the board of education progressive and the whole system one which reflects the highest credit upon the place and people.

Of private schools, San Diego has had a number from an early day. The first was the academy of Professor Oliver, established in 1869. In 1872 he sold the buildings to Miss S. M. Gunn, who removed them to Ninth and G streets, added improvements and opened the San Diego Academy. J. D. Dorlan had a "select school" at the corner of Seventh and H streets in 1872. Rev. D. F. McFarland opened his seminary in 1873 and Mrs. O. W. Gates established the Point Loma Seminary in the same year. R. Roessler had a private academy in Gunn's academy building in 1879. The first "business academy" was opened by Professor E. Hyde in 1882.

The Academy of Our Lady of Peace, 1135 A street, is conducted by the Sisters of St. Joseph. It is a boarding and day school for girls and young ladies, well equipped for the development of the mental, moral and physical powers of its pupils. There is also a separate school for boys.

The San Diego Free Industrial school was founded in 1894 by Mrs. J. F. Cary of San Diego. Her original intention was to start a sewing school for girls and to improve the condition of the children living on the water front. It was soon found necessary to make provision for the training of the children of both sexes and after six months boys were also admitted. From the beginning the scope of the work has grown until it now embraces a number of activities.

In its early days the school occupied a room on the ground floor of the Montezuma building, corner of Second and F streets. Later it was removed to the Tower House on Fourth and F, thence across the street to what is now known as the Worth lodging house, where it remained until the summer of 1897. At that time the new Congregational church had been completed and the congregation was ready to move out of the old tabernacle, then standing on Ninth and F streets. Through the efforts of George W. Marston and Mrs. J. F. Cary, the old building was secured as a home for the industrial school. A lot on the northwest corner of State and F streets, fifty feet wide, was purchased, and the building removed thereon.

Since securing permanent quarters, the school has grown steadily. There is a manual training school where boys are taught the use of tools in various trades, a cooking school in which girls learn plain cooking practically, a sewing school, etc. The school is supported by voluntary contributions and all tuition

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STATE NORMAL SCHOOL AT SAN DIEGO

SAN DIEGO HIGH SCHOOL

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is free. The school is incorporated and Mrs. J. F. Cary was its first president and manager.

THE STATE NORMAL SCHOOL

The movement to secure a State Normal school for San Diego was undertaken in 1894 and was due primarily to the great expense and inconvenience experienced by San Diego families in sending their children to the State Normal school at Los Angeles, and other institutions throughout southern California. This expense was estimated at $2,750 per month and it was obvious that such conditions could not continue indefinitely.

The agitation was begun by Harr Wagner, then county superintendent of schools, and Professor Hugh J. Baldwin, who was then in charge of the Coronado schools. A munificent offer by Mrs. O. J. Stough greatly simplified the undertaking and undoubtedly contributed materially to the early success of the movement. It was proposed that the building and grounds of the college at Pacific Beach should be used for the new normal school, and this property, valued at $100,000, Mrs. Stough offered as a free gift to the state. With this splendid inducement to offer to the legislature Senator D. L. Withington and Assemblymen Dryden and Keene were able to make a strong fight at Sacramento. They were supported by unanimous public sentiment and materially aided by Professor Baldwin, who went to the capital for the purpose, having been selected by the citizens of San Diego as the representative of the Chamber of Commerce.

The bill to establish the school at this point passed the legislature in 1895 but was vetoed by the governor. Two years later the bill was pressed, Assemblyman W. R. Guy making it the especial object of his efforts. The legislature acted favorably upon it for the second time and it was signed by the governor.

Although the generosity of Mrs. Stough doubtless secured the success of the project, her offer was not accepted and in the end the normal school was located on University Heights. Immediately after the bill became a law, two other sites were brought into competition with Pacific Beach. Escondido offered its fine three-story high-school building, together with the grounds, and the College Hill Land Association offered eleven acres on University Heights. The board of trustees appointed by the governor to select the site for the school consisted of Thomas O. Toland of Ventura, J. L. Dryden, of National City, John G. North, of Riverside, and W. R. Guy and Victor E. Shaw, of San Diego. They with Governor Budd and Samuel T. Black, ex officio members of the board, looked over the three sites and decided on the present location on University Heights.

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CHAPTER XXIX

STATE NORMAL SCHOOL

During the sixteen years of the normal school's existence it has graduated over seven hundred students. In September, 1910, the training school was moved from the main building to a new building erected on the campus at a cost of $55,000, including equipment. The whole plant represents an investment of $312,020.

During the years 1911 and 1912 the school has expended appropriations aggregating $111,900, as follows:

Salaries	$77,500
Support	7,500
Library	3,000
Grounds	3,000
Printing	900

SPECIAL APPROPRIATIONS

Improvement of campus	$5,000
New heating plant	5,000
Repairs	10,000

The enrollment statistics of the past four years reveal an increase of forty-seven per cent. in the number of students in the normal department, of sixty-three per cent. of the number of students graduated, and of seventy-eight per cent. of the number of students in the training school, with the year 1909. Not only is the school growing in numbers but it is also developing the scope of its work. A course of study for the preparation of teachers to do rural school work is now in operation, and a further extension of this work, the thorough practice teaching, in a portable building to house a typical rural school, is contemplated next year. A definite program of normal school extension has been systematically carried out through the conduct of local institutes by instructors of the normal school—an arrangement made possible through the good offices of County Superintendent Baldwin.

WILL FURNISH TEACHERS

To serve the needs of the school officers of the territory adjacent to the normal school, Dean W. F. Bliss has developed a well organized appointment bureau, with the result that it is now possible for any district seeking a trained teacher to secure the advice of the normal school as to what graduates are available. The services of this appointment bureau have been very freely sought and with very general satisfaction to all concerned. The graduates of the school are freed of the necessity of using the teachers' agencies, and the school district is put into touch with the teacher adapted to the local situation.

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Another evidence of the very real desire of the school to offer its services generously to the state, is to be found in the summer school work that it has undertaken in the past and which it will resume in the summer of 1913. For the past half dozen years the State Normal School of San Diego is the only one of the normal schools of the state that has offered summer school work to the teaching body of the state, and as far as any announcement has been made, it will be the only school offering such work next summer. Courses in methods of teaching the fundamental branches of the elementary curriculum, and in English literature and dramatization, history, agriculture, household arts, manual training, music, drawing, physical education and hygiene, biological science and mathematics will be offered, also special courses in English and music for high-school teachers, together with special lectures on literary, social and economic topics for teachers and the general public. While thorough-going professional work is the order of the summer session, it is not forgotten that students in attendance are on their vacations and that they need recreation, consequently, work is closed at one o'clock, and afternoons and week-ends are available for all of the splendid opportunities for out-of-door recreation furnished by San Diego and its matchless environment. The very fact that a teacher may live in Tent City, within easy journey by street car to the normal school grounds each day, availing the student of all the opportunities for recreation afforded by the Coronado resort, makes the San Diego normal school one of the most eligible schools in the world for a pleasant as well as a profitable summer session.

Beginning in the summer of 1914, President Hardy hopes to put the school on the basis of continuous sessions throughout the year, divided into four terms of twelve weeks each, with short vacations between the terms. This arrangement of course is conditioned upon the amount of financial support that the state is able to give the school. President Hardy, however, believes that in no better way than by the adoption of this arrangement could a great dividend in service be paid to the people of the state. An annual extra appropriation of $5,000 would make it possible to keep the school open practically twelve months in the year, increasing its efficiency at least twenty-five per cent. at an increase in expenditure of about eight per cent.

The administration of an institution like the normal school involves some interesting problems in cost, and in the finding of cost units. The real test of the value of any public service institution is to be found in the ratio of its cost to the value of its produce. President Hardy's analysis of the cost of administration of the school for the sixty-third fiscal year, shows the following tabulation of statistics:

UNITS OF COST

Account	Amount	Cost per Graduate, 104 in number	Cost per Pupil, 639 in number
Equipment	$2,133.97	$20.51	$3.35
Administration	5,567.95	53.54	8.71
Instruction	30,739.97	295.57	48.11
Care Buildings	3,165.68	30.44	4.95
Care Grounds	1,579.71	15.20	2.47
Maintenance	1,069.50	10.28	1.66
Materials Used	696.40	6.70	1.10
Totals	$44,953.18	$432.24	$70.35

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It will be noted that the cost per graduate in the academic year 1910-1911 was $432.24. Superintendent of Public Instruction E. Hyatt shows in his biennial report that the average term of service of the public-school teacher in California is four years, and the average annual salary paid women teachers is $711.17. On this basis the state estimates the value of the services of a San Diego normal school graduate for four years in terms of money equivalent at four times $711.17, or $2,844.68. This sum, compared with the sum of $432.24, the cost of turning out a graduate from the State Normal School of San Diego in 1912, shows that the state is not engaged in a losing business when it undertakes the preparation of teachers.

The largest item in the cost of the production of a graduate is to be found in instruction, which, as will be noted in the table given above, comes to some $30,000 per year. This is expended in salaries distributed among the faculty of twenty-nine teachers, each one of whom is a specialist in his or her line of work. The roster of the faculty includes: E. L. Hardy, president; W. F. Bliss, dean of normal school and registrar; Gertrude Longnecker, department of education; Emma F. Way, preceptress; W. C. Crandall, dean of summer school; Florence Bryant, assistant registrar; Mrs. Charlotte Graham Robinson, librarian; Dr. Charlotte J. Baker, medical examiner; Elizabeth Rogers, principal elementary school.

Roster of teachers: Edward L. Hardy, school administration; W. F. Bliss, dean of the normal school, history and civics; Florence Bryant, Latin; Jane Butt, English and expression; Ada Hughes Coldwell, household arts; Jessie Rand Tanner, physical education; Georgia V. Coy, biology and physical education; W. C. Crandall, biological sciences; Oren F. Evans, manual training and athletics in training school; Rose E. Judson, music; Gertrude Longnecker, education; Emily O. Lamb, drawing and manual training; Irving E. Outcalt, English; Alice Edwards Pratt, English; Ernest L. Owen, director of the orchestra; W. T. Skilling, physical sciences; J. F. West, mathematics; Marea Goddard, French and Spanish.

In addition to the faculty provided by the state, the training school is conducted by eight teachers detailed for service in the normal school by the city board of education, since the normal school houses and administers the education of over three hundred children each year for the city. The roster of the city teachers so detailed for the year 1911-1912 follows: Edith McLeod, Gertrude Laws, associate principals of the intermediate school; Alice Greer, Edith Hammack, Nelson Sebree, Mary T. Dinneen, Grecelynn Glidden, Sara L. Herron, assistants. Care of grounds and buildings: Martin Roth, gardener; Fred W. Van Horne, head janitor and engineer; George Averbeck, Ernst Wiedenhoff, J. M. Turner, assistant janitors; Dudley Turner, watchman.

The entire control and management of the school is vested in a board of trustees, of which M. L. Ward is president, with Dr. Fred Baker and Charles N. Andrews as resident members, and Charles C. Chapman of Fullerton, I. B. Dockweiler, of Los Angeles, as non-resident members, and Governor Hiram W. Johnson and State Superintendent of Public Instruction Edward Hyatt, ex-officio members. Meetings of the executive committee are held monthly and of the full board, semi-annually. The school is also subject to control by a joint board of normal school trustees, consisting of delegates from each of the

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boards of trustees of the seven normal schools of the state. At the next meeting of the joint normal school board, the trustees and faculty of the local school plan to present the claims of the institution to do what has sometimes been called junior college work, that is, to do in addition to its regular function of preparing teachers for the elementary school a correlative work in the preparation for life or for the colleges or universities of students who cannot or do not care to go directly from high school to college or university. This plan is now in operation in Wisconsin, relieving the state university of a great deal of its burden of handling undergraduate students and thus enabling it to give more energy to its higher function of post-graduate special research, at the same time not imposing any burden upon the normal school it is not already pretty well prepared to meet.

POST-GRADUATE WORK

Another new function of the state normal schools of California results from action of the state board of education, taken at its meeting held November 1, 1912, when the normal schools were authorized to do a certain type of post-graduate work required in California for all candidates for the high-school certificate. The normal school will thus share with the state university and with Leland Stanford, Junior, University in the controlling of the highest certificate given by the state. Should the legislature in its session now at hand recognize the new intermediate school, consisting of the seventh, eighth and ninth grades, as organized in such cities as Berkeley, Alameda, Oakland and Los Angeles, it will undoubtedly follow that the normal schools will be called upon to prepare teachers eligible to receive a new certificate involving at least three years of preparation in a normal school. All these considerations make it very clear that the normal schools of California are sharing in the forward improvement in education, so characteristic of the state, and that they may look forward to a period of both intensive and extensive development of their functions.

Of all the state normal schools there is none more eligible than is the local school to a permanent place in this development of professional training of teachers. It has a splendid equipment, in structures not surpassed among the public buildings of the state. It has a faculty of trained teachers sufficiently large to give individual attention to each of the members of a student body, not too large to admit of the personal touch; it has the stimulus furnished by every-day contacts with a splendid city school system, and it has the supreme advantage of climatic conditions which make possible steady, purposeful, even strenuous work, throughout the year, a climate affording working conditions stimulating to strenuous endeavor, but free from the really dangerous handicaps inevitable in less favored environment.

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SAN DIEGO FREE PUBLIC LIBRARY

SCENE IN MISSION CLIFF GARDEN, SAN DIEGO

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CHAPTER XXX

SAN DIEGO PUBLIC LIBRARY

Mrs. H. P. Davidson of the Carnegie Free Public Library began advertising in October, 1912, the advantages and service of the library in the papers and street cars and in the latter appeared cards reading: "San Diego free public library, E street, between Eighth and Ninth. Reading rooms and art gallery. Visitors may become patrons under the same conditions as residents. Hours, 9 a. m. to 9 p. m. Sundays, 2 to 5 p. m." And he who lingered to scan the electric revolving advertiser, which at the city's busiest corner so attractively called attention to numerous advantages not to be neglected, would have recognized a copy of the same announcement.

This concrete expression will be helpful not only to new residents and visitors but may attract the attention of another class who in their busy lives have had a vague idea that there was somewhere in town a public library.

It is probably to this very class who entertain a misconception of the functions of the public library of today that it can be of the most advantage. When these busy people who are forging ahead, doing things at the work bench, the wheel or the desk, come to realize that by applying to the public library they can have the aid of authoritative writers, and perhaps the very latest word on their mechanical problems, the work will take on a new interest and its development forestall time.

The demands on the resources of the present day public library cover a range as wide as human interest. On some days it may be from the religion of the Egyptians to up-to-date plumbing, from statecraft to bungalow plans, from the nebular hypothesis to a name for the baby. The answer may come from a book, a magazine, a pamphlet or a newspaper. And, when necessary, material is procured through the inter-library loan system. In the past year the San Diego library has had for special work the loan of books from the Los Angeles Public Library, the California State Library, the California State University and the Congressional Library. When an extensive list is required, even if the material is practically at hand, the result is usually more satisfying if a few hours' notice can be given.

The San Diego Public Library was organized in 1882. The first board of trustees consisted of George W. Marston, George N. Hitchcock, Dr. R. M. Powers, E. W. Hendrick, and Bryant Howard. For the first five years, while the board with limited resources was slowly acquiring the nucleus of the present library, the service was principally that of a reading room, in charge of a curator who also served as janitor.

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For the first year the work was carried on in rooms of the second floor of the Commercial Bank and then was moved to the upper floor of the present city hall building, as the bank of that name occupied the first floor. Rooms in this building were occupied for ten years. The next move was to the second floor of the St. James, at the northwest corner of Seventh and F streets. After occupying these rooms five years a move was made to the fifth floor of the Keating block, now the McNeece block, northwest corner of Fifth and F streets, the entire fifth floor being occupied. At the expiration of the five year lease in the Keating block the present library building was ready for occupancy.

Although this building was not completed until the spring of 1902, the gift to San Diego was the first of its kind made by Andrew Carnegie on the Pacific coast. The building at Oakland was opened somewhat earlier than this, as, through failure of agreement on the matter of site, the construction of the San Diego building was delayed nearly three years.

This building has been occupied for ten years, and as to its interior appearance will compare favorably with most private houses in use for that length of time.

While the proper housing of books and efficient service in handing out due supply for information desired are important and practical general features of library administration, there are other considerations of importance to a large class of readers—that class which is made up of persons in middle life, and sometimes past, who are really having their first intellectual awakening. Not that they did not dole out the required number of years in the schools, but it was perhaps with a mind practically inert, so that now with the broadened vision of today they are actually beginning to live intellectually.

The library contains forty thousand volumes. The home circulation averages about five hundred a day. With the exception of teachers, but one book is issued on a card. The attendance is upwards of one thousand one hundred a day, the greater part of whom read or do research work in the reading rooms.

It is to be hoped that the city administration will see that in the coming years the library department receives an appropriation for maintenance consistent with its dignity and its importance to the city.

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CHAPTER XXXI

POSTOFFICES AND POSTMASTERS OF SAN DIEGO COUNTY

In the year 1850 the United States postoffice was established at Old San Diego, and Richard Rust was appointed to preside over it. He was succeeded the following year by Henry D. Couts. George Lyons was the incumbent in 1853, Richard Rust in 1856, and George Lyons in 1857. W. B. Couts was the postmaster in 1858, and Joshua Sloane the following year. D. A. Hollister was at the head of this office in 1865-6-7, when he was succeeded by Thomas H. Bush. Bush's successor was Louis Rose, who served ten years, resigning in 1883. His successor was Paul Connors.

The postoffice at South San Diego, now the city of San Diego, was established April 8, 1869. Dr. Jacob Allen was the first incumbent, having received his commission on April 8th of that year. Dr. Allen received and distributed the mail from his drug store. Freeman Gates was appointed postmaster December 23, 1869, and removed the office to the Dunham building on Fifth street, between F and G. Under his incumbency, South San Diego was made a money order office. Columbus Dunham succeeded Gates, his commission having been dated April 28, 1870. Mr. Dunham served as postmaster until his death, March 18, 1876. Under his administration, on April 14, 1871, the name of the office was changed to San Diego. Dunham's successors have been as follows:

Daniel Choate, March 27, 1876; H. H. Burton, February 25, 1881; George D. Copeland, May 23, 1881; Gustav W. Jorres, October 12, 1885; Allen D. Norman, November 10, 1887; H. M. Kutchin, January 27, 1890; Richard V. Dodge, February 16, 1894; Moses A. Luce, February 11, 1898; John N. Newkirk, February 28, 1902; Charles H. Bartholomew, February 18, 1908. In March, 1913, the office was moved into the new Federal building occupying the block bounded by State, Union, F and G streets, and fronting on F.

CHULA VISTA

Office established July 28, 1890, Sarah B. Fleming, postmistress; C. D. Calkins, March 18, 1891; S. L. Merstetter, January 12, 1897; Weiley Perry, June 23, 1897; E. W. Dyer, January 7, 1905; Carl S. Kennedy, November 30, 1907; William B. Farrow, November 18, 1910.

CORONADO

Office established February 8, 1887, Norbert Moser, postmaster; J. D. Brownlee, August 20, 1887; Henry F. Prieu, January 5, 1888; James L. Dryden,

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May 14, 1889; H. G. Gwyn, March 7, 1894; Elizabeth S. Newcomb, March 22, 1898; Adaline Bailhache, June 14, 1905; the office was discontinued December 31, 1911.

EL CAJON

Office established June 6, 1878; Amaziah L. Knox, postmaster; E. E. Burgess, December 15, 1888; A. J. Derbyshire, July 30, 1890; E. E. Burgess, March 14, 1891; John H. Dodson, March 6, 1895; John G. Burgess, March 2, 1899; William Stell, February 23, 1906.

APEX, NOW ESCONDIDO

Office established February 17, 1881, Charles A. McDougall, postmaster; Thomas W. Adams, June 28, 1883, under whose administration the name of the office was changed from Apex to Escondido; Thomas W. Adams, April 24, 1884; N. C. Whims, October 24, 1887; Ebin T. Case, May 15, 1888; Estella Bettens, February 20, 1889; N. C. Whims, March 26, 1889; B. F. Griffin, March 7, 1894; John N. Turrentine, March 16, 1898; W. B. McCorkle, May 18, 1910.

FALLBROOK

Office established June 28, 1878, Charles V. Riche, postmaster. The office was discontinued March 5, 1888, but was reestablished May 13, 1889, with E. J. Johnson as postmaster; George A. Scott, May 13, 1892; Orin Rice, November 29, 1893; Robert Cromwell, January 13, 1898; Bert Woodbury, September 29, 1910.

LA JOLLA

Office established August 17, 1894, Charles A. Ritchie, postmaster; Charles A. Hubert, April 20, 1895; Charles S. Dearborn, October 2, 1895; William F. Ludington, October 28, 1899; L. O. Glover, March 16, 1904; Conrad Solem, June 19, 1905.

LA MESA

Office established June 17, 1891, A. W. Gray, postmaster; Rocena Youngs, June 22, 1892; Rocena Agnew, March 1, 1894; S. J. Agnew, January 26, 1898; E. W. Strachan, November 15, 1899; George H. McMillan, April 6, 1901; Lincoln McMillan, July 13, 1905; Frederic Rapson, August 16, 1905; S. G. Pennoyer, July 31, 1906; R. L. Verlaque, April 29, 1907; Richard Smith, June 6, 1908; Lorne J. Palmateer, December 29, 1909; Robert K. Haines, August 23, 1912.

NATIONAL CITY

Office established December 29, 1869, Danford B. Carpenter, postmaster; George L. Kimball, March 14, 1870; L. W. Dimond, January 23, 1874; George H. Parsons, January 18, 1877; Lynn Boyd, July 23, 1886; Ellis Pattee, June 11, 1889; O. H. Noyes, December 23, 1893; Samuel S. Johnston, April 30, 1898.

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OCEANSIDE

Office established May 24, 1883, Andrew J. Myers, postmaster; John H. McNeil, December 8, 1884; John McCullough, November 24, 1885; George W. Groves, May 3, 1886; Samuel Carter, August 16, 1887; H. K. Weitzel, November 20, 1888; John Mitchell, April 16, 1889; J. L. Nugent, August 8, 1890; H. K. Weitzel, August 17, 1894; John M. Jolley, July 12, 1898.

NEW POSTOFFICE BUILDING

The new postoffice building is three stories in height with basement and attic, occupying the block bounded by State, Union, F and G streets. The main front on F street is 174 feet with a depth of 95 feet. The contract price is $190,000 and the available appropriation was $230,000. The first appropriation was $150,000, which was later increased by $80,000. This, however, does not include the site, which was originally owned by the war department and exchanged for other real estate in San Diego with the treasury department. Title was acquired by the war department years ago in the early history of San Diego.

In keeping with the general style of Mission architecture, so popular in California, this idea has been followed out in the construction of San Diego's federal building. The exterior of the building is finished in light colored material. The roof is of tile, and the towers in the main are made to resemble those to be found on the old Franciscan missions. The colonnade on F street front extends through the two stories, giving the idea of unity to the general design. Climatic conditions were not lost sight of in planning the structure. The windows are large and so arranged that the entire space may be opened if so desired. There are numerous other openings in the building for fresh air, which in this climate may be admitted at all seasons of the year at natural temperature.

On the first floor, the public lobby at once arrests attention, and on account of its beauty of architectural design compels admiration. It is arranged to present rather a monumental effect. The floor is of terrazo with marble borders. A corridor runs the whole length of the building's front, about 171 feet, and parallel to the main front. Along its sides are ranged handsome marble pilasters, and there is an ornamental coffered ceiling, the panels of which, in high relief, are of plaster. This lobby is very beautiful, simple rather than ornate, and striking, more because of the materials used and the workmanship than because of an excess of detail. There will be specially designed standing desks for the use of the public, of ornamental wrought iron work with plate glass tops. On this floor is the big work room of the postoffice, besides rooms for the postmaster, assistant postmaster, money order and registry divisions, vaults and toilet conveniences.

The main staircase rises from the west end of the lobby. It is constructed of marble and wrought iron. The rails of ornamental wrought iron. The stairway extends from the first to the third floors. There is an elevator of the latest and most approved design at this end of the lobby, and the grille work in connection with it is artistic and harmonious with the general design. The delivery windows and boxes fit into the harmony of the whole plan and are ornamental and pleasing in appearance.

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On the second floor the public part is finished in style similar to that of the lobby. The court room is twenty feet to the ceiling, with impressive decoration and ornamentation.

Marble pilasters support an ornamental entablature surmounted by a heavily paneled ceiling of plaster. Hardwood was used for the floors and the finish. There are bronze wall grilles, where grilles are required, as over ventilators or radiators. The upper portion of the walls, above the wainscoting, is paneled in plaster. Especial attention was given to designing the judge's bench, which is in keeping with the design of the room as a whole.

The suite of rooms assigned to the judge, connected with the court room by a private door opening close to the bench, include an anteroom, library and private rooms, with a private bath attached. Rooms for the district attorney, male and female witnesses, etc., occupy the remainder of the floor.

Offices are provided on the third floor for various federal officials. Rooms are set apart for the local weather bureau officials, for the civil service people, for the collector of customs and other customs officials, and for the local representative of the bureau of forestry.

In the basement, which is well finished in every respect, space is set aside for the appraiser's store, for postoffice storage and the boiler room. There is a commodious "swing room" for the use of carriers when they are off duty, and all necessary conveniences will be provided in connection with it. The postoffice inspector has quarters on the second floor, as has also the employes of the bureau of animal industry, the internal revenue service and the immigration service.

San Diego has a greater number of federal departments represented than the average city and in view of this fact, provisions have been made in the new building for office room. These officers, formerly scattered about the city, have moved into their new quarters, thus making it much more convenient for the public to transact business. They include the postoffices, customs office, immigration, weather bureau, animal industry, United States courts, forestry, internal revenue, rooms for the United States marshal and the local board of civil service examiners, postoffice inspector, special agents of the internal revenue service and the public health and marine hospital service.

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CHAPTER XXXII

SAN DIEGO CUSTOM HOUSE

For the year 1912 the San Diego custom house showed a series of exceedingly satisfactory figures, not only as to the amount of business done during the last six months of the year, but also as to the percentage of increase of those figures over the preceding year and over all previous years in the history of the custom house, with the possible exception of the year when the Kosmos liners from Europe and the California and Oriental liners from Japan, China and the Philippine Islands were calling at San Diego at the same time.

The cash receipts of the custom office show an increase of more than $30,000 over those of 1911, slightly larger than the increase of previous years, which was steady and consistent, so that compared with the receipts of four years ago those of 1912 show an increase of more than 134 per cent.

For the first time in some years the imports into San Diego district have passed the million mark, reaching $1,251,733, or close to $337,000 more than last year. This increase in importation has been almost entirely due to the coming of the tie steamers of the Santa Fe railroad from Japan, bringing railroad ties and car lumber from that country.

Because of the troublesome conditions across the line in Mexico, there has been a falling off in business with that country which has been more than made up in the import column by the coming of the tie steamers; but in the export business there is no counteracting cause and, Mexico being the best, because the nearest customer, the figures show a decrease. With a settlement of troubles in Mexico there will without doubt come such a betterment of conditions that business will resume its natural course and the export figures to Mexico will return to between the $800,000 and the one million mark. This year they are down to $600,000.

The importation business of the year has been done with twenty-four different countries, and half that number have taken the exports.

During the year 1911 the San Diego custom house accepted entries of imports from twenty-two different countries. Very nearly the same countries were represented in the list in 1912, but the imports from Japan were very much larger. The list for the two years follows:

	1911	1912
Austria-Hungary	$ 6,810	$ 6,371
Belgium	6,791	392
France	6,893	8,151
Germany	181,892	134,587

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	1911	1912
Greece	$ 1,377	$ 911
Italy	906	5,986
Netherlands	457	375
Norway	9,897	4,221
Spain	19	1,260
Sweden	1,448	103
England	25,085	35,142
Scotland	958	2,845
Ireland	1,684	3,790
Canada	102,001	77,815
Mexico	558,823	571,691
Cuba	2,169	3,810
British East India	805	76
Chinese Empire		340
Hong Kong	584	4
Panama		10
Japan	3,142	392,817
Siam	541	
Aden		630
Fr. Oceanica	2,675	
Turkey in Asia		303
Manila, P. I.	8	103
Total	$914,965	$1,251,733

Increase of 1912 over 1911, 37 per cent.

COMMODITIES IMPORTED

This twelve hundred thousand dollars' worth of merchandise passing through the custom house included the following:

Cattle	$ 121,029
Horses	11,270
Mules	3,784
Swine	12,542
Sheep	14,125
Products returned	141,759
Fish in oil	3,932
Fresh fish	4,950
Lobsters	14,573
Dried and smoked fish	1,215
Guano	10,892
Sulphate of potash	63,982
Bran	4,842
Wheat	34,925
Corn	4,914
Barley	36,956

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Item	Value
Hay	$ 5,676
Wool	4,000
Honey	4,550
Silver coin	1,494
Silverware	976
Glassware	1,325
Flour	2,228
Dried currants	1,241
Oil paintings and art goods	3,203
Motor train	15,000
Sugar beets	5,214
Sugar beet seed	18,317
Cotton	12,253
Broom corn	5,214
Gold bullion	10,742
Malt liquors	6,628
Spirituous liquors	17,041
Onyx	21,049
Beeswax	3,204
Coal	57,768
Coke	8,724
Household goods	24,178
Firewood	2,396
Coffee	7,212
Hides of cattle	4,343
Pig iron	1,290
Tobacco leaf	5,201
Baskets	1,114
Hats	1,569
White china	3,890
Decorated china	14,846
Drawn work	1,286
Enamelware	2,498
Linen	3,251
Toys	13,515
Wool blankets	3,432
Panoche	2,215
Iron drums	1,586
Fire brick and fire clay	1,967
Almonds	1,218
Olives and olive oil	3,569
Linoleum	3,394
Moving picture films	1,391
Toilet preparations	1,771
Dolls and parts thereof	18,113
Lumber	59,728
Railroad ties	333,787
Wool rugs	1,521

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Melons and other vegetables	$ 4,575
Miscellaneous	135,340
Total	$1,251,733

While the imports that have passed through the port and been entered and liquidated at the custom house have increased in a very satisfactory manner—thirty-seven per cent. in a year—there is also a large and growing business which passes through the port but entries for which are made and liquidation completed through other custom houses, principally at Los Angeles. During the year just closing, the business has amounted to 80,105 packages, valued at $648,349, on which the estimated duty was $143,967.28, as follows:

	Number Packages	Value	Estimated Duty
January	5,034	$ 26,247	$ 10,712.31
February	3,969	33,259	10,318.22
March	5,945	21,225	11,159.66
April	3,392	28,851	8,609.81
May	17,866	103,642	15,744.51
June	12,086	25,735	7,133.14
July	5,935	15,316	4,033.72
August	6,925	80,732	26,071.21
September	1,483	76,831	5,897.85
October	9,863	112,723	28,859.46
November	3,273	91,970	8,244.86
December	4,334	31,818	7,128.53
Total	80,105	$649,349	$143,967.28

Several shipments of ore concentrates and of dried shrimps from Lower California went to San Francisco, but both of them are on the free list, so that while they increase the number of packages shipped under immediate transportation bonds, they cut but little figure in the column of estimated duty, so that practically all of the $143,967.28 was collected at Los Angeles on these importations that were landed here. The cost of supervising this unloading of merchandise is paid out of the funds of the San Diego district. Nevertheless, the cost of collection in San Francisco has been gradually getting lower and last year dropped from .194 to .177, while the cost of collection in Los Angeles, where many of the expenses are paid by outside districts, increased last year from .065 to .072.

In 1911 the packages forwarded under immediate transportation entries numbered forty-seven thousand and one and their value was $410,447, so that the figures of 1912 show an increase of considerably more than 50 per cent. for the year.

Naturally the exports of the year have gone largely to Mexico, as the northern portion of Lower California draws the principal portion of its supplies from this district, both overland across the line at Tia Juana, Campo and Calexico and by the two lines of steamers running to Ensenada.

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Germany has, however, proved a good customer, as has France, England, Belgium and Holland, these European countries taking large quantities of dried fruit, nuts and honey. The exports for the year were as follows:

Article	Value
Agricultural Implements	$29,533
Cattle	55,625
Hogs	9,451
Horses	28,480
Sheep	12,722
Mules	19,880
Other Animals	8,571
Barley	936
Bread and Biscuit	3,947
Oats	2,802
Oatmeal	276
Rice	4,265
Flour	13,466
Feed	8,091
Cement	856
Chemicals	10,212
Coal	5,517
Coffee	5,472
Manufactures of Cotton	8,454
Eggs	7,521
Explosives (mostly dynamite)	25,227
Cordage	3,169
Canned Salmon	1,271
Apples (fresh and dried)	2,631
Dried Apricots	109,582
Dried Peaches	6,150
Prunes	5,319
Raisins	430
Nuts	50,778
Glass and Glassware	2,989
Hay	8,148
Honey	48,887
Ice	2,868
Manufactures of Iron	83,878
Boots and Shoes	7,992
Harness	3,888
Lime	614
Tallow	10,152
Bacon	2,748
Ham	1,185
Lard	3,784
Lard Compounds	4,798
Sausage Casings	2,822
Canned Meats	4,868

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Item	Value
Butter	$ 2,913
Cheese	1,947
Condensed Milk	4,903
Pianos	1,065
Crude Oil	9,575
Illuminating Oil	5,889
Lubricating Oil	1,505
Residuum, including Tar	4,834
Paper Stock	1,950
Cotton Seed	470
Soap	2,085
Malt Liquors	5,426
Spirituous Liquors	5,252
Wine	3,735
Sugar	16,443
Candy	2,297
Beans and Dried Peas	3,951
Onions	938
Potatoes	7,898
Canned Vegetables	4,971
Pickles	2,044
Lumber	45,325
Furniture	1,523
Miscellaneous	80,502

These exportations were divided among foreign countries as follows:

Country	Value
Belgium	$ 19,891
Denmark	1,145
France	56,161
England	30,131
Germany	109,245
Italy	1,553
Mexico	600,271
Netherlands	28,832
Norway	3,228
Russia	443
Scotland	1,127
Sweden	669
	$847,696

In the figures foregoing, domestic merchandise only is taken into consideration. During the year there passed through the district, nearly all being bound for Mexico, foreign merchandise to the value of $40,595. This was made up largely of tea, coffee, rice and liquors.

To this business should be added possibly the "in transit" business relative to merchandise coming from Mexico and being returned to Mexico without the payment of customs duties in this country. During the year this business

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amounted to $102,273 and was made up quite largely of flour, wheat, barley, leather and empty bottles.

While the foregoing tabulation of exports and imports are of interest, showing increase of business for the port of San Diego, it should be recalled that the port business is not all shown by the custom house figures. Coast business, which does not originate in or go to some foreign country, does not enter the custom house, either coming or going, and the immense business done through the bay of San Diego by the American-Hawaiian liners, that has its origin in New York and Philadelphia, passes by the custom house, leaving few figures to tell how large and rapidly growing it is.

When it is recalled that a good many of the American-Hawaiian steamers reach port fully loaded but without a pound of freight to be entered at the custom house, it will be readily seen that there is a port business which custom house figures do not show. A tally on this business is, however, kept and to San Diegans, who sometimes like to compare figures with Los Angeles, the following, taken from official sources in Washington, will prove of interest:

The comparative statement of the business east and west bound by way of the Isthmus of Panama and Tehauntepec from and to the ports of Los Angeles and San Diego during the year ending June 30, 1912, from the annual report of the bureau of foreign and domestic commerce of the department of commerce and labor, shows the following:

	Via Panama Domestic
Westbound from New York to	
Los Angeles	$2,069,438
San Diego	43,065

	Domestic	Via Tehauntepec Foreign
Westbound from New York		
To San Diego	$13,629,366	$ 71,281

	Via Panama Domestic
Westbound from Philadelphia	
To Los Angeles	$ 79,784

	Domestic	Via Tehauntepec Foreign
Eastbound from		
San Diego to New York	$ 673,272	$ 1,424
San Diego to foreign countries		
Belgium	$ 43,510	......
France	56,702	......
Germany	206,540	545
Netherlands	34,471	......
England	27,367	4,285
Other countries	14,707	......

Total coast to coast business east and west bound via the isthmuses:

Los Angeles	$ 2,149,222
San Diego	14,806,535

San Diego is almost 700 per cent. larger than Los Angeles.

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THE LIGHT HOUSE, POINT LOMA, SAN DIEGO

SHIPPING SCENE, SAN DIEGO HARBOR

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CHAPTER XXXIII

FINANCIAL

The bank deposits of San Diego for the year 1912 exceeded those for the year 1911 by more than $5,500,000. The bank clearings for 1912 exceeded those of 1911 by $43,000,000, which is a fifty per cent. increase over the previous year. These two facts show what San Diego banks are doing, how San Diego is growing, and give some idea of the financial strength of local institutions.

If pride ever was pardonable, it is the pride business men of San Diego have in the city's monetary institutions for the reasons stated above. Deposits, the primary and basic stone of the structure of any banking house, have shown what the city has done in the way of growth financially.

In 1905 the bank deposits of San Diego's institutions totalled $5,388,518.68. In 1906 the total deposits were $6,948,972.05. In 1907 they were $7,028,322.65. The year 1908 did not show much of a gain, the total deposits being $7,151,375.77. This inactivity was doubtless the result of the slight stringency in the money market in 1907, but 1909 came forward with a gain of nearly $2,500,000, the total deposits for that year being $9,565,634.74. The total deposits for 1910 were $11,016,000, showing a gain of $1,500,000 over the previous year. In 1911 the deposits jumped to $14,104,583.38, showing a gain of 28 per cent. over the previous year. The present year shows an increase of more than any two previous years combined; the deposits for the current year being $19,747,673.99, a gain of $5,500,000.

This is a showing that few cities the size of San Diego can equal and it tells eloquently of the city's progress and of the strength of its financial institutions.

The bank clearings of the past few years tell the same story from a different angle, the bank clearings of a city showing its actual commercial activity. In 1909 the clearings were $52,094,521.82. In 1910 the total clearings were $67,173,-976.23. In 1911 the clearings totalled $86,724,333.47, and in 1912 they jumped to $129,249,538.93. The gain of 1911 over 1910 was nearly $20,000,000, while 1912 shows a gain of $43,000,000, or fifty per cent. over 1911.

These figures tell graphically, more than could words, what has been happening in San Diego during the past few years. It shows that thousands of newcomers are engaging in business and making their homes in San Diego. It shows that the banks are in a prosperous condition and that the people have great faith in the monetary institutions of San Diego.

Officers of the commercial banks report during 1912 a very large number of new accounts were opened. The size and the satisfactory nature of the accounts show that the vast number of newcomers are people of means and thrift, that

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they are substantial and that they are contributing their share toward strengthening the city's banking fraternity.

The reports of the larger banks on payroll accounts show how the city is progressing and how thousands of employes are receiving good salaries that were not being paid two years ago. The savings banks report a large increase in the number of accounts, a proportionate increase in the size of accounts, and a general condition better than a year ago.

San Diego's banks were never in better condition than now. The figures for the past year compared with the year before show the volume of business done and the rate of increase. Throughout the year the monthly statements put San Diego in the gain column and the percentage of gain was always gratifying. In no city of the state are banks more solid and endowed with better resources. So the city of San Diego points with pride to her banks and her bankers and with especial pride to the figures which tell what they have done in the past year.

BANK OF SAN DIEGO

The first bank in San Diego was the Bank of San Diego. It was organized early in June, 1870, by Bryant Howard, E. W. Morse, A. E. Horton, Joseph Nash, James M. Pierce, Mathew Sherman, A. M. Hathaway, Columbus Dunham and William H. Cleveland. The first officers were: A. E. Horton, president; James M. Pierce, vice president; Bryant Howard, treasurer.

COMMERCIAL BANK OF SAN DIEGO

This financial institution was organized in October, 1872, by J. H. Braly, George Puterbaugh, Edward Kilham and J. C. Braly. The capital stock was fixed at $200,000. The bank did not begin business until the 1st of March, 1873, in temporary quarters in the Vezie & Schuler building. In October, 1873, the bank began the erection of its own building (now the city hall) and occupied the same in the following spring.

The first officials were: Captain A. H. Wilcox, president; E. F. Spence, cashier; Jose G. Estudillo, assistant cashier.

CONSOLIDATED BANK OF SAN DIEGO

The next development in banking business in San Diego was the consolidation of the Bank of San Diego and the Commercial Bank, under the name of the Consolidated Bank of San Diego, with a capital of $200,000. The first officers were: Bryant Howard, president; J. A. Fairchild, cashier; E. W. Morse, O. S. Witherby, George Geddes, Levi Chase, James M. Pierce, George A. Cowles and Bryant Howard, directors. The new bank occupied the old quarters of the Commercial Bank, at the corner of Fifth and C streets. In January, 1880, Mr. Fairchild resigned as cashier and was succeeded by Bryant Howard, while O. S. Witherby became president in Mr. Howard's place. Still later Mr. Howard became president and J. H. Barbour acted as cashier. In 1883 the bank was changed from a state to a national bank and was a power in San Diego for several years. The institution went down in the failure of 1893 and was never reopened.

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THE SAVINGS BANK OF SAN DIEGO COUNTY

was opened for business in May, 1886, with a capital stock of $100,000. Its first officers were: James M. Pierce, president; George A. Cowles, vice president; John Ginty, secretary and treasurer. This financial institution was a branch of the Consolidated National Bank and had its quarters in the same building. It was swept away with the failure of the parent bank in 1893 and never resumed business. The same is true of the Pacific Coast Loan & Trust Company, which was an offshoot of the Consolidated Bank and had its quarters in the same building, while it was officered by the same men.

FIRST NATIONAL BANK

A reorganization of the Bank of Southern California took place in 1883, under the name of the First National Bank. The officers for that year were: Jacob Gruendike, president; R. A. Thomas, vice president; C. E. Thomas, cashier. Mr. Gruendike died in 1905, and was succeeded in the office of president of the bank by D. F. Garrettson, who is still at the head of the institution. The home of the bank continuously has been on the northwest corner of Fifth and E streets. The present officers are: D. F. Garrettson, president; F. W. Jackson, vice president; F. J. Belcher, Jr., cashier; R. H. Gunnis, assistant cashier.

About the year 1888 the First National absorbed a second Bank of San Diego, which was organized in 1887. The officers of the Bank of San Diego were: J. H. Braly, president; J. C. Braly, vice president; George M. Dannals, cashier.

SAN DIEGO SAVINGS BANK

This bank is the oldest savings bank now doing business in San Diego. It was organized in April, 1889, and is doing business in the Keating block, at the northwest corner of Fifth and F streets. The present officers are: M. T. Gilmore, president; J. W. Sefton, Jr., vice president; G. M. Barber, cashier; C. L. Reed, assistant cashier.

BANK OF COMMERCE AND TRUST COMPANY

The Bank of Commerce was incorporated under state laws in 1887 and was one of the products of the rapid growth of that time. There were a number of changes in management and at the time of the bank failures in 1893, the bank closed its doors for four days. At that time Dr. R. M. Powers became president and manager, serving until 1903. In July of that year Julius Wangenheim entered the bank and became its president and at the same time it was reincorporated under national laws and is now the Bank of Commerce and Trust Company. The present officers are: Julius Wangenheim, president; M. H. Epstein, cashier; R. B. Thomas, assistant cashier; Wilmot Griffis, head of bond department.

The above financial institution established a branch of the Bank of Commerce and Trust Company at Coronado in the fall of 1911, and in the following year moved into a beautiful modern new home, which it had erected for the purpose. The officials are the same as those of the parent concern.

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THE MARINE NATIONAL BANK

The Marine National Bank is one of the young financial concerns of the city. In 1912 it took over and absorbed the Sixth Street Bank. The officers are: G. W. Fishburn, president; F. A. Garrettson, vice president; O. L. Sellers, cashier.

THE SECURITY SAVINGS BANK AND TRUST COMPANY

This financial institution was an outgrowth of the National Bank of Commerce, the stockholders having been chiefly the same. The bank was organized May 26, 1905, with a paid-up capital stock of $125,000, the largest of any similar institution in southern California, outside of Los Angeles. It had its own home on E street, near Fifth.

The Security a few months ago was taken over and absorbed by the Bank of Commerce and Trust Company.

CALIFORNIA NATIONAL BANK

This financial institution opened its doors January 8, 1888, with the following officers: William Collier, president; D. D. Dare, vice president; J. W. Collins, cashier; D. C. Collier, J. W. Burns, M. Kew, Douglas Gunn and T. R. Gay, directors. A year later the bank was incorporated, and continued business until 1891, when, in October of that year, the bank suddenly failed and never resumed business.

THE MERCHANTS' NATIONAL BANK

This bank was organized in the spring of 1893, with a paid-up capital stock of $100,000. The first officers were: M. A. Weir, president; Ralph Granger, vice president; Frank E. Hilton, cashier. In October, 1893, control of the bank was purchased by Edward Ivinson and the bank was reorganized. The last named became president, while Levi Chase was made vice president, Ralph Granger second vice president, and G. B. Grow, cashier. The latter died February 7, 1903, and W. R. Rogers, who had acted as assistant cashier, succeeded to the cashiership. In January, 1904, Ralph Granger, Dr. F. R. Burnham, A. H. Frost, W. R. Rogers and others purchased a controlling interest in the bank from Ivinson. The bank now has an excellent location in the Granger building at the southwest corner of Fifth and D streets.

The present officers are: Ralph Granger, president; A. H. Frost, vice president; W. R. Rogers, cashier; H. E. Anthony, assistant cashier.

BLOCHMAN BANKING COMPANY

This financial institution was organized November 27, 1893, by A. Blochman and his son, L. A. Blochman. The concern transacts banking in all of its branches and is the only bank in southern California which draws direct on the city of Mexico, Guadalajara, Guaymas, Mazatlan, Ensenada and other lower California points. A number of Los Angeles banks transact their Mexican business through the Blochman Banking Company. The company owns a substantial building at No. 635 Fifth street.

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THE CITIZENS SAVINGS BANK

This bank was organized by Dr. C. M. Briggs and others in the spring of 1904. Dr. Briggs, however, died before the organization was completed and his stock was acquired by Louis J. Wilde and Fred Jewell, who placed a portion of it upon the market. The bank was opened August 15, 1904, with Louis J. Wilde as president; Fred Jewell vice president and cashier; and C. B. Whittlesee, assistant cashier. At the end of the first year Mr. Wilde's holdings were purchased by Mr. Jewell, who then succeeded to the presidency. The present officials are: I. I. Irwin, president; C. B. Whittlesee, cashier.

AMERICAN NATIONAL BANK

This concern was organized September 8, 1904, with the following officers: Louis J. Wilde, president; Charles E. Sumner, vice president; W. H. Hubbard, cashier. The bank opened its doors for business at No. 1051 Fifth street, April 6, 1905. The present officers are: J. W. Sefton, Jr., president; I. Isaac Irwin, vice president; C. L. Williams, cashier; L. J. Rice and T. C. Hammond, assistant cashiers.

UNIVERSITY AVENUE BANK

A growing and popular banking house is the University Avenue Bank. Its officers are: C. T. Chandler, president; W. E. Otis, vice president; E. G. Otis, cashier.

SIXTH STREET BANK

This concern was opened for business May 1, 1907, with the following officers: D. H. Steele, president; Carl Alexander Johnson, vice president; F. H. Oliphant, cashier. Its place of business was at No. 540 Sixth street.

The bank was absorbed in 1912 by the Marine National Bank.

SOUTHERN TRUST & SAVINGS BANK

This bank began business June 28, 1907, with the following officers: G. Aubrey Davidson, president; Philip Morse, vice president; E. O. Hodge, cashier. The bank occupies magnificent quarters in the U. S. Grant Hotel building. The present officials are: G. A. Davidson, president, Philip Morse, vice president; G. O. Hodge, cashier.

The Union Title & Trust Company, with headquarters at 1028 Second street, is a strong financial concern of recent birth. John F. Forward, president and manager.

The Southern Title Guaranty Company has been in existence some little time. The institution is located in the Union building. A. P. Johnson, Jr., president and manager.

INTERESTING STATISTICS

The following table gives the comparative totals by years of bank clearings, building permits and postoffice receipts:

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Building Permits

Year No.	Total
1901—252	$ 123,285
1902—127	432,140
1903—267	710,123
1904—505	914,967
1905—716	1,193,170
1906—836	2,761,285
1907—1051	2,297,915
1908—1209	2,383,540
1909—1520	2,632,100
1910—1995	4,005,200
1911—2999	5,703,000
1912—4559	10,001,415

Postoffice Receipts

Year	Total
1901	$ 39,151
1902	41,720
1903	46,000
1904	56,392
1905	64,190
1906	74,350
1907	89,776
1908	103,570
1909	113,632
1910	140,209
1911	181,805
1912	228,058

Bank Clearings

Year	Total
1908	$ 37,771,149
1909	52,094,521
1910	66,708,874
1911	86,724,333
1912	131,894,087

San Diego's clearing house was organized in 1908.

Bank Deposits

Year	Total
1901	$ 1,830,923
1902	2,336,778
1903	3,092,772
1904	3,729,223
1905	5,388,518
1906	6,948,972
1907	7,028,322

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Year	Total
1908	$7,151,375
1909	9,565,634
1910	11,016,000
1911	15,605,764
1912	19,613,988

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CHAPTER XXXIV

PROGRESS

The rapidity with which San Diego is building up is set forth in the October number of the Construction News published at Chicago. That paper gives a table showing the building operations of seventy-four cities during September, 1912, and the figures for the same places during the corresponding month of 1911. It appears that there were gains in forty-one cities and losses in thirty-three. There was a decrease in New York city of 23 per cent., Chicago 5, and Boston 32, and an increase in Philadelphia of 18 per cent. "The Pacific coast," says the Construction News, "maintains the phenomenal activity of the past few years, seven leading cities showing gains, while there were decreases in only two, but these are conspicuous as they are Portland, a decrease of 37, and Los Angeles, 17 per cent."

The following table gives the figures for twelve Pacific coast cities, the first column being the totals for September of this year, and the second column those for the corresponding month last year:

Cities	Total Building	Total Building	Per Cent Gain	Per Cent Loss
San Francisco	$1,783,145	$1,634,048	9	...
Los Angeles	2,310,517	2,813,247	...	17
Oakland	659,851	500,708	31	...
San Diego	1,596,859	952,225	67	...
Portland	909,595	1,462,920	...	37
Seattle	607,870	462,051	31	...
Tacoma	282,840	138,328	104	...
Sacramento	291,365	205,302	42	...
Berkeley	147,050	155,500	...	5
Pasadena	140,482	151,803	...	7
Stockton	136,525	80,370	70	...
San Jose	33,548	51,094	...	38

It will be noted that San Diego, with perhaps 70,000 population, is only about $200,000 behind San Francisco, a place of 450,000 inhabitants, on the month's total of building. It will be observed, too, that San Diego's gain of 67 per cent. is that much increase over an unusually heavy month last year. Moreover, it will be seen that in the two coast cities, Tacoma and Stockton, whose percentages of gain exceed that of San Diego, the building operations were very small in comparison with those of this city.

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BUILDING

By Louis E. Miller

It has often been said that figures do not lie. In numerous instances, however, it has been shown that they have been manipulated to deceive, but in this case there is nothing concealed. The city began to make headway in the year 1903 and the growth has been steadily and rapidly advancing since that time. The greatest jump on record, however, has been made this year (1912). Jumping from five million dollars expended on new buildings in twelve months to ten millions in a like period is a record hard to beat by any city.

No city in the United States and possibly the world has been building up so rapidly as San Diego during the past year in proportion to population. It has been shown on several occasions that San Diego is leading all cities in the country in the amount of building per capita.

During the past year the building operations have not been devoted to any particular class of building. In proportion to cost the money has been expended on all classes quite evenly. In all classifications of building the number and value show a material gain over the figures last year.

More homes have been erected, many of them costing more than those built in previous years; more flat buildings, more apartment houses, more office buildings, more hotels, more theaters, more warehouses, more manufacturing plants and more structures of every description have been erected during this year than during any other twelve month. The year of 1912 was a banner one in every respect. It makes no difference how comparisons are made. In every instance a material gain is shown.

Indicative of the permanent growth of a city, the number of homes erected is generally taken as the most accurate example. During the year almost 2,000 houses were erected in San Diego. These residences cost nearly $4,000,000. In 1911, 1,500 homes were built, costing $2,500,000.

In every residential section of the city the building operations have been nothing short of marvelous. Many sections which a year ago were absolutely devoid of improvements with nothing but sage brush and cactus are now highly improved with graded and surfaced streets, concrete sidewalks and curbs and many beautiful homes.

During the year numerous tracts have been improved and opened up to homeseekers and in every instance the promoter has met with success, quickly selling off the lots to purchasers, many of whom immediately erected homes where they are now living. Many houses have also been built on speculation during the year but the case will have to yet be pointed out where the builder had any difficulty in disposing of his houses. Newcomers have been flocking into the city at such a rapid rate that the supply has hardly been sufficient to meet the demand. Building companies, contractors, and others following this line of work are branching out on a bigger scale than ever.

A comparison of the records for the number and value of homes erected the year of 1912 in comparison with those of 1911, month by month, will give a fair idea of the year's remarkable increase in building operations.

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The record by months is segregated by the city building department as follows:

1912	Number	Value
January	123	$258,050
February	186	322,409
March	136	197,700
April	181	387,975
May	171	360,560
June	163	322,230
July	153	346,509
August	181	302,575
September	157	329,447
October	177	358,850
November	163	301,798
December	175	350,800
Total	1966	$3,838,103

1911	Number	Value
January	87	$129,720
February	91	151,995
March	111	186,955
April	99	189,730
May	132	216,879
June	122	204,420
July	100	183,640
August	139	237,510
September	151	240,415
October	153	256,650
November	176	273,634
December	148	228,716
Total	1509	$2,501,273

Business blocks erected the year 1912 cost a million dollars more than those for which permits were issued during 1911. In 1911 seventy-three permits were issued for buildings of this character, costing $1,633,875. In 1912 the permits numbered 118 and the buildings represent an outlay of $2,612,785.

The cold figures give an idea of what has been done in the business section only in a vague way. They do not tell how the business district is rapidly extending over a wider territory. Every street in the down town district has received its share of improvements. In certain sections entire blocks are being built up at once with several new buildings.

Second street from C to D is a notable example of this. At the northeast corner of Second and D the concrete bank building and cafeteria for Louis J. Wilde has just been completed. Next to that on Second street is a three-story brick building, just completed for Gillmore & Titus. Adjoining that is a three-story block being finished for Judge V. E. Shaw of Los Angeles and next to that

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on the southeast corner of C and Second, Boldrick Brothers are constructing two more stories on the concrete store building erected there about a year ago.

Another scene of like activity is on the east side of Sixth street from B to C. On the northeast corner of Sixth and C streets has been erected a six-story fireproof building of reinforced concrete for the Frevert-Bledsoe Furniture Company, which occupied the entire structure on the first day of March, 1913.

On the southeast corner of Sixth and B streets the New Southern Hotel, a four-story brick structure, was completed recently and cannot meet the demands upon it. Between this and the furniture store a row of store buildings is under construction.

About a year ago this entire block had several old frame residences and there was little or no business in the neighborhood. But today it is developing into a thriving business center. Across the street is the handsome new department store of the George W. Marston Company, which was opened last April. This is a five-story building of reinforced concrete, having a frontage of 100 feet on Sixth street, 200 feet on C street and 100 feet on Fifth.

Second street a year ago was also a quiet throughfare where the row of new buildings have been completed between C and D. In this instance also the business blocks are replacing old frame residences which were erected in the early boom days.

These instances are cited to illustrate the way the business section is expanding. Every street in the down town section has developed remarkably during the last year, expanding the business district to a much wider area.

This is a feature which at once attracts the attention of the visitor who has not been in San Diego for a year or two. He marvels at the transformation in D street with its row of concrete buildings, including the U. S. Grant Hotel, one of the finest hostelries in the country; the six-story Union building; the Spreckels theater and office building and the Spreckels Hotel of six stories, each of which occupy an entire block of frontage on the street.

THE SPRECKELS' THEATER

Though the Spreckels' Theater was completed and opened only a few months ago, it has already gained an enviable reputation among the leading theatrical men of the country. The most experienced and best known men of this profession in America have pronounced it the best and most complete of any they have ever seen. The large stage, its appointments and general arrangement at once appeal to the theatrical man. Its great feature is a wide driveway passing through the building and over the rear of the stage. The biggest loads of scenery can be driven directly on to the stage for unloading and loading.

The theater building occupies practically an entire block, being two hundred by two hundred and thirty-five feet in size and six stories in height. Excepting the portion occupied by the theater, the building contains stores on the ground floor and modernly equipped offices on the upper floors. It cost more than $1,000,000.

NEW SPRECKELS' HOTEL

The Spreckels' Hotel is another six-story structure of concrete, occupying a block of frontage on D street between Union and State streets. John D. Spreck-

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els intends to eventually improve the entire south D street frontage from Third to the bay front with six-story concrete buildings. To complete this work will require the construction of eight of these handsome blocks, three of which have already been built. Arrangements are being made for the beginning of two more of these fine buildings and it is expected that by the beginning of 1914 there will be another big change in the skyline of D street.

F street is another thoroughfare which is rapidly developing along a business line. New buildings are either under construction or to be commenced at an early date, having a total frontage of one thousand one hundred feet on this street. First is the federal building, in which is located the main postoffice, weather forecaster, immigration men, customs offices and the various other departments of the United States government. This building has a frontage of two hundred feet on F street between Union and State.

In the next block is the Starkey & Sunburg building, a three-story hotel and store building, now under construction. This has a frontage of two hundred feet between Front and Union streets. At the northeast corner of Second and F streets Judge Albert Schoonover is erecting a four-story hotel and store building, having a frontage of one hundred feet on F street. Diagonally opposite on the southwest corner of First and F the site is being cleared for a two-story block having a frontage of one hundred feet on F street.

At the northeast corner of F and Third streets S. W. Grier is erecting a four-story theater, store and hotel building of concrete construction, having a frontage of one hundred feet on the same street. Plans are being prepared for a four-story hotel and arcade building to be erected by the Sefton estate on the north side of F street extending from Sixth to Seventh, a distance of two hundred feet. On the northeast corner of Eighth and F the new Martin Hotel has a frontage of one hundred feet on each street.

The F street activity is due to the construction of the new federal building, which has affected building operations and realty transactions in the entire district contiguous to it. Ever since work was started on the new postoffice there has been a big demand for property in this section, which heretofore had been dormant for many years as a business district. Now, however, it is quite different. Not only is F street receiving the attention of investors but the entire section contiguous to the federal building. In every direction from this building new business blocks are being erected. Besides those mentioned on F street, the new buildings recently completed or under construction in the district include the following:

Sylvester & Schmid, two-story concrete store and rooming house, Union street, between D and E, $6,000; Otto Jungk, brick factory, Front street between E and F, $3,500; Campbell & Sturz, four-story brick store and hotel, Fourth street between F and G, $25,000; W. H. Sweeney, three-story brick hotel, southeast corner of State and E streets, $20,000; Anton Mayerhofer, two-story brick store and rooming house, Third street between H and I, $10,000; Wilde estate, tile store, H street between Arctic and California, $4,500; E. A. Kavanagh, two-story iron and brick store building, First and G streets, $5,000; H. Jerome Fosselle, three-story brick store and rooming house, Third street between G and H, $15,000; Independent Door & Sash Company, four-story brick and concrete factory, State and H streets, $45,000; W. R. Norman, tile store, First street between

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F and G, $3,250; Union Ice Company, two-story brick ice plant, First street between H and I, $19,000; A. Blumberg, concrete store building, Third and H streets, $7,000.

Plans are being prepared for the construction of many other buildings in the district surrounding the federal building. The latter is completed and already various departments of the federal government moved into the large, handsome structure, the site of which comprises an entire block of land two hundred by three hundred feet.

Another feature of the past year's building operations is the development of the outlying sections along business lines. In many of the residential sections have sprung up business districts where the residents of adjoining home tracts may purchase almost any household commodity desired.

The biggest office building on which work was begun during the past year is a ten-story structure of reinforced concrete on the northeast corner of Fifth and E streets for Nathan Watts. A permit for the building proper, in the amount of $300,000, was issued by the city building inspector.

Sites have been secured for several skyscrapers which are to be erected during the year. These include an eight or ten-story hotel building to be erected by Bailey & Post, on ground one hundred by one hundred and fifty feet, at the northeast corner of Seventh and D streets. The same men also own the old First Presbyterian church property, one hundred by one hundred and fifty feet, at the southeast corner of Eighth and D streets, on which they also plan building a structure eight or ten stories in height. Directly opposite the church property George E. Hart, of Los Angeles, recently secured a ninety-nine years lease on one hundred by one hundred and fifty feet of ground on which he intends to erect a ten-story office building. A Los Angeles company is also figuring on the purchase of the Louis J. Wilde property at the southwest corner of Eighth and D streets, where it intends to erect a modern building. Other large structures are also under contemplation, which will materially swell the total of building permits for the year of 1913.

A comparison of building permits issued for business blocks in 1911 and 1912 follows:

1912	Number	Value
January	7	$ 132,700
February	9	53,500
March	9	230,100
April	11	460,340
May	10	245,900
June	8	151,750
July	7	167,445
August	17	269,810
September	7	154,950
October	10	174,290
November	11	182,000
December	12	390,000
Total	118	$2,612,785

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1911	Number	Value
January	6	$ 64,600
February	4	39,000
March	4	319,000
April	3	163,500
May	5	87,000
June	10	391,200
July	6	12,200
August	17	42,500
September	14	376,075
October	3	27,000
November	4	19,800
December	12	92,000
Total	72	$1,633,875

Another striking feature of the past year's remarkable building activity is the large number of flats and apartment houses erected in various sections of the city. More than $1,500,000 was expended during the year on new flat buildings and apartment houses. To be exact, one hundred and fifty-five permits were issued for buildings of this kind costing $1,503,982. This is thirty-three per cent. more than the amount recorded in 1911. Every month last year excepting October shows a big increase over the corresponding month of the previous year, either in number or value. Not only were more apartments erected during the past year but as a rule the buildings are of a superior class of construction.

Construction work will be commenced early this year on the largest and finest equipped apartment house ever produced in San Diego. It will be a four-story structure occupying seventy-five by two hundred feet and of a fire-proof construction. It will be built by P. J. Benbough, at a cost of $200,000 or more. The site is on Date street, between Seventh and Eighth, overlooking the park.

A comparison of the number and value of apartments and flats built during the last two years follows:

1912	Number	Value
January	11	$ 75,000
February	19	86,050
March	11	59,000
April	18	147,600
May	14	123,220
June	13	136,927
July	14	226,210
August	18	103,675
September	18	220,300
October	8	69,000
November	11	204,500
December	8	52,000
Total	155	$1,503,982

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1911	Number	Value
January	0	$ ......
February	3	28,000
March	2	9,000
April	4	45,500
May	3	19,000
June	4	18,700
July	7	44,405
August	7	114,700
September	12	105,000
October	13	515,825
November	12	104,100
December	7	46,500
Total	74	$1,050,730

THE SCHOOL BOARD BUSY BUILDING

The board of education also has had a busy year providing additional accommodations for the rapidly increasing enrollment. In December, 1912, it awarded the contract for a fireproof school building to be erected in the Middletown district, at a cost of $125,000. Work is under way on two $20,000 schools, one of which is located in Mission Hills and the other in West End. Three polytechnic school buildings are nearing completion on an eminence adjoining the regular high-school structure. These improvements will cost nearly a quarter of a million dollars. Fifteen portable schools also were erected during the year. These are temporary structures which will give way to permanent buildings this year.

Several new churches have been erected or started during the year to provide accommodations for the growing congregations. The largest of these is the First Presbyterian church, on which construction work is now under way. This occupies a half block of land on the north side of Date between Third and Fourth streets and will cost about $125,000. Work also has been commenced on the construction of an $80,000 structure for the First Baptist church at the northwest corner of Tenth and E streets. The First United Brethren congregation erected a $10,000 building on Robinson, between Third and Fourth streets, and the First United Presbyterians put up a $12,000 building at Twenty-second and H streets.

At the end of 1911 when the cost of new buildings erected during the year aggregated $5,700,000, it was believed that was a building record which would stand for a year or two. Even the most optimistic did not believe that mark would be reached in 1912. But that total has almost been doubled during the past year and it is even predicted by persons familiar with local conditions that a still greater amount will be expended on new buildings during the year of 1913.

SAN DIEGO REALTY BOARD

By John F. Greer

Early in the year 1912 the San Diego Realty Board began with a membership of twenty-nine. Its first year's close found it a well organized, incorporated body

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A bit of coast at Ocean Beach
La Jolla Coast
The Cliffs at Long Beach, La Jolla
Sunset at Coronado

Surf at Coronado
Coast at Ocean Beach
La Jolla's Rock Bound Coast

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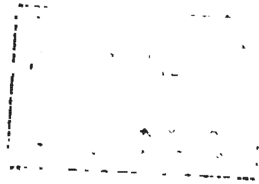

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with more than one hundred members, of which more than seventy-five are engaged actively in brokering real estate, leasing lots, business and residence property.

This remarkable growth has not been the result of a membership campaign, but a steady, healthful increase of the roll; a gradual weeding out process of the undesirable element engaged in real-estate dealings in the city and county of San Diego, until the beginning of the new year witnesses the completion of an organization comprising nearly every well established office within the jurisdiction of the board.

Directed by wide-awake and honest officers and committees, the San Diego Realty Board in the year of its existence has accomplished much toward the betterment of conditions with regard to the business of the realty broker, the owner of property, the prospective buyer and the public in general.

Before the organization of the board there was little cooperation among the brokers, less between the broker and property owner, and, as it was commonly charged, little community of interest between the broker and buyer other than from the broker's standpoint, procuring a purchaser and earning a commission, regardless of whether or not the property offered and sold was suited to the needs of the buyer and represented full value for the sum invested as purchase price. The buyer's interest in the broker as a rule was to learn the location and ownership of his best "buy," and then proceed by fair means or foul to obtain title to the property without considering the broker and his just claim for remuneration for the service rendered and the expense of conducting his business.

No member of the San Diego Realty Board is optimistic enough to assert that this condition of affairs has been entirely changed, but it is asserted by every member of the board that organization has brought about so great a change as to warrant a belief that in the very near future conditions surrounding the real-estate business in the far south of the Golden State will be on a par with any community in the older settled regions of America which have had the benefit of organized effort for many years.

In the year of its existence the San Diego Realty Board has met squarely and assisted in solving some knotty problems in city legislation, each time securing action concurrent with the views of the members of the board designated to confer with the city council. As an organized body seeking the best interests of the community, the realty board has been recognized by the city council and invariably treated with courtesy and consideration in the conferences held by the two bodies to determine the best course to pursue in solving the problem in hand.

The board has not confined its efforts to assisting in the work of city government, but has been a large factor in settling questions arising in San Diego county and of general interest throughout the district and state. Each situation has been met fearlessly and at all times handled with a view to what the board believed to be the best for the whole people.

In questions pertaining strictly to the profession of brokering and handling real property, the board has been alive to the interests and needs of the individual member. A schedule of commissions governing every phase of the business in the several offices has been adopted. The schedule has become generally known among the selling and buying public and has been accepted as just to all.

In addition to the commission schedule the board members have been operating

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under a set of tentative rules, which from time to time have been amended and enlarged. Without exception the individual member has found the rules helpful as well as profitable in the conduct of his office.

The associate membership roll has been growing steadily throughout the year. This class includes property owners, corporations and officers of corporations and public bodies. A number of the progressive realty holders of the city and county have become identified with the realty board and its work. The board has been fitted through their association, and the property owner, by that association, has been more thoroughly imbued with the importance of cooperation in handling the vast realty interests of San Diego—the phenomenally growing city and seaport of the great southwest.

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CHAPTER XXXV

CHAMBER OF COMMERCE

The most active public factor in the furtherance of San Diego's upbuilding and advancement in the rapid march toward supremacy among the cities of the United States, is the Chamber of Commerce, which was organized by a number of energetic and enterprising business men in 1871. During its existence of over four decades this important and valuable organization has had an active and influential part in all local public efforts to increase transportation facilities by land and sea; in the promotion of state and local legislation relating to the material development of this community in all that has been attempted or accomplished in connection with harbor improvement and local coast defenses; and also in matters of such stupendous significance as the bringing to San Diego of Oriental trade and the building of the Panama canal.

ORGANIZATION AND WORK PERFORMED

The history of the Chamber dates back to the beginning of 1870, when David Felsenheld called a preliminary meeting at his store on the corner of F and Sixth streets, where the Express building now stands. Formal organization was effected on January 22d, Aaron Pauly being elected president; G. W. B. McDonald, vice president; Joseph Nash, secretary; and A. E. Horton, treasurer. The constitution and by-laws were drawn up by a committee composed of G. W. B. McDonald, E. W. Morse, D. Choate, David Felsenheld and Joseph Nash. The purpose of the organization was stated as follows in the preamble to the constitution:

To take some practical steps to unite the business men of the city for the better promotion of the public interest; to aid in the development of our back-country; and make known its resources; to give reliable information of the commercial advantages of our harbor, and of our natural position as an overland railroad terminus on the Pacific coast.

The first important business transacted by the Chamber was the passage of a resolution instructing the secretary to communicate with W. B. Webb, of New York, in regard to the need of a competing steamship line between San Diego and San Francisco. As an inducement, Mr. Horton offered the free use of his new wharf at the foot of Fifth street. While the offer was not accepted by them, the desired competition was obtained before the close of the year, the steamer William Taber being put in service between the two ports. Competition did not last, however, as the new line was soon absorbed by the Pacific Coast Steamship Company.

On May 5, 1870, the first advertising matter was issued by the Chamber. It took the form of a pamphlet prepared by D. Choate and E. W. Morse, and entitled

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Climate, Resources and Future Prospects of San Diego. The first memorial drafted was addressed to the state legislature. It urged the passage of a bill authorizing boards of supervisors to levy special taxes for the construction of roads and highways.

One of the earliest and most successful enterprises with which the Chamber of Commerce became identified was the building of a turnpike to Yuma to accommodate the overland freight shipped from Arizona to tide-water. There was already a highway in use between San Pedro and Fort Yuma, but the haul was one hundred and twenty miles longer. A turnpike company was formed for the purpose of forwarding the work. Aaron Pauly was elected president; H. H. Dougherty, secretary; O. P. Galloway, superintendent of construction; and C. J. Fox, civil engineer. Subscription lists were opened and $10,000 pledged in a short time, the citizens appearing to realize from the start the vast importance of the project. It is interesting to note, that the sum of $6,000 was raised in San Francisco for this purpose.

The records of the Chamber reflect something of the excitement occasioned by the controversy over the tide-lands and tell of a stormy meeting held January 2, 1871, when Editor Truman, of the Bulletin, appeared to press the charge made in his newspaper, to the effect that two of the city trustees had "packed" the Chamber in order to obtain its endorsement of a big land steal. Truman seems to have held his own, as resolutions were passed declaring that more care should be taken in admitting members.

The Chamber was very active in connection with the movement for turning the San Diego river into False Bay, and its influence was strongly and persistently used in behalf of the Texas & Pacific during the whole period in which the town had hopes of Scott's illfated enterprise.

Next to its work in behalf of railroad promotion, the constant activity of the Chamber in urging harbor improvement was probably its most important service. Despite the fact that the Bay of San Diego was at that time the only port on the coast of California outside of San Francisco, considerable difficulty was experienced in maintaining its position. After gaining recognition as a port of entry in 1872, we find in the minutes of March 4, 1880, notice of the appointment by President George W. Hazzard of a committee, consisting of Douglas Gunn, A. Klauber and J. S. Gordon, to memorialize congress relative to permitting San Diego to remain a port of entry. This effort was successful.

After a long agitation of the subject more frequent mail service between San Diego and northern points, there occurs in the record of a meeting, November 24, 1876, a resolution of thanks to Senator A. A. Sargent for having secured for San Diego a daily mail service.

The matter of proper fortifications for the harbor was taken up at an early date by the Chamber of Commerce and never permitted to drop until adequate military protection had been provided. The defenseless condition of the harbor was emphasized with no uncertain force and endless repetition, communications and many memorials urging the necessary appropriations being sent to congress. October 4, 1883, General Scofield wrote from Washington that a two-company post had been decided upon for San Diego, and this has since been maintained.

In the same year a curious proposition was made to the Chamber of Commerce regarding the waters of that portion of the bay region known as False Bay. G. S.

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Pidgeon had invented a tide-power machine, capable of producing enormous horse power from the inrush and outrush of the 12,000,000,000, cubic yards of water taken in and emptied from False Bay every eight hours. This power was to be distributed throughout the city for every known purpose. Messrs. Gunn, Marston and Silliman were appointed an investigating committee. Their report was favorable to the enterprise, whereupon a mass meeting was called under the auspices of the Chamber of Commerce. Horton Hall was crowded to the doors. Inventor Pidgeon explained his device at great length. He wanted $200,000 capital to start the enterprise and prophesied that its inception would mean "the making of San Diego," inasmuch as his plant would supply power for factories of all kinds at a ridiculously low figure. The Chamber of Commerce appears to have been quite favorably impressed with the scheme but whether expert mechanics and engineers reported the device faulty or whether the inventor himself gave up the enterprise is not recorded in the minutes of the Chamber. At any rate the Pidgeon Tide Power Company never materialized.

With the growth of the city and the harbor, the need of better fortifications was recognized by the Chamber of Commerce. Considerable correspondence passed between the Chamber and the war department relative to the allotment of land for this purpose. July 11, 1890, Senator W. M. Stewart received a communication from Secretary of War Proctor offering to accept all North Island as a gift to the government for fortification purposes. This letter was sent to the Chamber and the "offer" was promptly rejected.

December 3d of that year resolutions were adopted instructing Congressman Bowers to urge greater fortifications in the neighborhood of Ballast Point at the entrance to the harbor. The Chamber also called attention to the fact that San Diego's location and strategic importance demanded the establishment of a ten-company post. Congressman Bowers found an able ally in the person of Senator Stanford. It was not until 1894, however, that an appropriation was finally secured for San Diego harbor defenses. Congress atoned for its delay by setting aside nearly half a million dollars, and the result is the Fort Rosecrans of today.

Long continued efforts were made by the Chamber, seconded by the whole people, to induce the great Japan steamship line, known as the Nippon Yusu Kaisha Company to make San Diego its sole American terminus upon a guarantee of a shipment of at least 4,000 tons of freight per month through this port. No satisfactory arrangements were made, however, and the Japanese steamers never ran for any considerable length of time. The Pacific Mail Steamship Company also withdrew its steamers, although it had a contract with the government to touch at San Diego on every trip for freight, mail, and passengers. In the latter case the government seemed powerless to enforce its own contract. This state of affairs elicited much unfavorable comment from the press throughout this country.

In 1896, when the agitation in favor of the creation of an artificial harbor at San Pedro began, the Chamber adopted an attitude of aggressive opposition. It was believed that an expenditure of many millions for such a purpose within one hundred miles of a great natural harbor was wholly without justification, while involving a keen injustice to San Diego. Many leading newspapers, including the New York Times, supported the Chamber in its contention, but the San Pedro movement prevailed over all opposition.

The efforts of the Chamber in behalf of a great naval dry dock, of a coaling

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station and of a naval training school have been intelligent and persistent. More than once representatives were sent to Washington in the interest of these measures, while the congressional delegation has been constantly urged to action. Much preliminary work has been done and it seems to be only a question of a little time when final results will be achieved. The latest work undertaken by the Chamber in connection with the harbor is the dredging of the bar to an average depth of thirty feet for a width of one thousand feet.

The annual reports submitted by the presidents of the Chamber of Commerce embody very good accounts of the city's commercial progress, but nearly everything of historical moment is mentioned elsewhere. It is interesting to note that the feverish prosperity of boom days brought nothing but depression to the Chamber of Commerce. It was reorganized after the boom and gradually acquired a stronger position than ever before. In 1890, under the able management of John Kastle, the Chamber was taken out of debt and placed upon a sound financial basis. In January, 1905, A. E. Horton, D. Choate and E. W. Morse were elected honorary life members. Since then Mr. Choate and Mr. Morse have passed away.

After its reorganization in 1889 the Chamber was domiciled in a ground floor store room in the Tremont House on Third street, between C and D. In 1891 it removed to the Grand Hotel, now the Worth, on F street, between Third and Fourth. Afterwards (in 1895) the headquarters were moved to the Marshall-Higgins block, corner of Fourth and C streets, where they remained until March 1, 1898, when they removed to quarters on the ground floor of the Grant building, corner of Sixth and D streets. They have recently been removed to the second floor of the same building, where they are now located, occupying the rooms left vacant by the removal of the Y. M. C. A. to its new building.

One of the most agreeable and useful functions of the Chamber is the entertainment of distinguished visitors, especially the representatives of foreign navies who frequently come to the port. In this way the Chamber has doubtless done a great deal to secure the good will of influential men and interests for San Diego. Indeed, if the Chamber stood for nothing except the organized hospitality of the community—a hospitality extended alike to the most distinguished citizens of the world and to the humblest stranger who finds his way to San Diego—it would still rank among the most useful institutions. But it is much more than this. It has had a part in all good work which has been done for the city and county over a period of more than a generation, and has itself initiated very much of this good work.

During a large portion of its history, the Chamber has been exceedingly fortunate in the kind of men enlisted in its service. It has been able to command not only the support but the earnest devotion, of many of the strongest citizens, who have regarded it as the most important instrumentality in promoting local development. In later years, the office of Secretary of the Chamber of Commerce has risen to great importance. The efficiency of the organization depends in large measure upon the energy, ability and character of the man who fills this place. The Chamber has been fortunate in this respect during the period which had made the heaviest demands upon its resources. H. P. Wood, who served as secretary from 1899 to 1905, was a true builder of the organization and a successful promoter of its work. He was succeeded by James A. Jasper, whose intimate acquaintance with the people and the country and long experience as a journalist

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and county official, peculiarly fitted him for the place. He signalized his entrance to the office by arranging to pay off the debts of the organization. He was succeeded in January, 1907, by John Scott Mills.

At the beginning of 1912 there were 850 names of leading citizens, business men and concerns of the city and county on the Chamber's membership roster. This enrollment was known to be far in excess of the average membership of commercial bodies in communities of the population of San Diego county, and with it to back them the public-spirited men who were giving generously of their time and money to forward the interests of the city and county, had no hesitancy in believing that every desired good work could be accomplished. At the close of the year, however, the enrollment has shown the remarkable increase during the twelve months of fifty-three per cent. and the roster now contains the names of slightly more than thirteen thousand active, energetic boosters for the development and continued prosperity of the city and county.

Under the guidance of President F. C. Spalding, Secretary Rufus Choate and a board of directors comprising representative men from every line of business and professional activity, the work accomplished during the year 1912 will bear the closest scrutiny of the most exacting members.

The income from all sources for the year was approximately $18,101.76. Of this sum $15,705.03 was expended for rent, office help, photographs, harbor engravings, booklets for distribution, maps, advertising San Diego city and county through the medium of different monthly magazines and weekly periodicals, entertaining distinguished visitors sojourning in the city, new office fixtures, land shows, industrial fair, printing, supplies and membership campaigns.

During the year the Chamber published seventy-five thousand large county booklets, one hundred thousand small pamphlets on the harbor, ten thousand San Diego weather booklets compiled by former Local Forecaster Ford A. Carpenter, and subscribed for large installments of the editions of several local and state-publications containing descriptive matter and statistics concerning San Diego city and county.

Many thousand copies of these various kinds of promotion literature have been distributed to all parts of America and abroad through the medium and at the expense of the Chamber of Commerce.

In addition to the vast amount of publicity given the city and county through the mails, the Chamber has maintained a large exhibit room for the inspection and entertainment of visitors in the city. At an expense of several hundred dollars the Chamber fitted up a lecture room, where illustrated talks on the back country are given daily. These lectures have proven an enormous benefit to the different back country communities that have provided speakers and views for the stereopticon lanterns. Visitors in the city, who heretofore were restricted to an inspection of the products shown on the tables in the exhibit room and perusal of inadequate literature to gain a knowledge of the back country and its products have been brought into personal communication with men who know their subject and whose business it is to talk facts gleaned from actual experience in bringing the once semi-arid acres of San Diego county under irrigation and turning what was almost a desert waste into a veritable Garden of Eden, where lemons, oranges, raisins, olives, figs, apples and scores of other semi-tropical and

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temperate zone products grow in abundance and quality unexcelled in any other section of the world.

The San Diego Chamber in conjunction with the county supervisors also has maintained a valuable exhibit in leased space in the Los Angeles county Chamber of Commerce rooms. Part of the year James A. Jasper, county commissioner of San Diego county, gave daily lectures in the Los Angeles Chamber's quarters, interesting thousands of visitors in the southern metropolis, who might not otherwise have been reached.

The San Diego county exhibit at the Chicago Tribune's annual land show in the Windy City is another of the big outside publicity projects to which the Chamber of Commerce has given its support in the last year, as in former years. On his return from the Chicago show Mr. Jasper submitted to the county supervisors a report of the work accomplished there in behalf of San Diego city and county which dwarfed the efforts of former years, and as a result thousands of home-seekers from the eastern and middle west states are certain to personally visit this section and ascertain its advantages before settling west of the Rockies.

Of the many progressive movements for which the Chamber of Commerce claims the credit for initiating during the last and former years, none perhaps stands out more prominently than the Panama-California exposition. The exposition was conceived, the company organized and the working plans outlined and successfully started wholly within the directorate of the Chamber, and whatever degree of success attained by the greatest project ever attempted by a city the size of San Diego is due primarily to the energy of the men whose intelligence, time and money have been given freely in fostering and forwarding all movements for a greater and better San Diego.

Notwithstanding the limitless publicity the city and county have received as a result of the exposition work, it daily becomes more apparent that the master stroke by which the city is acquiring control of the harbor tide lands and improving the port facilities in anticipation of the stupendous increase in commerce, which is certain to come to San Diego on the opening of the Panama canal, is as much a monument to the foresight and business ability of the men in charge of the Chamber of Commerce affairs. The proposition for the city of San Diego to acquire title to the harbor front originated within the Chamber of Commerce and the directors of that body have been working incessantly for the successful termination of the city's obligations in the bargain made with the state legislature.

Another great public project which was originated in the Chamber of Commerce and recently has been carried to completion is the new county highway system. The Chamber took the responsibility for the campaign through which $1,250,000 was voted by the electors of San Diego county to be expended by the highway commission in surveying and building a network of good roads reaching every part of the county. These roads were completed during the last year and have been a large factor already in advertising the county throughout the country.

In connection with the county highway system activities it would be rank injustice not to mention the exceptional service rendered the city and county by the Chamber of Commerce in promoting the projects to have the state highway system embrace the route between San Diego and Imperial county cities and the

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even greater project of making San Diego the west coast terminal of the national ocean-to-ocean highway.

The success of the first of these two great movements was announced within the last month, the state highway commission having approved the San Diego-El Centro route as a part of the new system. This fact will go a long way toward inducing the national highway authorities to recognize the claim of San Diego for the west coast terminal, if anything more than the mere comparison of routes is needed to justify the contention of San Diegans.

The first of these last mentioned projects was not carried through without the expenditure of a great deal of thought, time and money by those in charge of San Diego's campaign. While another city was boasting of the sum of money its citizens expected to raise to improve the competing route, the Chamber of Commerce roads committee quietly circulated a subscription sheet among San Diego business men in an effort to raise $50,000. In spite of the fact that not one cent of this sum was to be expended within the borders of San Diego county, the money was readily forthcoming, the road building equipment of San Diego county was removed across the line into Imperial county and the work of building a very expensive and difficult stretch of road from Mountain Springs, on the eastern county line, to Coyote Wells, twelve miles in the interior of Imperial county, was pushed.

Once again the energetic San Diego boosters were rewarded for their untiring efforts in behalf of their home city and county, for soon after the road builders crossed the county line, word was received from the state highway commission's office in Sacramento that San Diego had won in the contest for the Imperial valley connecting highway.

PRINCIPAL OFFICIALS

From its organization in 1870 to the present year, 1913, the officers have been as follows:

1870—January 20—President, Aaron Pauly; vice president, G. W. B. McDonald; secretary, Joseph Nash; treasurer, A. E. Horton.

1870—March 3—President, Aaron Pauly; vice president, Dr. D. B. Hoffman; secretary, Joseph Nash; treasurer, J. W. Gale.

May 5—Joseph Nash resigned as secretary and David Felsenheld was elected.

May 30—J. W. Gale resigned as treasurer and Charles Dunham was elected.

1871—President, G. W. B. McDonald; vice president, J. S. Gordon; secretary, C. J. Craig; treasurer, C. Dunham.

1872—President, G. W. B. McDonald; vice president, W. W. Stewart; secretary, S. W. Craigue; treasurer, C. Dunham.

1873—President, J. S. Gordon; vice president, J. M. Pierce; secretary, W. W. Stewart; treasurer, C. Dunham.

1874—President, J. S. Gordon; first vice president, A. H. Gilbert; second vice president, S. W. Craigue; secretary, W. W. Stewart; treasurer, C. Dunham.

1875—President, W. W. Stewart; first vice president, E. W. Morse; second vice president, Joseph Tasker; secretary, M. A. Luce; treasurer, C. Dunham.

1876—President, W. W. Stewart; first vice president, E. W. Morse; second vice president, W. A. Begole; secretary, W. R. Porter; treasurer, C. Dunham.

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1877—President, J. M. Pierce; first vice president, A. H. Gilbert; second vice president, W. A. Begole; secretary, W. W. Bowers; treasurer, Joseph Tasker.

1878—President, J. M. Pierce; first vice president, W. A. Begole; second vice president, A. H. Julian; secretary, George W. Marston; treasurer, Joseph Tasker.

1879—President, Charles S. Hamilton; first vice president, E. W. Morse; second vice president, W. L. Williams; secretary, S. Levi; treasurer, Joseph Tasker.

1880—President, George W. Hazzard; first vice president, A. Klauber; second vice president, J. M. Pierce; secretary, S. Levi; treasurer, J. S. Gordon.

1881—President, George W. Hazzard; first vice president, E. W. Morse; second vice president, George W. Marston; secretary, S. Levi; treasurer, J. S. Gordon.

1882—President, S. Levi; first vice president, J. H. Simpson; second vice president, G. G. Bradt; secretary, D. Cave; treasurer, W. S. Jewell; librarian, J. M. Pierce.

1883—President, Arnold Wentscher; first vice president, George W. Marston; second vice president, M. S. Root; secretary, C. H. Silliman; treasurer, George W. Hazzard. Mr. Wentscher resigned a few weeks after his election and G. G. Bradt was elected president.

1884—President, George W. Marston; first vice president, J. H. Simpson; second vice president, John N. Young; secretary, C. H. Silliman; treasurer, George W. Hazzard.

1885—President, D. Cave; first vice president, J. H. Simpson; second vice president, E. W. Morse; third vice president, Joseph Winchester; secretary, J. H. Simpson, Philip Morse; treasurer, George W. Hazzard.

1886—President, J. H. Simpson; first vice president, Philip Morse; second vice president, D. C. Reed; third vice president, J. S. Gordon; secretary, L. S. McLure; treasurer, John N. Young.

1887—President, G. G. Bradt; first vice president, Judge George Puterbaugh; second vice president, J. W. Burns; secretary, F. R. Wetmore; treasurer, Theodore Fintzelberg.

In 1888 a new chamber called the Chamber of Commerce of San Diego County was formed and for a time there were two. They were consolidated in October. G. G. Bradt was president of the old organization and J. A. McRae of the new one.

1888—President, G. G. Bradt, J. A. McRae; first vice president, Douglas Gunn; second vice president, J. W. Burns; recording secretary, F. R. Wetmore; financial secretary, Theodore Fintzelberg; treasurer, John Ginty.

1889—President, Douglas Gunn (resigned and John C. Fisher succeeded); J. C. Amendt, later George N. Nolan.

1890—President, John Kastle; vice president, Frank A. Kimball; second vice president, F. H. Cunningham; secretary, George N. Nolan; treasurer, C. D. Long.

1891—President, Daniel Stone; vice president, Douglas Gunn; secretary, Benjamin Lake; treasurer, Theodore Fintzelberg.

1892—President, Daniel Stone; vice president, F. A. Kimball; second vice

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president, H. P. McKoon; secretaries, Conrad Stautz, F. H. Bearne, R. H. Young.

1893—President, H. P. McKoon; vice president, John Sherman; second vice president, Charles S. Hamilton; secretary, R. H. Young; treasurer, George W. Dickinson.

1894—President, H. P. McKoon (died in office and succeeded by John Sherman); vice president, John Sherman; second vice president, George W. Marston; secretary, R. H. Young; treasurer, George W. Dickinson.

1895—President, R. V. Dodge—acted one month and succeeded by Philip Morse; first vice president, Philip Morse; second vice president, John N. Young; secretary, R. H. Young; treasurer, George W. Dickinson.

1896—President, Philip Morse; first vice president, R. V. Dodge; second vice president, U. S. Grant, Jr.; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.

1897—President, Philip Morse; first vice president, R. V. Dodge; second vice president, R. M. Powers; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.

1898—President, R. A. Thomas; first vice president, R. V. Dodge; second vice president, George W. Marston; secretary, V. E. McConoughey; treasurer, J. E. O'Brien.

1899—President, George W. Marston; first vice president, G. H. Ballou: second vice president, W. L. Frevert; secretaries, R. V. Dodge, H. P. Wood; treasurer, J. E. O'Brien.

1900—President, George H. Ballou; first vice president, W. L. Frevert; second vice president, G. W. Jorres; secretary, H. P. Wood; treasurer, J. E. O'Brien.

1901—President, George H. Ballou; vice president, W. L. Frevert; second vice president, G. W. Jorres; secretary, H. P. Wood; treasurer, Nat R. Titus.

1902—President, W. L. Frevert; first vice president, W. S. Waterman; second vice president, M. F. Heller; secretary, H. P. Wood; treasurer, J. S. Akerman.

1903—President, W. L. Frevert; first vice president, W. S. Waterman; second vice president, Dr. Fred R. Burnham; secretary, H. P. Wood; treasurer, J. S. Akerman.

1904—President, Homer H. Peters; first vice president, J. S. Akerman; second vice president, E. Strahlmann; secretary, H. P. Wood; treasurer, G. W. Fishburn.

1905—President, J. S. Akerman; first vice president, Dr. Edward Grove; second vice president, Melville Klauber; secretary, H. P. Wood, succeeded in October by James A. Jasper; treasurer, Rufus Choate.

1906—President, Edward Grove; first vice president, Melville Klauber; second vice president, Barker Burnell; secretary, James A. Jasper; treasurer, Rufus Choate.

1907—President, D. Gochenauer; first vice president, Melville Klauber; second vice president, O. W. Cotton; secretary, John S. Mills; treasurer, Ford A. Carpenter.

1908—President, D. C. Collier; vice president, Dr. Powers; secretary, John S. Mills; treasurer, G. A. Davidson.

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1909—President, G. A. Davidson; vice president, L. S. McLure; secretary, John S. Mills; treasurer, Philip Morse.

1910—George Burnham; vice president, L. S. McLure; secretary, Rufus Choate; treasurer, F. J. Belcher.

1911—President, John F. Forward, Jr.; vice president, William Kettner; secretary, Rufus Choate; treasurer, F. J. Belcher.

1912—President, F. C. Spalding; vice president, F. J. Lea; secretary, Rufus Choate; treasurer, F. J. Belcher.

1913—President, F. J. Lea; vice president, C. W. Fox; secretary, Rufus Choate; treasurer, F. J. Belcher. In February, Mr. Choate resigned his secretaryship and William Tompkins was chosen to succeed him in the responsible office.

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CHAPTER XXXVI

CLUBS OF SAN DIEGO

THE SAN DIEGO WOMAN'S CLUB

which is the oldest as well as the largest club in the city, was organized in 1892, with a membership of 7. Today it has 270 members on its rolls. It is a progressive club and holds that it has a scope of usefulness greater than the intellectual advancement of its members only, and includes in its work enlightenment upon many of the problems of the day, the betterment of womankind, improvement in civic conditions and philanthropic work. This organization owns its own club house, which was erected in 1906, on Ninth and D streets. The present officials are: President, Mrs. Edwin M. Capps; first vice president, Mrs Frank P. Frary; second vice president, Mrs. C. S. Alverson; third vice president, Mrs. A. E. Frost; secretary, Mrs. Alfred Haines; corresponding secretary, Mrs. J. W. Mardock; treasurer, Mrs. E. W. Peterson.

THE WEDNESDAY CLUB

Among the women's clubs of the city is the Wednesday Club, which occupies its own beautiful club house of Ionic architecture, designed and built by the club members, on Ivy lane. The club was organized in 1895 and has enjoyed seventeen years of active literary work. The members are completing a four-years' course of study of the "Evolution of Literature, Art and Drama," this year considering post-renaissance phases. The membership is limited, being at present about 115. The officers are: President, Mrs. Henry W. Foote; first vice president, Mrs. Uriel Sebree; second vice president, Mrs. Sam Ferry Smith; secretary, Mrs. Frederick W. Nash; corresponding secretary, Mrs. A. E. Horton; treasurer, Miss Alice Klauber.

DAUGHTERS OF THE AMERICAN REVOLUTION

The San Diego chapter of the Daughters of the American Revolution is composed of women of colonial descent, the present membership being about 60. The officers are: Regent, Mrs. John E. Jennison; vice regent, Mrs. Horace B. Day; associate vice regent, Mrs. Rae Copley Raum; secretary, Mrs. Charles J. Mehlin; corresponding secretary, Mrs. Will Crane; treasurer, Mrs. E. A. West.

WOMAN'S PRESS CLUB

This club is composed of active literary workers, magazine contributors and newspaper women and is known as the San Diego Woman's Press Club. It is

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now in its second year and is of much practical benefit to its members, while its open days, at which as a rule some literary or musical celebrity is introduced, are events for which invitations are much sought. The present number of members is 50. The officers are: President, Mrs. Rae Copley Raum; vice president, Mrs. Charlotte Carl Cutler; secretary, Mrs. E. A. Butler; corresponding secretary, Mrs. Ford Ingolsbe Beebe.

CHANNING CLUB

A woman's club which studies largely along ethical lines is the Channing Club, which meets weekly in its club rooms at the Unitarian church. The president is Mrs. L. L. Raver.

PIONEER SOCIETY

The Pioneer Society, a strong organization, is composed of men and women who have watched the growth of San Diego from its infancy, or at any rate, from its childhood, and are now, in the vigor of its dawning maturity into a real city, one of the most interesting of the city's organizations.

MOTHERS' CLUBS AND OTHERS

The mothers' clubs, of which there are several besides the original San Diego Mothers' Club, are philanthropic organizations formed to study the needs not only of their own children, but the child life of the city.

The Outlook Club is a Unitarian club, composed of both men and women, whose course of study is broadly philosophical.

The clubs which are dedicated to study of the works of Shakespeare are numerous and include the San Diego Shakespeare Club, the As You Like It Club, the Portia Club and the Stratford Club.

As the college men have the University Club, so the women graduates have the College Women's Club, which is now in its second year. About ninety college women belong to the club, which is studying along three distinct lines—civic, educational and philanthropic. It is also working for a social settlement and scholarship fund. The officials are: President, Mrs. C. M. Winslow; vice president, Miss Macadam, of La Jolla; secretary, Miss Harriet Marston; treasurer, Miss Ada Jones.

Musical Societies

THE AMPHION

The Amphion Club, the pioneer musical organization of San Diego, instituted in 1893, has a membership of 350, among whom are the leading artists of the city. Its object is to stimulate a higher degree of musical intelligence among its members and also to elevate the musical taste of the community. These objects it accomplishes by a series of afternoon recitals, which alternate throughout the club year in a local program given by members of the club, with an artist recital, for which singers and instrumentalists of world wide reputation have been secured. The officials are: President, Miss Gertrude Gilbert; vice president, Miss Josephine Roberts; secretary-treasurer, Mrs. Edward T. Lannon.

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MENDELSSOHN CLUB

This society is a large musical study club, with more of the literary included in its work. It has about 150 members, composed of men and women who meet in its club rooms at the corner of Sixth and Cedar streets. This year the later German school and the French school of musical composition are being studied, both through papers on the subjects and musical examples from the composers. The officers are: President, Miss Elizabeth Deacon; first vice president, Mrs. Amy Vincent; second vice president, Mrs. Alfred Haines; secretary, Percy C. Thorpe; corresponding secretary, Mrs. Lotta Nammond; treasurer, L. E. Hammond.

THE MACDOWELL SOCIETY

The dean of American composers, MacDowell, is honored in the MacDowell society, a branch of the American Music Society, which is formed for the study of correlative arts, in keeping with the MacDowell idea and to advance the interests of American music by the study and performance of American compositions. The officers of the club are: President, Mrs. Henry E. Mills; musical director, Paul E. McCarty; recording secretary, Mrs. Herbert H. Farnham; financial secretary, Mrs. William Kettner.

THE SYMPHONY SOCIETY AND OTHERS

One of the chief musical organizations of San Diego is the Symphony Society, whose object is to promote and support the Symphony Orchestra This orchestra of local musicians banded together for the presentation of the best in music in orchestral form, giving a series of concerts every season. It is now in its third year of development. The officers are: President, Mrs. M. B. Fowler; vice president, Tyndall Gray; secretary, Mrs. Rufus Choate; treasurer, M. B. Fowler. Lionel Gittelson is director of the orchestra.

There is also a choral society, which has recently been organized, and hopes to be able to be all in a vocal way that the Symphony aims to accomplish in the way of instrumental music.

The Chamber of Music Society is a recent acquisition among the musical organizations, instituted for concert purposes.

POINT LOMA GOLF CLUB

On February 28, 1898, the San Diego Country Club was organized. Early in the year 1913 a change in name was effected and now it is known as the Point Loma Golf Club. At Loma Portal, on Point Loma, a magnificent club house was built in 1913, in the midst of spacious grounds, which include extensive golf links, and here the club is comfortably and sumptuously domiciled. The present officials are: Reed Johnson, president; H. H. Jones, secretary.

CORONADO CLUB

The Coronado Country Club, with ground and club house situated in Coronado, occupying a sweeping stretch of extensive grounds, including golf

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course, cement tennis courts and polo grounds, commands a splendid view of the Pacific and Point Loma. The present officers are: President, William Clayton; vice president, Harry L. Titus; secretary, Major Colin George Ross; treasurer, A. H. Kayser. The club is about ten years old and in the season of 1913 held its eighth annual polo tournament. Practice games begin about the 1st of January, leading to the tournament, which is held in March of each year and are attended by famous poloists from all over the world. Teams from Canada, England, the Hawaiian Islands and the east are attracted by these annual events. The paddock and training grounds for the accommodation of 200 polo ponies and the polo field is considered the best in the country and is the center of winter polo interest. The eighteen-hole golf course is another attraction of this finely equipped country club.

ZLAC ROWING CLUB

A social and athletic organization which is unique in the annals of women's clubs and would be possible only under such favoring circumstances as San Diego's bay and climate afford, is the Zlac Rowing Club, an organization of some 125 young society women. This club has developed from an organization of four young girls of this city some fifteen years ago, the first initials of whose names form the novel name "Zlac," which has ever since designated the club. From one rowing club it has grown until there are now six crews forming the club, which owns a fine club house built over the waters of the bay at the foot of H street, fully furnished and equipped both for social affairs and rowing and swimming, which is a principal part of the club life. The organization possesses two handsome barges and each crew rows once a week during the rowing season, from September to July. The officials are: President, Miss Lera Winn; vice president, Miss Florence Roper; secretary, Miss Mary Benton; treasurer, Miss Elizabeth Marston. Each crew is under the direction of a coxswain: Crew 1, Mrs. Lena Crouse; crew 2, Mrs. Ethel West; crew 3, Miss Frances Bridges; crew 4, Miss Florence Roper; crew 5, Miss Lera Winn; crew 6, Miss Elizabeth Marston.

There are other young women's rowing organizations, prominent among which are the Olympia-Columbia Rowing Club and the Normal School Rowing Club.

CUYAMACA CLUB

The Cuyamaca Club ranks first among the men's social clubs. It has about 330 members, among whom are prominent business and club men of the city. It has handsome quarters, occupying the entire top floor of the Union building. The officers are: President, E. Milton Barber; vice president, George Burnham; secretary, L. M. Arey.

THE CABRILLO CLUB

This society is composed of business men, having now 400 members. Its home is at Seventh and E streets and the officers are: President, Daniel E. Boone; secretary, W. Grant Johnson.

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UNIVERSITY CLUB

The college men of the city have formed a University Club, which occupies a fine club house at Fourth and A streets. Professor E. L. Hardy is the president, and Gordon L. Gray, secretary.

NEWSPAPER MEN'S CLUB

A popular organization among men's clubs formed during the past year is the Newspaper Men's Club, with quarters in the Spreckels Theater building. The officers are: President, F. C. Goodman; secretary, George H. Thomas; treasurer, F. J. Bierman.

SAN DIEGO YACHT CLUB

Two purely athletic organizations which are characteristic of the coast and which are afforded peculiarly favorable opportunity through the broad expanse of the land-locked San Diego bay are the San Diego Yacht Club and the San Diego Rowing Club. The yacht club, which occupies a unique floating club house at the foot of Hawthorne street, carries out a regular regatta program during the summer months. It has a membership of about one hundred and fifty. The officers are: F. C. Spalding, commodore; S. S. Holcomb, vice commodore; J. G. Merrill, rear commodore; E. W. Dort, secretary-treasurer.

SAN DIEGO ROWING CLUB

This society is the largest of its kind in the United States, having a membership of four hundred and thirty-seven, with a club house over the waters of the bay on the steamship wharf. This club possesses a unique record in that for eighteen years past the organization has celebrated New Year's day with a formal swimming "fest." This remarkable record is added to by the fact that every day in the year members of the club row or swim in the waters of the bay. The officers are: President, Alonzo Jessop; vice president, Swift Torrance; secretary, Neil Brown; treasurer, Charles E. Arnold; captain, E. E. Jackson; first lieutenant, Richard Jessop; corresponding secretary, Gordon Ingle.

San Diego's heritage of perfect weather is the magnet that lures its people into the open, for on this Elysian plain there is no division of seasons, simply an endless succession of days filled with glowing sunwarmth, days that begin with the delight of life and end with content. From week's end to month's end to year's end the big outdoors is always appealing, calling the faithful to worship at the shrine of good health and recreation.

If a man's desires lead him afloat in his search for pastime, San Diego bay is only a step from the business center, where one can indulge in aquatic sports under ideal conditions. Yachting, rowing, motor-boating, swimming—one and all have a home on the bay—while out past Point Loma to the big wet the cruising is limited only by man.

One of the leaders in Neptune sports here is the San Diego Yacht Club. Time was when the club had to whistle lively for a fair financial wind, but better days have come and now the organization is safely moored on the lee side of a good income.

The club's fleet comprises about one hundred craft, headed by two deep sea wanderers—the ocean going steam yacht Venetia and a grand old racing schooner

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yacht, the Lurline, champion of the Pacific coast. Others are Aeolus, Gretchen, Trilby, Lark, Junior, Nackey, Butcher Boy, Restless, Idler, Viking, Witch, Loma, Red Wing, West Wind, and a flotilla of one design and others. Leaders in the motorboat class are Kitty Hawk II, a forty-five mile flyer; Jester, Buick Kid, Eclipse, Ferro, Relue, and Juanita. Of the power cruisers Paxinosa, Rosa and Norma Marie lead the fleet of the gasoline growlers. The club has a membership of one hundred and sixty, with E. W. Dort as secretary-treasurer, and its palatial floating home is moored at the foot of Hawthorne street. Another club house and picnic grounds are located at La Playa.

The Pacific and the Chula Vista Yacht Clubs, with a combined fleet of about fifty boats, are the hustling youngsters in this line of sport. A race on the bay without craft from these clubs would be a novelty, and at winning cups they are a gang of black-bearded pirates. They go after a mug with a dash and certainty that featured Captain Kidd's marine exploits in the some time since.

The San Diego Rowing Club offers bay recreation in another form. With a four-oared racing shell, a four-oared side rigged racing barge, eight open gigs and a raft of other boats the club is a leader in Pacific coast rowing affairs. A commodious club house on the Pacific coast steamship dock, fitted with every convenience, plenty of room and a big gymnasium, is the home of the organization of four hundred and thirty-seven members. Rowing, swimming, smokers and indoor athletics feature club life with this young recreation giant.

The best part of this tidewater tale is the story of San Diego's daughter sailors. With a dozen rowing clubs the girls make an awful big splash in local oar circles—and the bay. The Zlac Club is the poinsettia of the bouquet, and when the girls are afloat they look mighty natty in their nautical uniforms. One day the Zlacs were out on the bay for a practice spin when they overtook the cruiser North Dakota's crack racing cutter. A challenge by the cowboys was promptly accepted, then twenty spoons slipped into the brine, a boiling eddy waked each boat and the impromptu race was on. The Zlacs hit up a fast stroke from the start and in a hundred yards gained a slight lead they never relinquished, although closely chased by the cowboys. Rowing a free, swinging stroke that during the entire rush never lost its beautiful rythmic precision, the Zlacs slipped along, elusive, tantalizing, gliding swiftly on their trackless path in a resistless rush that spelled victory. Sweeping past the bunkers wharf, the water curling from its bow in two ribbons of white, while astern a boiling mass of tiny airbells, bobbing, dancing in mimic whirlpools, streaming away from the Zlacs' barge as it crossed the line. Then eight spoons flashed aloft, glistening in the veiled sunlight. The Zlacs had won! Oh, these daughter sailors are certainly the nifty oarswomen.

Point Loma has its lighthouse, its government wireless and its golf club. The links are laid out on the broad sweep of the mesa that keeps the players in sight of their home town. If a man vexatiously slices a drive and is tempted thereby to enunciate violent thinks, he can find consolation by lifting his eyes from the scene of his awkwardness to the fascinating panorama of marine and urban life that stretches almost from his feet across bay and city to the blue haze that envelops Table mountain in Old Mexico. A truly beautiful environment for club house and links, that is reached from the city by a magnificent rock hard boulevard and car line.

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Y. M. C. A. BUILDING, SAN DIEGO, 1913

Y. W. C. A. BUILDING, SAN DIEGO

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CHAPTER XXXVII

YOUNG MEN'S CHRISTIAN ASSOCIATION

The first meeting called for the purpose of organizing a Young Men's Christian Association for the city of San Diego was held in the office of George W. Marston, March 17, 1882. A second meeting was held on April 20th or April 27th, a permanent organization was effected and a constitution adopted. The following officers were elected: George W. Marston, president; W. W. Terry, vice president; C. H. Hubbell, secretary; and K. J. Ware, treasurer.

Little work was done, however, until the fall of 1884, when, after a reorganization and the election of a general secretary in the person of Rev. C. L. Sturges, active work was begun. From 1884 until the present time the association has been ably ministering to the needs of the young men and boys of the growing city. In the fall of 1911 the quarters, located at the corner of Eighth and C streets, were entirely outgrown and a universal demand for a new, modern association building was made. In a twelve days' campaign, April 17-30, 1911, the sum of $155,000 was subscribed in one thousand, seven hundred and six pledges toward the cost of the new plant.

The lot on which the new building stands is fifty by one hundred and fifty feet, and the lot on which the gymnasium stands is fifty by one hundred feet. The building has cost in round numbers $160,000, and with the lot and equipment represents an investment of $300,000. The structure is absolutely fire proof, being constructed of steel, concrete, brick and fire proof partitions.

The main building is six stories high, including the basement floor. The George N. Hitchcock memorial gymnasium is three stories high, including basement. The entire plant is equipped with the most modern furnishings for the conduct of all phases of the association work, and is considered by many association experts to be one of the most attractive and commodious association buildings yet erected.

DEDICATION OF THE NEW BUILDING

Of the dedication of this splendid building the Union had the following to say:

"Amid much oratory, handshaking and rejoicing, San Diego's magnificent Y. M. C. A. at Eighth and C was opened to the public last night (Monday, March 10, 1913). The services were but the first of a week's ceremonies by which the public of San Diego is to be made acquainted with the new building, its aims and purposes.

"Eight prominent citizens who have backed the work here, stood on the plat-

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form of the beautiful new gymnasium and spoke to five hundred men and women friends of the association concerning the work in the past, the plans for the future and the purpose for which the association exists.

"Previous to the opening of the exercises more than one thousand persons representing every class in the city walked through every department and room in the building and viewed the wonderful interior of the finest association building on the coast. 'How grand!' 'How perfect!' were the expressions heard on every hand.

"There was not a seat available in the gymnasium when G. Aubrey Davidson, president of the Y. M. C. A., invited Rev. E. F. Hallenbeck, D. D., to deliver the invocation. The military band, composed of twenty-eight pieces, all members of the association, ranging in age from fifteen to forty years, followed the eloquent prayer with music, enlivening the occasion.

"President Davidson spoke very feelingly of his first years in the work of the Y. M. C. A. here. He said in part: 'I remember well my entrance to this work when as a stranger boy I received the welcoming hand of the first president, the father of the Y. M. C. A. in San Diego, George W. Marston, who for twenty-seven years has been its guiding spirit.'

"Tremendous applause greeted Mr. Marston as he arose to speak. In modest terms he humorously told of the birth of the association when a few men met in his office and the work proceeded only to meet an early death. He caused a laugh when he mentioned one year in which the expenses for three months were $1.25. 'I would take exception to the wish of our distinguished mayor that this building should soon become too small for this work,' said Mr. Marston. 'We are all tired and would rest for a little while. Our financial troubles in the early years were numerous. We kept moving around from one hall to another, and to cap our financial efforts to rise, we once bought a lot for $30,000 and when the boom in real estate went out, we were compelled to sell that lot for $10,000.'

"To the present general secretary, Fred D. Fagg; to the architects, Messrs. Kelham and Bristow & Lyman; to R. P. Shields & Son, the contractors, and to many others, Mr. Marston paid a high compliment. These men, he said, worked as hard and as long daily as if they were building their own homes.

" 'The work of building was not directed by the Messrs. Shields on contract but by the day, and every dollar spent shows in this structure,' he continued. 'Mr. Fagg's long experience and his intense industry has resulted in this remarkable arrangement of the rooms. People used to look on the Y. M. C. A. as a sort of big Sunday school and rather a weak affair. That day is now past, and while in the early '80s we did not have so many dumb-bells and bath tubs, we had just as good a time at the first opening as we are having tonight.'

"Mayor Wadham made some very pointed remarks when he said that he did not believe in removing all temptation from this world. Such an institution as this is an aid in making young men of character able to withstand temptation and be the happier for it. Here they can associate with men who have made of life a success.

"H. J. McCoy, general secretary of the Y. M. C. A. in San Francisco, who has spent all of his life in the Y. M. C. A. work, in a very few words stated the purpose of the association when he said:

" 'This is a work that makes it harder for young men to go astray and easier

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for them to go straight. If I only had another life to give to this great work I would give it freely and I say this after forty-one years I have spent in the Y. M. C. A.'

"J. E. Sprunger, general state secretary, and D. E. Luther, general secretary of Los Angeles, brought the greetings of their branches. Rev. W. E. Crabtree, president of the Ministerial Association, spoke of the Y. M. C. A. as an instrument of character building, and Miss Blanche Lyons rendered a charming soprano solo."

Board of directors—G. Aubrey Davidson, president; John S. Akerman, vice president; Frank C. Spaulding, treasurer; E. G. Dehm, recording secretary; C. N. Andrews, S. M. Bingham, W. D. Crum, Benjamin M. Frees, John Fleming, H. N. Goff, M. T. Gilmore, F. A. Garetson, James W. Going, J. P. Haddock, Roscoe Hazard, William M. Herbert, Leland D. Jones, William E. Kier, George W. Marston, J. P. Smith, William Hugh Strong.

Building committee—William M. Herbert, John S. Akerman, J. C. Ford, H. N. Goff.

Architects—George W. Kelham; Bristow & Lyman, associates.

General contractors—R. P. Shields & Son.

Executive officers—Fred D. Fagg, general secretary; Norman B. Macpherson, associate general secretary; George S. Chessum, boys' work director; Irving W. Larimore, physical director; Lucius H. Markham, assistant physical director.

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FIRST MASONIC TEMPLE, OLD TOWN

PRESENT MASONIC TEMPLE, FIFTH AND ASH STREETS

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CHAPTER XXXVIII

FRATERNAL BODIES

MASONIC—SAN DIEGO LODGE NO. 35, A. F. & A. M.

The founding of this lodge is a somewhat celebrated event in Masonic annals on the Pacific coast, since it was the first Masonic lodge established in southern California and preceded the first lodge in Los Angeles by a year.

Soon after J. Judson Ames arrived and began to publish the Herald, it was found that there were enough Masons in San Diego to warrant asking for a dispensation for a lodge. The first mention of anything of the kind was in the Herald under date June 19, 1851, and read as follows:

"Masonic—All Master Masons in good standing with their respective lodges are requested to assemble at the Exchange Hotel, in the City of San Diego, on Friday evening, the 20th inst., to make arrangements for celebrating the anniversary of our patron saint, John the Baptist."

The plans for this celebration seem to have fallen through for some reason. A petition for a dispensation was drawn up, signed, sent to San Francisco, and was granted on the 1st day of August. This dispensation ran to William C. Ferrell, W. M.; John Judson Ames, S. W.; John Cook, J. W. When the Semi-Annual Communication of the Grand Lodge assembled, November 4, 1851, it was found that no meeting had been held and no returns received from "San Diego Lodge, U. D." and the dispensation had expired. Mr. Ames, S. W., made application on the following day to the grand lodge to have the dispensation extended six months, to allow more time for organization, which was granted.

Although no meeting had been held, an attempt had been made to hold one, as the following advertisement, taken from the Herald of October 9th, shows:

"There will be a meeting of San Diego Lodge, F. & A. M., at the house of Col. A. Haraszthy (Old Town) on Friday evening next, the 10th inst., at half past six o'clock. A full attendance is urged, as business of importance is to be transacted.

Oct. 9th. Per order of
Worshipful Master."

After this more vigor was put into the work and the first meeting assembled November 20, 1851, and was opened in the Master's degree. The record of this meeting begins thus:

"At a meeting of San Diego Lodge U. D. of Free and Accepted Masons held

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at their lodge room in the City of San Diego, on the 20th day of November, A. D. 1851, A. L. 5851, met upon the call of the W. M.

"The brethren present were: William C. Ferrell, W. M.; John Judson Ames, S. W.; Daniel Barbee, J. W.; R. E. Raimond, treasurer; A. Haraszthy, secretary; William H. Moon, tyler; Louis Rose, visiting brother."

Petitions for the degrees of Masonry were received from George F. Hooper, recommended by J. Judson Ames and William Heath Davis, and from Colonel John B. Magruder, of the United States army. The first named petition was referred to a committee consisting of Brothers Haraszthy, Moon and Ray, and the latter was ordered on file.

At the second meeting held January 8, 1852, the following were present: William C. Ferrell, W. M.; John Judson Ames, S. W.; Daniel Barbee, J. W.; R. E. Raimond, treasurer; James W. Robinson, secretary; William H. Moon, S. D.; J. Ankrine, J. D.; Louis Rose, tyler.

At this meeting George F. Hooper was initiated as an entered apprentice and was the first person to be initiated in this lodge. The second was John C. Cremony, March 29th, and the third, George P. Tebbetts, April 15, 1852.

On May 11th of this year the grand master, B. M. Hyam, visited San Diego and examined the records but found the lodge not yet ready for a charter. The records state under date of June 7th that "a communication was received from the Grand Master respecting his examination of the records of this lodge, pointing out the un-Masonic and unconstitutional portions of the work of this lodge and granting San Diego Lodge U. D. a dispensation to continue until May, 1853, and requiring a copy of our adopted By-laws without delay." Apparently, the lodge had never adopted any by-laws. At the same meeting Brother John Judson Ames, as a committee, reported that he had purchased a seal for $25 and a Bible for $10, which was approved and payment ordered.

At this time the lodge occupied the courthouse, a one-story brick building consisting of one room only, without a porch or entry, the tyler with girded sword pacing back and forth in front on the open street. There was little danger of any "cowans and eavesdroppers," for the Pope had placed his ban upon us and the mass of the population felt safest some distance away from our place of meeting. It was said the priest forbade the women and children from even looking from the windows upon the frequent parades.

The brethren in these early days were very fond of dinners and parades. The first celebration was held June 24, 1852, when the following entries were made:

"During the day the nativity of our Patron Saint, John the Baptist, was publicly celebrated in due and ancient form.

"The procession was formed under the direction of Bro. J. W. Robinson, Marshal of the day, appointed by Bro. G. P. Tebbetts, when the procession moved through the principal streets of the city to the place appointed for that purpose.

"When the Throne of Grace was addressed by our Rev. Bro. Reynolds, Chaplain, in an appropriate prayer, and our Bro. J. J. Ames delivered a chaste and beautiful oration suitable to the occasion, when the procession returned to the hall and repaired to the residence of Bro. Robinson and partook of an entertainment and the procession then returned to the hall in good order."

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July 15th of this year Mr. Tebbetts was made a master Mason. On November 4th there is another entry which is worth quoting:

"This day Nov. 4, 1852, being the centenary era of the Initiation of Our beloved Brother George Washington into the order of Masonry, Therefore it was resolved to celebrate the same in a suitable manner. At 12 o'clock A. M. the procession formed in front of the Masonic Hall under the direction of Companion W. H. Moon and proceeded through the principal streets and around the Plaza to the Hall where the Throne of Grace was addressed by our worthy chaplain Bro. Reynolds in an impressive prayer, after which our worthy companion James W. Robinson delivered an able and eloquent oration to the fraternity and a crowded auditory, which was listened to with deep interest by all. The exercises at the Hall closed by prayer by the Chaplain, and the procession again formed and marched to the residence of Phil. Crosthwaite and partook of a sumptuous dinner. Col. C. J. Couts and lady were invited guests. The brethren returned to their Hall and the Lodge closed in Pease & Harmony."

In 1870 the place of meeting was changed to Horton's Addition, a change which caused some feeling. In 1880 steps were taken toward the erection of a lodge building, to be built in connection with the Odd Fellows, on a lot which had been purchased on the northwest corner of Sixth and H streets. The cornerstone was laid March 7, 1882. The new hall was occupied for the first time July 29, 1882. In 1910 a beautiful new temple was built on the corner of Ash and Fifth streets, at a cost of about $100,000.

SAN DIEGO COMMANDERY, NO. 25, KNIGHTS TEMPLAR

was organized at a meeting held in the Backesto block, June 22, 1885, those present being Garrett G. Bradt, John Peck Burt, Charles Merwin Fenn, Edwin Ben Howell, Edward Wilkerson Bushyhead, Nicholas Ridgley Hooper, Joseph A. Flint, Henry Madison Jacoby, Norman Henry Conklin, John S. Harbison, John Arm McRae and Thomas McCall Gruwell. A dispensation was granted July 27, 1885. The lodge is now in a prosperous condition.

CONSTANS LODGE OF PERFECTION, NO. 8, A. & A. S. R.

was organized May 13, 1887, and is now in good condition.

SOUTHERN STAR CHAPTER, NO. 96, EASTERN STAR

The first meeting looking toward the organization of an Eastern Star chapter was held April 5, 1888, and a charter was granted in the following October. The first officers were: Lucy L. Dannals, W. M.; George M. Dannals, W. P.; Anna E. Kooken, A. M.; Gertrude Brobeck, C.; Abbie A. Jenks, A. C.; Maria M. Lowell, W.; James S. Clark, S.

SILVER GATE LODGE, NO. 296, A. F. & A. M.

was granted a charter October 10, 1889. The first officers were: D. E. Bailey, W. M.; A. E. Dodson, S. W.; James Wells, J. W.

Other Masonic bodies are Constans Chapter of Knights of Rose Croix, No.

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5, A. & A. S. R., organized December 3, 1900; San Diego Council Knights Kadosh, No. 6, A. & A. S. R., organized March 2, 1903; San Diego Consistory, No. 6, A. & A. S. R., organized April 28, 1904; and San Diego Chapter, No. 61, R. A. M.

ODD FELLOWS—SAN DIEGO LODGE, NO. 153, I. O. O. F.

The first meeting toward the organization of a lodge of Odd Fellows in San Diego was held at the home of James Pascoe, December 5, 1868. The formal institution was effected March 23, 1869, at a meeting held in a hall at the corner of Seventh and K streets. The first officers were: John R. Porter, N. G.; Alexander M. Young, V. G.; F. Marlette, R. S.; S. S. Culverwell, T.

The charter members were: John R. Porter, S. S. Culverwell, B. F. Nudd, Charles F. Moore, Alexander M. Young, R. D. Case, Amos Crane, John Groesbeck, W. C. Rickard, John O. Hatleberg, P. P. Willett, A. C. Tedford, F. Marlette.

The lodge owns a building in connection with the Masons, located at the corner of Sixth and H streets.

Other lodges of the I. O. O. F. in San Diego are the following: Anna Rebekah Lodge, No. 127; Canton San Diego Lodge, No. 22; Centennial Encampment, No. 58; Silver Gate Rebekah Lodge, No. 141; Sunset Lodge, No. 328.

THE ELKS

San Diego Lodge, No. 168, Benevolent Protective Order of Elks, was instituted in this city, June 8, 1890, in Horton hall, on the southwest corner of Sixth and F streets, where now stands the Hill block. A charter was granted July 10, 1890.

To J. M. Dodge belongs the credit of having an Elks' lodge instituted in San Diego. The laws of the order, at that time, required that at least two resident members of the order must be on the call for the institution of a lodge in any city.

The first preliminary meeting was held in an old wooden structure dignified by the name "Leache's Opera House," situated on D street on the lot adjoining the present new Elks' home on the west. The men attending that first meeting were J. M. Dodge, J. P. Goodwin, Walter T. Blake, John Kastle, T. A. Nerney. J. E. Wooley, T. J. Storey, W. M. Gassaway and W. F. Riley. James P. Goodwin was a past exalted ruler of Springfield, Ohio, Lodge No. 51, and was of great assistance to Mr. Dodge through his knowledge of the order. In order that there be at least two Elks to sign the call for a lodge, Mr. Dodge went to Los Angeles, where he joined Los Angeles Lodge, No. 99.

District Deputy Grand Exalted Ruler W. C. Dudley, a member of Golden Gate Lodge, No. 6, was the officer who presided at the institution of the lodge, assisted by J. M. Dodge of this city, a member of Los Angeles Lodge, No. 99; J. P. Goodwin of this city, a member and past exalted ruler of Springfield, Ohio, Lodge, No. 51; F. E. Holtslander, W. T. Hunter, F. C. Smith, G. P. McLain, T. Shaw, M. Lehman, T. A. Brunswick, R. Northern and M. Aguire, members of Los Angeles Lodge, No. 99.

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ELKS' HALL, SAN DIEGO

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J. M. Dodge was elected exalted ruler. All the officers elected at the institution did not serve through the term. The credit for the first year's service belongs to J. M. Dodge, exalted ruler; T. A. Nerney, esteemed leading knight; B. F. Harville, esteemed loyal knight; J. S. Callen, esteemed lecturing knight; Eugene Daney, esquire; Robert C. Jones, secretary; E. H. Miller, treasurer; C. A. Brown, inside guard; and J. S. Wooley, tyler.

After its institution the lodge occupied quarters in the Knights of Pythias hall in the Schmidt building, opposite the Plaza on Fourth street, from June 14, 1890, to February 28, 1891. Meetings were then held in the old Horton hall from March 7, 1891, to the following March, when it moved into quarters provided for it in the Fisher Opera House building, now known as the Isis Theater building. The first meeting in the Fisher was held April 7, 1892, and the last meeting of the lodge February 17, 1898. On the following Thursday, February 24, 1898, was held the first meeting in the more elegant quarters, planned especially for the lodge in the building, then just completed, and owned by the San Diego Gas & Electric Light Company on Sixth street, between D and E, where it remained up to its meeting on Thursday night, November 7, 1907.

About 1906, a building association was formed among members of the club and the land on which the clubhouse now stands, on the corner of Second and D, was purchased for $23,000. The first dirt was thrown from the excavation for the new home at 11 o'clock on May 11, 1906, and the corner stone was laid at eleven o'clock on the night of June 8, 1906, at the hour when all good Elks give a kindly thought to the "absent brother." On Thursday, November 14, 1907, a magnificent structure was dedicated to the uses and purposes of San Diego Lodge, No. 168, B. P. O. E., and here the members meet, entertain visiting Elks, enjoy all there is in club life, and take a large part in the social life of San Diego. The grounds, building and furnishings cost $102,000. The property today is probably worth $200,000.

Following is a list of the past exalted rulers: J. M. Dodge, Eugene Daney, E. H. Miller, Irving B. Dudley, Leroy A. Wright, David Gochenauer, Hiram W. Alden, Anson F. Cornell, C. Fred Henking, Frank A. Stephens, Lewis R. Works, E. A. Hornbeck, Carl I. Ferris, Patterson Sprigg, Edward Grove, Frank S. Banks, John B. Osborn, Elwyn B. Gould, A. H. Sweet, Alex. Reynolds, Jr., W. C. Crandall, Albert Schoonover, Carl H. Heilbron.

With the exception of about three months, Robert C. Jones has been secretary of the lodge since its organization.

KNIGHTS OF PYTHIAS

The order of Knights of Pythias, which immortalizes that celebrated Grecian story, the "Friendship of Damon and Pythias," was organized in Washington, District of Columbia, on February 19, 1864, and is therefore about forty-eight years old. The "Founder of the Order," for this was the title bestowed by the supreme lodge, was Justus H. Rathbone, a native of Oneida county, New York, and whose profession at the time the order was founded, was that of a school teacher, teaching in Eagle Harbor, Michigan. It has been claimed that the ritual was written while he was teaching in Eagle Harbor, but this is denied by the greatest of Pythian historians, William D. Kennedy, now deceased, but that it was

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written while at work in Washington, D. C., where he had gone just a little time before the order was founded.

The first lodge of the order was Washington No. 1, which was organized the night of foundation, but this did not exist very long, and shortly after Franklin No. 2 was organized and is today the oldest lodge in the order, and still holding sessions in Washington, D. C.

The first grand lodge was organized on April 8, 1864, in the District of Columbia and the supreme lodge was organized in the same city, August 11, 1868. At the time of organization it was called the Supreme Lodge of the World, but was afterwards changed with the omission of the last words, for the order is distinctively American.

There were but ten members in the first lodge and but fifty-two in the entire order one year later, sixty thousand in 1870, one hundred thousand in 1880, three hundred thousand in 1890 and today its membership approximates three quarters of a million, and it stands in point of age, the second in the "great triumvirate of Orders," i. e., Masonic, K. P., and I. O. O. F.

From a California standpoint the order came into existence September 28, 1869, when the grand lodge of California was organized in San Francisco, and in 1870 the order had about one thousand two hundred members. In 1880 it had jumped to three thousand five hundred, ten thousand in 1890, twelve thousand in 1900 and today has better than twenty thousand. The three principal officers are M. J. Knox, of Sisson, grand chancellor, R. W. Schoonover of Santa Barbara, grand vice chancellor and K. A. Miller of Los Angeles, grand prelate.

The sessions of the grand lodge are held annually and the session of 1913 will be held in San Diego.

Locally the order came into existence in October, 1874, when San Diego Lodge No. 28 was organized, and which is still in existence. No other lodges were organized until 1887, when Themis No. 146, of Escondido, was instituted in May, and Red Star No. 153, of this city, in September of the same year. In May, 1888, Loma No. 159, of National City, was instituted and this constitutes the Pythian lodges of San Diego county, all of which are live organizations.

The order is likewise represented in the various other branches with Chevalier Company No. 6, of the Uniform Rank, Woodbine Temple No. 36, and Dunton Temple No. 3, of the Pythian Sisters, and Section No. 369, of the insurance department.

The order is the fortunate possessor of its own building in this county, this being located on the southwest corner of Third and E streets, and nearly all the branches of the order make the building their headquarters, and visiting members, in any branch of the order, are cordially welcomed at the Pythian building.

SAN DIEGO LODGE, NO. 28

San Diego Lodge No. 28, K. P., was organized October 3, 1874, by Grand Chancellor L. M. Manzer, with twenty-seven charter members, as follows: L. H. Plaisted, Henry Bayly, E. F. Spence, W. W. Stewart, J. A. Gordon, G. G. Bradt, E. W. Bushyhead, G. W. Hazzard, C. B. Culver, J. W. Thompson, J. M. Spencer, H. M. Covert, E. M. Skinner, A. Condee, F. N. Pauly, A. S. Grant, J. N. Young, J. G. Capron, Philip Morse, R. G. Balcom, S. Statler, G. B. Hensley, E. A. Veazie, L. B. Willson, D. Cave, C. W. Pauly, Douglas Gunn.

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The first officers were: C. C., E. F. Spence; V. C., W. W. Stewart; P., G. G. Bradt.

RED STAR LODGE, NO. 153, K. P.

was organized September 28, 1887, with seventy-seven charter members. The first officers were: C. C., T. J. Monahan; V. C., G. A. H. Sprague; P., S. G. Montijo.

The Rathbone Sisters, auxiliary lodges to the Knights of Pythias, are represented by two temples, Woodbine, No. 36, and Dunton Temple, No. 3.

MISCELLANEOUS ORDERS

The Foresters are represented by the following courts: Court Coronado, No. 3798, I. O. F.; Court San Diego, No. 7799, A. O. F.; Court San Diego, No. 28, F. of A.; Court Silver Gate, No. 138, F. of A.; Palomar Circle, No. 510, C. of F. of A.; Palomar Court, No. 176, F. of A.; Silver Gate San Diego Circle, No. 271, F. of A.

The Woodmen of the World are represented by Bay View Camp, No. 7255; Miramar Camp, No. 54; and San Diego Circle, No. 161.

The Improved Order of Red Men are represented by Lodge No. 155, Coahuilla Tribe; the Eagles by San Diego Aerie, No. 244; the Knights and Ladies of Security by Council No. 429; the Maccabees by Hive No. 17, Ladies of the Maccabees and San Diego Tent No. 26, K. O. T. M.; the Order of Pendo by San Diego Council No. 18 and Southwest Council No. 177; the Royal Arcanum by San Diego Lodge No. 1214; the Fraternal Brotherhood by San Diego Lodge No. 18 and Tourmaline Lodge; the Ancient Order of United Workmen by Emblem Lodge No. 103, Degree of Honor and Point Loma Lodge No. 248; the O. d' H. S. by San Diego Lodge No. 22 and Thusnelda Lodge No. 4. The Royal Neighbors of America, the Fraternal Grove, the Fraternal Aid and the Knights of Honor also have organizations.

SAN DIEGO GUARDS

The San Diego Guards was organized in July, 1856. This was an active organization for four or five years but at the outbreak of the Civil war the meetings were abandoned. The following is a list of the original muster roll of the company:

Captain, George A. Pendleton; first lieutenant, William H. Noyes; second lieutenant, D. B. Kurtz; third lieutenant, James W. Connors; first sergeant, Andrew Cotton; second sergeant, R. D. Israel; third sergeant, James Donahoe; fourth sergeant, Joseph Schycoffer; first corporal, John I. Van Alst; second corporal, Nathan Vise; third corporal, Edward Kerr; fourth corporal, Frank Kerren; first drummer, Charles Morris; first fifer, F. R. Maretowsky.

Privates—J. Judson Ames, Joseph A. Anderson, ——— Alvarado, J. P. Blackstone, John Brown, J. P. Brinkerhoff, E. W. Barnes, W. B. Couts, Andrew Crsit, P. G. Chisumn, Thomas R. Darnall, Jose G. Estudillo, Charles Gerson, S. Goldman, J. R. Gitchell, R. W. Groom, D. B. Hoffman, Duane Herald, W. H. Jessup, William H. Leighton, William H. Le Roy, George Lyons, H. Magee, E. W. Morse, Jose C. Marron, H. Mannasse, Jose S. Mannasse, M. Man-

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nasse, A. E. Maxcy, J. P. Pond, C. H. Pond, Walter Ringgold, William Robinson, Charles S. Rathburn, Joseph Reiner, Joseph Smith, Marcus Schiller, Ansen G. P. Sutton, A. B. Smith, Edward N. Schneider, George B. Tolman, Thomas Whaley, Isaac Ward, E. A. Wall, A. C. Wiley.

This organization was the forerunner of the modern militia (N. G. C.). The first military organization after the Civil war was known as the San Diego Light Guards, which was organized in Horton's hall, October 18, 1876. The first officers were: First lieutenant, A. P. Jolly; second lieutenant, Henry Bayly; orderly sergeant, W. H. Gladstone; first duty sergeant, J. H. Richardson; second sergeant, J. F. Bowman; third sergeant, J. N. Petty; fourth sergeant, August Warner.

After a brief period this organization died out and it was not until early in April, 1881, that the organization of the City Guards was effected, with sixty members. The first officers were: President, Douglas Gunn; secretary, Philo E. Beach; treasurer, O. S. Hubbell. The military officers were: Captain, Douglas Gunn; first lieutenant, Martin Lacy; second lieutenant, George M. Dannals.

Soon after a successful entertainment was given for their benefit and on the 12th of October, 1881, the company was reorganized with the same officers as a company of the Seventh Regiment Infantry of the National Guard of California.

GRAND ARMY OF THE REPUBLIC—HEINTZELMAN POST, NO. 33

The first G. A. R. post organized in San Diego was Heintzelman Post, No. 33. The post was organized October 8, 1881, by Matthew Sherman as mustering officer, detailed by the department commander for said purpose, there being twenty-three charter members.

Those who have served as past commanders are: Moses A. Luce, 1881; M. D. Hamilton, 1882; James P. Jones, 1883; George M. Dannals, 1884; Norman H. Conklin, 1885; Danville F. Jones, 1886; Robert M. Powers, 1887; Thomas B. Hartzell, 1888; Nat Kennedy, 1889; Thomas L. Magee, 1890; Datus E. Coon, 1891; Edward H. Miller, 1892; Albert F. Dill, 1893; Lucien D. Burbeck, 1894; Eli T. Blackmer, 1895; George Webber, 1896; William P. Stone, 1897; Myron T. Gilmore, 1898; James V. Hicks, 1899; David L. Kretsinger, 1900; Thomas H. Scoby, 1901; John D. Palmer, 1902; Charles H. Hubbs, 1903; Sydney A. Wyllis, 1904; Lionel D. Phillips, 1905; Cassius C. Pillsbury, 1906; Samuel W. Bell, 1907; George P. Hall, 1908; Peter W. Beamer, 1909; George H. Limebeck, 1910; Charles D. Richardson, 1911; Chauncey Quackenbush, 1912.

The post now has a membership of 228. It owns its own burial plat which is managed by three trustees elected by the post.

DATUS E. COON POST, NO. 172

was organized November 10, 1894, by George Puterbaugh as mustering officer, with twenty-four charter members, as follows: J. Q. Ashton, Joseph Van Castle, W. D. Woodward, Francis C. Higgins, James H. Grovesteen, John Confer, Joseph Martin, Charles Miller, Thomas Crogan, Z. C. Mathes, John Straw, Frank

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James, C. C. Bailey, W. E. Lewis, John R. Doig, Samuel S. Knowles, Arthur H. Dauchey, Patrick Wellington, Joseph Gray, Peter C. Smith, John O'Brien, Peter Watts, Isaac A. Esleeck, Horace J. Hull.

The first officers of the post were: Commander, J. H. Grovesteen; senior vice commander, C. C. Bailey; junior vice commander, J. Q. Ashton; adjutant, A. H. Dauchey; quartermaster, Joseph Van Castle; surgeon, J. R. Doig; chaplain, S. S. Knowles; officer of the day, John Confer; guard, Wellington Patrick.

The post now has on its membership rolls 118 names.

Those who have served as past commanders of the post are: James H. Grovesteen, 1894-95; Clark C. Bailey, 1896; Samuel S. Knoles, 1897; David L. Murdock, 1898; Robert H. Butler, 1899; John D. Wareing, 1900-01; John P. Burt, 1902-03; Thomas L. Magee, 1904-05; John Bray, 1906; S. W. Millichamp, 1907; George E. Haynes, 1908-09; Arthur E. Vest, 1910; L. M. Dort, 1911-12.

The auxiliary bodies of this organization are Heintzelman Corps, No. 1, W. R. C.; Datus E. Coon Corps, No. 84; General U. S. Grant Circle, Ladies of the G. A. R.; and Heintzelman Woman's Relief Corps, No. 1, the latter organized in July, 1883.

MISCELLANEOUS SOCIETIES

Camp Bennington is a post composed of Spanish-American war veterans.

The United Veterans of the Confederacy are represented in an organization known as John Morgan Camp 1198.

San Diego Parlor, No. 168, N. S. G. W. was organized in 1887 and formally installed on the 8th of June of that year. The first officers were: President, W. J. Hunsaker; first vice president, W. E. Princely; second vice president, C. A. Campbell; third vice president, C. A. Loomis; treasurer, M. Klauber.

The Native Daughters of the Golden West also maintain an organization.

The first Pioneer Society in San Diego was organized February 12, 1872, composed of members who had resided in San Diego prior to 1854. The following is a partial list of those who were charter members: W. B. Couts, Jose G. Estudillo, George Lyons, Thomas Whaley, Marcus Schiller, James W. Connors, William A. Winder, John W. Leamy, Daniel P. Clark, T. G. Battaile, Miguel Aguirre, Thomas P. Slade, A. O. Wallace, Thomas H. Bush, D. Crichton, E. W. Bushyhead.

A second society known as the Pioneer Society was formed at the home of John G. Capron, March 1, 1888. E. W. Morse was elected the first president, while Douglas Gunn acted as secretary. The date limit was made January 1, 1871. Both this and the first named Pioneer Society had a brief existence.

An organization known as the Ladies' Pioneer Society was formed May 31, 1895, the membership being limited to those who arrived prior to January, 1880. The first president was Mrs. Flora Kimball; secretary, Mrs. Hattie Phillips.

The New England Society was formed November 23, 1854. The first officers were: President, O. S. Witherby; vice presidents, Judge J. Judson Ames, Colonel J. R. Gitchell and Captain H. S. Burton; recording secretary, Captain George P. Tebbetts; corresponding secretary, Judge E. W. Morse.

The San Diego Society of Natural History was incorporated in October, 1874. The first president was Dr. George W. Barnes.

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An organization known as the San Diego Lyceum of Sciences existed for some years but its meetings have long since been abandoned.

The Woman's Christian Temperance Union was organized by Frances Willard in 1884.

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CHAPTER XXXIX

CITY GOVERNMENT AND PUBLIC UTILITIES

FIRE DEPARTMENT

The San Diego fire department holds the record of the United States for efficiency in its rating of steamers, established by test of the National Board of Fire Underwriters made two years ago. Since that test the department has materially improved by addition of modern fire fighting apparatus and a decreased fire loss. While a well trained department and a good water supply are invaluable to prevent a large conflagration, yet the consideration of prevention of fires, an early and reliable alarm, and a rapid response to the alarm are fully as necessary.

The city has in the last three and a half years made much progress in the prevention of fires. A faithful deputy fire marshal is constantly inspecting basements, back yards, oil tanks and other probable chances for an incipient blaze, the building inspector and his deputies carefully scrutinize the construction of the new buildings, and the electrical department rigidly enforces all safeguards against improper use of electricity. In addition to this, the captains of each fire station make monthly inspections of public buildings, schoolhouses, theaters and picture houses. To all these safeguards the fire department is equipped with the Gamewell fire alarm system, having one hundred and twenty-one boxes of modern type and using ninety-two miles of wire in the system. The headquarters of the alarm system is at the station at Tenth and B streets.

The chief of the fire department is also fire marshal and superintendent of the fire alarm and police telegraph, without additional compensation.

During the first ten months of 1912 the fire department responded to 299 alarms, of which 35 were false alarms. The total value of the property affected during these fires amounted to $2,296,285, and the loss was only $30,390, being a ratio of 1.32 per cent, and in no case did the fire reach an adjoining building. During the year 1912 the insurance rates were reduced from ten to fifty per cent, allowed for the efficiency of the department, a better water supply, as well as the efforts of the city to enforce building, electrical and other ordinances intended to suppress conflagration. The sane Fourth of July ordinance enforcement has also had its influence in these reductions.

Along the lines of fire prevention the department has established an "inspection blank form" which has been approved by the National Board of Fire Underwriters as a model. This blank is in use by the captains of the various stations in making their monthly inspections, in which they report all deficiencies found, as faulty construction, stand pipes, fire escapes, accumulation of trash,

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storage or accumulation of combustibles or explosives, which may have been overlooked by other officials. This has been of great benefit to the department, especially in the down town or mercantile district.

The cooperation of the water department in providing a better supply of water under good pressure, as well as in the improved hydrants used, is much appreciated, as well as the aid of the police department in preventing a crowd from concentrating in the vicinity of a fire and interfering with the firemen in their work. The water department has installed automatic pressure regulators, which have materially aided in getting a uniform pressure at the lower levels. Another great help in the work of the department is the provision of the present building code, requiring buildings having inflammable material in basements to install the automatic sprinkling system.

There are eight stations containing steamers and other apparatus, while the station at Twenty-fifth and F streets is equipped with an auto-chemical and hose wagon, and those at Sicard and Kearney and at Park boulevard are horse-drawn chemical wagons with hose reels. The stations at Thirtieth and Ivy, as well as the one at Goldfinch, near Washington, house auto-drawn pumping engines. The building at Twenty-fifth and D streets also will eventually contain a pumping engine, but for the time being is supplied with an auto-chemical and hose wagon. For the manning of these stations, as well as those hereafter named to be obtained from the sale of fire bonds, the city has contracted for the following: Five Seagrave combination chemical and hose wagons and four pumping engines. When received the department will have four steamers, horse-drawn, one motor-drawn, four auto pumping engines, six auto-drawn combination wagons, one 85-foot aerial ladder truck, auto-drawn, as well as a number of chemical and hose wagons, horse-drawn. Out of the recent sale of bonds it is contemplated to construct a building on National avenue and another at Columbia and Cedar streets. Provisions have also been made for the purchase of lots for fire stations at Ocean Beach, Pacific Beach and La Jolla. It is also contemplated that the latter station will be manned with a combination auto-drawn chemical and hose wagon.

The most urgent need of the city of San Diego in the way of fire protection is a fire tug to protect the shipping interests along the water front. Plans have been approved and it is hoped during the coming year to secure this service.

The department is composed of A. E. Dodson, superintendent; Louis Almgren, Jr., chief; J. E. Parrish, assistant chief; J. W. Collins, battalion chief; Captains Robert Liljegren, J. P. Endsley, Fred Coop, J. W. Lambert, Jr., and Charles Ator, and Lieutenants E. A. Richardson, H. E. Strasser, G. H. Knowles, B. F. Hasam, John A. Woods and Irving Willis and J. W. Lambert, Sr., fire marshal; five engineers, three stokers, eleven auto drivers, twenty first class firemen, fourteen second class firemen and eight call men.

It has not been the policy of the present management to replenish the ranks of call men, but to continue those who were on the rolls. The growth of the city reduces the necessity of call men, but those who have been in the department for years past are found to be a valuable aid to the department, as per the rule that two old firemen are worth three new ones.

While the department is not under civil service rules, the spirit of civil service has been practiced in the entire department. Men are not selected upon politi-

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cal pull but entirely upon their merits, and all promotions have been made upon competitive examinations. Rigid discipline is exacted and the members of the department take pride in their standing as firemen and as good citizens.

POLICE DEPARTMENT

The San Diego police department was in 1912 placed on a metropolitan basis. At the head of the department is Captain John L. Sehon, member of the city council and superintendent of police. The other officers in the department consist of the following: Chief of police, one captain of police, one captain of detectives, six sergeants, three roundsmen, seven traffic officers at crossings in congested districts, six motorcycle officers, nine mounted officers, nine detectives and forty-one foot patrolmen.

The equipment of the department consists of two 30-horse power automobiles, six motorcycles, eleven horses, a patrol wagon, ninety-eight 38-calibre Colt revolvers, twenty Krag Jorgenson carbines, four Winchester pump guns, two Winchester 30-30 rifles, three Colt automatic 38-calibres, three two and a half inch pocket revolvers.

The bureau of identification was organized in October, 1910, in charge of Detective W. A. Gabrielson. It has grown from a few records to more than 20,000 and is growing at the rate of several hundred each month. The records come from all parts of the United States and Canada.

The bureau consists of Bertillon and the finger print systems of identification. All records of stolen articles and persons that are wanted are also kept in the bureau. The identification bureau is one of the best on the Pacific coast and has the very latest system in all its branches.

All the lost and stolen watches are kept in a card index along with their numbers and monograms, and all watches that are pawned or sold in this city are also kept in this file. It can be told in a minute if a watch was pawned, where it was pawned and who pawned it. Then a list of all watches that were stolen, in this city are sent to the cities of the Pacific coast and so a person who steals a watch has little chance of selling it to a pawnbroker. Through this system this bureau has captured one of the most daring burglars that has operated in California in many years. He was wanted in Oakland, Los Angeles and Long Beach. He burglarized a bank in Long Beach, stealing 10,000 pennies, and also burglarized no less than twenty houses in that city.

In the bureau records are kept of the most noted criminals, how and with whom they operate. All records are kept on cards and are filed away in a most up-to-date manner. There are more than 10,000 index cards. Some of the criminals have more than twelve names and an index card has to be made out for each name. Each index card is filed alphabetically.

The Bertillon system consists of measurements of the body and a minute description of all scars, tattooes and amputations.

The finger print system consists of the impressions of the fingers of a person. There never has been found two finger prints alike, and it is by far the best means of identification. The United States government has established a bureau at the United States penitentiary at Leavenworth, Kansas. It is the largest finger print bureau outside of Scotland Yards.

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Finger prints were first used by the Egyptians long before Christ and also by the Chinese. The system was used in modern times by the English in India. Sir William Galton spent years in perfecting a system of filing the prints away, and now one can find a print in a minute, no matter how many prints have been filed away.

The department has installed a police and fire signal and telephone system, at an estimated cost of $30,000. There are eighty telephone boxes placed on poles owned by the city, from which patrolmen are able to report to either the station or the fire department. There are forty flashlights placed on the different beats which notify the patrolmen on duty that he is wanted. Heretofore the department has been handicapped through the lack of telephone facilities, and has had to depend upon private telephones, which are almost impossible to reach in outlying districts during the late hours of the night. The switchboard at police headquarters is operated by the desk sergeants on duty.

WATERWORKS SYSTEM

The phenomenal growth of the city of San Diego is a matter that has been commented and written upon from time to time and the growth of the department of water in connection with the same has been identical with the general rush that is typical of San Diego.

The water system up to August 1, 1901, was owned by the San Diego Water Company and the Southern California Mountain Water Company. On April 20, 1901, the city voted to bond San Diego for $600,000 at four and a half per cent interest, to buy over the holdings of the two above named companies, the San Diego Water Company to be paid $500,000 for its properties, and the Southern California Mountain Water Company $100,000 for its share. The holdings included all the rights in Mission valley and the rights of way on all lands owned by the companies, and the pumping machinery, reservoirs and pipe lines throughout the city, buildings, horses, wagons, tools, etc. The Southern California Mountain Water Company transferred all its pipe lines within the city limits.

The distributing system then consisted of ninety-nine miles of pipes, of all kinds and sizes 1, 945 meters, 586 gates and 250 fire hydrants. The water was pumped from various classes of wells sunk in the bed of the San Diego river, and the water obtained was of a quality that was not fit for drinking purposes, even when filtered. It was heavy, turbid and brackish, being mixed partly with the brine from San Diego bay.

It was on account of the quality of this water that San Diego was kept from the growth and population to which it was justly entitled. Matters grew from bad to worse until 1906, when, on August 13th, the city entered into a contract with the Southern California Mountain Water Company to be supplied with a sufficient amount of water to meet the needs of San Diego up to and including 7,776,000 gallons per day, and it was on that day that San Diego's present growth started.

The contract with the Southern California Mountain Water Company enabled San Diego to supply water to its consumers at the rate of eight cents per one hundred cubic feet, whereas under the old regime it cost twenty cents per thousand gallons for water that was not to be compared.

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On account of the growth of San Diego the maximum quantity of 7,776,000 gallons has been surpassed at various times, thus necessitating several additions to the system of the Southern California Mountain Water Company, and if these improvements were to be made by the water company it would mean that the city would have to pay more for its water. The result was that the company agreed to sell its holdings for $4,000,000 and on August 15, 1912, the people of the city of San Diego, by a vote of five to one, agreed to buy the bulk of the system of the Southern California Mountain Water Company for $2,500,000 and lease the remainder for a period of ten years at the rate of $67,000 a year with the privilege of buying this portion at any time during the life of the lease for an additional $1,500,000.

By the above purchase San Diego has a municipally owned system that extends from mountain to meter, and on the first of the year 1912 took absolute control of all water sheds, reservoirs, conduits, creeks, pipe lines, filters and all other accessories, comprising thousands of acres of land, billions of gallons of water and a hundred miles of conduit.

In order to meet the increased demands thrown on the water department, not only on account of the rapid growth, but also due to the fact that the impounding system of these several reservoirs will throw an additional burden upon the department, a complete reorganization has been planned, and so subdivided that each man will know to whom he is to answer, and should anything go wrong at any time the superintendent will know upon whom to place the responsibility.

The reorganization plans to place the department of water under the superintendent, with an assistant who is answerable for all the different bureaus and departments. There are three divisions: The clerical division, the division of lands and the engineering division.

The clerical division takes care of the correspondence, the personnel file, and the issuing of orders and requisitions for the three different bureaus, and the division of lands makes records, reports and recommendations regarding the miles of water sheds, the several ranches and other lands which are the property of the department of water, and plans for the preservation and development of the forest reserves. The engineering division makes estimates and costs, compiles specifications and maps, and plans future extensions, designs pipe lines, reservoirs and other accessories of the waterworks, as well as superintends the installation of the same. The hydraulic engineer acts as assistant superintendent of the department.

In addition to the three divisions enumerated above, the department is divided into three bureaus, namely: The bureau of accountability, the bureau of distribution and the bureau of conservation.

The bureau of accounting is in charge of a chief clerk and is divided into four subdivisions, namely: Books, cash, meters and property. The subdivision of books comprises the cashier, service clerk, information clerk, assistant cashier and a checker. The subdivision of meters comprises the investigator and meter readers. The property is looked after by the statistician, inspector, shop clerk, yard-master and stock-keeper.

The bureau of distribution is subdivided into three parts, namely: Construction, services and operation, and is in charge of a general foreman. The con-

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struction is looked after by the foreman of construction, who has under his immediate charge the mechanics, pipe men, cement men and the several laborers. The subdivision of services is in charge of a foreman of services, who has under his immediate supervision all pipe fitters, emergency men, wagon men and laborers necessary for his bureau. The subdivision of operation is in charge of a foreman who has under his jurisdiction the machinists, meter repairers, and shop men, blacksmiths, horse shoers, stable men, truck drivers, teamsters and the watchmen in the shops, yards and pump stations.

The bureau of conservation comprises all the pipes, reservoirs, conduits, water sheds, etc., outside of the city limits and taken over from the Southern California Mountain Water Company and is subdivided into three heads, namely: Conduits, reservoirs and pipe lines, in charge of a supervisor. The reservoirs and water sheds are divided into four parts, namely: The upper and lower Otay reservoirs, Chollas Heights reservoir and filtering plant, Morena reservoir, and the proposed Barrett reservoir, which in turn are taken care of by the several caretakers and operators. The pipe lines leading from the reservoirs into the city are looked after by a foreman and his pipe walkers.

Mention was made in the first part of this article of the number of fire hydrants, gates and pipes that were taken over by the city of San Diego in 1901, and it is interesting to compare the system of that day with the system in operation at the present time. There are now seven hundred and seventy-six fire hydrants, nine hundred and seventy-nine gate valves, three hundred and thirty-three miles of pipe and about thirteen thousand meters.

During the year 1912 there were installed over $325,000 worth of improvements under bond issue, and it is proposed during the year 1913 to install over $340,000 worth of pipes, valves, reservoirs and other improvements, mentioned as follows:

There will be installed a twelve-inch pipe from University avenue north to El Cajon avenue, a twelve-inch pipe on El Cajon from Park boulevard east to the city limits, a sixteen-inch and a twenty-four-inch pipe from the corner of Fifth and Laurel to Front and Date, and west from Front and Date to Arctic and Date. There will be a twelve-inch main leading from Arctic and Juniper west to Atlantic, and south on Atlantic to Spreckels wharf, and thence east to India street; from the corner of India and G streets this twelve-inch main will lead in a southeasterly direction to the corner of Ninth and N streets, then east from Ninth and N to Sixteenth and N streets. There will be a twelve-inch pipe from the corner of Sixteenth and H streets north to one hundred feet north of A. Another twelve-inch pipe will lead from Sixteenth and L east to Thirty-second. There will be a twenty-four-inch pipe on Thirtieth and A south to Thirtieth and L and an eight-inch pipe from the corner of Twentieth and M to Twentieth and D. A $35,000 reservoir will be installed in the south central part of Balboa Park, and a $12,000 reservoir on Point Loma Heights, with covering for the various reservoirs and tank towers installed.

It is interesting to note the various stages through which the water passes from the mountains to the meters before being supplied to the citizens of the city of San Diego. At the farthest extremity of the Southern California Mountain Water Company's system, sixty miles from the city, is the Morena reservoir, which is fed by a water shed supplied by the Cottonwood creek, which rises

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in the Laguna mountains and flows for about eighteen miles, where it is conserved in this reservoir, having a total capacity of fifteen billion gallons at an elevation of about three thousand one hundred feet above the sea level.

From the Morena reservoir the water is let out in such quantities as may be needed, flowing in a westerly direction down through the steep and rugged incline of the Cottonwood creek to the proposed Barrett reservoir. Here it is directed by a wing dam into the Dulzura conduit. The Dulzura conduit during the rainy season is also supplied by water from the Pine creek from the north, up to a capacity of forty million gallons per day. Any amount of water beyond this quantity must, at the present time, be wasted and it flows on to the Tia Juana river into Mexico. It is for this reason that Barrett dam is needed, as it is safe to assume that there is now three-fourths of the catchment area of the Barrett reservoir allowed to go to waste.

The water is taken from the mouth of the Dulzura conduit and flows for about fourteen miles through tunnels, concrete conduits and wooden flumes carried on trestles winding around and taking the contour of the mountains as it makes its downward course to the Dulzura creek. Some of these tunnels are cut through solid rock for a distance of over half a mile. From Dulzura creek the water drops from an elevation of one thousand four hundred feet to an elevation of four hundred and seventy-six feet at the Lower Otay reservoir, from eighteen to twenty miles distant, which means a total waste in head available for power plant purposes of seven hundred feet.

One hundred and sixty feet above the Lower Otay is the Upper Otay reservoir, which pours the accumulations of a certain drainage area when needed into the Lower Otay. From the Lower Otay reservoir the water is taken through a forty-inch wood stave pipe down to the southwest, where it branches into two portions, one, a thirty-six-inch wood stave pipe, leading to the Highland reservoir, from which the city of Coronado receives its supply of water. The thirty-six-inch pipe leading toward San Diego reduces to a thirty-two-inch steel pipe where it crosses the Bonita valley, which again reduces to a thirty-inch pipe, which conveys the water to the Chollas Heights reservoir, where it is kept in storage in case of an emergency, should anything happen to the reservoir or pipe lines in town or between Chollas Heights and the University Heights reservoirs.

Adjacent to the Chollas Heights reservoir, which has a capacity of one billion gallons, is the filtering plant, having a capacity of seven million five hundred thousand gallons daily. This plant is so designed that four more filters may be installed, making a total capacity of twelve million gallons. The pipe line leading from Chollas Heights filtering plant to the University Heights reservoir is twenty-four inches in diameter and is constructed of continuous wood stave pipe. The distance from the Lower Otay to Chollas Heights is sixteen miles, and from the Chollas Heights to the University Heights reservoir is an additional four miles.

At the University Heights reservoir, which is at an elevation of three hundred and ninety-six feet at the top of the aerating table, the water is taken in two directions, one to supply the upper high service and the other the lower high service. The upper high service takes its supply from the University Heights reservoir and pumps it into a standpipe, which is located on the corner of El Cajon avenue and Oregon street. This supplies all the area above the Uni-

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versity Heights reservoir. The University Heights reservoir throws its water by gravity to all of that area going to the north, such as La Jolla, Ocean Beach and Point Loma. It supplies the down town districts north of A street over to Front, east of Front to Date, and up to the north of Date street. The low service is supplied by water drained from the University Heights reservoir into what is known as the low service reservoir up on the heights of Old Town, at an elevation of one hundred and forty-two feet. The Old Town reservoir supplies the down town districts down to the south of A and to the west of First, the south of Date and that strip that lies between the San Diego bay and Arctic street.

The water on leaving University Heights reservoir and flowing to Point Loma is gathered in a small reservoir, whence it is pumped into a standpipe that supplies all the higher service on Point Loma. The lower service is supplied direct from the pipe that leads from University Heights. Ocean Beach and La Jolla are both supplied through an adequate pipe that runs directly from University Heights in a northerly direction along La Jolla boulevard, the water being gathered into reservoirs of ample capacity at both Ocean Beach and La Jolla. These reservoirs are so designed that during the heavy draught of the day they will take any overplus which the pipes cannot supply on account of the heavy draught.

An idea of the extension that will be needed in the future may be gained from the fact that our water system is growing at the rate of two and one-half miles a month, or thirty miles a year. On account of the rapid increase in the growth and population of this city, this department necessarily has to make estimates for the required extensions and developments to both the impounding and distributing system. While the present pipe line from the Otay reservoirs was expected at the time it was put in to be more than sufficient for what was needed in San Diego, yet it will be necessary to take immediate steps to double the supply, not only to have two lines, one in case of emergency, should anything happen to the other, but also because it is an absolute necessity to give an ample supply of water for San Diego in a year's time. This dual system of pipe lines from Otay to Chollas will also have to be extended from Chollas to the city, connecting with the distributing points, showing the locations for these proposed pipe lines, also for the installation of other reservoirs and mains within the city limits.

SEWER SYSTEM

Originally the sewer system of the city of San Diego only contemplated what we now call the down town district. It was devised by General Waring, and cost about $400,000. The system was planned when the city had about twenty thousand people, and at a time when water for flushing the system was an item to be taken into account; therefore, the mains laid were very small. While several larger mains have been put in, the down town lines are badly overworked. Then again, the mains were laid from five to seven feet below the street surface, while now, to give drainage to basements, large mains must be laid at a sufficient depth to accommodate the requirements incident to the class of buildings now being erected.

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As the city expanded, so has the sewer system. All new extensions have been met from proceeds of bond issues. To keep pace with the rapid growth of the city has been a physical and financial impossibility. Small extensions, where houses are in sufficient number to justify the expense, are usually paid for out of the general tax levy known as the sewer and drainage fund. Last year the budget allowed that department but $25,000 but the urgent demands compelled additional appropriations, and the city has, during the year 1912, expended over $50,000 in sewer extensions, independent of those put in from the proceeds of bond issue. At this date there are urgent demands for small extensions to improved property which require at least $46,000.

On January 1, 1912, the sewer system, completed, amounted to one hundred and fifteen and one-half miles, and from that date to December 1st (eleven months), about twenty-six miles, making the system contain over one hundred and forty-one miles. The cost of the twenty-six miles constructed in the year 1912 was an average of ninety-four cents per lineal foot. Under the old contract system, the city paid over $1 per lineal foot. At present the city pays $2.50 a day for labor and the contractors, at that time, only paid $1.25 to $1.50 per day for labor.

The following, from report made by F. M. Lockwood, assistant superintendent, gives an idea of the present operations of the sewer system:

"Of the 25.942 miles of sewers installed during that period, January 1 to December 1, 1912, 19.09 miles were under bond issue of 1910, the balance being installed under sewer and drainage, a portion of which was paid for by parties having the work done.

"The department gave employment to about two hundred and fifty men while the main part of the work was being installed, and at the present time we have about fifty men employed in making house connections and extensions.

"The territory covered by the new sewers is portions of that section lying between the city park and Thirty-first street, and from Juniper street to University avenue; north of Park to Panorama street, from Indiana street on the west to Kansas street on the east; also portions of Mission Hills and the district lying between Stockton street and the bay, from Albatross street west."

Bonds have been voted and work will commence shortly on a system which will serve the Chollas valley, Brooklyn Heights and adjacent territory, also the territory north of the park and west of Indiana street and a portion of Middletown and Inspiration Heights. The line north of the park will have a trunk through Pound canyon which will serve the exposition grounds.

Something like twenty miles of the last bond work was laid of machine made concrete pipe. With the exception of C street, this is the first time it was tried in the San Diego system. It has proven very satisfactory, as it is more regular in formation, and the joints make a more complete union than those of vitrified pipe. It also gives employment to home labor and uses home products.

The sewer department is under the control of A. E. Dodson, superintendent; F. M. Lockwood, assistant superintendent; William B. Harper, general inspector; J. F. Jones and J. M. Smith, construction foremen; James Symonds, emergency man, besides flushers, repair men and laborers.

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GAS WORKS

Very early in the Horton period, the citizens of San Diego began to realize the future importance of various public utilities and to plan ways and means for meeting the need. Water, sewerage, light, facilities for transportation—these things much be provided if a city of consequence were destined to rise upon the shores of the bay. Although the boom of 1886-88 gave the greatest impetus to the growth of public utilities, the beginnings of several of them went farther back.

In the spring of 1870, William H. Perry and others undertook to provide San Diego with gas. Machinery was brought by steamer and installed in June. The venture was not a success, however.

In March, 1881, the matter was again taken up by a number of citizens. The San Diego Gas Company was organized in that month, and in April articles of incorporation filed. The incorporators were: O. S. Witherby, George A. Cowles, Dr. R. M. Powers, E. W. Morse, Gordon & Hazzard, Bryant Howard and M. G. Elmore. The capital stock was $100,000, and works costing $30,000 were erected immediately, on the present site of the gas works—Tenth and M streets. The fires were lighted for the first time on June 2, 1881. The fuel used was petroleum. Elmore, who held one-fourth of the stock, was a representative of the Petroleum Gas Company. The plant was thought to be sufficient for a city of 20,000. The number of subscribers at the start was eighty-nine.

The use of petroleum gas proved unsatisfactory, however, and after an experience of two years, the company made the necessary alterations in its plant and began to use coal instead. The first use of coal was on April 19, 1883. From this time on, the gas works has grown with the city, the company enlarging its plant and extending its pipes as business required.

ELECTRIC LIGHTING AND POWER

The subject of electric lighting came up in March, 1885, when the city trustees appointed a committee of three to prepare a contract for electric lighting. The Horton House was the first building in the city to be lighted by electricity. The first lights were furnished by the Jenney Electric Lighting Company, of Indianapolis, which entered into a five-year contract for lighting the city by the mast system. Their machinery was set in motion March 16, 1886, and that evening the city was illuminated by electric light for the first time. In May the trustees discussed a proposition for the city to purchase the plant, but decided adversely. After the system had been in operation about six months it was purchased by E. S. Babcock, Jr., and L. M. Vance for $30,000. Mr. Vance had been the manager for the eastern concern and remained in charge. In March, 1887, the San Diego Gas, Fuel & Electric Light Company was organized and bought the franchises of the San Diego Gas Company and of the San Diego & Coronado Gas & Electric Light Company. The new company had a capital stock of $500,000 and it undertook to furnish gas and electric light for San Diego and Coronado.

In April, 1905, the San Diego Consolidated Gas & Electric Company became the owner of the works and franchises of the old gas and electric companies of San Diego and has since supplied the city with all its gas and electric light and power. During 1906 this company rebuilt the entire gas and electric plants

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at an expense of about $750,000. New machinery and apparatus were installed, including steam turbines for generating electricity, a new 500,000-foot gas holder, and an additional 800,000-foot gas generating set. The company owns and operates about fifty miles of poles and eighty miles of gas mains. Both the gas and electricity used in National City are supplied from the plant in San Diego.

THE TELEPHONE

The first public exhibition of the telephone in San Diego was made by Lieutenant Reade, United States weather officer, on December 5, 1877. It was not until March 23, 1881, that the newspapers state: "It is currently reported that ere many weeks we will have a telephone exchange in San Diego." The San Diego Telephone Company was organized and began work in May, 1882. The officers were: President and treasurer, J. W. Thompson; secretary, Douglas Gunn; directors, A. Wentscher, J. A. Fairchild and Simon Levi. The first use of the lines was on June 11th and there were thirteen subscribers to the first exchange.

In 1887 the number of subscribers was 284. The San Diego Telephone Company was not incorporated but was operated as a mutual affair, as the telephone business was thought to be in an experimental stage. The lines were extended to several outside points, however; to Julian in September, 1885; to Oceanside in May, 1886; and in 1887 to Escondido, Poway, Campo, Tia Juana, Oneonta, Coronada, La Jolla, Pacific Beach, Ocean Beach, and soon after to El Cajon, Lakeside, Alpine, Cuyamaca, Sweetwater Dam, Chula Vista, Otay and Del Mar. In December, 1890, the Sunset Telephone & Telegraph Company purchased the plant and took control. Mr. Thompson continued as manager until March 8, 1895, when he was succeeded by R. L. Lewis. At the time the latter took charge there were 360 telephones in use in San Diego and the number of employes was nine. In November, 1897, the company completed the construction of a long distance line from Santa Ana, which connected San Diego with over 700 cities and towns in California. The number of telephones increases daily and the long distance system has been greatly extended and improved.

The Home Telephone Company secured its city franchise in November, 1903, and a county franchise on June 5, 1905. Service was commenced in February, 1905. It was organized and built largely by local subscriptions. The automatic system is used. The number of city subscribers is about 2,500 and long distance wires have been extended to nineteen interior exchanges in San Diego county. The first manager was Roscoe Howard, who served until July 1, 1905. The company has a substantial building of its own.

STREET GRADING AND PAVING

In the matter of street improvements, the people of San Diego seem to have taken little interest until the time of the great boom. Indeed, the conditions of soil and climate are such that nowhere are the streets so easily kept in good condition and nowhere are apathy and indifference so prone to prevail.

In November, 1869, a proposition was made to license saloons and teamsters for the purpose of raising funds for the improvement of the streets. This propo-

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sition was voted down, however. The first official action for the establishment of street grades was in October, 1872, when the city engineer was instructed to make surveys for that purpose, from A street south and Thirteenth street west, to the bay.

Fifth street was the first street extended out upon the mesa, and long remained the only avenue to what is now one of the most attractive residence districts in the city. This work was done early in 1880.

The first important street grading work began in January, 1886. There was considerable agitation for this and other classes of improvements in 1886-7, culminating in a public meeting at the Louis Opera House in August, 1887, when Mr. Holabird, Judges Works, Puterbaugh and others spoke. It was thought the trustees were not showing proper zeal and the needs of the city far outran their accomplishment.

The city now has many miles of smoothly paved streets, which are sightly and the delight of the citizen and tourist. They are kept clean and in good repair and are a blessing from a sanitary standpoint if no other.

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CHAPTER XL

POPULATION, PARKS AND PROPERTY OF SAN DIEGO

POPULATION OF SAN DIEGO IN 1913

The last census (1910) gave San Diego a population of about 40,000, or to be exact, 39,595. The city directory for 1912, which was issued in June, contained 30,725 names. Using a very conservative multiple this gives the city at that time a population of 67,704. The increase since then, to place it below the usual estimate, has been 2,000 a month, which would make the total at this time about 80,000. Within recent months by actual count, the arrival of permanent residents has varied between 2,500 and 3,500 a month. It is estimated that for the entire thirty months which have elapsed since the completion of the United States census, the average will foot up 1,000 to 1,500 a month, which gives a total around 70,000. For the presidential election last fall the registration was, in round number, 20,000. The multiple employed in this instance is three and one-fourth, owing to the fact that the suffrage has been extended to women in the state of California. This gives 65,000 but the fact must be taken into consideration that a substantial per cent of the residents of San Diego were not qualified voters at the time the registration books closed, on account of not having resided in the state and county long enough to entitle them to vote.

Gas, electric and water meters, school census, building permits and the various other methods of estimating population all tell practically the same story. The number of water meters is 13,000, gas 18,000, electric 14,500, in round numbers, and the school enrollment for the year ending June 30, 1912, according to the city superintendent's report, was 8,688. The per cent of increase last year over the preceding year was twenty-three. This year it probably will be considerably larger, but taking twenty-five as a conservative gain per cent, it gives an enrollment for the present school year of nearly 12,000. Conservative multiples in these several instances all show the city to have a population of between 70,000 and 80,000.

BUILDING PERMITS ESTIMATE

The most flattering results, however, to the city, from the population standpoint, are yielded from the building permits. Of course it must be considered that the number of dollars in building permits per capita is a variable quantity, depending upon the construction activity in any given city. For instance, Chicago uses $118 per capita for population estimating purposes, and Los Angeles $94. In view of the great number of buildings constructed in San Diego within

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the last year and the buildings under construction for which permits have been issued, it would seem that $100 per capita is a just figure, but this is evidently too low, since it gives the city a population of 100,000, figuring the building permits for the last year at $10,000,000 even. At $120 per capita the result shows a population of more than 83,000, which more nearly tallies with the other methods used. The building permits for 1910, the census year, amounted to $4,005,200, which, according to the official count of the people here, places the per capita amount at $100.

Eastern business men who visit San Diego, after they have remained here long enough to investigate the population question, invariably place the number beyond that of conservative local statisticians. To give an instance, a Pittsburg business man who recently visited the city, when he first came was told that the city had a population of 65,000. After he had been here a few days and had observed for himself, he gave it as his opinion that 65,000 is wrong and that 80,000 is nearer correct.

There is no indication on the part of the business interests of the city to boost the population beyond what it really is, since they realize that deceptive estimates hurt rather than help when the time of official enumeration arrives, and the figures will be accepted by the outside public whether correct or not. San Diego is not a boom city of mushroom texture in any sense. The growth is substantial and exceedingly healthy, yet at the same time it is very rapid.

The city of San Diego's resources in the ownership and control of land aggregate a figure far beyond the estimates of "old timers," to say nothing of the newcomers.

San Diego has assets in land values approximating $12,000,000. Estimates on the value of park lands make up practically half this amount. Conservative figures prepared by the appraisal committee of the San Diego Realty Board place the total valuation of park property at $5,804,900, exclusive of the value of the public library building, which cost in the neighborhood of $60,000.

Added to the park's property are the tidelands, which are conservatively estimated to be worth $5,000,000.

Another million dollars is added in the value of the pueblo lands. Approximately 7,000 acres of pueblo lands are owned by the city. Estimates on the present value of this property range from $60 to $150 an acre. It is believed that a conservative figure is $100 an acre. This would make the value of pueblo lands about $1,000,000. This value could be greatly increased by the city, however, by piping city water to the property. In this way the valuation would be greatly increased—practically doubled as the water is turned on.

Estimates of the value of the city park lands were furnished by the appraisal committee of the Realty Board at the request of city officials. The values on the various park lands are estimated as follows: Balboa park, 1,400 acres, average value an acre $3,500; total value $4,900,000; new town park, comprising a block of land 200x300 feet, bounded by F, G, Columbia and India streets, $102,000; D street plaza, described as lots A, B, K and L, block 42, Horton's Addition, estimated at $2,000 a front foot on D street, $400,000; Public library park, comprising the south half of block 47, Horton's Addition, having a frontage of 150 feet on Eighth street, 200 feet on E and 150 feet on Ninth street. The Eighth street frontage is estimated to be worth $85,000 and that of Ninth street

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$70,000, making a total valuation of $155,000; Collier park, Point Loma, described as pueblo lot 206, containing 60 acres at $500 an acre, $30,000; La Jolla park, block 58, $50,000; playgrounds, block 107, Horton's Addition, 200x300 feet, bounded by I, J, Eleventh and Twelfth streets, $48,000; Old Town park, described as block 510, Old San Diego, $6,000; Mission Hills park, five acres in pueblo lot A, averaging $2,000 an acre, $10,000; Torrey Pines park, comprising 369 acres overlooking the ocean north of La Jolla, at $100 an acre, $36,900; University Heights park, villa lots 3 to 7, having 1,200 feet frontage, at $10 a foot, $12,000.

San Diego has five parks—Balboa, New Town, Golden Hill, Mission Cliff Gardens and the Plaza. These places furnish ample grounds for amusement and recreation for the people of the city and they are not playgrounds for a few months in the year, but for the entire twelve. Only in rare instances does the mercury approach the freezing point, and for practically every day in the three hundred and sixty-five one may enjoy himself in the parks of the city. Flowers bloom along the walks and promenades and the air is fragrant with their odors.

The largest park in the city is Balboa, which contains 1,400 acres. It is situated on the crest of a hill practically in the heart of the city. In it will be held the Panama-California exposition, the buildings and improvements for which are now well under way. This park is yet in its infancy, although it is beautiful and worth a long journey to see. Plans, however, are being perfected to make it one of the most beautiful parks in the world. Work is constantly being done toward this end. Rare specimens of trees, plants and flowers have been obtained from all over the world, and are being nurtured to beautify the grounds in the days to come. Already there is a profusion of flowers, many rare birds and aquatic fowls, animal cages and pounds and other points of interest. From the crest of the hill the view is most inspiring. The business section of the city, with its tall buildings, and the harbor with its shipping, spread as a map before the observer, while around lay many of the finest residence sections of the city. To the south far in the distance across the Mexican border may be seen the mountains of Lower California. This is the city's largest park, and while it is already worthy of extended note, its loveliness will increase as the work which is now planned reaches completion.

Mission Cliff Gardens, at the end of one of the city car lines, while a small pleasure place, is one of the most beautiful little parks to be found on the Pacific coast. There is a profusion of flowers in artistic arrangement at all seasons of the year, beautiful walks fringed with luxuriant vegetation, delightful fountains and other features to arrest attention and inspire admiration. The park overlooks the historic Mission valley, where Junipero Serra, the Franciscan father, established San Diego de Alcala, the first Catholic mission ever founded in California. The entire park is improved with walks, landscape gardening and places of recreation. Thousands visit this park every month of the year and feast upon its beauties. A visit to San Diego would not be complete without having seen Mission Cliff Gardens.

In the center of the city is the Plaza with its artistic and picturesque electric fountain, flashing all the colors of the rainbow through its cascades of rippling waters. The Plaza is in the heart of San Diego's business district and is just across the street from one of the city's leading hotels. It is surrounded by large palm

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trees and with its beautiful lawns and flowers is always a place of interest not only to the tourist, but to the citizen who sees it every day.

New Town Park, occupying about two blocks on F and Columbia streets, is only a short distance from the bay. It is filled with large palms, fountains, beautiful flowers and vegetation. This is one of the first points of interest which attracts the attention of the tourist when he reaches the city.

Golden Hill Park, at Twenty-fifth and B streets, is really a part of Balboa Park, and the name is used merely as a local designation.

All in all it must be conceded for a city of its size, San Diego is well provided with parks. Besides these, however, there are numerous pleasure grounds within short distances of the city reached by boat or trolley, which really should be included in a mention of this nature. For instance, there is Coronado, with its magnificent hotel and Tent City, just across the bay, La Jolla, Point Loma near the city and various other pleasure grounds and beaches within easy striking distance.

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SWEET WATER DAM, NEAR SAN DIEGO

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CHAPTER XLI

HOTELS, THEATERS AND INDUSTRIAL FAIR

HOTELS OF SAN DIEGO

The first hostelry of San Diego was the "New San Diego Hotel," a frame building put up in 1850 on the northeast corner of State and F streets. It was kept by Captain S. S. Dunnells. At the time of their arrival in San Diego, Mrs. Dunnells had the following to say of the aspect:

"The only water in the place was in a well near where the courthouse now stands. The soldiers' burying ground was back of where the Horton House was afterward built. The bodies were later removed to the military cemetery. Some Indians had their huts on what is now the site of the Florence House. Mrs. Matthew Sherman was our only neighbor; she lived near her present residence (in 1909). There was also a German in charge of Mannasse & Schiller's lumberyard. One day Mrs. Horton took me out to show me the great improvements that were being made. There was a party of two men cutting brush near where the Horton House stood in later days."

The next hotel to be erected was the Bay View Hotel. This was put up by Mr. Case in 1868 on the corner of Fifth and F streets.

The Horton House, built by A. E. Horton, was a brick structure, erected on the northwest corner of Fourth and D streets, and opened to the public, October 10, 1870, at a cost of $125,000. It was an imposing edifice for the time, and its furnishings were considered modern and elegant. At the close of the year 1872 there were seven hotels in the fast growing community and since then the city is dotted over with them.

In 1905, U. S. Grant, Jr. conceived the idea of constructing a great hotel on the site of the old Horton House. He felt that the city was in need of a hotel which should rank with other splendid hostelries in southern California. Thereupon, preliminary arrangements were completed, and in July, 1905, the demolition of the Horton House began. In 1907, the U. S. Grant Hotel was opened and was named in honor of Mr. Grant's father, General U. S. Grant. This is one of the greatest hotels, not only in California but in the world, and entertains guests from every clime in the universe.

To enumerate and name the many hotels that have been erected since the U. S. Grant would be superfluous and inadequate, for at this writing plans are being made for new ones constantly, many of them of a pretentious character. The oncoming Panama-San Diego exposition is calling for a great number of them.

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THE SPRECKELS THEATER AND OTHERS

It is the verdict of competent critics that the Spreckels theater is the finest in the United States. It is indeed a work of art, the finished product of a most pleasing conception.

The building fronts a full block of 200 feet on D street, fronts 235 feet on First street and 235 feet on Second street. It is six stories in height, with a basement, which has an area of 56,000 square feet. This basement contains stage pit, dressing rooms, machinery and fan rooms, four store basements and a large restaurant, with kitchen, storage rooms, toilet rooms and other appurtenances. This restaurant is reached by two wide marble and onyx stairways from the main entrance on D street.

On the first floor the theater space proper is in the center of the building, extending back the full 235 feet. The entrance lobby is 30x80 feet, flanked by two recesses containing the beautiful onyx box office and the three passenger elevators to the office floors above. Just beyond is the foyer, large and roomy, with two stairways leading to the balcony and one to the gallery. Immediately over the entrance doors to the foyer is a large art glass panel in full view from the lobby. Just inside these doors is a very large plate glass mirror set in the wall at the right side, balancing and reflecting the stairway to the gallery.

The entire lobby, including box office, elevator recess and stairways, are finished in Pedrara onyx on both walls and ceilings, making one of the largest single contracts ever executed in that beautiful stone. Some of the largest single slabs of polished onyx ever cut can be seen on the face of the pilasters in this lobby.

The box office has an entrance from the lobby and one from the foyer. Adjoining the box office is a small room containing a switchboard on which are mounted switches for all lights to be controlled from the box office. In the rear is the manager's office, with a large fireproof and burglarproof vault. A stairway from the entrance hall to these rooms leads to a mezzanine floor above, where there are private offices for the resident manager and visiting manager and a large poster room, all well lighted by skylights.

To the left of the foyer, under the balcony stairway, is the entrance to the men's retiring, lounging, toilet and check rooms. To the right, similarly located, are the same provisions for women.

The main auditorium is 70 feet deep and 88 feet wide—in contrast with the old style auditorium where the stage was placed at the end of an oblong room. The sight lines for this main floor have been worked out as carefully as for the balcony and gallery, giving a dished floor, higher in the rear than at the front, but with an ever changing pitch.

Large exits on each side near the boxes lead to separate and private passages to First and Second streets. In front under the footlights is the orchestra pit, with stairway to musicians' dressing and locker rooms under the stage.

The balcony is reached by two wide easy stairways from the main foyer, landing on a balcony foyer almost as large and impressive as the one below.

The front row of seats on the balcony is only forty feet from the stage. Two separate and private exits to First and to Second streets are provided for the balcony, in addition to the main foyer stairways. The family circle and gallery

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is set well back from the balcony line, avoiding the cavernous appearance so often noticeable from the stage, and enabling the occupants of balcony seats to feel out in the open. The family circle and gallery is reached by one large stairway from the main foyer, and in addition has a large private exit on each side leading direct to the streets. These side exits have no openings into other parts of the building and afford safe and possible exit for the audience should an occasion arise making it desirable to empty the house quickly. There are separate toilet room conveniences accessible from the gallery foyer.

The number of seats in the new theater is exactly 1,915. In the dress circle there are 768 seats, in the balcony, 428, in the family circle 294 and in the gallery 425.

It should also be remembered that not a single column at any point interferes with the view of the stage from any seat. Both balcony and gallery are supported on cantilevers from columns at the rear of the auditorium and the auditorium roof and ceiling are supported by three steel trusses, each 88 feet long.

The auditorium is carpeted with cork carpet and all seats in the house are expensive upholstered armchairs.

The stage, with its mechanical and electrical equipment, contains the latest approved devices known to the stage manager's art and is large enough to properly accommodate any scenic production on the road. It is 88 feet wide and 52 feet deep. On each side is a fly gallery, supported on cantilever beams, but all high enough not to interfere with handling scenery below. High above the stage—above the sixth floor level of the offices along the street fronts—is a great framework of steel known among the profession as the gridiron. It is in reality a floor of three-inch steel T beams supported on heavy I beams, which in turn are suspended from the roof construction. These T beams are close enough together to make a good walking surface, but far enough apart to permit the stage manager to drop his ropes at any point he wishes over the entire stage. This gridiron, in area, is almost equal to the ordinary 50-foot residence lot and weighs 50 tons. It is reached by an iron ladder from the stage floor. The stage is quickly and effectively cut off from the auditorium by a curtain of solid steel plate, faced on the stage side with two inches of vitrified asbestos—certainly a combination equal to shutting out the scorching flames of Tophet. This curtain is operated by a hydraulic lift in the basement, and is equipped with emergency control, so that it can be operated from any one of a dozen points.

The electrical equipment constitutes one of the most important features in modern theater planning. The most commonplace lighting effects in any theater today were impossible only a few years ago, and are made possible now only by the rapid development of the last few years in electrical science.

The Spreckels Theater is provided with the best system now possible for producing stage lighting effects in any desired intensity, distribution or color. The stage switchboard is in the northeast corner of the stage, near the edge of the curtain. All switches are mounted on marble and are so arranged and connected that the stage electrician can control the lights quickly and in any way desired. Lights in any desired number can be dimmed, or by pulling two levers all lights can be dimmed. Certain emergency lights and all red exit lights are controlled from the box office switchboard.

The location of the theater, facing on three streets, enabled the architect to

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introduce desirable features not often possible. A wide and high driveway leads from First street directly across the rear of the stage to Second street, so that all scenery, supplies, baggage, etc., can be carried on motor trucks directly into the building and there unloaded. Over this driveway is a mezzanine floor on which are sixteen dressing rooms, eight over each entrance.

The mechanical equipment of the theater is complete. It is heated and ventilated by fresh air which has been drawn from above the roof to the basement, then washed, heated by passing over steam coils, humidified, then forced through numerous outlets into the auditorium. The movement of air currents in an auditorium greatly complicates the acoustic problem. In this case that has been successfully solved without resorting to the deadly "forced draught" responsible for much of the noted Iroquois disaster in Chicago. None of the conditions actually responsible for that awful catastrophe can be found in the Spreckels Theater.

The remainder of the building has direct steam heat. All steam for heating the entire building is brought from the big power plant of the San Diego Electric Railway Company at the foot of D street, making any interruption of heating service highly improbable. Exhaust steam will be used, with emergency live steam, which can be turned into the heating system on a few minutes' notice. The entire building is equipped with vacuum cleaning service and is lighted with electric lights. Emergency gas lights in all corridors and lobbies have been installed.

In the fan room there is a large motor-driven fan for driving the air over steam coils and into the various rooms to be ventilated. Exhaust fans drive out the vitiated air. In addition to the auditorium proper the toilet and lounging rooms, basement toilet rooms, kitchen and basement dressing rooms have artificial ventilation.

All of the five elevators in the building are electric-driven, with magnetic cab control. In addition there are electric sidewalk elevators leading to the basement. The electric current of the building comes through from conduits under ground from the street into a transformer room in the basement of especially high fire-resisting construction. Here the voltage is "stepped down" from the high street potential to that customary for house use, and the heavy mains extended to the main house switchboard near by. On this switchboard are mounted switches controlling the feeders to each subsidiary switchboard in the entire building. All switchboards are of polished marble and all wiring is in lined iron conduits.

The plumbing installation is equally modern, all waste pipes being wrought iron screw pipe with Durham fittings and all tested under water pressure. All toilet rooms and all corridors have tile floors and wainscots, white and sanitary.

Structurally, the entire building is what it should be—fire-proof and earthquakeproof. The entire structure, footings, walls, columns, beams, floors, balcony, gallery, boxes, roof—all is of reinforced concrete designed and constructed in accordance with the most advanced practice.

The exits have been so arranged that persons leaving the auditorium, balcony and gallery will move in separate currents, with no conflict at any point. The balcony and gallery have each three separate exits properly distributed with regard to seating spaces, and entirely independent of each other. The balcony

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and gallery crowds will therefor come into contact with each other only at the three street entrances, which are wide enough to accommodate the total number which can come down the various stairways. This arrangement prevents any overcrowding or local congestion at any point of exit, and eliminates unpleasant jostling during exit.

The widths of aisles, stairways and entrances have been proportioned so as to allow at any point a width of eighteen inches for each one hundred persons using them, a ratio that experience has shown ample under any circumstances. All stairways are broad and built to an easy gradient.

The exit doors all swing out and all are equipped with emergency bolts which open when any pressure is applied to the door from within. It is thus possible to lock the doors against persons coming in, but impossible for any one to lock or bolt any exit door against any one wishing egress at any time. The comfort and safety of the audience have been given the most careful consideration at every point in the theater design.

On the five upper floors there are 375 large, well lighted offices with steam heat, electric lights, lavatory, fireproof vault, vacuum cleaning service, telephones and A. D. T. messenger service in each room. This makes the largest single office building in the city and none in the city can offer better service.

In addition to the Spreckles theater, San Diego is well provided with other playhouses. Among these are the Savoy, Empress, Isis, Pickwick, Princess, Mirror, Queen, Grand and a score of moving picture houses.

THE FOURTH ANNUAL INDUSTRIAL FAIR

For four years past the city has held what is called an "Industrial Fair," to exploit the industries of the city, and more particularly, goods made in San Diego. At the fourth annual fair Mayor James E. Wadham opened the exposition in the following characteristic manner, at the same time giving some interesting history of San Diego's birth and wonderful growth:

"Ladies and Gentlemen: As I understand it, the general plan of this fair is to present 'Made in San Diego goods,' to the San Diego public in order that our home people may learn what our manufacturers actually produce, to the end of providing 'San Diego goods for good San Diegans.' Over 180 exhibitors here display their products—most all the leading inventions and industries are represented, and we behold this successful exhibition as a whole, and we gaze upon the genius here portrayed, the splendor of which causes us to pause and reflect.

DELVES INTO PAST

"Standing in this environment of this up-to-date achievement and luxury let us delve a few moment into the past—not ancient history—but events that have happened in the city of San Diego during the residence of the speaker.

"I landed in San Diego with my father and mother in September, 1870, at which time I was a little boy. It is therefore impossible for me to have a very vivid recollection of many of the things that I saw and which occurred during the first few years of my residence in San Diego.

"I take it that I am warranted in saying that some of the objects of this fair

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are to encourage, cooperate and to advertise the products of San Diego, and I well recall the first advertisement that I had ever seen respecting San Diego. It was issued by a real-estate firm, at a time when the steamers landed in La Playa. It was a picture showing Point Loma covered with cocoanut trees. These trees were laden with fruit and the monkeys were plentiful, and the funny part that appealed to me was that the passengers of the steamer were dodging about to avoid being hit by cocoanuts that were thrown by the monkeys.

CIVILIZATION BEGAN HERE

"If we were to deal in ancient history we would speak of the fact that civilization of California, and of the whole western coast now belonging to the United States, began on the shores of San Diego bay; also that this was the scene of the first discovery of the coast by Spanish explorers; of the old mission; some of the first houses in Old Town; the old hide factory at La Playa, where as high as fifty thousand hides a year have been shipped to Boston, Massachusetts; the first houses that were built in New San Diego (the lumber for which was shipped around Cape Horn), the first one of these houses being the residence of William H. Davis on State street, between G and H, which, about 1885, was purchased by Captain Knowles and moved to Eleventh street, between K and L. I might also mention the Dunnells hotel, known as the New San Diego Hotel, on F and State streets. But much has been written of the very early history and I desire to confine myself to the progress and growth during later years.

BILLED TO 'SOUTH SAN DIEGO'

"When we landed here, our trunks were marked 'South San Diego,' which meant that our trunks were not to go to San Diego, now known as Old Town. A great rivalry at this time and for a considerable subsequent time, existed between what is now Old Town and the present city of San Diego, and when we landed at the wharf at the foot of F street, a man from Old Town, as an inducement to the passengers to locate at that place, called out in a loud voice announcing a great fight between a bear and bull, which would take place that night at the Plaza in Old Town.

"Again, there was considerable whaling carried on in this section and the whales were landed on Ballast Point, and whenever a whale was landed, great excitement prevailed and every one that could do so would go to see the whale.

"This fair illustrates and brings forth the progress and achievement that has been made in many things that are not strictly 'Made in San Diego,' but it is a part of the great scheme of illustration and education. There are a great many things that I might deal in, but I will refrain from so doing on account of time.

PRAISES FIRE DEPARTMENT

"I might speak of the wonderful growth of our fire department, which has grown from a piece of fire hose attached to a faucet to the most modern and up-to-date fire equipment anywhere to be found, manned by a fire department that is the envy of every other city where its true history is known.

"I might speak of the mile and a half of mule cars which made a trip every

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hour, and the modern 35.31 miles of electrical street railway equipped with most modern machinery and rolling stock; of the old up and down hill streets, and the now 32.54 miles of paved streets, traversed in every direction by the most modern carriages and conveyances.

"Again, I might take you to the olive industry, commencing from the time that the old padres planted the trees in Mission valley, now the oldest trees in the state of California. I might carry you to the scene when Frank Kimball, being desirous of starting in the olive industry and being unable to obtain cuttings, went to the old mission and bought the green olive stovewood which had been cut and prepared, carried it to his place in National City, carefully planted and nourished these pieces of stovewood and a few years afterward produced one of the finest olive orchards in the state of California.

REVIEWS GROWTH OF INDUSTRIES

"I might review with you the growth of this industry from the few olives that were produced for home consumption to the enormous proportions that it has assumed.

"And so I might go on enumerating the growth from this infancy to the present greatness and completeness as evidenced by the displays here tonight (February 18, 1913).

"I call your attention to the water display in the city of San Diego and I cannot dismiss you tonight without dealing somewhat at length with the water and the water supply of the city of San Diego. I go back to the time when water was delivered in the city of San Diego by a two-horse cart. At the back of the cart were hung two large buckets. Upon the cart was a large barrel, tapped by a faucet, and on stated occasions the waterman would come to your house and deliver you such water as you might need at the rate of 5 cents per bucket. This water first came from a well at Eleventh and Beech streets, where the city of San Diego now has its repair shops.

WATER PUMPED TO HILLS

"Thereafter a pumping plant in Mission valley was installed and water pumped to the top of the southern hills, which, by pipe, was brought into San Diego, and I shall never forget the observation of the old Indian who, after he had been to the pumping station and to the top of the hill and watched the water come from the pipe, observed, 'American can make water run up hill—Injun can no do.'

"Thereafter private capital built the San Diego flume and San Diego entered into a contract for flume water. One of the great events of our past history was the celebrating of the coming of the flume water. A pipe had been erected on University Heights, out of the top of which this flume water was to flow. The day had been set many months in advance and the occasion had been extensively advertised. Officers of the day had been chosen—the president, marshal, etc.,—but through unforeseen mishap it became manifest that the water of the flume could not be made to flow over this pipe on the appointed day. But rather than disappoint the people, particularly those who were coming from abroad, it was

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determined by those in authority to pump the water from Mission valley nd celebrate the event nevertheless. Some of the officers in charge who had agreed to this, upon reflection, grew faint hearted and one of them, on the day of the occasion wrote a letter to the marshal that it was impossible for him to be ent, recounted a short history of the great undertaking and the happy consu tion of the same, and ended his letter by saying that he was 'with them in if not in form.' The marshal read this letter to the audience and then con ing that it behooved him to make some comment upon the letter, said: 'I he speaker says he is with us in spirit if not in form. Perhaps that's better.'

"The next fight on the water question in San Diego came when San Diego voted bonds to take over the distributing system then owned by a private corporation.

ADVANTAGEOUS CONTRACT

"The next move was the entering into of one of the finest contracts that was ever entered into for a supply of pure mountain water with the Southern California Mountain Water Company, and next came the recent acquiring of this great conservation system from the Southern California Mountain Water Company, until this loved city of ours owns a never failing water supply from the brook that fills the reservoir to the faucet that fills the cup of the housewife. San Diego is the proud possessor of the three hundred and sixty-eight miles of pipe, constituting her distributing system—she has an investment of $5,000,000 in water, means of conservation and distributing system, and no citizen of San Diego need be ashamed to point with pride to the water supply and the quality of water which is offered to all that come within our gates.

"I remember in 1872 going with my father and hearing Tom Scott speak from the balcony of the then almost completed Horton house, wherein he assured us that the Texas & Pacific Railroad was coming to San Diego and that it would be completed within two years from the time that he was speaking.

SURVIVED HARD TIMES

"The deep interest in an eastern outlet was as keen in 1872, and has ever since been as keen as it is today. When you consider the many times that the pendulum of adversity has swung upon San Diego and her citizens—when you take into consideration the sturdy way that they have fought for that which they claimed as their own—when you stop to consider the great and marvelous growth that we have made and are still making under the present conditions—what must be our inevitable future of greatness and prosperity when we shall have acquired that which we have so long, so earnestly and so devotedly coveted and striven for—a direct outlet to the east. I say to you that it is safe to permit the most optomistic prophet to answer.

"Ah, but methinks I hear the silent whisper that 'Made in San Diego Goods' is a misnomer. I grant you that all that is here was not made in San Diego, but ladies and gentlemen and fellow citizens, the spirit that brought them here was born and bred in San Diego. May that spirit ever guide us through the future, may that spirit bring us to that long coveted goal—a greater prosperity and a greater San Diego."

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CHAPTER XLII

SAN DIEGO'S HARBOR

By Edwin M. Capps, Harbor Engineer

The bay of San Siego was discovered three hundred and seventy years ago by the navigator Cabrillo, and from that time to the present it has been known among mariners as one of the most excellent natural harbors in the known world. In 1769 Father Junipero Serra established the first of the California missions near its shores, the first settlement of a Christian people in this part of the new world. This mission flourished for many years, gathering unto itself the many Indian tribes that inhabited the neighboring region, together with a number of Spanish and Mexican citizens who chose to live in this favored clime. By the latter was later established the settlement now known as Old Town, which constituted the only trade center until 1867, when the present city of San Diego was founded. This city grew but slowly, owing to the fact that it was off the beaten paths of commerce and travel. In 1880 its population comprised less than 3,000 people, in 1900 less than 17,000; since that time, however, the population has increased rapidly, due principally to its recognized importance as a port when the contemplated Panama canal should have become a reality. This, together with a salubrious climate and a wealth of natural resources, has occasioned the present population of 70,000.

The building of the Panama canal will readjust and revolutionize the entire commerce of the world; will open up entirely new marine highways and fields of trade; will create new distributing centers, and will bring into prominence many obscure and heretofore unused ports, converting them into thriving emporiums of the first importance.

The Pacific coast seaports of the United States will be the first to feel the impulse of this great trans-canal activity, and when it is realized that along the entire Pacific shore line of the United States there are but few points where nature has contributed in any degree toward a possible haven for shipping, it is at once obvious that commerce will become centralized at these points and that those which offer the most substantial inducements will receive the greater benefits therefrom. In anticipation of this fact the ports of the United States and the Pacific coast ports especially are exhausting their coffers in their endeavor to present the best possible conditions.

Among the harbors of this coast the bay of San Diego stands out unquestionably superior to all, possessing as it does in a generous degree all the natural endowments required by man for the development of one of the finest seaports of modern times. Located in a region of perpetual summer, free from disastrous

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storms, ideally placed geographically and commercially, with a surrounding country second to none in fertility, producing in abundance all the semi-tropical and deciduous fruits, and with a climate known the world over as unsurpassed, it requires no seer to foretell the future of this splendid port.

The bay of San Diego comprises an area of twenty-two square miles, is completely land locked, and has a depth of water over the bar of thirty-one feet at low tide. The main channel inside the bay will average from 1,500 to 2,000 feet in width, and from 35 to 60 feet in depth at low water. The tides are nominal, being an average of about five feet. There are no reefs or insiduous currents to jeopardize shipping, and violent storms are unknown.

One of the many cogent reasons why this port should become the logical distributing center for the southwest is that it is the principal gateway of ingress and egress, being the first port of call in United States territory for all incoming vessels, and the last port of call for all outgoing vessels plying between United States Pacific ports and the canal.

The states of the southwest, comprising Arizona, New Mexico, Nevada, Utah, as well as the southern half of the state of California, contains rich, fertile valleys, highly mineralized mountain ranges, extensive grazing lands and vast beds of coal, salt, borax, and semi-mineral substances useful in the arts, all of which are being rapidly developed by a steadily increasing population of enterprising citizens.

This vast region will be brought into direct communication with the port of San Diego by means of the San Diego & Arizona railroad. This road is now being constructed in a manner commensurate with the immense traffic anticipated. No expense has been spared to secure a perfect road bed. Heavy cuts, heavy fills and numerous tunnels are made to obtain low grades and easy curvatures. The ruling grade is one and four-tenths per cent, while the average grade ranges from four-tenths to nine-tenths of one per cent, thus permitting of rapid and economical transportation. The road enjoys immunity from snow and disastrous washouts, thereby insuring prompt delivery at all seasons of the year.

By an act of the state legislature in May, 1911, the city of San Diego was granted absolute control of its water front, and the tide lands adjacent thereto. This generous gift was granted upon the condition that the city expend within three years from the above date the sum of $1,000,000 in improvements in the bay of San Diego. The city immediately proceeded to comply with this obligation. On November 14, 1911, the citizens voted almost unanimously the $1,000,000 required.

The act referred to carries with it certain saving clauses which prevent the city government from ever disposing of any portion of the tide lands, or the leasing thereof for abnormal periods, and it further protects the municipality by forbidding excessive areas being leased to any party or aggregation of parties. Saving clauses are also inserted of a like character which prevent the monopoly of the berth or dock space.

The improvements imposed under the terms of the act are now in course of construction, and consists of one pier 130 feet in width and 800 feet in length, 2,675 lineal feet of bulkhead, and the reclamation of between fifty and sixty acres of tide lands. Both the pier and the bulkhead are constructed entirely of concrete and steel in the most substantial and enduring manner known to modern

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engineering, being absolutely proof against fire or the destructive ravages of marine insects.

The pier will be provided with four standard gauge railroad tracks, two on each side, and for the temporary storage of cargo a substantial steel warehouse will be erected upon the pier. This warehouse will be 72 feet clear in width, and 765 feet in length, and will be provided with steel roller doors, skylights and ventilators, all in accordance with the best modern practice. For facilitating the rapid handling of cargo a number of loading platforms and auto-dock trucks will be provided, which it is contemplated will prove very efficacious.

A depth of water of thirty-five feet below low water will be maintained alongside the pier, and a depth of twenty feet below low water in front of the bulkhead. The latter can be depended upon if shipping so demands.

As will be seen, when completed these improvements will provide 1,600 feet of thirty-five foot water for the docking of deep sea ships and 2,545 feet of twenty-foot water for coastwise shipping.

In the work of dredging the necessary channels, about 2,000,000 yards of earth will be removed and deposited behind the bulkhead, thus reclaiming from fifty to sixty acres of tide lands, which a conservative valuation at the present time places at $1,800,000, or $800,000 more than the cost of all the present improvements. It is estimated that the revenue derived from the leasing of this land will meet the bond interest and sinking fund required for the $1,000,000 expended.

Probably no seaport in the world possesses in so phenomenal degree so many natural advantages and latent resources for the development and maintenance of a great commercial mart as that of the port of San Diego. The floor of the bay is of such a character as to present a firm foundation for harbor improvement at most economical depths, and at the same time it yields readily to dredging at a minimum cost. No fresh water streams flow into this bay, consequently when once dredged the work is practically completed, thus eliminating one of the chief sources of expense in harbor upkeep.

The port enjoys the possession of a tract of tide lands embracing an area of 1,460 acres, all of which is owned and controlled by the port in its entirety. This land lies adjacent to the city and constitutes its water front, being about eleven miles in extent.

This stupendous asset is perhaps possessed by no other port in the world. The possession of it enables the municipality to locate distributing centers at this point. The leasehold rentals derived from these lands would be sufficient to maintain a practically free port.

The filling in of the tide lands will be gradually accomplished by the continual operation of the two dredges now owned by the city. There will be approximately 30,000,000 yards of earth to remove and 1,460 acres of tide lands to reclaim, and the municipal dredgers will consequently be most profitably employed for a number of years.

It is estimated that the average cost per acre for reclamation will not exceed $2,000, and its value after reclamation may be placed at between five and six figures, dependent upon location, population of the city, and the commercial importance of the port.

The tentative plans for the ultimate improvement of the harbor contemplates

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piers 1,000 feet in length; 130 feet in width; and slips 250 feet. With this arrangement the ultimate berth room will aggregate approximately thirty miles, or ample accommodation for 27,000,000 tons annually. As a means of comparison San Francisco may be taken, which handles about 9,000,000 at the present time. The future construction of docks will be made as rapidly as the demand is created which it is confidently believed will warrant the erection of at least one first class dock per annum until the ultimate development of the port is attained.

All railroad traffic upon the reclaimed tide lands as well as on the docks will be done entirely by the port which will operate its own engines, own its own belt line of tracks, spurs, switches and side tracks, thus effectually securing to its patrons an effective service at a minimum cost. All piers, bulkheads and railroads will be at the service of every one having business with the port and at the same time schedule of prices, whether he be a large or a small shipper.

In the dredging operations required to reclaim the tide lands a basin of 1,660 acres will be created. This basin will be of great value to the port in providing ample anchorage ground for the merchant marine as well as for the ships of the United States navy, a factor of no small value.

The harbor as a naval base and supply station is probably second to none on the Pacific coast. Its strategtic position, together with its admirable topographical features for military operations, makes of it the logical place for the federal government to construct such a base, and one of the most formidable and desirable fortresses under its jurisdiction.

The rapid increase in the size of ships, both naval and merchant, will within a very few years, eliminate all but the most capacious ports. Ships of 1,000 feet in length, 100 feet beam and 35 feet draft will be common. There are but three harbors on the Pacific coast capable of accommodating such vessels, namely, San Diego, San Francisco and Puget Sound. These three harbors are located on a coast line of 1,300 miles, and not one of them is within 500 miles of the other. The importance of these ports is therefore very self-evident and particularly because of its many additional advantages that of San Diego.

The present phenomenal growth of the city of San Diego is an evidence of the recognition of the immense possibilities of its future. To the man of enterprise, alert to grasp an opportunity, it makes appeal, while with the charm of its climate and its beauty it continues to draw to itself those who desire a home under best possible conditions. Ideally located on a series of gently rolling hills, its setting is superb, and its sanitation perfect. Within its confines may be found all the conveniences of the most modern cities, both as to comfort as well as amusement. Its beautiful parks, the architecture of its residences and the well kept lawns bespeak the character of its citizens. Loyalty to this home of their adoption is a characteristic. Alert and generous to a degree they are ready to give liberally of time and money to any enterprise promising to upbuild their city. Combined with the lavish endowments of nature is this sterling citizenship, which assures the development of the coming greatest commercial entrepot of the Pacific.

BY CAPTAIN A. J. FOSTER, HARBOR MASTER

The writer of this article has spent twenty-five years of his life on board ships sailing to nearly all parts of the world, and has visited many of the best

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harbors, but in none has he seen so much that appeals to the imagination, both in an active and business sense, as in the harbor of San Diego.

The harbor has twenty-two square miles of anchorage and a shore line of more than two miles that can and will be lined with docks to accommodate commerce, besides having abundant room for yachting, boating and fishing, away from the bustle and confusion of business and with a climate in which business can be carried on or pleasure indulged in every day of the year in comfort. There are but few ports in the world which equal it, and none in the United States.

While there is abundant room in the harbor the peculiar shape of the bay of San Diego renders it safe at all times for all purposes. The wind from no direction has rake enough to create a heavy sea.

While Rio de Janerio, Brazil, and San Francisco have larger habors, they are not as good, for the reason that they are too large and are more in the nature of inland seas. This harbor is commodious, sheltered and safe, and with but little expense, compared with the cost of some harbors, could be made the most perfect harbor in the world.

Sydney, N. S. W., and Havana, Cuba, have harbors with many of the advantages of this. One being at an island in the tropics and the other at the antipodes, therefore cannot in the very nature of things afford to the American people, as does this, our southwestern gateway.

At the last session of the state legislature, the state ceded the tide lands to the city of San Diego on condition that the city expend $1,000,000 on harbor improvemens on or before May 1, 1914.

The million dollars was voted, contracts have been let, a dredger built and in operation, with another larger one building, thus enabling the city to do the necessary dredging at a saving of over $100,000. Plans have been drawn and accepted by the United States government for a bulkhead to be built from the National City line to the United States reservation on Point Loma.

Work has been commenced on a portion of this, one-third of a mile in length, that will have a depth of water at extreme low tide of twenty feet, thus enabling coasting vessels and ships of moderate size and draft to use the bulkhead as a levee or mole until piers can be built. In addition to the above a municipal pier 800 feet in length and 135 feet in width, with a depth of water at extreme low tide of thirty-five feet, is being built.

The plans of bulkhead and harbor improvements was drawn by a very competent engineer, Edwin M. Capps, and the work now under way is under his direct supervision and will, no doubt be completed in time to secure the city's title to the tide lands. The present work will reclaim about sixty acres of tide land, which at the present time will be worth at least $30,000 per acre, and the future value of which no one can compute. Thus the city will have received $1,800,000 in land value for the expenditure of $1,000,000 exclusive of one-third of a mile of bulkhead, the municipal pier, warehouse, office building and the two dredgers —a very good investment.

When all the improvements of the harbor are completed there will be about 1,460 acres of land reclaimed and the anchorage area will be more than doubled, thus enabling the city to build docks 1,000 feet in length without curtailing the

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present width of the channel, which gives abundant room for ships to pass in or out of the harbor, no matter how many there be.

Docks of 1,000 feet in length have become a necessity owing to the increase in size of ships, which has more than doubled in the last few years. Many harbors that were called first class a few years ago cannot build piers of this size without seriously curtailing the channel room.

The city council has under advisement a plan to abolish the shacks and shanties that have for so long been an eyesore on the waterfront of the city. If these are removed and the shore line straightened, the beauty and usefulness of the waterfront will be greatly enhanced.

Until the present work was commenced, the people of the city of San Diego were seemingly indifferent to the greatest asset the city possessed, but now great interest is taken in the progress of the work and visitors by the thousands come to view the work, which has but fairly begun. The work, when completed, will make of this harbor a pattern and example to every place having claim to being a seaport.

One could wish that the reader of this could visit the old lighthouse on Point Loma and there view the magnificent panorama of city, mountain, shore, bay and ocean—a view that can hardly be surpassed in beauty—then imagine a few years hence when this harbor will be crowded with the ships of the occident and orient, exchanging their goods to the profit of each and bringing the peoples of the earth into closer touch and knowledge of one another, making this sunlit harbor by the sunset sea a factor in bringing about the long wished for "federation of the world and the brotherhood of man."

AS A NAVAL BASE

In view of the fact that San Diego is the most southerly station within the limits of Uncle Sam's domain before reaching the Mexican border, the question of military and naval protection at once becomes one of moment and here has been established military and naval bases. The war department has Fort Rosecrans at Point Loma, which is a well equipped military establishment, with buildings for various uses, defensive armament for the protection of the city, cottages for the use of the officers and to all appearances a splendid organization. The government is secretive and a detailed description of the guns which guard the harbor at Fort Rosecrans would be a difficult matter to obtain but the fact is pretty well established that they are there and that they are formidable ministers of war. The fort is well garrisoned and the range of its guns command a wide stretch of sea. An invader would face a difficult problem.

Both the army and the navy cooperate in San Diego and join hands in the protection of the city against a possible enemy in warding off attacks in time of war. The army is represented by Fort Rosecrans and San Diego to all intents and purposes as the headquarters of the Pacific fleet and its torpedo boat division. There is hardly a time to be mentioned when there are not battleships in the harbor of San Diego, and the torpedo fleet is in almost constant evidence. The government also maintains a coaling station and lighthouse in San Diego. The Point Loma lighthouse is one of the most famous on the Pacific coast. It is presided over by Captain W. A. Beeman, who for more than a quarter of a

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century has been connected with the United States lighthouse service. He entered the navy as an apprentice when he was twelve years old and was attached to the lighthouse department in 1887. He has been master of the Point Loma lighthouse for nearly five years.

As a matter of course the government has to maintain naval and military protection in San Diego in view of its geographical position, just as it does on Puget Sound and on the Columbia river, but the task is made easier, especially as far as the navy is concerned, for the reason of the excellence of San Diego's harbor. The harbor is perfectly land-locked, is deep water and furnishes a haven in which the largest marine fighting machines can ride at entire safety. As a naval base there are few if any harbors in the world the equal of San Diego and the government is rapidly taking recognizance of the fact.

On North Island was established in the winter of 1912-13 an aviation experiment ground, under the direction and management of Glenn Curtis. Here the pupil is taught to fly, or to manipulate an aeroplane or hydroplane, and many taking lessons are fitting themselves for military service in the air.

AS A SHIPPING POINT

Steamship representatives of no less than twelve big lines called at the harbor engineer's office early in the year 1913 to inquire into the proposed improvements now under way in San Diego bay. Their questions, frank and to the point, clearly indicated that the steamship companies have already expressed their intention of making San Diego a port of call for their steamers at the opening of the Panama canal, and that they want wharfage of sufficient depth of water alongside to accommodate the largest steamers. It is known that the Pacific Mail Steamship Company is going to make San Diego a port of call for the steamers that are now operating between San Francisco, Panama, Mazatlan, San Blas, Manzanillo, Acapulco, Corinto and other ports along the west coast of Central America.

Numerous reports concerning the possible disposition of the Pacific Mail Company have been current but it is stated on good authority that a plan most favored by the railroad representatives is one that will enable the Southern Pacific Company to retain a good block of stock in the Pacific Mail through the medium of its directors. By such an arrangement as is said to be under contemplation, it would by reason of its stockholders' holdings enjoy the friendship of the steamship company, even if it should not succeed in retaining control, and such a friendship it is declared would eventually result in profitable traffic pacts.

Under the law recently enacted by congress, steamship companies controlled or under the direct control of railroad corporations cannot utilize the Panama canal without the payment of prohibitive tolls. It is believed, however, that the Pacific Mail will make a determined bid for the west coast Mexican and Central American trade which shippers say will accrue by leaps and bounds following the canal opening.

The Red Star Line, which has signified its intention of using the steamers Kroonland and Finland for the inauguration of its Pacific coast service is another optimist on the future of San Diego as a great shipping port. Marine

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Superintendent G. Apfeld will detach two other liners for this service when the vessels now building for the company are completed.

Director of Exploitation M. Dechaud, of the Messageries Maritime, a French steamship line with head offices at Paris, has recommended that several of the fifty-one vessels now operated by the company be detached and operated on a new route between Marseilles and Hong Kong, using the Panama canal on the outbound voyage, touching at Mazatlan, San Diego, San Francisco, thence Hong Kong and back to Marseilles by way of the Suez.

Another French line, the Cie Generale Transatlantique, which operates a fleet of seventy-seven steamers over eighteen different routes has through the company's engineer-in-chief, I. Groulos, tentatively announced that at the opening of the Panama canal its service between Havre, New Orleans and New York will be extended to the Pacific coast, naming as probable ports of call San Diego, San Pedro, San Francisco and Seattle.

Advices received from New York say that Herr Ballin, managing director of the Kosmos-Hamburg American Line, has confirmed the report regarding the company's new service to the Pacific coast. Herr Ballin made arrangements during his stay in New York with E. Brockelman, former managing director of La Volace Line, to come to California and watch on the spot the change in economical conditions on the Pacific coast likely to be caused by the opening of the Panama canal.

Mr. Brockelman, a big figure in international mercantile marine affairs, came to this city, made pertinent inquiries regarding depth of water and width of channel, available dockage, probable completion of the San Diego & Arizona Railroad and before departure requested that he be furnished a copy of the map showing the proposed improvement of the harbor.

The Hamburg-American Steamship Company, at present running vessels between Hamburg, Antwerp, London and west coast South American ports will, according to Chief Superintendent Engineer A. Viereck, extend the service to Pacific coast ports as far north as Dominion ports when the canal opens.

Y. Asano, president of the Nippon Yusen Kaisha, at the half-yearly meeting held by the company in Tokio recently, following the review of the business for the preceding six months, said that extensions of the company's service would be necessary when the canal is opened.

It is understood that the intention of the Japanese company is to augment the service to Victoria and Seattle and extend it to New York by way of the canal, making San Diego an intermediate port of call between Seattle and Panama. A subsidy probably will be provided by the Japanese government for this service.

S. Sakamota, supervising engineer of the Nippon Yusen Kaisha, was in the city recently and after conferring with Harbor Engineer Capps concerning the harbor, left the city en route to Tokio. Sakamota refused to say just what he would recommend in his report to the company, but he intimated that he was pleased with the possibilities offered by San Diego as a port of call for the company's steamers when the Atlantic seaboard service is inaugurated.

That the completion of the railroad to Arizona means commercial greatness for San Diego is the unanimous opinion of shipping men. The view is strengthened by the decision reached by Captain G. M. Hicks, marine superintendent of the Royal Mail Packet Company, of London, who according to a statement attri-

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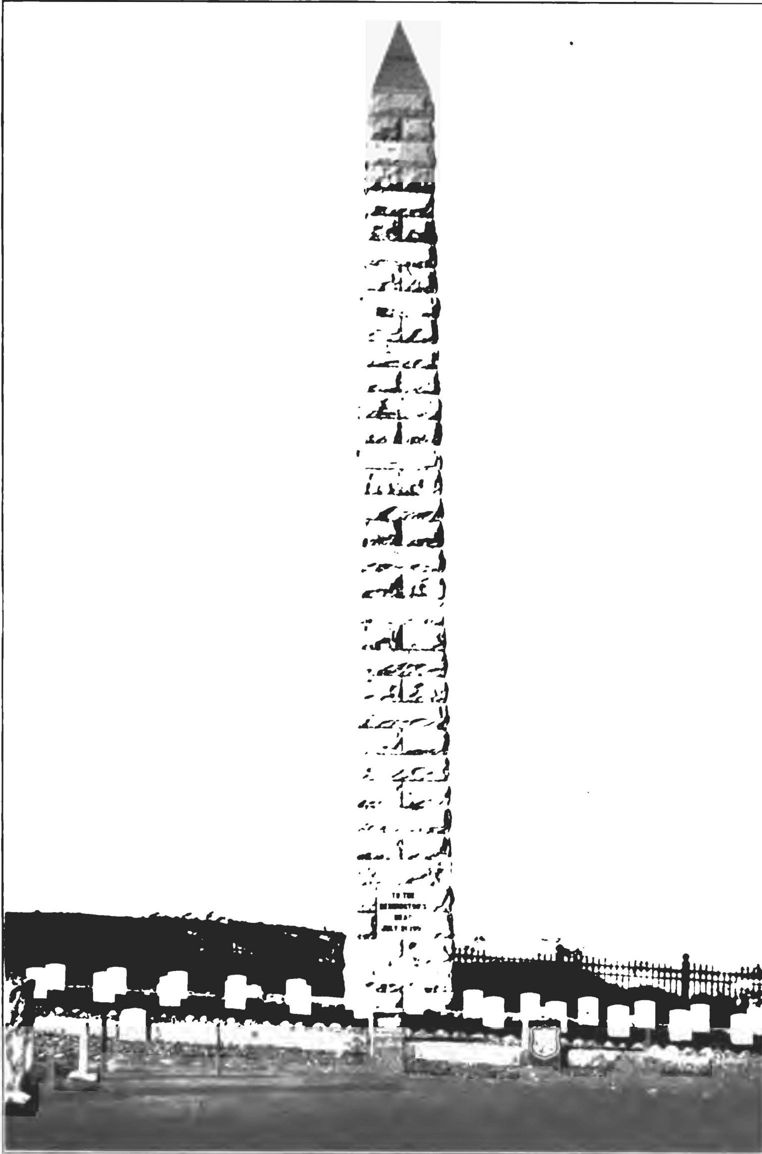

BENNINGTON MEMORIAL, ERECTED BY THE GOVERNMENT

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buted to him, said that San Diego would become a port of call for the company's steamers when the Pacific coast service was started, providing the volume of freight would warrant. The completion of the railroad, Captain Hicks is reported to have said, would be followed by an immediate announcement of the Royal Mail Company's proposed routing to this coast.

The first steamer to operate on the Pacific equipped with an electric elevator to convey passengers from one deck to another will be the steamer Niagara of the Union Steamship Company of New Zealand, now nearly completed. According to General Manager C. Holdsworth, the new vessel, which is of 20,000 tons displacement, will be placed in service on the run between British Columbia and the Antipodes. The company, however, proposes to run the liner between San Francisco, San Diego, Australia and New Zealand during the 1915 expositions. The Niagara will have accommodations for three hundred first class passengers, two hundred and fifty second class passengers and two hundred and fifty third class or steerage passengers. It will be the first oil burner to receive a British board of trade passenger certificate.

It is authoritatively stated that the Canadian Pacific will not under any circumstances run steamers through the Panama canal, as it falls under the ban placed by congress on railroad owned steamships. According to general opinion, however, it is expected that J. L. Welsford & Company of Liverpool, who are closely affiliated with the Canadian Pacific, will provide a Pacific service by way of the Panama canal when the latter is ready for navigation. The East Asiatic Steamship Company, which has already opened up its Pacific coast service with the freighter Arabien, will operate a fifty-day service between Copenhagen, Antwerp, London, South American ports, San Diego, San Pedro, San Francisco, Seattle and Vancouver, until the opening of the canal to the world's traffic, when the completion of five new 9,000-ton vessels, equipped with Diessel engines will permit the company to augment the service.

With the steamers of the above named lines calling at this port in addition to the regular routed coastwise freight and passenger lines, the American-Hawaiian Company's freighters, whose Pacific coast fleet will be increased considerably this year, trans-Pacific tramps and lumber carriers, yankers and chartered craft, San Diego wharfage facilities will be taxed to the limit and will probably as is now the case, prove inadequate.

It is impossible for one to estimate the increased number of lumber carriers which will call at this port, which invariably operate on a rapid fire schedule and therefore important that they be permitted to dock and discharge as quickly as possible after arrival.

With the inauguration of the San Francisco and Portland Steamship Company's service between San Diego and Columbia river with the steamers Bear, Beaver and Rose City, there will be five steamship lines utilizing the west Santa Fe wharf for the discharging and loading of passengers and freight.

A probable solution of the lumber carrier problem may be found in the erection of one or two more wharves near the foot of Twenty-fourth street. Between the San Diego Lumber Company's yards and the National City line there are three miles of harbor frontage where if docks are built out to the pier head line, sufficient water will be found to dock a vessel that draws twenty-three feet

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of water. Absolutely no dredging is needed in this section of the harbor frontage.

The depth of water in the middle ground of the harbor is thirty-one feet at lower low tide, which is the same as that over the bar at the harbor entrance. The depth of water in the channel ranges from thirty-five to sixty feet, while the average width of the channel at present is from 1,300 to 2,000 feet. There is no steamer afloat at the present time that cannot safely enter San Diego's harbor.

Steamship men have informed Harbor Engineer Capps that copies of the map which now hangs in his office showing the improvements that will eventually be made to San Diego's harbor, are now hanging in the offices of several big steamship companies of Liverpool and London.

In addition to increasing the acreage of his present large lumber plant in this city, Charles R. McCormick will build a new 600-foot dock adjacent to the one which is now used by the company. The McCormick plant in this city is, as far as known, the only firm on the Pacific coast that employs a certified master mariner to handle shipping which carries lumber and ties exclusively. Captain C. P. Rorvik, former captain of several coastwise vessels, was requested by the McCormick interests to take the position because of his many years' experience at the business. The company's fleet of lumber carriers will be augmented this year by several new vessels which will ply between here and the Columbia river. Other local companies look for a big increase in their business with the result that a number of lumber carriers have been chartered to carry lumber from the northern mills to this port.

At the opening of the Panama canal the distance between San Diego and New York by ocean travel will be reduced 7,960 miles, New Orleans, 9,000 miles; Liverpool, 5,645 miles; Iquique, 4,723 miles.

With the exception of the steamship companies, notably the Kosmos Line, which desires to exploit the South American trade, practically all the companies' steamers which will ply through the canal will be put in direct service between their Atlantic coast of European ports and the ports destined as ports of call on the west coast of the United States, Mexico and Central America.

"The commerce originating in the Imperial Valley and Arizona," said a member of the local chamber of commerce, "will make this a great port. Improved present transportation facilities or a new road to Escondido by way of Oceanside, Fall Brook, San Jacinto, Riverside, Redlands and San Bernardino sections suggest an immense increase in our commerce. The conservation of the waters of our western slope would mean an increase of forty per cent in the citrus acreage of southern California."

Maritime men's attention is called to the statement that 15-knot steamers will deliver by way of the canal, freight in New York within fifteen days at one-third the present rail rates, presenting an unparalleled opportunity for expansion of business of the port of San Diego.

The total valuation of the commodities discharged at this port by vessels in 1912 amounted to $41,164,242.10. The increased number of vessels which have called here this year, together with the enormous amount of cargoes which they have discharged will almost quadruple last year's valuation on commodities received.

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Should San Diego complete her $1,000,000 improvements to the harbor in the time specified by the legislature, the harbor and adjacent tidelands will revert to the control of the city. The importance of completing this work in the time allowed by the legislature may be judged when it is stated that the revenues derived by the city from water front rentals will unquestionably result in making this city a free port. Ship owners and shipping men in general are quick to take advantage of reduced or no harbor dues and as a result San Diego will become a port of call for many a steamer that otherwise would call at some other port on the coast to discharge freight consigned to interior points.

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CHAPTER XLIII

CLIMATE AND ROADS OF SAN DIEGO

CLIMATE

When San Diego and vicinity are spoken of as having the finest climate in California, there instantly arises to mind the climates of San Francisco, Los Angeles, Sacramento and other towns and cities of the state. If a just induction has been made, it is known that the statement is absolutely true. As a general proposition the climates of California are good. Some are better than others, and San Diego's is the best. A climate to be good must be neither too hot nor too cold. There must be no extremes of temperature, no violent changes or atmospheric disturbances such as electrical, rain or wind storms resulting in the loss of human life and property. Such a climate as this approaches the ideal as far as man's knowledge of climate goes. San Diego has such a climate. It is almost ideal. It is the best climate in California and this is saying a good deal in its favor. It is the best in the United States, which is covering more territory, but perhaps adding very little to the recommendation. It may have its equal in the world but no superior.

Equable is the term most frequently employed in describing the climate of San Diego, and certainly it deserves the best that can be said about it. This was a favorite among old geographers in giving the climate of a country its designation, and it had to be a pretty disagreeable climate that could not get written up as "equable." Loosely applied, "equable" is good enough and in its most commonly accepted meaning, that of varying but little, it fits the climate of San Diego. It needs a little modification, however, to convey the meaning intended, since a climate may be uniformly hot or cold and still be equable. San Diego's climate is equably mild with a slight range of temperature throughout the year.

Climate may be defined as the condition of a place with relation to the various phenomena of the atmosphere, as temperature, relative humidity, prevailing winds and the like, especially as they affect animal and vegetable life. Climate depends primarily upon temperature and temperature depends primarily upon location with reference to the equator and elevation. Climate and weather are used almost interchangeably by the average person, but there is a distinction to be drawn.

Climate is the condition of a place, as has been said with relation to certain meteorological phenomena and weather is these phenomena themselves. It makes little difference, however, which is used, since everyone knows that a fine climate and good weather mean practically the same. The weather or climatic state-

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ments regarding San Diego are not mere assertions, but they are based on facts.

The mean maximum temperature for July and the mean minimum for January are not equalled for uniformity by any other city in the United States, and remotely approached by but few. The monthly and annual maximum temperature for the last forty years shows that the temperature of San Diego has not gone below 32 degrees and has only reached 100 degrees three times within the same period. There are few spots in the world having a more uniform temperature, without sudden changes or extremes of heat and cold, and at the same time combining other desirable elements of residence. It is in such a climate as this that both animal and vegetable forms reach their maximum of perfection. While it is true that there are certain vegetable forms whose habitat is wholly within the tropics which cannot thrive here, and others which do not attain the degree of luxuriance that they do nearer the equator, practically all of the trees, plants, flowers and grains of the temperate zone and many of those of the torrid zone flourish.

The climate of San Diego is not only a commercial asset which means millions to the people residing here, but it conduces to health and longevity. Here man lives longer, more comfortably, enjoys better health and therefore lives more happily. In the money Marathon health and length of life are important quantities, for they themselves have their fixed and definite trade value. A sound mind in a sound body is an old saying, and a sound climate is one of the factors having much to do with both physical and mental perfection. There are a few spots in the world, which, as far as tradition, the records of history or archaeology go, have given rise to indigenous civilizations of high degree, considering the age. In these isolated places man advanced and developed more rapidly than in other localities, and in every instance the climate and physical surroundings have been strikingly similar. Moreover, in every instance the climate is very like that of San Diego, proving that climate has a great deal to do with health of body and mind. Man cannot be congealed or roasted continuously, or congealed and roasted alternately and reach the highest planes of mental and physical development. It is in the uniformly mild climate that man lives longer, more healthily, more happily, and that animal life attains its greatest perfection.

There are thousands of places that claim to have the finest climate in the world and it would be a difficult matter to decide in what instance the claim is just. San Diego is among them and would crowd any other claimant closely for the honor. San Diego is in about the same latitude as Morocco; Cairo and Alexandria, Egypt and Shanghai, China, but there are vast differences in favor of San Diego when it comes to the matter of climate. Climate, as has been said, depends primarily upon position with reference to the equator and elevation, but there are other things to be considered, as prevailing winds, proximity of deserts, ocean currents, relative humidity and the like. Thus England and Newfoundland are in the same latitude but there is a very marked contrast between the climates of the two. England is clad in verdure, while Newfoundland for the most part is cold and barren. The climate of northern Africa in the same latitude as San Diego, is greatly affected and rendered disagreeable by the Great Desert of Sahara. In San Diego all the elements which constitute climate have combined to make the situation pleasant, agreeable and health-

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giving. Therefore when it is said that this city possesses one of the best and most healthful climates in the world, it is a statement supported by facts.

TEMPERATURE

The normal annual temperature is 61 degrees.
The warmest month was August, 1891; mean, 72 degrees.
The coldest month was January, 1894; mean, 50 degrees.
The highest temperature was 101 degrees, September 22, 1883.
The lowest temperature was 32 degrees, January 31, 1880.
There have been no killing frosts recorded.
The greatest monthly absolute range was 55 degrees, in March, 1879.
Temperatures of 90 degrees or over have occurred fifty-eight times, or an average of less than twice a year.
The temperature has never fallen below the freezing point.

RAINFALL

The normal annual rainfall is 10.01 inches.
The greatest monthly rainfall was 9.05 inches, in February, 1884.
Ninety per cent of the rainfall occurs between November 1 and May 1.
The greatest twenty-four hour rainfall was 2.75 inches, November 9, 1879.
Excessive rainfall (2.50 inches in twenty-four hours) has occurred but three times.

HUMIDITY

The mean annual humidity is 75 per cent.
The lowest average humidity occurs during December and the highest during July.
A humidity as low as 5 per cent has been observed at midday.

WIND

The prevailing winds are northwest.
The average annual hourly velocity is six miles.
The average velocity is greatest in May and least in December, the May average being 6.3 and December 4.9 miles per hour.
The highest velocity recorded was forty-three miles per hour, from the southeast on March 9, 1912.

WEATHER

The average annual percentage of sunshine is 68.
The most sunshine occurs in November and the least in May.
There is an average of but nine days a year without sunshine.
The average annual number of clear days is 191, partly cloudy 103 and cloudy 68.
The average number of days with 0.01 inch or more of rainfall is 43 per annum.
The greatest number of rainy days occurring in any month was twenty, in March, 1912.

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Thunderstorms, although rare, are most frequent in March and least frequent in November.

Thunderstorms occur on an average of less than twice a year.

Days with an hour or more of dense fog occur on a average of twenty-two times a year, being most frequent in October and least frequent in May.

Hail occurs on an average of once a year.

BY FRANCIS H. MEAD, M. D.

"The American public is familiar on all sides," says General A. W. Greeley, head of the United States weather bureau, "with elaborate and detailed statements of the weather at a thousand and one resorts. If we may believe all we read in such reports the temperature never reaches the eighties, the sky is flecked with just enough cloud to perfect the landscape, the breezes are always balmy and the nights ever cool. There is possibly one place in the United States where such conditions obtain—a bit of country about forty miles square at the extreme southwestern part of the United States, in which San Diego, California, is located."

The above quotation so accurately summarizes the climatic advantages of San Diego city and its immediate neighborhood, comes from the observation of so eminent and unprejudiced an observer, and is altogether such an absolutely truthful picture of local conditions, that it is difficult to say much in addition.

Alexander Agassiz, the noted scientist, expressed the same views in a little different words: "In enumerating the peculiar advantages of San Diego there seems to be one which is of very great importance. Perhaps as a scientific man I may lay more stress upon it than is necessary, but I hardly think it possible. I have seen many parts of the world and have made some study of this subject It is the question of climate, of latitude, that I refer to. You have a great capital in your climate. It will be worth millions to you. This is one of the favored spots of the earth and people will come to you from all quarters to live in your genial and healthful climate, a climate that has no equal."

Professor Hare summarizes conditions in a few words: "San Diego a place where there is virtually perpetual summer." Not the summer, be it understood, however, of the eastern states, but that described by Greeley where the temperature rarely reaches the eighties, the breezes are always balmy, the nights ever cool. Such are the conditions San Diego has to offer, and every year the city is being built up by a fresh influx of newcomers who have heard that we have the one climate in the United States where one may live in absolute comfort all the year round. This may seem to be a large statement but it is absolutely true. A thermometer which has never fallen below 32 degrees Fahrenheit, which rarely rises above 80 degrees Fahrenheit, furnishes a delightful climate to live in, and one which especially seems to suit and add to the comfort of the two extremes of life. Young children are reared with greater ease, as they can spend so much time in the open air and the almost perennial sunshine, and the opposite extreme of age is lengthened as the demands of extreme heat and cold are not made on the weakening animal economy, and so life is prolonged with relative enjoyment in it.

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Our winter residents during the first winter here usually ask if we are not burnt up in the summer. The poinsettas are ablaze with their gorgeous crimson bracts, the bougainvillias empurple the trellises they bloom on and it seems to them, arguing from their eastern experience, that the antithesis in summer must be unendurable. When they stay with us they find the summer days even more enjoyable than the winter ones, with the added quality of the gentle trade winds to make them more so, if that is possible. Rainfall on the coast is small, averaging only ten inches, falling only for a few days in the winter. From April to November rain is rarely met with so that an outdoor engagement being postponed on account of the weather is never heard of. Back in the mountains, which rise to four and five thousand feet, the rainfall is, however, abundant, averaging fifty inches and over, and it is from these hills of granite that the city derives the pure, soft, filtered water with which it is so abundantly supplied. With this unsurpassed climate, a rapidly growing city, with at the present time a population of 65,000 (conservative estimate), has to offer to its citizens every advantage of modern civilization.

You may recall either by personal acquaintance, reading or hearsay, the climatic advantages of Madeira, the Azores, the Bermudas, Algiers, some few places in the French Riviera, or in that beautiful region beyond Naples of which Sorrento is the best known city. Would they, however, be suitable for a residence the year round? Would you not feel somewhat cut off from the advantages of modern progress; above all, would they furnish the requirements for the education of children which if you are seeking for climate and comfort, you will find here? Snow has fallen on the palms at Hyeres. Often up on the Campanile at Florence, on the Piazza of St. Peter's in Rome—it has never fallen here, though we may lift up our eyes unto the hills and see it far away.

With the dry, temperate climate (sub-tropical to be strictly correct, although to the uninitiated this sounds too warm) health conditions are unusual. The ordinary infectious diseases of childhood are infrequent and of light type when they do come. Deaths from scarlet fever, measles and whooping cough are rare. The mortality of the eastern states does not prevail. Diphtheria does not flourish. Typhoid, the bane of so many cities during the late summer and fall months, is unusual. For the eleven months of 1912, thirteen cases only have been recorded, more than half of these coming from the outside for care. This is an excellent record for a population of 65,000. The total average death rate per thousand for all registration districts as given in the last United States census report is 15.4. The death rate of all decedents in San Diego city—and it must be remembered that many people come in the last stages of various diseases in the hope of amelioration—is only 14.8 per thousand. The real residential death rate of those who reside in the city for one year or more before decease (1911) was only 8.63 per cent. Returns for this year at the time of writing are incomplete but the ages of decedents for an average—1911—will show how their duration of life is lengthened here. In that year forty per cent of deaths were in persons over sixty years of age, twenty-five per cent were over seventy. Such are the hygienic and climatic advantages San Diego has to offer to those who seek them.

What conditions are especially benefited by a sojourn or living here? First and foremost, every one lives a life of comfort, with no extremes of enervating

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heat in summer time, no cold in winter. A single blanket is necessary for every summer night. A little fire for a short time morning and evening only in mid-winter. The extremes of life, as has been pointed out, fare exceptionally well. Children pass through their critical periods, especially that of teething, more easily than in rigorous climates. The elder people enjoy their declining years more, and they are longer for them.

Of diseases of respiration those who suffer from bronchitis and winter colds are very soon much benefited, and lose the troubles which have made winters to be dreaded for them in other localities. Asthma is benefited, especially if patients will take up their residence a little distance from the ocean. Tuberculotics had better seek the mountains or the interior foothills, as the nearness to the ocean breezes is not ideal for them. Hemmorhagic cases, however, on account of the low altitude, do well. Sunshine is so perpetual that the treatment for surgical tuberculosis which has so successfully been carried out at Leysin in the Valasian Alps, could easily be followed here. Hay fever is unknown, as is malaria, and convalescents from either trouble soon regain their health and live a life of comfort.

The absolute equability of the climate is of especial value in diseases of the kidney. The relatively high temperature keeps the vessels of the skin dilated and in a state of activity. Recoveries of those who come here suffering from Bright's disease, who here live a life of comfort after arriving with their lives in jeopardy, often surprise the physicians who have seen the patient as a last resort and with no hope of improvement. Heart cases do well. Convalescents and those suffering from insomnia and nervous strain soon lose their ailments in a location where rest comes so easily. The thermal springs of the neighborhood banish the troubles of the rheumatic and gouty.

The writer had occasion to investigate all the desirable climates in the world on his own behalf before he came here. He has found that San Diego from a climatic standpoint has done more for him than he or his advisers ever expected. This is no isolated case. So many families come with some sick member. Recovery takes place and their friends from other places join the innumerable multitude who come to reside and to spread the praises and deserts of our city.

So, in conclusion, if you have any reason for seeking a change of climate, if you or any member of your family are unhappily needing a change from the place they reside in for the benefit of health, here you will find exactly what is needed, with all the surroundings of progress and civilization—pure filtered mountain water, certified milk for your children, meats all inspected by the United States government or city inspectors—only bear in mind one important condition: Do not do as so many do, put off coming to the last moment; come as early as you can, and be one eventually of the increasing company who have arrived expecting little and have remained as useful and delighted members of the community.

ROADS

By Colonel Ed Fletcher

Never in the history of California has there been such a demand for good roads as at present. Southern California is today a playground of the United

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States, particularly during the winter months. One of our principal assets is the tourist trade, and why not? Have we not the best climate in the United States, free from cold and snow? Instead, we give them green fields and flowers, many pleasant, sunshiny days, innumerable places of interest, motoring and sailing, fishing, hunting and swimming; in fact, any kind of outdoor enjoyment. Our semi-tropical climate and vegetation entrances the easterner. We are a whole souled people, and to a greater extent than any other section in the United States, we make it a point to see that our visitor is extended a warm welcome.

Years ago the writer believed that what is now upon us was to come. No city in the United States has had such a marvelous growth as San Diego. The records from the gas company, the water companies, schools and the postoffice confirm the fact that San Diego today has a population of between seventy-five and eighty thousand people, permanent residents, as compared to the last census in 1910 of forty thousand. Think of it!—more than ten millions for the year 1912 in building permits. It has been stated several times and the writer believes it is true, that no other city of its size has this record of growth for one year, and what has caused it? Climate has already been mentioned. The Panama canal has helped. Our wonderful bay, with its boating and many amusements, has brought the business man and pleasure seeker. Our expositoin in 1915 no doubt has had a wonderful influence as well, but the writer believes the greatest inducement to the growth of San Diego city and county has been our good roads movement, and the construction of nearly five hundred miles of as good roads as can be found in the state of California, with grades not to exceed seven per cent, the elimination of dangerous curves, and properly located to develop the farming and residential sections of San Diego county.

Where in any other section of the United States is there to be found the innumerable different auto trips, each trip having an interest of its own? To illustrate. Take the forty mile trip from San Diego across San Diego's beautiful bay by ferry, thence through the city of Coronado, with its world-famed Coronado Hotel and many beautiful homes; thence along the peninsula two hundred yards in width, with the Pacific and its beautiful beach on one side, and San Diego bay on the other for a distance of eight or ten miles; then through South San Diego, Nestor, and up the Tia Juana valley through citrus orchards, alfalfa farms, etc., into the town of Tia Juana, Mexico. There you find absolutely another type of civilization and customs. Then returning by way of Nestor, our new highway lies through Otay valley, Chula Vista and National City, with their world-famed citrus orchards and pepper tree drives, etc., back to San Diego and you have during the trip circled San Diego bay.

Another trip, known as the "One hundred and forty mile drive," made easily in a day over magnificent roads, takes you past the State Normal School, El Cajon boulevard, to the thriving city of La Mesa, to Grossmont, where reside the famous artists' colony, including Mme. Schumann-Heink, Mme. Gadski, Terresa Carreno, etc., also the noted writers, Owen Wister, John Vance Cheney and others. Continuing, the road leads through El Cajon valley with its grape raisin vineyards, citrus orchards, etc., then through Bostonia and Alpine over hill and valley, step by step, higher and higher from the semi-tropical climate with its oranges and olives to Descanso and Julian, with its apples and cherries, mountain streams, beautiful pine and oak timber, and Cuyamaca lake. It is

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over this route you see the wonderful view of the famous Colorado desert and Salton sea to the east, while to the west a hundred miles of the sea coast with mountain and valley at your feet, to the north are to be seen the snow-capped peaks of "Old Baldy" and "Grayback" in the San Bernardino range. Nowhere in the United States is the atmosphere any clearer than here—on a bright day one can easily see a hundred and fifty miles with the naked eye.

PLEASURE PLACES AT JULIAN

The ride from San Diego to Julian can easily be made in a morning. Luncheon can be had at Julian or Pine Hills Inn. At Pine Hills can be seen one of the most beautiful forests of pine and oak in the country. A unique hotel has been built here called Pine Hills Lodge and operated by Mrs. W. L. Detrick. Many prominent San Diegans have invested in pleasure places there, including Hon. Lyman J. Gage, U. S. Grant, George W. Marston and others. This section of the country is an interesting place for a visit for a few weeks' rest, as the elevation is more than 4,000 feet and it affords a delightful change from the sea coast.

Leaving Pine Hills, the trip takes you through rugged mountain scenery and timber, apple orchards and cultivated farms to Santa Ysabel. Here one takes a side trip to the famous Warner's Hot Springs, twenty miles distant and continue on out by way of Oak Grove toward Riverside, or one can follow the newly constructed road down the entire San Luis Rey valley and river, a wonderful trip, for forty-five miles from Warner's ranch to the ocean at Oceanside.

It has been said by many who have traveled through Europe that the scenic features of the canyon route through San Luis Rey valley from Warner's ranch down is equal to anything in beauty to be seen in the Alps.

Continuing from Santa Ysabel, our one hundred and forty mile drive takes us past the bewitching Witch creek, with its delightful little hotel, through apple orchards, grape vineyards, beautiful oaks and rugged scenery to and around the fertile Ramona valley and Santa Maria; thence down the winding, wonderful mountain grade many miles under spreading oak and wild grape vines in profusion until the wild Pamo Gorge is reached—an interesting sight never to be forgotten. The road continues past the San Pasqual battlefield, a memory of the Mexican war; then through the delightfully interesting San Pasqual valley through walnut, apricot and fig orchards, alfalfa farms, etc., to Escondido, the "hidden vale." Here can be found one of the most interesting semi-tropical valleys in southern California, with its orange, lemon and olive orchards and grape vineyards.

From Escondido into San Diego, a distance of thirty-four miles, the road leads through the Bernardo and Poway valleys, over the Poway hills, where another beautiful view of ocean, valley and mountain are obtained; then across the Linda Vista mesa, past the oldest mission in California, into San Diego. It is this drive that is unequalled in the state for good roads and variety of scenery.

The trip of a hundred and forty miles is easily made in a day and is one never to be forgotten.

Many other delightful trips can be made, along the coast to Oceanside, forty miles, then past the famous San Luis Rey mission, up the San Luis Rey valley

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for twenty-five miles to Pala and its interesting mission and Indian reservation; then continuing up the San Luis Rey valley with its streams of living water the year round, it is about ten miles to reach the Rincon Indian reservation. Along the river for miles are to be found delightful spots for luncheon under spreading live oaks and sycamore trees.

Continuing, the road will take you by way of Bear valley, Valley Center and back through Escondido to San Diego. During every mile of the way is to be found something of interest.

Numerous short trips out of San Diego include a drive up the San Diego river to Lakeside and Lakeside Hotel for lunch and back by way of El Cajon valley. Then there are rides to the Otay lakes and Moreno dam, to Campo and Buckman Springs, to the Monte and to Point Loma and that government wireless station, and last but not least, a trip to La Jolla, the caves, the Torrey pines and Del Mar. At Del Mar is found Stratford Inn, a delightful country hotel with things good to eat, a hot or cold salt plunge if desired, fishing, hunting and withal a delightful spot for rest and to live.

All these places that I have mentioned are connected with good roads, already completed.

And now comes that which is dearest to the hearts of the citizens of San Diego city and county—a road over the mountains to tap the great Imperial valley, Arizona and the east. Thanks to our state highway commission, we have just been awarded the "plum" which gives us a state highway for seventy-five miles along the coast to connect Los Angeles and San Diego and one hundred and twenty-nine miles of state highway from San Diego east to El Centro, the county seat of Imperial county. California has bonded itself for $18,000,000 to build 2,000 miles of magnificent roads and we will have the benefit of approximately $1,000,000 for good roads spent in San Diego county.

It has been a great fight to secure the state highway from San Diego to El Centro. Los Angeles wanted it to go by way of Riverside and Indio, cutting us out entirely. San Diego citizens were awake, however, and built six miles of road to the east line of San Diego county, over a mountain range as a step in the right direction. But we went further than that. The citizens of San Diego raised $50,000 more and are now building approximately twelve miles of roads in Imperial county as a donation and to assure the citizens of that county of our desire for a closer connection in business and friendship. Imperial county already did its part in helping along the good work, with the result that we secured the state highway, San Diego to El Centro, a permanent road with a sub-base of concrete four inches in thickness and a top surface of two inches. The completion of this highway will give us one of the most delightful drives in the United States. Where in the world can one, in a machine, leave a semi-tropical climate and the grand old Pacific and in five hours pass over a mountain range elevation 4,000 feet from citrus orchards and perpetual summer, through wooded forests, interesting scenery, mountain streams, and, slipping down on the east side of the divide, behold the wonderful coloring of the desert range of mountains, the Colorado desert and the Salton sea; then the desert itself, seventy-five feet below sea level? Continuing, the road leads to El Centro, through the irrigated section with its cotton fields, date palms, alfalfa and grain fields, fruit orchards, practically a tropical climate, all within a five hours' run of San Diego. This is to be-

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come, we hope, a part of the great ocean-to-ocean highway soon to be constructed from New York to the Pacific coast.

Six millions have already been raised toward the ocean-to-ocean highway by private subscription. It is intended to raise many millions more and to hav he road completed by 1915, in time for the expositions here and at San Fran Again we find Los Angeles against us. Different reports indicate that an att ipt is being made to bring the ocean-to-ocean highway by way of Tonopah and alt Lake; also by way of Needles and northern Arizona. The adoption of ther route would leave San Diego off the map. It is high time the citizens of n Diego organize and in conjunction with Imperial valley, Yuma valley and nix, see that our case is properly presented to the ocean-to-ocean highway mittee and use every effort within our power to have our route adopted.

One thing in our favor is that the ocean-to-ocean highway by way of Arizona and New Mexico will be open the year around. No other route can make this claim. We are at a disadvantage of nearly two hundred miles in distance but by hard work, both on the part of the state of Arizona and the people of Imperial and San Diego counties, I am satisfied we can win. Nothing, unless it can be a transcontinental railroad, can help us as much and San Diego must immediately take prompt action, or we are in danger of losing the coveted prize.

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CHAPTER XLIV

SAN DIEGO—PANAMA EXPOSITION

On July 19, 1911, ground was broken for the exposition to be held in San Diego, commemorative of the opening of the Panama canal. The pageantry, exercises at the exposition grounds and noted men and women taking part therein, were all described in a felicitous manner by John S. McGroarty, editor of the West Coast Magazine. His article is given below:

"On July 19th last, ground was broken for the Panama-California Exposition at San Diego. On the day of the ground breaking and for three days following, the event was fittingly celebrated in a most unique, unusual and impressive manner by the people of San Diego and many thousands of visitors from other parts of California and the world. Pageantry by day and by night, carnival that revived the old Spanish spirit of care-free and pleasure-loving California, music, color and gaiety held sway.

"Historically, epoch-making, and from a serious point of view the celebration was distinctly important. The success of it all, which was very notable, indeed, is regarded as a certain indication that San Diego's Exposition in 1915 will prove the most attractive as well as the most unique show ever given on the American continent.

"The San Diego Exposition will be entirely different from the world's fair to be held in San Francisco in 1915. The San Diego show will be a Pan-American affair. Congress has recently authorized the president to request the republics of South and Central America to participate in the Exposition at San Diego. As a consequence, these nations will make great efforts to be splendidly represented. In addition to all this, our own southwest will be exploited in a fascinating manner, its ancient life and history will be shown—antedating as it does, the civilization of any other portion of the United States—and its progress in mineral, agricultural and commercial lines will be brought out in an original and vivid manner. Irrigation will be particularly exploited with all the miracles that have been wrought in its name.

"The San Diego Exposition will be a floral and a horticultural wonder. It will be an archaeological and ethnological marvel. Every flower that grows, every tree that man has known, the prehistoric races of man, the ancient temples in which they worshiped, the sacrificial altars, the pueblos, the cliff dwellings and the tepees of the nomads—all these will appear. No exposition of such fascinating possibilities has ever been planned or dreamed of before anywhere in the world.

"The ground-breaking for the Exposition was fixed to take place practically

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on the anniversary of the foundation of San Diego, which is also the date that marks the beginning of California as an integral part of the civilized world. California was discovered in the year 1542, only fifty years after Columbus had discovered the New World, but it was not until July 1, 1769, that the Franciscan Padres came to San Diego bearing with them the Cross of Christianity and the stakes of the white man's civilization. On July 16, 1769, the Mission San Diego was founded—the first of that marvelous line of Mission Hospices that were builded along El Camino Real, the 'King's Highway' between San Diego and Sonoma, a distance of 700 miles, the remains of which now constitute the only historical ruins of any extent existing within the borders of the United States.

"It was fitting and entirely consistent, therefore, that the ground breaking for San Diego's Exposition which is to celebrate the completion of the Panama Canal, should be held in the month of July, the month of the first miracle performed one hundred and forty-two years before on the same spot, under the same blue sky and on the shores of the same bright Harbor of the Sun. And it was no wonder that the people gathered from far and near by the thousands and hundreds of thousands to witness an event at once so stirring and fascinating, appealing as it did to the imagination of even the dullest beholder.

"The first act which the first white men who settled in California performed was the celebration of a military mass on the shores of San Diego bay. It was done by the Franciscan Fathers, assisted by the Spanish military forces which accompanied the expedition from Old Mexico.

"In order, then, to preserve the atmosphere of history, the Exposition ground breaking began also with the celebration of a military mass celebrated by Franciscan Fathers on the same historic spot. Thus was the pendulum of history swung backward across the dusty pathways of nearly a century and a half of time on the morning of July 19, 1911, in San Diego.

"On the shores of the Harbor of the Sun the same Te Deum was sung that Junipero Serra chanted when he came up from La Paz with Don Gaspar de Portola, footsore and weary, but with a heart bursting with joy as he plucked a wild rose from its stem and said: 'This is a beautiful land. The roses are like the roses of Castile.'

"From far away Santa Barbara, San Luis Rey, and the still more distant missions of the Sierra came, cowled and sandaled, the brown priests of St. Francis. In the heart of the hills that overlook the Sunset Sea and the purpled isles of the Coronados they reared an altar hard by the old Presidio Hill on which Father Serra had builded the first Christian shrine ever erected on these western shores. Not far away they could see the ruined towers and crumbled walls of the ancient Mission of San Diego de Alcala which signalized the first victory of civilization over heathenism in California. Almost at their feet trickled the waters of the first irrigation ditch ever made by white men within the borders of the United States, as at present constituted. Down in the quiet, peaceful Mission Valley stretched the sacred fields where was shed the blood of California's first martyr.

"The celebration of the Solemn Pontifical Military Field Mass was a most entrancing and colorful spectacle. It was carried out with not only all the pre-

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Private Grounds of T. T. Hillman
Surf at Coronado
Wilde Electric Fountain in Plaza

Residence of U. S. Grant, Jr.
Caves at La Jolla, near San Diego
Theosophical Homestead

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cision of military discipline, but also with the perfect organization of the Roman liturgy. The swing of the centuries was behind it.

"The magnificent altar, set in a natural amphitheater with the blue sky for its dome, was an exact replica of an old altar of Loreto. An immense painting of Our Lady of Carmel formed the background. The floors were of spotless white and the enclosures were of Roman pillars adorned with gorgeous wild flowers and cut roses from the magic gardens of San Diego.

"Twenty-five thousand people were gathered on the open hillsides as the procession of acolytes, friars, secular clergy, distinguished guests, the Bishop and the military filed across the new made trails down to the altar. A hush fell upon the multitudes for a moment; they then broke into a deep murmur of admiration that sounded like the tones of some mighty organ.

"Franciscan priests were in full charge of the mass, the celebrant being Father Benedict, Provincial of the Order, who came from St. Louis for the occasion. Rt. Rev. Thomas James Conaty, Bishop of Monterey and Los Angeles, occupied a purple throne. Fully one hundred clergymen attended him. Within the sanctuary were seated Hon. John Barrett, representing the president of the United States, and Joseph W. Sefton, representing the director-general of the Exposition, recipients of the most unusual honors to non-Catholics.

"After the bugles of the troopers ceased to ring their wild music across the sun swept hills, the band played 'Nearer my God to Thee,' and then the stately bishop in his resplendent vestments arose in Cappa Magna and delivered the historical address of the day. It was a notable oratorical effort and was received with cheer after cheer by the people present, who represented all shades of religious belief.

"The actual ground breaking ceremonies took place in the same spot where the Military Field Mass had been celebrated. The program began in the early afternoon in the presence of another monster throng of people.

"When the procession arrived at the site selected for the future exposition buildings, U. S. Grant, Jr. introduced Rev. Edward F. Hallenbeck, pastor of the First Presbyterian church, who delivered an invocation. This was followed by the exposition ode, '1915,' sung by a triple quartette. Mr. Grant then presented Joseph W. Sefton, Jr., acting director-general, as master of ceremonies. Mr. Sefton made a short welcoming speech and introduced Acting Mayor P. E. Woods. The latter in turn presented Lee C. Gates, the representative of Governor Johnson. Mr. Gates spoke eloquently of the glories of California. Hon. John Barrett, as the representative of President Taft, made a brief address.

"Then came the actual ground breaking. Mr. Sefton first loosened the earth with a silver pick. He then handed a silver spade to Mr. Barrett, and the latter turned the first sod. The spade was then passed in succession to Mr. Grant, Acting Mayor Wood, Mr. Gates, President Charles Moore of the Panama-Pacific Exposition, John D. Spreckels, Governor Richard E. Sloan of Arizona, Will H. Parry, representing the governor of Washington, and to several prominent San Diego citizens. Each turned a spadeful of earth, the implement being finally passed back to Mr. Sefton, who turned the last sod.

"Mr. Barrett again addressed the gathering, this time in behalf of the Pan-American republics. Then followed the unfurling of the American flag to the strains of the 'Star Spangled Banner.' Next the President's flag was broken out

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amid a great cheering, the release being effected by President Taft touching an electric button at the White House. The band greeted the President's flag with 'Hail Columbia.'

"Flags of the southern republics were next thrown to the breeze as the band played a medley of the airs of all nations.

"G. Aubrey Davidson spoke on 'The Inauguration of the Panama-California Exposition.' He was followed by Charles C. Moore, whose theme was 'San Francisco and Her Great World's Fair.'

"Several San Diego gentlemen followed with remarks. The band played a medley of national airs and the ground breaking ceremonies were ended.

"During his address Mr. Barrett read the following letter from the president of the United States:

'THE WHITE HOUSE, WASHINGTON,

July 11, 1911.

'MY DEAR MR. BARRETT: I have yours of July 11, in which you advise me that in response to an invitation to you as director-general of the Pan-American Union you are going to the ground breaking ceremony of the Panama-California Exposition, to be held in San Diego from January 1 to December 31, 1915. This ceremony, I believe, is to take place from the 19th to the 22d of the present month.

'I beg that you will acknowledge for me the courtesy of the management in having extended an invitation to me to attend this ceremony. I cannot myself be present, but I should be very glad to have you represent me there and make appropriate remarks on the occasion.

'San Diego is so situated that she is necessarily very much interested in the opening of the Panama Canal, and the fact that this exposition is to give particular attention to the relations between this country and Central and South American countries is sufficient reason why the American public should be especially interested in its success.

'You will convey my compliments to the managers and to the people of San Diego and say to them what you know of my interest in our Central and South American relations and in the usefulness and successful issue of the exposition.

'Sincerely yours,

'WILLIAM H. TAFT.

'HON. JOHN BARRETT, DIRECTOR-GENERAL, PAN-AMERICAN UNION.

'P. S.—I know San Diego because I have been there twice, my father and mother and sister lived there for years, and my father died there. I appreciate the singular beauty of its situation and the wonderful character of its climate. And all these circumstances give me a personal interest in promoting its welfare and in helping to assure the success of an enterprise like this. W. H. T.'

"On the evening of the first day of the celebration the long looked for arrival of 'King Cabrillo' and the crowning of 'Queen Ramona' nearly approached the dignity of pageantry although conceived wholly in a spirit of pleasantry. The light on the waters of the bay and the costumes of the queen and her ladies in waiting were quite gorgeous.

"The affair was handled with admirable care and success. A Spanish caravel

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was seen to come across the waters of the harobr just at sunset. As the ancient vessel slowly crept from North Island toward the pier in San Diego the tremendous throngs on shore seemed to grow excited. Lights flashed out from all kinds of craft in the harbor—here, there and everywhere. The caravel sailed on and on and at length reached the shore.

"In the prow of the ship a strange figure appeared who announced that he was Juan Rodriguez Cabrillo, the discoverer of California, and that he had returned to revisit the scene of his exploits in the year 1542, when he first came to San Diego. Cabrillo seemed to doubt that the magnificent city he saw before him could possibly be the San Diego of old. He was assured that it was the identical spot and he was urged to come ashore and accept the freedom of the city which he had put on the map nearly four hundred years ago. A golden key to the city's gates was placed in the old sailor's hands and he was told that the people were eager to declare him king in preference to Colonel Collier or anybody else.

"His welcome seemed so genuine that Cabrillo was delighted, and he stepped ashore, whereupon he was placed in a sedan chair and born by a band of Indian carriers up the main street of the town until the courthouse was reached. There at the doorway of the temple of justice, he found Queen Ramona sitting on a golden throne. The mob wildly demanded that Cabrillo should crown the queen. The immortal navigator gladly complied, performing the ceremony with all the traditional chivalry of his nation.

"Ten thousand people then swept both Cabrillo and Ramona before them to 'The Isthmus,' which was a wonderful place similar to the Pike at St. Louis or the Midway at Chicago. There were endless noises from countless horns and a din that would raise the padres from their graves in the Old Mission churchyard.

"The Queen, who in private life is Miss Helene Richards, of Point Loma, was chosen for her exalted position by vote of the people, her popularity outrunning all rivals. Tall, and possessed of a brunette beauty, she graced her position and became the most acclaimed personage of the carnival. Wherever she went she was greeted with salvos of cheers. Prominent ladies and gentlemen of San Diego formed Her Majesty's court and did much to make it the striking success that it was.

"On the morning of the second day there was a most beautiful floral parade. At night came the Historical Pageant, the object of which was to impress upon the people the march of time in the magnificent southwest, the land of sunshine, of wastes redeemed by living waters from immemorial deserts; and to pay tribute to the ancient art and skill in engineering which not only the Franciscan Padres displayed nearly a century and a half ago, but also to acknowledge the greatness of the old Aztecs, who made the southwest their place of dwelling longer ago than the memory of man.

"The idea of the poet who conceived the pageant was to carry the people in imagination out of the mists of forgotten times, along the fateful pathway of the centuries down to yesterday with a glimpse of the vistas of tomorrow.

"What the poet dreamed, the consummate skill of the artist carried out. To Edwin H. Clough, the poet, and to Henry Kabierske, the artist, let the praise be given.

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"The first float in the pageant represented a group of ancient Aztec priests sacrificing the god of war. To make this representation faithful Mr. Clough drew upon all his vast knowledge of Aztec history and tradition as well as the mind of man can conceive it. We saw the priests of that wonderful civilization, which was as old as Egypt. As the picture went slowly through the streets, the dullest imagination could not but feel the glamour of another day that faded long before the Atlantic shores of America knew the white man's footsteps.

"Next came Balboa taking possession of the Pacific for the King of Spain. It was all as innumerable American boys have seen it in history and geography from the childhood of Benjamin Franklin to the present hour. There stood the great conquistadore in helmet and coat of mail, knee deep in the waters of the mother of all the oceans, the banner of Castile in one hand and his sword in the other, as he shouted to wind and wave that all the vast expanse of billows before him was then and should forever be vassal to the monarch whose golden throne bore the arms of Castilian power.

"Then came the next step in the tragedy of the years that saw the fall of Aztec dynasties and the rise of Christian rule. The tableau showed Montezuma in the dust and Cortez, the grim Spanish conqueror, standing triumphantly over him. About the fallen king were his dead warriors, who had once beaten Spain back and whose prowess and valor had sent Cortez weeping under the yew tree on that black night of his bitter defeat. But the Aztecs were doomed to go down at last. Spain was not long to be balked. The picture brought out very vividly the terrible page in history which it was designed to delineate. Following the conquest of Mexico history tells the thrilling story of the search for the famed seven cities of Cibola. Cortez was the most eager man of his time to find those cities, which were said to be built of gold.

"Faithful to the chronicle, the fourth float in the pageant portrayed Cortez directing Juan Roderiguez Cabrillo to sail northward upon the unknown seas in search of Cibola. The portrayal was one of the most striking in the procession, with the conqueror pointing to the vague distance and Cabrillo, the intrepid mariner, eagerly expressing his desire to go on that immortal voyage which resulted, not in the finding of the seven golden cities, but in the discovery of the golden land of California.

"The fifth float was the Caravel of Cabrillo. It was very beautiful, the little ship with its joyous sails that came up the coast of glory so long ago, passing into San Diego's harbor of the sun, then on to San Pedro, to Santa Barbara and as far as the windy headland of Mendocino, whence it doubled back to leave the great admiral in his last sleep in the warm heart of the land he found.

"Now appeared in the splendid pageantry the era of the Brown Padres who built the old California missions along the sunny stretches of El Camino Real from San Diego to Sonoma, in the Valley of the Seven Moons. The tableau showed Junipero Serra planting the cross on the shores of San Diego Bay. Surrounding the heroic figure of the old Franciscan were wondering, half-naked savages, Catalonian soldiers, the Gubernado, Don Gaspar de Portola, the neophytes from Mexico, the muleteers, and other actors in that fateful drama of July 1, 1769.

"The ninth float was one that sent the greatest thrill through the miles of spectators who lined the streets of the city. It was the tableau of the raising of

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the first American flag in San Diego, which was, as some authorities contend, the first American flag to be raised on the Pacific coast. There is a tradition that a man in San Diego was in advance of Sloat at Monterey in planting Old Glory on California soil, although his flag was a necessarily crude production, seeing that he manufactured it out of his own red and white underwear. The pageant ignored this prosaic legend and showed a much more poetic transaction, which was greeted with tremendous outbursts of cheers all along the line.

"A very beautiful tableau was presented by the float which had an allegorical representation of Neptune presiding at the wedding of the Atlantic and Pacific oceans, thus typifying the completion of the Panama Canal.

"The last and most elaborate float in the pageant told the story of San Diego from its first discovery by Cabrillo down to the present day, including of course, the intermediate epoch of the founding of the first mission by the Franciscans. This float, in its fascinating beauty of light and color, can be called nothing less than a masterpiece of stage ingenuity. Here the poet and the artist reached a climax. No indoor stage could have possibly done this conception justice. It needed the open highway and that was what it had. David Belasco would have gained something in craftsmanship had he been in San Diego.

"The third day was given over to a fine industrial parade which was greatly enjoyed by the crowds. Then on the morning of the fourth and last day of the celebration came the event for which the people had so eagerly looked forward. It was the Pageant of the Missions.

"There is no appeal to equal the appeal that the old Franciscan Missions make to the people of California, the whole southwest and, indeed, the whole country. The ruins of the ancient establishments are strewn along the old King's Highway, which was the celebrated 'El Camino Real,' or Royal Road, of the glorious days of the Spanish era.

"The spectacle presented was without doubt the most successful attempt at pageantry ever made in America. There were twenty-one floats, each representing a mission, beginning with the Mission San Diego de Alcala, which was the first mission and ending with the Mission San Francisco de Solano, which was the last.

"The pageant represented a stretch of more than a half century of time as to the life of the missions; that is to say, from the building of the hospice at San Diego in 1769 to the building of the Sonoma Mission in 1822. It also represented the entire length of the King's Highway, seven hundred miles from San Diego's Harbor of the Sun to Sonoma's Valley of the Seven Moons.

"There were nearly one thousand living characters in the procession who represented monks, soldiers, knights, Indians and all the historical associations that surround not only the legends of the founding of the missions, but their actual establishment, as well.

"For instance, the float representing the Mission San Juan Capistrano showed the warrior priest as he was in the distant centuries in which he lived. Characters to represent that era were brought forth. In addition to these there were characters to represent the time the mission was actually founded in California. There were hundreds of monks, trudging along on foot, hundreds of outriders and hundreds more Indians, soldiers and attendants.

"As the long, glorious procession came up the sunny street a deep hush fell

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upon the people who numbered a hundred thousand and made the biggest crowd that San Diego had ever entertained at any one time in her history. The pageant's slow and solemn movement created the right atmosphere. It seemed as though the people were in attendance upon a religious ceremony, which it really was. Not a carnival horn was blown, not a noisy bell jangled.

"Back again from the mists and memories of the well loved past came the brown robed padres so dear to the soul of California. Back came the days when a man could travel from San Diego to Sonoma and stop every night at a mission whose doors swung open to him without price.

"The replicas of the old ruins were faithfully portrayed by Mr. Sibierske who had charge of the pageant under the direction of the Historical and Industrial Pageant Corporation of Philadelphia. This master artist here accomplished the crowning achievement of his career. He walked at the end of the procession and was greeted with hearty cheers by the assembled multitudes.

"All in all, the ground breaking celebration here described was a splendid augury of the success with which San Diego will carry out the California-Panama Exposition of 1915. The pageantry and the carnival gave us a foretaste of what we shall see and hear when the trails of all the world lead to the Harbor of the Sun, less than four years hence, and the show shall be in full swing on these bright and luring shores."

Steadily forward has been the movement of the forces engaged in preparing for the record that is to be written in San Diego in 1915 in celebration of the formal opening of the Panama canal. There has been no cessation of activities, nor even a slacking of the steady forward movement with which the preparatory work of the exposition has been prosecuted. The work of the year has been that of laying the foundation of the great project, making smooth the rough spots and paving the way for the greater building work that is to mark the year 1913.

To plan and execute a mammoth project requires time and care and the constant vigilance and earnest application of a force working in harmony throughout every department. So much of the ultimate success of an enterprise depends upon the care with which the ground work is constructed that the year just closed has been one of unusual importance to the exposition management, and yet there has been in the year such a condition of harmony and such hearty cooperation throughout the construction forces that the exposition officials feel that the work of the year has been well done and that a substantial basis has been established for the work yet to be done.

It has been written that "All roads lead to Rome." The simile may be found in that the roads traveled by all departments of the exposition work have had a common center and now, at the end of the year, it is found that all have served to work to a common purpose. As in the weaving of a blanket the warp and woof cross and recross, in the end producing one great whole, so have the diversified threads of effort at the exposition ground, interlaced, been vitalized and now, at the beginnig of the year of greater construction, give assured promise of the fulfillment of the magnificent plans of ultimate decoration and arrangement.

The progress of the year at the exposition is written in letters large. The first notable work was the completion of the administration building at the eastern approach to the Canyon de Cabrillo, where are housed the departments and

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from which are directed all the works on the grounds. As the scope of these works widened the departmental forces were enlarged until now the administration building is a hive of humanity. Each department has found multiplied details of labors to accomplish, but these have been met with vigor and the departments are well organized as a result of the year's activities.

Other buildings that will have permanent place during the exposition have been erected during the year. The first of these to be constructed was the service building, where are houses for the horses and wagons used in exposition construction work, and where are stored all the construction supplies purchased in large quantities. This building, while serving a utilitarian purpose only, is of mission style of architecture. This building is the distributing point for all jobs on the grounds. When its present use is terminated the structure will become the headquarters of the exposition street cleaning department and an emergency repair station, this continuing throughout the exposition year.

The new years will bring thriving activities in building construction at the exposition, and this work is certain to be attended by accidents. Little of the work done in 1912 has involved workmen in danger, but, meeting the demand that must arise later, the exposition management prepared and opened on December 15th an emergency hospital. This building carries of course the mission style of architecture. It is in charge of Dr. C. L. Caven as medical director.

Of more than passing interest is the exposition hospital. It will serve in all cases of accidents to employes of the exposition company from the date of its opening to the close of the exposition, and also all emergency cases requiring surgical or medical treatment arising on the exposition grounds during the exposition period. The operating room is equipped as completely as that of any other hospital on the Pacific coast, and every article installed is of the latest design and finest construction. Nowhere can be found better apparatus. Furniture, chairs, sterilizers, operating tables, etc., represent the most advanced ideas in such equipment for hospital service. Dr. Caven has at his command a corps of highly trained and competent nurses. A great manufacturing company has contributed the entire equipment of the hospital to the exposition free of charge, even paying the freight on the shipment to the exposition site. This equipment is loaned to the exposition and is to be returned to the manufacturing company at the close of the exhibition, at the contributor's expense. The hospital is equipped to care for twenty-six patients.

Extreme good fortune has attended the work on the exposition grounds during the year. Many tons of dynamite have been used in blasting for drives and in grading building sites, and yet there has not been one instance of injury to any employe necessitating surgical attention.

There will be no unsightly fences about the exposition grounds. These, embracing six hundred and fifteen acres in the center of Balboa park, will be enclosed by a fence, strong and durable, but this will be a solid wall of green. One-half of this fence has been erected during the year and it will be completed early in 1913. Immediately after its completion, vines will be planted at the base and these will have two years of growth prior to the opening of the exposition. This work was given attention early in the construction period that the overgrowing vines might be planted at a time to insure development by the opening date. This fence skirts the Canyon de Cabrillo.

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Horticultural activities have progressed splendidly at the exposition nurseries during the year. An addition was made to the smaller lath house where thousands of specimens of hundreds of varieties of trees and shrubs are being developed for transplanting, and another lath house, much larger, has been erected to shelter a larger stock of these growths. At this time the nurseries at the exposition contain about one and one-half million specimens of horticultural production, and while fifty thousands of trees have been planted during the year, many other thousands will be placed during 1913, while the exposition display stock will be nurtured and brought to full stature in endless variety well in advance of the opening.

Grading work on the streets and boulevards is eighty-five per cent completed at this time. Following a well defined plan of progression in building the exposition, the management has cared for this essential feature before beginning the construction of exhibition structures. All the grading around the building sites, the platting of walks, etc., has been finished. Much of this work has been difficult, requiring the use of dynamite in blasting away the hardpan of red disseminated limestone found beneath the soil, and forming a building foundation endurable through the ages. This stone, also, when broken, constitutes a natural base for the asphalt surface of the walks and drives and eliminates the cost of constructing the ordinary macadam foundation. This favorable condition will be of vast importance in expense saving and time when the work of surfacing the drives is reached after the buildings are completed.

In addition to these things, the foundation has been placed for the southern counties building, this being located near the eastern entrance to the grounds at the terminal of Midland drive, and due east of the administration building. This building will be finished early in 1913. Three separate plantations are provided for the displays of the southern counties and two of these have been planted and these ought to be in bearing by September, 1913. These plantations include oranges, lemons and grape fruit.

Substantial progress has been made on the construction of the great bridge that is to span Cabrillo canyon, with its western end at the Laurel street entrance on West Park boulevard, its eastern end at the administration building and squarely in the acreage devoted to sites for exposition buildings. This massive bridge, 900 feet long, 120 feet high and 40 feet wide, a reproduction in design of a famous bridge in Spain, and spanning a lake, is taking shape rapidly. The eastern approach is nearly completed, the foundations for the arches have been placed in the lake and on the eastern and western slopes of the canyon, and concrete is being poured into the forms of the eastern arch of the structure.

The Laguna de Cabrillo is completed. An earth dam has been constructed, with a concrete spillway, and a concrete outlet and this reservoir is ready for the water which will not be turned in until the big bridge is completed.

Road work outside the exposition grounds and in the park has been advanced greatly during the year. While the rough grading inside the grounds is eighty-five per cent completed, including the Plaza de California, the Prado, the Plaza de Panama, the Water Cascade, the Terrace, the Plaza Internationale, the Avenidas Internationale, the Calle Cristobal, the Calle Colon and the Isthmus thoroughfares outside the grounds have been brought to a high state of perfection. The West Park boulevard has been relocated and resurfaced and a complete fill

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made from the western entrance at Laurel street to the western approach to the bridge. Midland drive from the western entrance to the grounds at Russ high school has been relocated and resurfaced. The drive through the Canyon de Cabrillo, beneath the great bridge and crossing the lagoon, with its branching paths leading to different parts of the park, has been regraded and its steeper ascents eliminated. Along this drive hundreds of quail rise from the road with roar of wings to fly a few yards and again settle to watch the passerby. Here, too, rabbits skurry aside and turn to watch with sober eyes the noisy truck or silent car, and here hundreds of song birds flit from tree to tree and send forth their cheering notes of welcome to the visitors, secure in the long protection that has been afforded them within the park confines.

One of the busy structures on the exposition grounds is the mill. This was erected in conjunction with the erection of the great bridge spanning the canyon. While a rule of the exposition management is that no needed expense shall be spared in prosecuting the work, economy consistent with this rule is practiced and the erection and operation of the mill has proved economical of time and money.

In the construction of the bridge hundreds of wooden forms are used as molds for concrete, and to have these made elsewhere on specifications would have entailed delays in construction that would be costly in the extreme. The problem presented was solved quickly by the commissioners of buildings, who established the exposition mill, thoroughly equipped with the most modern high speed machinery for wood-working. This mill is provided with one machine for running shiplap, flooring, sizing timbers, beams, etc., having a capacity of 6,500 feet, board measure, daily. In addition there are humming cross cut and rip saws that turn out with rapidity the lumber demanded by the workmen in construction work, and a big band saw that is kept singing almost constantly turning out scroll patterns for ornamental decorations as the designs are prepared by the men with the drafting board. Another machine quickly bores timbers for joints, and the plant is made complete by a saw filing and grinding equipment. Emery wheels, grindstones and forges, power driven, are utilized to keep the tools of the workmen in the best of condition, axes, chisels, drills, shovels and all other individual equipment of the workingman being maintained in the highest state of usefulness at all times, and thereby increasing the effectiveness of the individual unit, which has proven during the year to be a mighty factor in the exceptional advancement of the work of building.

During 1912 the record of tree and shrub planting on the exposition grounds has kept pace with that made by the men with the teams, the pick and shovel, and the annual report from the landscape gardeners shows that over fifty thousand trees and shrubs have been placed. It may appear that this is a large number, but this work has only begun and the record for the year constitutes only a small part of that outlined, and which must be done to realize the plan of the exposition.

The fast growing eucalyptus has been utilized for decorative purposes and out of this planting has come a better knowledge of the tree. On the exposition grounds today are trees of this variety that are showing sturdy growth and vigor that were transplanted when sixteen months of age, and their stamina and

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development has exploded an old and firmly grounded idea that a eucalyptus could not be transplanted successfully after one year.

The visitors to the exposition now probably would doubt that the little sprouts of trees clustered on the sides of the ravines and canyons would be aught than shrubs by 1915, but startling promise of what these will be in two years is found in a number of trees near the administration building that were little bushes a few months ago, and which now lift their leafy tops high in the air. Trees will make the exposition grounds a bower of green beauty by 1915, and in the record of fifty thousand trees and shrubs planted in 1912 and the million and a half specimens of all kinds in the nurseries yet to be placed about the grounds or used for display purposes during the exposition is found the glowing promise that the Panama-California exposition will be resplendent in a swathing of emerald, everywhere, and high and low.

The mill on the grounds has been used to splendid advantage in connection with the nurseries. At the beginning of 1912 the nursery stock was a few hundred thousand. Now these wonderful houses of lath contain over a million and a half plants in pots and boxes, ranging in size from a pot two inches in diameter to a box four feet square. The mill during the year turned out thirty-five thousand of these boxes, with a range of size from one foot to four feet square. Nursing the stock in these boxes secures the greatest possible growth and every expedient is being used, even before the beginning of building construction, to insure the entire success of the horticultural features of the exposition.

Not the least of the accomplishments of the year by the exposition management is the provision made for the employes on the grounds. A large restaurant has been constructed, with neat bunk houses, where employes may obtain meals and lodging at extremely reasonable rates. The exposition management desired first of all to secure a force of workingmen who would remain "on the job." A shifting force means loss of efficiency in the organization and loss of efficiency means increased cost. To gather and retain a large staff of workingmen, weld them into an organization capable of the greatest accomplishment, and yet to make conditions such that they would be contented, was a problem to which the department of works devoted attention early in the year—and the problem was solved.

Provision was made for the housing of four hundred workingmen. In the plan adopted is a radical departure from the ordinary bunk house, with hundreds of bunks in tiers, sheltering a heterogeneous company of all sorts and conditions, temperaments and inclinations, and indifferent cleanliness. The exposition company constructed small bunk houses, each containing four bunks only, light, airy, comfortable and clean. This plan is capable of quick expansion and as the working force is increased as the exposition work progresses, provision will be made for others as the demand arises.

Then the exposition management provided a large restaurant, as light and airy and as clean as the little bunk houses. Here the large body of workmen employed on the grounds take their meals, and for this service and the use of the bunk houses the rates are made barely sufficient to maintain these appreciated adjuncts. There was no desire to convert this service into a profit, and the rates have been made extremely satisfactory to the workingmen. The result

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has been the securing and retention of a crew of workingmen who might find it convenient to move on to other work were conditions not entirely to their liking. To the retention of this contented force, individually acquainted with the work, is attributed much of the success that has attended the preliminary construction work of 1912.

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CHAPTER XLV

NATIONAL CITY AND SUBURBS OF SAN DIEGO

NATIONAL CITY

In the days of the Spanish regime the land upon which National City stands was known as the National Rancho and was looked upon by the natives as partly the pueblo lands. It was used in common by the inhabitants until the Kimballs bought it in 1868 and laid out the village of National City. Here the owners built a wharf, laid out and improved streets, planted trees and in other ways added to the already beautiful appearance of the place.

National City is to all appearances a part of San Diego, for only an invisible line separates the two, but it is an independent municipality. Its thirty-five miles of tree-lined streets give National City a charm which most towns in this section do not have. Its situation on the bay not only adds to the general attractiveness of the place, but makes possible the perfect climate for which this region is noted.

While National City has some manufacturing, and while it hopes to have much more in the near future, its chief boast at present is that it is the most desirable locality in California for homes. One who is ready to retire from business and wants a pleasant place to pass the rest of his days, will find it to his interest to investigate the claims of National City. Or one who wishes to engage in business in a city but who prefers to reside in a suburb where there is less noise and bustle, can find what he wants here. The attractiveness of the place has drawn a very desirable class of people and this in itself is worth considering by those who are contemplating a change of locality. Only once or twice in a century has the mercury been as low as thirty, and, therefore, flowers bloom the year around. Those who, tired of sleet and snow and ice should come to National City, where sleet is unknown, where snow can be seen only on the distant mountain tops, and where ice is seen only once perhaps in a decade—except when the iceman brings it to the door, and that is by no means often, for the unusually pleasant summers make the use of ice almost unnecessary.

It is a pleasure, furthermore, to know when you can venture forth without an umbrella and when you must be prepared. It is true, as taught in the old geographies, that California has a dry season, when for months no rain falls; it is also true that California has a wet season, but the impression which so many people "back east" have, that it rains almost continuously for months, is wholly false. Ten inches, the average annual rainfall, does not indicate continuous rain for several months.

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It would naturally be inferred from what has been said in regard to the climate that National City has a good health record. The following extract from the report of the president of the board of health shows that such an inference would be justified:

"The slight daily and seasonal variations in temperature, the character of the soil, the condition of the atmosphere, the ocean breezes, the absence of fog, and the almost constant sunshine make it an ideal climate for the preservation of health, or for its recovery if impaired by residence in a less favored region. Malaria is unknown. Contagious diseases, if introduced, are light and easily stamped out. Records of the National City board of health show that in the past ten years only eight deaths have occurred from acute diseases and three of these were of pneumonia in persons over seventy-five years old. In these ten years only six deaths of persons under fifteen are recorded. Of these four occurred shortly after birth. The record shows not a single death due to typhoid fever, scarlet fever, measles, diphtheria, dysentery, cholera infantum or smallpox."

It is no doubt true that with practically all people health is the first consideration. It is safe to say that next in importance, especially in the opinion of the better class of people, would be the educational advantages a place has to offer. If the same place can offer superior advantages in both these respects it is exceedingly fortunate. This is what National City claims to do. The people are progressive and are providing handsomely for their schools. Two open air buildings have recently been erected for grammer school purposes. But the building which attracts most attention is the high-school building. It is a one-story structure of the mission type, covering a block of land and having two open courts. A block of land has been purchased for athletic purposes and an elaborate playground equipment made by Spaulding has just been installed for the use of grammar-school pupils.

But more important than the buildings or the equipment of any system of schools is the teaching force. National City has at the head of its school system a man who is a graduate of a normal college, of Yale University and Clark University, with several higher degrees of these institutions. The general attractiveness of this section, the climate and a combination of circumstances have given National City an unusually strong and well equipped set of teachers. Very few places, even among the large cities, are making more rapid strides than has this little city of three thousand population, either in the variety or quality of the work. The practical receives emphasis. Pupils in the manual training and domestic science departments are securing excellent results.

The light rainfall referred to must not be taken as indicating that this section has no water. A series of reservoirs that drain the slopes for seventy-five miles back in the mountains, where the rainfall is heavier, furnish water to a large section of country, including San Diego, National City and several other towns. It is estimated that the reservoirs, when full, hold a seven-years' supply even if it should not rain in the meantime.

Much land is irrigated by water from the reservoirs and by water pumped from a depth of ten or fifteen feet. The crops are abundant. Eight crops of alfalfa in one year would probably astonish farmers in other sections, but nothing less is expected here. Excellent fruit of nearly all kinds is grown, but this section is more noted for lemons than for anything else, and no other part of

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California equals it in this respect. A thousand carloads of fruit, mainly lemons, were shipped from here last year. The deciduous fruits and berries are marketed chiefly in San Diego, as are melons and the vegetables grown by market gardeners.

National City has two transcontinental railways, the Santa Fe and the San Diego & Arizona. It also has an interurban line, the San Diego & Southeastern, which maintains an electric and a steam division. The San Diego & Arizona has not made its eastern connections but prospects seem good that such will be done in the near future.

National City is fortunate in having a deep water harbor, which gives it the benefit of transportation by water as well as by rail. This makes National City a good place for factories to locate.

As already stated, National City has two interurban lines. The electric line has a twenty-minute service except at the busiest hours, when a more frequent service is maintained. As it is only twenty minutes from center to center of the two cities, residents of National City can avail themselves of all the advantages that San Diego, a city of sixty-five thousand, has.

In the line of manufacturing plants the China Products Company is the most important in National City at present. The China Products Company is taking the raw material, which is found in abundance in southern California, is reducing it and making it into high grade porcelain, cut and sanitary tiles and other things in this line, which compare favorably with any similar goods made anywhere else in America. This company is the only one in America which manufactures white ware and which prepares the crude material for its own use.

The company also maintains a testing laboratory for the testing of clays, feldspar, quartz, etc., submitted by prospectors.

A large plant for the manufacture of moving picture films has been in operation, and it is probable that the macaroni factory, which was recently destroyed by an explosion, will start up again.

In the last year National City has seen a remarkable development in a business way. Several new lines of business have started up and the number of houses in some of the old lines has been increased. The National City State Bank has recently been organized and is housed in a building erected especially for it and owned by it. Some of the old business concerns are moving into new and handsome structures.

For two years or more there has been a steady increase in the building line. There is a strong demand for the best building sites and a better class of residences are being built by those who work in San Diego but want a quieter as well as a cheaper place to live.

The Firemen's Club is much more than its name indicates. With its large Seagranes auto-chemical engine, it protects the town from fire as all voluntary fire companies do. But it does more; it furnishes in its handsome hall, a gymnasium, a reading room and place of recreation in general for the young men of the town.

The interests of National City are looked out for by an active board of trade. New industries are sought. In short, this organization is trying in every way to build up National City and to develop the country adjacent. A boosters' club has recently been organized for the same purpose.

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Churches of the usual denominations are to be found in National City. If one does not find here the church of his choice he is likely to do so in San Diego—a twenty minutes' ride from National City. The city also has a Carnegie library.

SOCIAL LIFE OF NATIONAL CITY

The social life of National City is ideal, inasmuch as the climate is such that garden parties, tennis and other out-of-door amusements can be indulged in nearly the year round. The roads are excellent and auto trips to the seashore and mountains are universally enjoyed by its residents. The proximity of the mountains makes it possible for parties leaving the city early in the morning to pass the day in the change of air altitude offers and beneficial results are evident.

Many enjoy surf bathing the greater part of the year. A delightful ride around the bay to Coronado prepares one for a healthful dip in the ocean. During vacation season families may enjoy the out-of-door life, the perfect safety of the beach and bathing advantages making the resorts most desirable.

Many of the new homes being built with the view of elaborate entertaining, shows the hospitality prevailing.

Good roads for auto travel and a twenty-minute ride on the car make it possible to enjoy the theaters, lectures, musicales and social functions in San Diego without inconvenience or fatigue.

The lodges of National City are all in flourishing condition and frequent socials are enjoyed by their members. Masonic, Fraternal Aid and Court of Honor are the leading societies. Much interest is taken in club life and from the increase in membership during the past year, a decided activity can be anticipated in the future. The Olivewood Club, originated a few years ago as a neighborhood organization of women living in Olivewood district, has today a membership of nearly one hundred. It is a social, literary and civic club, with great interest in the welfare of the children and betterment of the community at large. The club house, a gift of Warren Kimball, in memory of his wife, is commodious and has every convenience for accommodating a large membership. Its "afternoons" are not only a source of social enjoyment but educational as well.

The Mothers' Club, consisting of mothers devoted to the care and guidance of children, is progressive and the interest taken shows National City is up to the standard in training and caring for the younger members of society.

The members of the Three M's Club devote their time to study and social pleasure.

One of the oldest existing clubs is the Friday Club, its members being comprised of some of National City and vicinity's most progressive women.

The Orpheus Club, established over a year ago, is a musical club, where the talent of the city meets for sociability and advancement.

Composed of citizens enjoying the recreation and excitement of out-door sports is the National City Gun Club. The preserves, located at Chula Vista Point, are equipped with every facility for comfort and pleasure. Quite an expenditure has been made in dredging a lake and furnishing a club house. Another popular organization is the National City Tennis Club, which is composed of local business men. During the week days the wives and friends of the members enjoy the use of the court.

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Churches of nearly every denomination in this city have their guilds and women's societies.

LA JOLLA

The land upon which La Jolla is built was purchased from the City of San Diego by F. T. Botsford, who laid out the town in 1887. In building the town he was assisted by G. W. Heald and Charles Dearborn, who had acquired large interests in the property.

La Jolla is situated about fifteen miles north of San Diego and has a permanent resident population of about 1,500, which is doubled during the summer and winter seasons. A ride of forty minutes over the Los Angeles & San Diego Beach Railroad brings one to its center. This ride along the shores of San Diego and Mission bays, through historic Old Town, Pacific Beach and thence along the ocean front, is one of unending interest and unsurpassed scenic beauty. The trip can also be made by automobile over the magnificent coast boulevard, comprising a part of the great state highway.

There is no place where the sunset effects are more beautiful; where the ocean dons more garments of changing colors, or where the shore line offers such diversified and interestingly beautiful scenes. Artists from all over the world have been attracted here, due to the immensity of the field for the pursuit of their profession. Writers of great note find here the inspiration which draws forth their latent genius.

There are beaches and beaches, most of which are long, expressionless stretches of sand, smiling the same languorous smile, year in and year out. It is vastly different in La Jolla. Nature has given it one of the most picturesque and interesting coasts in the west, where is produced without cessation a changing spectacle in which the usually mild-mannered and sedate Pacific develops each day some new vivacity; it dances fantastically; the surf's antics are fairly awe-inspiring; it sings all of Neptune's operas, imitating the sad and pathetic strains of Puccini's "Madame Butterfly" as well as the more joyous measures of Wagner's "Der Meistersinger." It likewise voices in tones of modulated richness and softness its secret heartaches and its triumphs.

For some distance the shore is lined with low lying bluffs, which gradually rise, forming cliffs nearly two hundred feet in height. Into these the winds and waves for centuries past have been busy carving grotesque forms and figures. At intervals rocky shoals project into the sea, and at the ebb tides, magnificent submarine gardens and many of the sea's treasures are exposed to view. Nestled among these cliffs and rocks are numerous sand padded nooks and coves where lovers and dreamers may sit and dream undisturbed.

The accepted significance of the words La Jolla is "the jewel," although some writers have asserted that the words mean "the vaces." Either, however, would be appropriate. There are numbers of large and small caverns of strange architectural design. The side walls are oddly sculptured; the tapestry colors and figures, all of nature's making, are exquisite. One can imagine himself in some old Egyptian temple, cool and dimly lighted. A visit to La Jolla would not be complete without viewing these wonderful caves.

For bathing and swimming, La Jolla possesses the cosiest and cleanest sand carpeted beach imaginable. Sheltered on three sides by cliffs and jutting rocks,

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one can comfortably enjoy out-of-door frolics every day in the year. The beach has a gentle slope and there is no undertow whatever. The waters in the cove are usually quiet, although occasionally breakers intrude, affording exhilarating and exciting sport for the skillful and venturesome swimmer. For children and the more timid bathers, nature has provided a completely land locked pool for their convenience and pleasure. At the bathing cove, all conveniences may be had; a fresh water shower and bathing suits; also light refreshments are served.

Shore and surf fishing as well as deep sea fishing and trolling afford unlimited pleasure to the disciples of Izaak Walton. All of the fish which abound in the famous fishing grounds of the Cataline Islands, with the exception of tuna, are caught in these waters. Power and row boats, as well as fishing tackle and equipment, can be secured. Lobsters, abalones, sea shells in endless varieties, and most beautiful sea mosses are plentiful.

The Scripps Institute for Biological Research has been established near La Jolla. At present it consists of a reenforced concrete laboratory and salt water tank and tower. A 1,600 foot pier will shortly be built and also a sea wall to prevent erosion of the cliffs upon which the laboratory stands. When transportation facilities are provided a large aquarium will be built and opened to the public. This institution is under the direction of its very able and efficient scientific director, Professor William E. Ritter, whose works and writings are attracting world wide attention.

La Jolla possesses many charms and amusements besides those incidental to the sea and its shore. Mount Soledad rises up eight hundred feet above sea level. Its sides are indented with canyons and ravines covered with undergrowth and daintily colored foliage. Winding trails lead to its summit, from which one of the grandest marine and land views is to be had. As the state highway passes through La Jolla, one can reach any of the back country or mountain resorts as well as tour up and down the coast over the network of magnificent boulevards constructed by the county and state at an expense of millions of dollars. The trip to Los Angeles can be comfortably made in a day.

The La Jolla Golf Club maintains a nine hole course the entire year, open to visitors as well as regular members. It lies along the base of and parallels Mount Soledad and every tee and green is within sight of the ocean. There are ample natural hazards to test the skill of the expert player, and summer or winter the devotees of this delightful sport can indulge in its pleasures with perfect comfort. A splendid tennis court under the management of the La Jolla Athletic Club is kept in perfect condition at all times. Both golf and tennis tournaments are held frequently. High-grade moving pictures, bowling, billiards, dancing, etc., are some of the other amusements to be found here.

The public school facilities are ample, as there is a splendid graded school and an out-of-door primary school. A private kindergarten is also maintained. The Bishop's School is a private school having intermediate, academic and music departments. The corps of instructors is selected with especial care and this school is considered among the most select on the Pacific coast.

Churches of four denominations—Congregational, Episcopal, Presbyterian and Roman Catholic—occupying their own edifices, hold regular services and are presided over by resident pastors of a high order of ability.

A public library and reading room furnishes all of the best literature, scientific,

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philosophical, educational, as well as modern fiction, all of the standard periodicals, and a number of daily papers. The library is open to the public at convenient hours and the reading room is open until late in the evening.

One of La Jolla's features is the cottage and bungalow life. It is splendidly provided with all kinds of new and modern cottages renting from $2 to $75 a month. They are furnished complete in every particular and ready for guests to move into and start housekeeping on a moment's notice. Several large and beautiful apartment houses have also been erected.

As a residence suburb of San Diego, La Jolla cannot be excelled. It has a splendid water and sewer system, electricity and gas, both telephones and Western Union telegraph service. Its climate is the most equable in the world, ranging from fifty to seventy degrees, rarely ever reaching above or below these figures. Roses, carnations and all of the plants, trees and flowers native to this semi-tropical clime, grow luxuriantly out of doors all the year round.

La Jolla has no great commercial aspirations, although it has substantial business houses, carrying large and ample stocks of goods to accommodate the needs of both resident and tourist.

A chamber of commerce was recently organized for the purpose of giving publicity to its many attractions as a seaside resort and advantages as a residence suburb. It has a membership of one hundred and seventy-five.

BIOLOGICAL STATION

By Dr. William E. Ritter, Director

Among the many means San Diego has for attracting a wide and diversified public attention, one of the most unique is its rapidly developing biological station at La Jolla.

In ten years it has grown from a few visiting scientists ensconced in the Coronado boathouse for the summer, with a small hired boat for sea work, to a permanent and endowed institution owning one hundred and seventy acres of land, two reenforced concrete and one wooden building, a seafaring boat, the "Alexander Agassiz," eighty feet over all, equipped with the best of scientific apparatus, and a constant staff of five men, with a fluctuating staff of about ten more who come to the station during their vacations or at irregular intervals to carry on scientific investigations. These non-resident members are, however, on the payroll of the institution for the time they give to its work.

In addition to these, visiting scientists come from all parts of the United States and Europe to use the station's equipment and location to further their own researches. Already more than seventy-five investigators have worked at this station for from a few weeks to several months.

Including the members of families brought along the number of persons thus spending time in La Jolla would be doubled or trebled, and all reluctantly leave the delightful climate of San Diego.

These short-time residents represent twenty-one colleges and universities, besides many minor schools, and include not only many of the principal colleges in the United States but several in Europe, England, Germany and Russia, especially.

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Still another group of visitors come merely to see what is being done. The European savants, taking their sabbatical vacations, "make a run" to San Diego to examine this new star in the constellation of the world's scientific institutions. In fact, the work of this San Diego "industry" is better known in Europe than in its own city.

During the past extensive reviews of the San Diego Biological station have appeared in several European journals, the Revue Generale des Sciences of Paris, the Naturwissenschaftliehe Rundschau of Berlin, the Internationale Revue der gestamten Hydrobiologie und Hydrographie published in Leipzig, the L'Enseignement Scientifique of Paris, and several notices in the English journal Nature, and several other European scientific publications.

Meantime at home important changes and developments have been going on during the past year. Having completed a decade of growth since being transplanted to this region, the Marine Biological Association of San Diego transferred its holdings to the regents of the University of California, the name being changed in honor of its endower, Miss Ellen Browning Scripps, to the Scripps Institution for Biological Research of the University of California. An added gift from her will enable the institution to largely extend its work, by increasing the number of resident investigators and keeping the boat in commission all the time. It also provides for the building of a residence for the director and bungalows for all those connected with the station whether permanently or temporarily.

This will mean starting a colony during the coming year on the institution land two miles to the north of La Jolla.

The problem of transportation is one yet to be solved, but it is hoped that 1913 will see established some means of local travel to and from the village.

Another and all important problem facing the management is the erection of a pier, a sea wall for the protection of the cliffs in front of the building and a large sedimentation tank which can serve the double purpose of clearing the sea water pumped in for laboratory use, and also for an outdoor aquarium. An appeal has been made to the state legislature for the estimated cost of these developments, $33,600. The institution feels it has a strong claim upon the public purse for this. In the first place a gift of one hundred and seventy acres of land valued at $100,000, besides buildings bought and equipped costing over $50,000, as well as an endowment of $150,000, and $60,000 more for developmental purposes has been made to the state. The expense of carrying on the institution's work is provided for by the endowment of its donors. The state virtually makes no outlay in return for this large gift.

When, therefore, it is an established fact that the work of the station is handicapped for lack of the pier and salt water pumping plant, that the state's property is being endangered by the encroachment of the sea, that such a pier and aquarium as are contemplated would greatly enhance the value of the state's property, it seems as if the small sum asked for should be ungrudgingly given, and San Diego is looked to to aid in securing this much needed grant from the state's treasury. We have confidence that it will be granted and that another new year will see material advance in the development of this unique scientific institution by the erection of some ten bungalows, and wharf one thousand

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to one thousand two hundred feet long, a sea-wall in front of the present buildings, and a large outdoor aquarium and salt water pumping plant.

Another feature might be mentioned. The University of California, of which this institution is now a part, is making plans for greatly increasing its university extension work. There is no reason why the summer school plan should not be inaugurated here, bringing many more searchers for knowledge to the doors of San Diego.

(FROM THE SUNSET MAGAZINE)

In San Diego county, California, there is a little village called El Nido, the nest. On the map it is named La Jolla, but to the writer it is always El Nido, for, like the nest of a sea gull, it is built on the edge of the cliffs, and the waves roll and crush against the rocks beneath it all day and through the night. It is never quiet there, for on the calmest days the surf still comes pounding over the crags to break against the solid rock a hundred feet below the village. At one place where the cliffs are not so sheer, the houses have crept timidly down almost to the water's edge. And against the windows of these houses the spray, on a stormy night, drifts like fine rain. They say that those who live there, sometimes waken in the night and are afraid, for their dreams are filled with the terror of the sea.

Most of the people of the village have built their homes on the top of the cliff, and there one finds a straggling row of cottages. At each end the single wide street ends vaguely in the gray sagebrush of the plain which rolls back like a frozen sea to the hills in the distance. Here, beside one another, there are two worlds; the cliffs with the salt spray and the roar of the sea, and just beyond them the plains with their endless brush and their dusty sunshine. Between these two worlds lies El Nido, like the sea gull's nest between the sea and sky.

The well informed tourist comes to the village expecting much and he is not disappointed. He alights at the station with the tang of the sea in his nostrils, and he straightens up with a full breath of the salt air.

Scattered palm trees give a certain vague sense of comfort, but he turns always to the roar of the surf and stands on the edge of the cliff to watch. With the surge of the waves in his ears, he climbs down the steep side of the rock and stands on the gray stone shelves that barely escape the water of high tide. There is a strange fascination for him in the swirling currents that follow the retreating breakers; there is a new sense of terror and delight in the crash of the waves at his feet. Already the witchery of the place has seized him. He finds a shelving rock drier than the rest and sits with his chin in his hand looking and listening, with all the music of the sea sinking into his dreams.

No one knows why he stays at La Jolla; no one can tell why he postpones his departure from day to day. Perhaps the sea could tell, but the sea hides well its secrets.

Sometimes the fog comes in, cold and damp, like a great ghost arisen from the sea. You see it rolling toward the shore like a live thing, reaching out with great trembling arms, stretching out long, vague fingers, until you feel it touches your face. It wraps you about, and its cold breath sends you shivering to your fireside. Then you say to yourself that you will go away, back to your work,

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or on to some warmer place. But the next morning is delightful; the sun shines overhead, the fog is gone and the rocks and sand are dry and warm, The leaves of the palm trees move lazily in the sunshine; the hills stand out clear against the blue sky; the waves are more beautiful than ever, and—you stay.

If you are an invalid, and the cold lands of the east and north have cast you out and sent you drifting westward and southward, you may creep like a tired bird into the nest, and in the warm sunshine listen to the unending song of the sea. Perhaps in the various tones may be interweaved even the voices of some that have been left behind. Memories stir easily in the shifting tones of the sea music; and, half dreaming, you may make what song you will. If the tyrannies of love and medical science have ordered you south, you may find El Nido a nest warmed by the sun and perched in the safe hollow of the cliff, where you may cast aside for a time weariness of the world.

If you look down from the water's edge at a pool where the waves do not come, you see gold fish moving here and there. Sometimes you catch only the gleam of red and gold as they scatter in confusion to escape some great fish which swirls in among them with sinister purpose. You see strange shell-covered creatures fastened to the rocks. You see, perhaps, a crab creeping awkwardly sideways just under the water; you could easily touch it, but you wait and watch its beady, bright eyes, and its queer jointed legs. Suddenly it disappears in a crevice of the rock, and very doubtfully you roll up your sleeves and feel for it. You pull your hand out in a sort of brief panic, suddenly wondering what other live things might be hidden there.

At low tide the sea shrinks away and leaves a new world clinging to the ooze covered rocks—a world of soft, trembling creatures strange to the eye and stranger to the touch. There is left stranded, as it were, the whole great world that lives always in the swing and the swirl of the undercurrents. Unfamiliar creatures they are—strangely adapted to their surroundings, so different often from those animals which you know that you can imagine a Caliban to say that the things on the earth God made, but these came otherwise.

Sometimes there appears a little band of seals leaping and playing in the sunshine, or a school of porpoises or whales, or one or two jewfish. There is such evident joy in their movements, such easy control, such pure delight in life, that there comes to you a certain sense of envy. After all, you can only look on at this marine world; the delightful lack of responsibility which these deep sea creatures seem to possess is a thing apart from your life; you are merely a spectator from the dry land; you are a prisoner in the air, just as they are prisoners in the water. But the envy is short lived, and in the end you shiver at the thought of life as it must be in the darkness and silence of those swirling currents of the deep sea levels. There is something grand and heroic in the existence of life amid such gigantic movements and forces; but the vagueness and horror of it are irresistible.

ESCONDIDO

The subdivision and placing upon the market of large tracts of land, the movement for an increased water supply, street improvements, increased acre-

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HIGH SCHOOL AT ESCONDIDO, SAN DIEGO COUNTY

BANK OF COMMERCE AND TRUST COMPANY, CORONADO

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age of citrus fruit, the reorganization of the wine manufacturing industry, increased building operations, the remarkable growth of the chamber of commerce, the reconstruction of the telephone service, improvements to the irrigation system and the organization of a new electric light and power company, high and grammar school expansion, church extension, increased dairy and poultry products and increased bank deposits are among the notable items connected with the active development of Escondido and tributary country the past year.

The old year closes with a record of progress unsurpassed in the history of Escondido. That the increase along all lines which go to substantial development and growth will be greater during 1913 than for any other year is the prediction of the more conservative of the boosters.

One hundred and seventy-five thousand dollars represents the extent of building operations in the Escondido country the past year—a gain of $75,000 over 1911. Twenty-five houses were erected, averaging $2,000 apiece. The finest residence built during the year is that of A. E. Hull, in the southwestern part of the city, which cost about $20,000 and which is the finest house in the Escondido section. It is the country home of Mr. and Mrs. Hull, who have large property interests in Los Angeles.

The year 1912 saw the completion of four new churches—the Christian calling for about $4,000; the Church of the Nazarene, built at a cost of about $2,000; the Christian Science, which is in reality a part of the larger structure to be built later, put up at a cost of about $1,200; the German-Advent, in the west section of the city, costing about $1,000, in connection with which is a school building costing about $500, both having been built within the year.

A feature of the building operations is the enterprise of Peter Schnack in the erection of an apartment house on a scale never before attempted in this locality. Its location is at the corner of Kalmia street and Indiana avenue, close by the business section of the city. It is a two-story wooden structure and contains twenty-two three and four-room suites, fitted with modern conveniences for housekeeping, and in addition to the suites are ten extra sleeping rooms. Completed and equipped, the undertaking cost about $20,000.

Buildings erected in the business section during the year for business purposes include the following: Dr. E. G. Logan, two-story reinforced concrete, with pressed brick front, with a frontage of fifty feet; by Alex Stewart a corrugated iron building and cement flooring, and a section of which, fifty by one hundred and twenty-five feet, is leased by A. F. Hubbard and A. H. Blackwell for the Central garage, costing $4,000; by George Lehner, a two-story reinforced concrete building, with a frontage of twenty-five feet, $3,500; by Fred D. Hall, a one-story reinforced concrete building with a twenty-five foot frontage, $2,000; J. C. Marikle and L. A. Haven, reinforced concrete building with a frontage of fifty feet, $4,000; F. G. Thompson, a one-story frontage of twenty-five feet, $2,500.

That the product of the wine vineyards of Escondido is in fact a high class burgundy is the opinion of competent judges, among whom is D. Cozzolino, for a number of years chief chemist and superintendent of the big Italian vineyard of Cucamonga, who has become familiarly interested in the wine-making industry of this valley.

Mr. Cozzolino was brought to Escondido through the efforts of W. E. Alex-

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ander of the Escondido Valley Land & Planting Company, who sold him the winery and vineyards. For the past season the product was about one hundred thousand gallons, which product is now stored in the big vats of the winery near the Santa Fe station, and will yield, according to Mr. Cozzolino, about $55,000.

Most of the wine is that of the Carignane grape. In the years to come he expects to greatly improve the values, both in the matter of quantity and quality, by the development of Italian varieties like the Freisa and the Croetto, as well as French varities such as Alicante-Bouschet for the burgundy, while for the white wine type he will introduce the Sauvignon and Semillon, popular French varieties, and the Italian Vernaccia.

Mr. Cozzolino is enthusiastic over the prospects of the wine-making industry for the Escondido valley, where he says that the soil and the climatic conditions are superior to any other section of California.

The two hundred and forty carloads of oranges and lemons produced in the Escondido valley the past year brought the growers $135,750, or a little better than an average of $1.98 a box. Of the two hundred and forty carloads sixty-five were oranges and one hundred and seventy-five lemons, the oranges being figured on a basis of $350 per car, average, making $22,000, and the lemons at $650 per car, average, making $113,750.

That the citrus industry, which is now represented by about one thousand acres of orchard and three packing houses, is yet in its infancy is the opinion of men well qualified to judge. Three hundred acres were set out to lemons the past year, which number of acres will be doubled the coming year. The Escondido Valley Land & Planting Company planted sixty-five acres to citrus the past year and is understood to be planning the planting of one hundred and fifty acres during 1913.

Many of the ranchers are installing water plants as auxiliary to the water taken from the mutual system, and the installation will be encouraged by the coming into the field of the new electric light and power company, which advertises to furnish power in all parts of the valley.

In 1912 the Pacific Telephone & Telegraph Company expended $55,000 in the improvement of its service and at the same time made Escondido the "checking station" for a wide area of country. It has leased for a term of five years a reinforced concrete building, erected for its especial purpose at the corner of Lime street and Indiana avenue. It installed in the building a "switch board" ample for the needs of the exchange for years to come, rebuilt the line to San Pasqual valley, increasing the number of circuits from three to seven, placed nearly all of the city wires in cables, rebuilt the toll lines, changed the call system from the magneto to the common battery, doing away with the turning of the crank of the telephone system in calling "central," increased the operating force and provided a resident local manager and superintendent of wire service.

Other than the large quantities of hay consumed on the ranches, the crop as represented by the seven thousand two hundred tons shipped, returned $129,600 to the valley of Escondido and tributary country. The yield of barley is estimated at thirty thousand sacks; wheat at five thousand sacks; and oats at ten thousand sacks.

Bank deposits in the four banks of Escondido—two national and two sav-

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ings—have now reached the seven hundred thousand mark, the increase the past year having been about $125,000. In 1906 the total deposits of the then existing three banks were $198,000, the figures of this year showing an increase over that period of over $500,000. The steady growth of the deposits of the national and the savings banks is shown by the following tabulation:

Year	National Banks	Savings Banks
1906	$147,000	$51,000
1907	218,000	89,000
1908	302,000	94,000
1909	329,000	96,000
1910	350,000	207,000
1911	344,000	229,000
1912	449,000	251,000

Figures furnished the Union by Postmaster W. B. McCorkle of Escondido show important gains in postoffice business. The postal receipts for the year ending July 1, 1912, were $8,770 as compared with $7,954 the previous year—a gain of $1,716. The number of mail orders issued for the year ending July 1, 1912, was six thousand one hundred and seventy-three, representing $41,102.15 as compared with five thousand seven hundred and sixteen orders issued the previous year representing $40,014.68, a gain of about $1,100. The amount paid out on money orders for the year ending July 1, 1912, was $24,698.28, as compared with $24,130.03 cashed the previous year.

Incoming registered letters for the year ending June 1, 1912, showed one thousand seven hundred and thirty-one as the total, as compared with a total of one thousand five hundred and thirty June 1, 1910. Outgoing registered letters for the year ending June 1, 1912, showed a total of one thousand nine hundred as compared with one thousand four hundred and thirty-nine for the year ending June 1, 1910.

Official figures from the books of General Manager E. J. Hatch of the Escondido office of the Wells Fargo Express Company show shipments of important products for the year ending November 1, 1912, as follows:

Cream, two hundred and fifty-one thousand three hundred and seventy-six pounds; poultry, one hundred and eighty-seven thousand, eight hundred and forty pounds; fruit and vegetables, one hundred and sixty-four thousand, one hundred and twenty-five pounds; butter, one hundred and forty-five thousand, one hundred and sixty-three pounds; veal, fifty-eight thousand, eight hundred and seventy-nine pounds; eggs, nine thousand, three hundred and thirty-seven cars, or two hundred and eighty thousand, one hundred and ten dozen.

The close of the year 1912 saw the completion of a series of improvements to the system of the Mutual Water Company in Escondido, which has called for an expenditure of more than $75,000 in the past three years.

Of this amount nearly $40,000 has been spent in constructing a tunnel through the Rodriquez mountain, at the upper end of the works, for a distance of one thousand nine hundred feet. The installation of the tunnel and the building of a substantial cement ditch, doing away with wooden flume, makes it possible to fill the big impounding reservoir from the flood waters of the San Luis

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Rey river in thirty-six days, whereas under the old system of wooden flume three months were required. In other words, the completion of the permanent improvements makes the filling of the reservoir a reasonable certainty even in the dryest seasons.

In Escondido newspaperdom the important event of last year was the establishment of the first daily paper of the valley, the Daily Times-Advocate, the daily, a four page paper, being issued in conjunction with the weekly Times-Advocate. The daily and weekly are published by Percy Evan, editor, and Ernest N. White, manager, energetic young men who bought the plant from J. N. Turrentine a few months ago and who have since that time been adding to the equipment of the office. The owners expect to install a telegraphic service for the daily this year. The Advance continues to be published as a weekly and all three papers advertise most generously the city and tributary country.

CORONADO

Coronado peninsula, first known as the Island of San Diego, is a strip of land lying between San Diego bay and the ocean. In 1869 Archibald C. Peachy and William H. Aspinwall acquired title to the land, which contains four thousand one hundred and eighty-six acres, more or less, from Pedro C. Carrillo. In 1885 the Coronado Beach Company was organized and was composed of Elisha S. Babcock and Jacob Gruendike, of San Diego, Joseph Collette, of Terra Haute, Indiana, and Hampton L. Storey, of Chicago. This syndicate bought the peninsula in 1885, including North Island. Sometime thereafter, General H. W. Halleck and Frederick Billings were taken into the corporation. The price for the property was $110,000. The Coronado Beach Company was capitalized at $1,000,000.

On November 13, 1886, an auction sale of lots was held, at which time three hundred lots were sold, for which $110,000 was paid, and the grand total of lots sold by auction amounted to about $2,200,000. By the month of January, 1887, there were thirty dwellings completed on the island and the sales of lots averaged $10,000 a day. One excursion brought ten carloads of visitors from Los Angeles and the east. In March of that year the foundations of the great Hotel Del Coronado were laid, and by December, 1887, the hostelry was ready for the furniture and installment of help. On February 14, 1888, the first guests were entertained.

The town of Coronado is growing quite rapidly. It has a number of flourishing business houses and a bank in a beautiful building, which is a branch of the Bank of Commerce and Trust Company, of San Diego. In this building is the postoffice.

A number of the streets are paved and boulevarded. Especially is the thoroughfare leading from the ferry to the south end of the island noticeable, as it is parked in the center from one terminus to the other, and the street railway track runs between an avenue of beautiful palm trees, set in grass and flower plots.

CORONADO'S NEW SCHOOL BUILDING

Ground was broken at Coronado early in the year for an $80,000 school building.

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HOTEL DEL CORONADO

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The site of the new school comprises a full block of land which is bounded by Sixth and Seventh streets and E and F avenues. The present school, an old frame structure, occupying the north end of the block, is to be abandoned and removed as soon as the new structures are ready for occupancy.

The new school, comprising a group of three buildings, will have a frontage of approximately three hundred feet, facing east along E avenue. The three structures are to be connected by an axial corridor fourteen feet wide running north and south.

The center building is in three sections, consisting of a kindergarten department, an assembly room accommodating six hundred adults, and four classrooms on the second floor for secondary education work. The eight graded classrooms are divided into two groups of four rooms placed in the one store building north and south of the central building. Between each of the buildings are disconnected toilet rooms with spaces segregated for large and small children in addition to the usual separation of sexes.

The buildings are constructed mainly of reinforced concrete with red terra cotta mission tile covering the visible roof slopes. The general architectural design is Spanish renaissance. The architects are Quayle Brothers & Cressey.

The school will accommodate about four hundred and eighty pupils. The infants' department in the central building includes a baby's room with toy room in connection; also an open-air room with south and east exposures. The main kindergarten room is arranged to secure sunlight during the full class period.

Adjoining the main entrance are the principal's room with consulting room and eye testing room, teachers' room, library and stock room. The assembly room will have its entrance on F avenue. The floor space will accommodate six hundred seats. A platform large enough to seat a graduating class will be constructed at the west end of the hall and connecting with the hall will be two retiring rooms, two west exists and two toilet rooms. Provision also is made for a separate fireproof room for moving picture machine and lantern demonstrations.

A special feature of the classroom buildings is the open-air scheme. One side of each classroom can be thrown open to sun and fresh air. There also are long ranges of sun windows which will admit sunshine to every classroom during the whole teaching period. The corridors are arranged to serve as play and drill rooms on inclement days. A scheme of playground fixtures, landscape parking and children's gardens will be included in the complete plans. Future buildings are proposed on F avenue for high school work and a manual arts building will occupy the north end of the school block. The school board, consisting of Brown, Fitch and Jessop, is working hard to make the school one of the most complete and sanitary on the coast.

On the peninsula of Coronado is situated the world-famous Coronado Tent City. This resort, which started thirteen years ago as a tiny camp on the beach, has grown to the status of a canvas city with streets, electric cars, electric lights, gas and, in fact, all the accommodations that can be found in any modern city. Up to a year ago it was open but three months out of the year and was considered a pleasure resort only. Now it is open all the year round and is considered by its winter guests as a healthy, economical and convenient place of residence, within easy reach of San Diego and with all the delights of sea bathing, boating and fishing as added attractions. Year by year the Coronado Beach Company

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has added to and improved it, always with the idea that one day "Tent City" was to be the largest and most unique resort in the west. Last year the management set about to make it an all year place of residence. Backed by Coronado's winter weather reports and the improvements that had been made on the camp it was felt that there was every assurance of success. Hundreds of the summer guests lingered two, three and four months after the season and many tourists from the east made Tent City their headquarters during the winter. This winter Tent City is a thriving little community and the spring months will probably find its population double what it is now.

In June, Coronado Tent City puts on its summer dress and for three months is the gayest, liveliest and healthiest resort on the coast. It is the management's desire that Tent City be primarily a family resort and for that reason has put its greatest efforts into making it refined and economical.

The tents are arranged in streets down the narrow peninsula. The word "tent" is scarcely the proper name for the little dwellings, as they are made with wooden frames, having matting covered floors and are roofted and thatched with palm leaves. The side walls only are of canvas. Along the boulevard facing the ocean, are the palm bungalows, built in a more pretentious style. All of the dwellings are fully and comfortably furnished and electrically lighted. The kitchen tents have full equipments of cooking utensils and crockery and are fitted with gas stoves. Life in Tent City combines the joys of camping out with all the comforts of home.

Tent City's business district occupies a block in the center of the camp. The stores are under the strict supervision of Mr. Hammond and no dealer is allowed to sell anything in the camp at an advance of regular prices. There are grocery, stationery, curio and candy shops, a Japanese tea house and bazaar, a perfectly appointed cafe, a lunch counter, and, most important of all to the women folk, a splendid delicatessen, where cooked foods of all kinds can be purchased hot.

As far as amusement is concerned, Tent City is ideally situated. There is not more than the distance of two city blocks from Glorietta bay to the ocean, and this situation gives great variety to the water sports. Among these, surf bathing and still water bathing in the bay come first. An entire absence of undertow makes the surf one of the safest on the coast. Bay and surf fishing are both excellent and launches make daily trips to the fishing grounds in Mexican waters, where big catches of tuna, albicore and barracuda are made. Boating also has its scores of enthusiastic devotees and the moonlight regatta given each year by the San Diego Yacht Club is one of the big events of the season. One of the milder but none the less interesting pastimes is clam digging and Coronado clams have a wide reputation among gourmets.

Tent City takes great pride in possessing the original "Joy Ward." This important section of the resort grows and changes from year to year as new attractions are imported from the east. It is situated on the bay front and its gay colors and bright lights can be seen for many miles around the bay.

The greatest of the indoor amusements is dancing and the management has provided one of the largest and best halls on the coast for its guests. The dances are given every evening except Sunday, and it is at these events that one sees a justification for Mr. Hammond's pride in Tent City as a family resort. The note of rowdyism so apparent at most beach dance halls is conspicuous by its

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absence. One reason for this is that Tent City has a very large clientele of regular guests who spend every summer at the resort. They are people of refinement and culture and their presence gives the camp its prevailing tone of friendly and refined sociability. The management appoints official chaperons for the dances, who see that everybody has a good time and that strangers are properly made welcome. The dance orchestra of eight pieces is under the supervision of Mr. Ohlmeyer and he takes the same interest in it that he does in his larger organizations.

To many, the main attraction of the summer season is the Ohlmeyer Coronado Tent City Band. Mr. Ohlmeyer's name as a bandmaster ranks with those of Sousa, Damrosch and Herbert and his occupancy of the band shell at the resort during the summer months makes Coronado, for the time being, the musical center of the entire west. Next season Ohlmeyer will come to Coronado direct from an engagement at the country's greatest music center, Willow Grove Park, the Sousa stronghold in Philadelphia. The summer's music includes band concerts afternoons and evenings, special concerts by the famous Ohlmeyer Octet, and, most important of all, the Ohlmeyer symphonies. As added attractions, each year Mr. Ohlmeyer brings to Coronado vocal artists of world wide reputation. The band itself contains several of the country's best instrumental soloists.

Tent City is a veritable paradise for children. Their safety and pleasure have always been Manager Hammond's consideration. A large plaza is especially set aside for the little ones and it is filled with all the pleasure devices dear to the heart of childhood. There are seesaws, swings of all kinds, sand boxes, horizontal bars, miniature chutes, and burros. These little animals are great pets with the children, as are also the monkeys, Svengali, the seal, the Poliare, the big tortoise.

Adjoining the playgrounds is the outdoor swimming pool which is especially reserved for women and children. It is a fine, large cement pool ranging in depth from one inch to about four feet and with salt water continually running in and out. Life guards and swimming instructors are in constant attendance.

Tent City has a number of institutions for the pleasure and comfort of grown-ups that are unique in a resort of this kind. The center of social activities is the club house, a luxuriously furnished building overlooking the bay. It has pianos, card tables, and a stage on which entertainments can be given. Almost every afternoon during the season the club house is the scene of a reception, sewing bee, card party, entertainment or informal musicale. The wide piazza facing the bay is a favorite afternoon meeting place with the ladies. A source of endless comfort is also to be found in the spacious reading and writing rooms. Magazines are kept here and one is also very certain to find one's own home paper on file. Tent City itself publishes a paper, "The Tent City News," which appears weekly. For the convenience of those who do not care to tent, the Arcadia Hotel has been erected in the center of town. The bath house, boat house and indoor pools are also greatly appreciated conveniences.

Many special features in the musical, entertainment and festival line enliven the summer's program. Tent City's annual Fourth of July celebration is the biggest day of the season. Thousands of dollars are spent each year on the trophies that are awarded the various winners of athletic events on this day. The Sousa festival given by the Ohlmeyer band is a celebration unique to Tent City and it

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draws hundreds of music lovers to the resort. The manager also imports professional entertainers from time to time to amuse the guests and add variety to the summer's pleasure.

EL CAJON

A city making a bigger showing in building than any other in the United States, as late statistics show, must naturally force its way outward into the country territory, and the city of San Diego is spreading with wonderful rapidity in every direction possible for extension. Eastward, toward the mountains, the city like a tidal wave has swept to its boundaries and across them, following its highways and railroad systems, eating up vacant spaces on slopes and level lands and in canyons, and at this time is sweeping out more rapidly than at any time in San Diego's new lease of life—the last six years of its history.

The main highway out of San Diego city is El Cajon boulevard and its extension through East San Diego, La Mesa, El Cajon valley, Lakeside and to the mountains. In much less than the six years three miles of vacant land east along the boulevard has been covered with streets and homes, and eastward along the San Diego & Southeastern Railroad to Foster, the railroad that parallels El Cajon boulevard and its extension, the city spreading movement is going on almost as rapidly.

In six years two new towns—Encanto, five miles out, and La Mesa, eleven miles out—have sprung up. La Mesa became an incorporated city during the year of 1913, and Encanto is big enough to take on city government if its people wanted to do so; and all the way from San Diego city to the eastern boundary of La Mesa city, at the foot of Grossmont, through Encanto, Lemon Grove and La Mesa, city and town subdivisions succeed one another for thirteen miles.

Grossmont, towering over El Cajon valley and commanding a view of the county's whole mountain section, and of the mountains across the Mexican border, and covering a vision of one hundred miles or more from the Pacific coast line—the homes of artists and lovers of scenic beauty—has been carved into home sites where artistic homes are built.

Commencing on the northern slope of Grossmont and extending for four miles north and four miles east, El Cajon valley, beautiful and as yet not half developed, commands attention as the next in order in the march of progress eastward from San Diego city.

EL CAJON CITY

El Cajon city—just created by the votes of its people—the youngest city in the southwest corner, covers the southwestern section of El Cajon valley for a space of two miles north and south, by the same east and west, about one-fourth of the area of the valley. From the business center of San Diego city to that of El Cajon city it is about fifteen miles by the highway and El Cajon railroad station is about the same distance from the San Diego & Southeastern station in San Diego.

The San Diego & Southeastern Railroad fills every requirement of freight and passenger traffic between San Diego and El Cajon. Eight trains a day each way give a service that is up to and even ahead of necessities and this splendid

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service has done much in the building up of the territory between San Diego and this town and valley.

Train arrival and departure times serve alike the tradesman, business man, professional or retired resident to whom the fifteen miles' travel from the center of business to a beautiful country home place is a pleasure rather than an inconvenience.

El Cajon has the advantage of being on the main county highway to the mountains and the splendid road built by the county highway commissioners during the last two years—one of the best roads in the southwest—makes traveling by auto or team very enjoyable.

Then El Cajon has been benefited by the very recent decision of the state highway commissioners to build the San Diego to Imperial valley highway through the town and valley. The local city club had been working for months on the state highway proposition, and its secretary, at a meeting of the commissioners held in Sacramento, represented the people from El Cajon to Descanso in the argument for the El Cajon-Descanso route to Imperial valley.

When built by the state the highway will pass through El Cajon's main center and on through the city and valley on its way east. The city will be held responsible for over two miles of construction of the highway, for state highway funds cannot be spent within incorporated city limits and the people of El Cajon will cheerfully shoulder this responsibility when the time comes. For an expenditure of about $1,200 a mile the county highway commissioners built a highway through the valley that cannot be excelled in the county. The finest of decomposed granite surfacing is available in the hills around the valley and the natural earth of the roadway is, as a rule, good material for construction purposes. If this expenditure is doubled or trebled by the state road builders, the result will be a highway that could not be excelled. El Cajon could not be other than gratified with the decision of the state highway commission, for the advantages of being on a great route of travel from San Diego to Arizona and the east would be the greatest for the district that could possibly come to it.

El Cajon city is very small in population and the people deserve credit for the courage shown by them when, on November 12, 1912, they decided by a three to one vote, to take the responsibility of self-government upon themselves. The main consideration in the incorporation movement was centered around two things—the necessity for local laws governing the liquor question and good order, and the desirability of being able locally to handle the water supply and other public utilities.

The Cuyamaca water system, which serves El Cajon city and valley, is under consideration by the state railroad commission, and it is confidently expected that the commission will order the owners of the system to so develop it that the enormous body of water that yearly goes to waste down the San Diego river will be utilized so that every foot of workable land in the territory served will have all the gravity water necessary for a close settlement of a kind that will add enormously to the producing capabilities of the soil. Although El Cajon valley is fortunate in having a great body of underground water at varying depths, from ten to twelve feet down, it is recognized that nothing can do so much to the valley as gravity water in plentiful supply, and if the decision of the state

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commission is as favorable as circumstances surely indicate, then a great increase of land values all over the valley can be looked for.

The city of El Cajon is governed by a board of five trustees and all the necessary officials have been appointed by the board. Splendid ordinances have been made law by the board. The sale of liquor in any way excepting by druggists under medical orders is a serious offense. Liquor must not be given away or delivered, nor can orders be taken for its delivery in any public or business place or about the city's streets or byways, the only exception being the right of a person to keep it at home for private use. The carrying of weapons is strictly prohibited, speed in travel is limited to fifteen miles an hour and other laws for good order and street regulation have been passed, bringing El Cajon city up to modern standards in government and making it desirable in every way to live in.

All that is required is that the good laws now being made shall be carried out and El Cajon will be a model city. Past experiences have aroused the people to a sense of their duty as citizens in seeing that laws, when put into effect, shall be observed. and the new city fathers and officials will have the full cooperation of the people in law enforcement and regulation.

The trading places in El Cajon compare favorably with those of other up-to-date localities. The city is a trading center for the valley and for much of the country around it. It has three good general stores, a bank, three hotels, a newspaper, two drug stores, meat market, two barber shops, two real-estate offices, a big lumber and irrigation plant establishment, two blacksmith and machine shops, two livery barns, two restaurants, a bicycle repair shop and branch undertaking agency, and a shoe repair shop. Business in the town is on a good and healthy basis. Some of the business people have been in the district for many years, building up bit by bit, and holding the district's trade.

El Cajon has two mails in and out daily and its postoffice is the starting point for a big rural route that serves the whole valley and a mail to Bostonia and Dehesa.

There are two churches—Presbyterian and Roman Catholic—in the town; a grammar school, a physician and everything generally that makes up a good country town.

The El Cajon City Club, formed about four years ago, has done good work in promoting and carrying out various street and road improvements, in fighting for the local route for the state highway and in promoting and carrying to a successful issue, in the face of considerable opposition, the movement for city incorporation.

El Cajon Valley Improvement Association, a valley-wide organization, has its headquarters in the city of El Cajon. It is governed by a board of directors that represent the whole valley.

BOSTONIA AND SANTEE

Besides the city of El Cajon there are two other trading places in the valley —Bostonia, in the east end, and Santee in the north. Each has a store, post-office, school and church. El Cajon Valley Union high school, a fine institution that serves nine school districts and is one of the best of its kind, is located

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at Bostonia. There is a physician at Bostonia. It also has an Episcopal church, while the church at Santee is a Methodist.

Santee, three miles beyond El Cajon, on the railroad, is in the San Diego river valley and is growing very rapidly. A new hotel, Standard Oil depot, blacksmith shop and lumberyard are recent additions at this center.

The level lands in the valley are in use in grain fields, vineyards, deciduous and olive orchards and for dairying and stockraising. In the foothill lands around the edge of the valley are the citrus orchards and berry fields and there some of California's finest showings in lemons and oranges can be seen. The citrus men, in addition to flume water, all have good wells.

In an ordinary good year the exports of the valley amount to about eighteen million pounds by freight. Small fruits and some farm products go by express and for this no figures are available. Of these freight exports fruit amounts to eleven million pounds, roughly, over three-fourths of this being oranges, lemons and raisins, the valley's three main products.

From the Santee section milk and cream for the dairies and granite from the quarries are the main products. Big shipments of fruit from the famous Pepper Drive section in the valley go through Santee station.

The products of El Cajon valley can be greatly increased by closer settlement. There is much available land, both in the level section and in the foothills, and prices as yet have not reached to anything like those called for in similar districts elsewhere in the state.

SANTEE

Santee is one of the thriftiest, most prosperous and picturesque towns of San Diego county. It is situated in the north end of El Cajon valley, just at the point where that great agricultural station of San Diego's back country joins hands with the verdant fields of the mission valley. Eighteen miles from San Diego city, on the main line of the San Diego & Southeastern Railway, Santee enjoys a splendid train service and excellent transportation facilities for its diversified products, having sixteen trains daily.

The name of the town—Santee—is derived from the name of the rancho, or more properly, the name of the man who formerly owned that great section of country comprising several thousand acres of the most fertile lands of San Diego county. Like many other large ranches of California the Santee rancho was for many years owned and operated by one man and was cultivated principally to hay and grain, thus keeping a great area of country very sparsely settled and giving but little evidence of its diversified productive qualities.

A few years ago, however, E. E. Campbell, a progressive business man, came out from the east and bought a large portion of the Santee rancho and began activities after the modern fashion. About one hundred acres adjoining the railroad station were reserved for a town site and the remainder of the land was subdivided into small tracts which have been very rapidly improved and now represent scores of prosperous homes.

MAKES RAPID PROGRESS

Recently the Santee town site was placed on the market and owing to its unique location the well developed surroundings and its combination of natural

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advantages, it has perhaps made the most remarkable progress of any new town in southern California. Today almost every regular line of business is represented in the new town and every firm is doing a splendid business. New business houses are being erected and a number of residences are in course of construction.

Besides the commercial business houses of the place, Santee boasts a $10,000 hotel property that is modern in every respect and considerably in advance of the average town the size or age of Santee. Jesse D. Pritchard, who owns the hotel, is a live booster for Santee and predicts that the new home site is destined to become the greatest suburban city in southern California. Mr. Pritchard also owns and operates the Santa waterworks, which supplies an abundance of water to the people of Santee.

FIRST CLASS SCHOOL

Santee has a first class school, employing two teachers, and having a daily attendance of about sixty pupils.

The Methodists have a beautiful $5,000 church and as an illustration of the thrift of the community it might be well to state that when the church was recently dedicated there was not one cent of indebtedness against the new edifice.

Assurance has been given by the railway officials that Santee will have a new depot in the near future, the present quarters having become entirely too small and inadequate for the demands of the place.

The postoffice, which is conducted by the genial merchant, F. B. Holder, has recently been increased from a fourth class to a third class office. As yet the Western Union Telegraph and Wells Fargo express are both handled by Mr. Ward, depot agent, but the time is not far distant when these businesses must have down town offices as well.

PROSPEROUS SURROUNDING COUNTRY

To one not familiar with the country surrounding Santee the question might arise as to what real support the town might receive from the surrounding country. A few moments' survey of the country, however, soon answers this question. Passing up Magnolia avenue to the south, both sides of this boulevard are lined with new and thrifty looking little homes. Then turning to the east along Pepper drive, for more than two miles one may behold hundreds of acres of orange and lemon groves, peach and olive orchards, table grapes and raisin vineyards, intermingled with every variety of smaller fruits, flowers and berries known to southern California, and dotted by scores of the most magnificent country homes to be found anywhere. In fact, it is only fair to assume that all the north half of the El Cajon valley is tributary to Santee. To the south and west are scores more of new small farms, still in their infancy, yet living demonstrations of Santee's successful future.

North of Santee are three of the largest alfalfa and dairy ranches in the county, owned and operated respectively by Messrs. Williamson, Balentyne and Kenny. East of these are dozens of smaller alfalfa and fruit ranches which extend from the San Diego river bottom back to the adjacent hills. Down the

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river is the great Fanita ranch, owned by Mrs. E. N. Scripps and comprising seven thousand acres. Here from sixty to seventy-five men are employed the year round and here $1,000,000 are being spent in improvements at the present time.

GRANITE QUARRIES

Besides being the center of the largest and best agricultural district in the county, Santee also has some of the finest grades of granite to be found anywhere. Several large quarries are operated in the granite ledges in the hills just east of Santee and hundreds of cars of paving, building and monument granite are shipped from Santee each year. A granite polishing works is now being installed in the new town that will turn out the finished product directly from the quarry.

LEMONS A VALUABLE CROP

The following from an address delivered by F. S. Jennings at a banquet given by the Chamber of Commerce at the U. S. Grant Hotel pretty thoroughly covers the lemon situation in San Diego county:

"It may be little known, even by our own people, that the area in which lemons may be profitably grown is comparatively small and is confined wholly to southern California. It lies along the western coast from the southern border of San Diego county reaching north to the Tehachipe range and extends inland not beyond a distance of forty miles. In no other part of the United States can they be successfully grown. Out of this small area, if we were able to take that part which is mountainous, hilly and above irrigation systems—for water is a vital and necessary element in the growing of lemons—and that part of such territory as lies in cold and wet valleys unfit for lemon culture, and that part that is now planted to other fruits and vegetables which may be profitably grown in California, we have possibly less than one per cent of the area I have mentioned in which lemon culture can be successfully carried on. Farther north than this area it is too cold; farther south, it is too hot; to the east it is both too hot and too cold, for the lemon can stand neither extreme, its blossoms falling off at the touch of extreme cold or extreme heat. It may also be little known that there is no product grown out of the ground of which I have any knowledge which produces such a tonnage per acre as does the lemon. It must be picked every month in the year and every day in the year may be seen, side by side, on the same branch, blossoms, small fruit and ripened product. Seventy-five bushels of corn—about a ton and a half—would be considered a great crop anywhere. Fifty bushels of wheat, weighing an equal amount, would be extraordinary. Two hundred sacks of potatoes to the acre, weighing approximately ten tons, or eight tons of alfalfa, would be considered above the average of these products and yet every one of the better acres of lemons in southern California produces practically fifteen tons, or one carload a year.

"There was a very interesting article published in San Francisco from the pen of Mr. Christadora, a resident of Point Loma, in this city, in which he epigrammatized the unit of a living for a family in southern California as 'a man, and a hoe, and an acre of ground.' Whether Mr. Christadora is correct as to all

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products which may be profitably grown or not, I cannot say, but every one of experience and observation knows that it can be more nearly done here than in any part of the United States, and if he had added to his epigram the words, 'planted in lemons and with abundance of water,' I can assuredly assert that he is right, and I believe I can produce you such facts coming under my own observation in this vicinity as to convince you also. I desire to inform you here of another significant fact of importance to this city, and that is that one of the greatest experts on citrus culture in the United States, if not in the world, has very recently prophesied that on account of our climate and peculiarly favorable conditions, San Diego will become the center of the lemon growing industry of the United States.

"Now for the facts. I know of one lemon grower in this county who, from an orchard of four hundred acres, produced more than three hundred carloads of fruit which were sold at the gross price of more than $325,000. This is an average of three-quarters of a car to the acre or a little better than twelve tons and the returns are a little more than $800 per acre. I know many other individual instances of orchards ranging from one to forty acres, from which were sold more than a carload to the acre, for which product the owners received more than $1,000 per acre. I know of several other instances in this locality where men having small orchards sold their products on the tree to be picked and marketed at the expense of the purchaser, and received for the same from $500 to $700 per acre. And in order to give you, in another form possibly, a clearer idea of what may be done with an acre of lemons, I will call your attention to the fact that the owner of one acre of thrifty lemon orchard can, during the year, present to the people of the United States one hundred and ten thousand lemons and if he received as a contribution for this questionable courtesy one cent apiece, or twelve cents a dozen—which is less than one-half the retail market price throughout the country—he will give in return $1,100. Deduct from this $1,100, say $50 for fertilization and $25 for water (the price of water is much lower than the estimate I have given, but it is the most essential element entering into the growth of lemons and its price is now so low as to give no returns to water companies, I feel sure it must soon be raised) will leave remaining $1,025 out of which to live and pay a small tax upon his property.

"If such owner would add to this acre a family poultry and vegetable garden, which will in nowise detract from the efficiency of his lemon orchard and which will largely provide a living for his family, he will have a great part of the same left to put aside in a savings bank. I can also state that the owner of five acres of lemons, in thrifty bearing, receives annually, as returns from such orchard, a greater amount than is paid in salary to the average bank cashier of the United States, and hence I think you will agree with me that Mr. Christadora's estimate of the capacity of the acre of ground in southern California, if planted in lemons, is absolutely reliable. I may say, also, for the information of those present, that there were probably brought into this county during the last year from the sale of citrus fruits, in gross, more than $3,000,000, and that this industry is constantly growing in area as well as in profit and that it will soon become, in my judgment, one of the most substantial of all the industries which will support this beautiful city on the bay.

"But, my friends, money alone does not make a life worth living. They

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make money even in Texas, in the fever breeding swamps of the lower Mississippi; in the home of the blizzard, and cyclone and thunder storms of the middle west; in the rigorous climate of New England and in the ice and snow of Alaska; but think of making money and living at the same time in southern California, which is the rich man's Utopia and the poor man's paradise, and God's great sanitarium for the afflicted of the world; where the winters are so warm and the summers so cool that even a thermometer cannot tell one from the other; the only place on earth where people pray for bad weather to give variety and spice to what would otherwise be three hundred and sixty-five sunshiny days in the year."

EAST SAN DIEGO

Less than two years ago there was a struggling suburb out in the county about four miles east of the center of San Diego. Possibly four or five hundred people, counting children, lived out there. They called it City Heights, and the government established a postoffice there, naming it Teralta, because it lay four hundred feet above sea level and overlooked the magnificent harbor four miles distant. The territory embraced in that district was practically level and while every one realized that it was a beautiful spot with room for one hundred thousand population none dreamed that the city of San Diego itself would ever become large enough or sufficiently crowded to cause the overflow to seek a home outside the city limits. It was growing so rapidly, and newcomers arriving so fast, its business men so busy, its progress so astonishing that during the past twelve months no one paid any attention to Teralta or City Heights, as many called it. However, it was growing at a rate unprecedented in the history of city making in the state of California. Now it is East San Diego, incorporated November 7, 1912, and is today the largest city of its age in the United States.

East San Diego is a city of the sixth class. It embraces that territory adjoining, but just east of the city limits of San Diego, to the foothills adjoining La Mesa, and covers a space of two by three miles. It is traversed by splendid streets and that famous link in the ocean to ocean highway called El Cajon boulevard, one of the finest roadways in the world and which attracts thousands of automobilists.

Two months old officially, and very little older in reality, it is the second largest city in San Diego county. It already has real laws. One of the first to be passed by the board of trustees was that prohibiting sale or gift of liquor, East San Diego being strictly a city of homes and schools and owing to peculiar conditions never will cater to manufactories or industries. San Diego has terminal and shipping facilities to satisfy thousands of factories. East San Diego has the ideal place of residence and by proper laws expects to maintain its high reputation as a home site, where the main feature of its government is founded on the golden rule—"Do unto others as you would that they do unto you"—a rule under which the board of trustees have drawn all the early ordinances of the new city. Its trustees are busy men, yet gladly give up two nights a week without compensation for the purpose of enacting laws of equal rights. The early history, now in the making, will be a story of the sacrifice of both time and money that its enterprising citizens are giving to build up a model golden rule city, for success is already crowning their indefatigable efforts and tireless energy.

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None of the trustees draw any salary, but what is more valuable, they receive the able assistance of four thousand live wires who constitute the present population, all of whom are working to establish a clean, healthy, well governed community from which every citizen may receive equal benefit and share the same pride.

The officers are: Mayor, H. M. Holleman, of North Carolina; trustees, Joseph Clegg, of New Jersey; C. W. Quackenbush, of New York; F. W. Smith, of Colorado; E. O. Hobson, of Illinois; city clerk, W. L. Kirby, of Iowa; treasurer, T. B. Ferris, of Georgia; attorney, L. D. Welch, of Michigan; physician, Dr. E. A. Crokat, of England; printer, C. A. Seay, of Arizona; chief of police, C. W. Justice, of Texas; health commissioners, C. O. Stensrud, of Wisconsin; Dr. Conerly, of Texas; Thomas O. Moore, of Indiana; superintendent of schools, D. A. Simpkins, of Pennsylvania.

OCEAN BEACH

Ocean Beach is young. Just a few short years ago there was practically nothing there but the long stretch of sandy shore, the bluffs that rest upon honey-combed rocks and beat back the white-crested breakers and bare acres sloping gently from the shore to the backbone of Point Loma, three hundred feet above the sea. Now there are bath houses, pleasure piers, restaurants and stores and hundreds of cottages, built in all sorts of picturesque designs, no two alike, but all strikingly suggestive of comfort and ease and home pleasure.

Appealing to the natural nature love in all, there is the sea, with its many moods. Then in contrast, a still lagoon back of a long sandspit; here and there dunes where the children love to play; a crescent beach; high bluffs at the base of which the monster waves continually play at carving out caves and grottos and fantastic forms. All this is for a foreground. For a background, verdant hillsides and in the distance mountain peaks.

WILL BE FAMOUS RESORT

Ocean Beach is destined at no very distant day to be the most famous and populous of the beach resorts on the California coast, if only the progress made during the past three years continues at an equal rate.

An electric railroad, seven miles in length, was extended from San Diego proper to Ocean Beach in 1909. From that date the building growth has become more than a summer resort, where pleasure loving people go to spend a few hours bathing or strolling along the beach. It has become a little community of homes.

There are already miles of well graded and surfaced streets with cement curbs, and the rapidity with which these streets are being lined with new and ornate cottages, bungalows and small apartment houses is astonishing.

It is, however, easy to understand why people want to live at Ocean Beach. The place is favored in so many ways. Added to the natural beauty of the location, with the wonderful view at command on every hand, and with the ocean ever changing, ever changing to the eye, there is the important fact that here is

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to be found quite the most delightful climate the San Diego bay region affords, and that is saying much.

ABSENCE OF FOGS

Strangely enough, there is a notable absence of fogs and strong winds at Ocean Beach. It must be that the conformation of the hills and the curving of the shore line of Point Loma cause this to be so. The fogs seem to rise above it and the winds to pass it by. It is bathed by day in sunshine, and the nights are always clear. To stand upon the bluffs in the early morning, deeply inhaling the ozone of the sea, when the sun peeps over Point Loma, means to add to the number of one's days, and a deep appreciation of each one. When the sun goes down beyond the watery horizon, leaving a streak of silver on the sea and a crimson sky in the west, the feel of the salt air against the cheeks is a delight to the soul.

The surf-bathing at Ocean Beach is a very great attraction, there being plenty of shoal water and yet sufficient wave action or surf to make it exhilarating. To the south of the long crescent beach are stretches of flat rocks and abrupt cliffs, cut with waves that present an unusual interest.

Ocean Beach is on the seaward, now being dotted over the shore of Point Loma, with the homes of San Diego's prosperous people. Fine, well kept boulevards are the delight of the automobile owner.

DOMESTIC NEEDS SUPPLIED

The business community that has been established at Ocean Beach is a decidedly practical one, sufficient to supply satisfactorily all of the domestic needs of the community, although frequent deliveries are made direct from the principal down town stores of San Diego. For the visitor there are cottages to be rented, also small apartments, all moderate in cost and of sufficient variety to insure satisfaction to the individual.

The fact is that Ocean Beach has attained a sufficient building start to guarantee that it will keep pace with the rest of San Diego, which is about as much in the way of good things as the average property holder can ask.

Ocean Beach has one school building erected at a cost of $5,000. It contains two rooms and two teachers are employed, providing ample accommodation for the present school population. Plans which will be carried into execution in the near future are being perfected for the construction of a church. There are several stores, a hotel, restaurants, real estate offices and other business places. The suburb is being well looked after in both an educational and religious way. All in all, Ocean Beach is one of the most attractive suburbs and one of the most pleasant places of residence to be found near San Diego.

POINT LOMA

This settlement is on the old site of La Playa. Here is located Fort Rosecrans, the United States quarantine station, marine hospital, new and old light house, coaling station and military burial ground, in which is the monument

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erected to the memory of the gallant sailors who lost their lives on the United States gunboat, Bennington, in the harbor of San Diego bay, in 1905. The chief attraction of Point Loma to the visitor, however, is "The Universal Brotherhood and Theosophical Society" and its unique but beautiful cluster of buildings. As is known the world over, Mrs. Katherine Tingley is the founder of the cult and it was on Point Loma that she chose to establish the home of the society, laying the foundation stone February 13, 1897. Many of Mrs. Tingley's followers reside at the "Adyar," the official name of the homestead. Others live upon the point in beautiful homes of their own, while a large contingent are residents of San Diego, where recently the society purchased the Fisher Opera House and changed the name to "The Isis." Here Mrs. Tingley gives lectures at stated intervals and also throws the doors open to other entertainments.

PACIFIC BEACH

The above named town is eight miles north of San Diego near the ocean and on the shores of False bay. It was settled in the summer of 1887. In December of that year $200,000 was realized from the auction sale of lots, and buildings for the San Diego College of Letters were erected. In 1888, the institution began its first term with a full faculty and Dr. Sprecher as president. Following the boom came financial difficulties and finally the work had to be abandoned. The principal building was converted into a hotel. Today, the village has a prosperous air. There are business places of consequence and many pretty residences, a number of which are owned and occupied at intervals by San Diegans.

FALL BROOK

No section of San Diego county has made greater or more permanent growth during the past year than Fall Brook and vicinity, which is situated in the northern portion of the county, about fifty miles due north of San Diego city. About a year ago the new auto boulevard was completed by the highway commission and a large volume of automobile travel diverted from other routes by way of Fall Brook. A record kept for the year of the number of machines which have passed through Fall Brook, averaging them at three people to a car, shows that more than sixty thousand people have passed through the district within the year, a large number of whom have been charmed with the beauty of the country, with its olive and lemon groves, with its climate, and with the moderate price at which homes may be purchased. These things have brought many people back who have not only purchased homes but become boosters for what many are pleased to call the garden spot of San Diego's back country.

Up to a year ago on account of the poor railroad facilities, few people ever came to Fall Brook, if the trip could be avoided, but now the automobile has placed it almost at the outskirts of the city, and in a way the people are independent of the railroad, so far as going and coming are concerned. As a result of this new condition, many people have purchased homes here within the past few months and many more are planning to do so. The land which was a drug on the market, is going up and up; olive and lemon groves which were neglected for so many years are receiving proper cultivation and yielding proper

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THEOSOPHICAL HOMESTEAD, POINT LOMA

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returns. Olive oil and pickling factories, which two years ago were little known, cannot now supply the demand for olive products. Hundreds of acres are being set to olives and deciduous fruits and it is only a matter of a short time until the canning factory will be another Fall Brook industry.

To those who have known "sleepy old Fall Brook" for so many years, her growth, her enthusiasm, her boosting spirit is a pleasing surprise. San Diego wholesale houses and all stores which have paid little attention to Fall Brook in the past, would as well begin to take notice, for new life and new blood have been injected into its veins and a young city is building.

The bank, started two years ago, has passed the six-figure mark in its resources and is rapidly creeping up. The merchants have doubled their volume of business. New people, new wealth, new water systems, better methods of farming, are all contributing to the upbuilding of the Fall Brook district. There is practically nothing which the soil will not produce with proper cultivation, and there is water in abundance to be developed for all products which need irrigation.

With the building of an electric line from San Diego to Los Angeles, via Fall Brook, a wonderful volume of new business would pour into the coffers of San Diego business houses, and every acre of tillable soil along its route will be utilized in some way by the many thousands who are now seeking homes in southern California.

One of the notable transactions of the year was the sale of the Palomar grant to a syndicate of Los Angeles realty men who are now busily engaged in preparing the ranch for subdivision. It is entirely composed of lands suitable to lemons and other fruits.

This one feature alone will mean the addition of many families to the population of Fall Brook and add thousands to the wealth of the community by the development of lands to the point of producing dollars where they have formerly produced pennies.

Another notable feature is the substantial interest J. R. McKinnie, a Colorado millionaire, has taken in this district. He finds it a most desirable place for investment and he has not been at all niggardly in helping the cause of publicity.

The local Commercial Club must not be overlooked, for it has been very active and it has materially furthered the interests of the community.

In the line of real-estate activities, it must be said that more property has changed ownership within the past six months than during the previous years. It is understood that a number of the most active business men are contemplating the erection of substantial business houses of a character that will be a credit to the city. The local newspaper is a good reflection of the progress and advance of the community and the "Enterprise" is proof of such claim.

When California is mentioned to a non-resident, he at once expects a lecture as to the fine climate. Fall Brook can truthfully lay claim to "the best of the best climate in the whole world." It is much nearer frostless than any other known point in the United States. The average temperature for the twelve months of 1911 was sixty-two degrees and the first ten months of 1912 the average was sixty-two and two-tenths degrees, with the maximum for 1912 at sixty-three degrees.

Fall Brook, which for many years has been noted for the excellence of its primary and high schools, has outgrown its present clothes as far as school buildings are concerned and an election was held early in January to vote bonds

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to the amount of more than $20,000 for the building of a new high-school building. Suitable grounds have been purchased and agriculture and domestic science will be added next year.

Among the enterprising business houses that are contributing largely to the prosperity of Fall Brook and vicinity may be mentioned Samuel H. Griffin, dealer in lumber, lime, cement, etc.; the Messrs. Smelson of the Citizens' Commercial; S. E. Ellis, of the Ellis Hotel; Ridgley & Martin, general merchandise; the Fall Brook Hardware Company; Fall Brook Mercantile Company; Eugene Burr, realty and farm implements; H. Dunton, baker; and Shreve & Smith, blacksmithing and iron work.

LA MESA

One of the most charming and picturesque suburbs of San Diego is La Mesa, situated eleven miles from the business center of the city on the San Diego, Cuyamaca & Eastern Railway. Nestling among the foothills of Mount San Miguel, the natural beauty of the situation is enhanced by many artistic improvements. There are few places which could appeal more directly to those who desire practically all the advantages of city life, and at the same time dwell amid country surroundings. To the more wealthy classes whose business interests are centered in the cities, country life is a luxury, and a suburban residence twenty or forty miles from their places of business is not thought a matter of inconvenience when compared with the advantages of a country home. Heads of families recognize the fact that the best place to rear their children is in the country and when practically all the advantages of country life can be combined with the conveniences of city life, the attractiveness of the location at once becomes apparent. But it takes a small fortune, even as far as the ground value of the home site is concerned, to own a suburban residence near any of the large American cities. With reference to San Diego, which of course is not a large city, but which will soon be one if it keeps on growing and increasing in population at its present rate, it is distinctly different. Suburban property may be acquired at comparatively low rates and a delightful home in the country may be established at a small cost. This is especially true in the instance of La Mesa. One may own a home here and enjoy all the advantages of churches and schools and rear his children away from all the vices and evil influences of the city, and if his home does not break into the pretentious class, it will probably cost less than it does to own, operate and maintain a first class automobile.

La Mesa, while to all intents and purposes a suburb of San Diego, municipally it has a separate government and is a city in its own right and the major part of its residents are engaged in business which originates in their immediate vicinity. Not only is it a city in its own right, but it is one whose people possess great civic pride, as is evidenced in the well paved, well kept street and other public improvements. La Mesa claims to have more miles of sewers, sidewalks and graded streets than any town of the same size in California. The data is not at hand but the claim is probably true. A further evidence of the fact is the many handsome homes and beautiful lawns.

Five years ago La Mesa had seven houses and twenty inhabitants. Today it has about four hundred houses and one thousand two hundred inhabitants. It has three church buildings and five church organizations—Baptist, Methodist,

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Episcopal, Congregational and Seventh Day Adventist. Among the other things of which La Mesa can boast are an excellent graded school, a bank, a newspaper, an active chamber of commerce, merchants' association, volunteer fire department, Masonic, Odd Fellows, Red Men and Eastern Star organizations, opera house, cement industry, fruit packing houses, various mercantile establishments and other institutions.

La Mesa's chamber of commerce has accomplished a great deal toward the improvement of the town and the upbuilding of the community. It is composed of sixty active members.

The citrus industry is the leading industry of La Mesa and vicinity, many prominent growers whose orchards are near, residing in town. There are two packing establishments and for the fiscal year ending September 1st, one hundred and fifty cars of lemons and oranges were handled out of La Mesa. Less than five per cent of the shipments were oranges. While a part of these shipments originated at El Cajon, Lemon Grove and Lakeside, the bulk of them were from La Mesa growers. The growers enjoyed an extremely profitable year last year, their shipments netting handsome returns and the present year promises to be even more profitable. La Mesa lemons always command the highest prices in the markets.

La Mesa is in the frostless zone, and the growers here run no risk of damage to their crops on account of cold, nor are they put to the worry and expense of smudging to keep away the frost, as in other citrus sections of the state. The elevation is five hundred and thirty feet, and the rolling tableland, which the name La Mesa signifies, is well protected by the surrounding mountains and hills. Climatic conditions are ideal, not only for the production of citrus fruits but also as a place of residence. The citrus grower living at La Mesa is able to enjoy practically all the advantages of country life, in one of the finest climates in the world, with most of the conveniences of the city, and at the same time be within a few minutes' ride of San Diego.

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CHAPTER XLVI

THE LITTLE LANDERS

This colony whose real existence dates back but three years is located in the beautiful, salubrious valley of the Tia Juana, on a direct line about twelve miles southeast of San Diego, on two railroads, the S. D. & E. and the S. D. & Yuma—in course of construction as a direct transcontinental. The S. D. & E. gives three trains daily.

The settlement contains more than one hundred heads of families, more than fifty school children, has a money order office, express office, good hotel, commodious club house and school building with three teachers, a general store, church and literary societies, German and French science classes and excellent social and literary advantages not generally found in rural communities.

The park is a central feature embellished with plants and statuary, the soil is fertile and diversified, so all products of the temperate and semi-tropic zones are successfully grown. It is true in the broadest sense that the climatic conditions are equal to any and superior to many parts of even the genial conditions of California. The water supply is adequate and capable of extension to meet increasing demands. The residents are intelligent, cultured people and the conditions of life are made desirable by the mutual commercial interest the entire colony shares by united and personal effort. Desirable sites for homes, fifty by one hundred and forty feet, may be purchased for $200 and acres suitable for different purposes, either vegetable or fruit raising, range from $350 to $600 per acre.

DELIGHTFUL SCENERY

The scenery is delightfully composite, giving views of ocean five miles distant, mountain and valley.

The term "Little Lander" suggests the occupant or owner of a small tract of land which is thoroughly and scientifically cultivated so the very best returns can be produced from it; it further suggests the elimination of either tenant or landlord, but is tilled by a family or head of family and only so much land is cultivated as can be successfully maintained at a productive point by the labor of the family without hired help.

The incorporation—for the institution is incorporated under the laws of the state—requires neither fads nor frills, no special form of religion, politics or occupation. All are free to follow their chosen preferences; no particular distinguishing dress or garb; all are free to worship according to their own dictates, though there is a decided preference for united action and development of mental and spiritual thought, rather than be divided in minor hostile camps.

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The environment sought to be created is one of unity of action as far as possible without sacrificing principles. The government is one of simple liberality and consideration for the rights of all. All owners of land of both sexes are entitled to a voice in deciding affairs that have been formulated by the board of directors, who serve gratuitously, and at stated sessions bring before the entire body their recommendations and the questions under parliamentary rules are discussed and finally disposed of by a majority vote, all being entitled to a vote if they have subscribed to the constitution and paid their fee of one dollar as prescribed by the state law, whether a person owns only a lot or an acre or more. Several who own more than one acre are desirous of disposing of the extra, finding that it is more profitable to cultivate one well, than several indifferently.

FINANCE METHODS

The financial methods of the colony are arranged so that in any business transaction where there is a commission to be gained by the sale of land, the funds so acquired go into the general fund of the colony and are used in defraying the expense that otherwise would have to be raised by direct taxation. In this way during the past year the very efficient board of directors have brought to the colony credit more than $5,000, which has been used to defray the general expense of running the water plant and conducting the general business.

The water system is in course of extension and when complete, as it is anticipated it will be within a few months, it will be made adequate to all coming demands of the present requirements of the colony and is at present, and will be more distinctly so, the best and cheapest water supply in the county, being furnished as it is by the great underflow of the Tia Juana, covering several thousand miles of water shed possessing so adequate a supply that if there were no rains for five years the internal supply would meet all demands. The charge has been only one dollar a month for an acre or for a house lot, and domestic use with discount of twenty-five per cent if paid before the 10th of each month. The water supply and its future economical distribution are the vital strength of the colony, as it is owned by the people in perpetuity, giving assurance of no interposition to raise rates or cut off supply, assurance is guaranteed that the colonist will share in earnings of the business, thus reducing the individual rate of payment. The business is run for the benefit of the entire colony and a condition that exists nowhere else is to be found, as those living under our system though not active members receive the benefits awarded to the member of the incorporation. This is being more than just.

MARKETING SYSTEM

The marketing system has been a problem of much gravity, as it is one of vital interest for the colony life—the finding of a market for the produce of the gardener after it is raised. For a long time it was the problem to dispose of what was raised and with one horse and wagon the products were sold from door to door, but later the management has provided an auto truck to assist in moving the products and the daily service of the train is invoked to carry the produce to the public market, where the quality of the produce sent has won a notable place

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in the growing want of the buyer, and the question now is to grow sufficient to supply the demand. Poultry, eggs and fruit will be added in larger quantities and eventually the market will be segregated under our exclusive control. There are difficulties connected with the project, but each as it appears finds a thoughtful, careful solution, because the interest of the single individual is bounded by the prosperity of all.

The social, mental and spiritual life is the binding cord of the hope of the "Little Lander." We have not destroyed poverty, but are showing the way for the future progressive builders of our country to model the future state, when the good of all will be conserved by the efforts of the individual to bring about a nobler social life. We have our classes in science, agriculture, language, art, religion, ethics and manual training in the fields. Our club house is the democratic shrine where the spirit of true republicanism is by various means of social and educational application made a place of profit to all, where each may participate and help mold the community to a homogeneous unit, the great aim of the Little Lander.

RELIGIOUS AND SOCIAL

School, church, social, society gatherings, where the whole community is the guest, except those who gladly serve as host, is one of the delightful features of our daily life. Lonesomeness and despondency are overcome by the delights of life in either a humble or exalted way, where no one looks down on his neighbor because he only lives in a one hundred dollar house, or is struggling with former debt and despondency. The genial skies forbid a dreary look into the simple ways and path of life. There are no restrictions, only that a person must have a reputation worthy of imitation and in his deed he agrees to a forfeiture if he sells or permits others to sell intoxicating beverages, or rents to Asiatics, Mexicans or undesirable persons. It means a clean and wholesome, humble life, guarded by the hand of ever returning supply from labor of the united family. San Ysidro means the patron saint of husbandry and the Little Lander is the enlivening factor that makes the saintly calling of agriculture and horticulture mean more to the individual because it comprehends infinitely more in improved methods and to the state because it is the guiding star toward the long hoped for future, when the sons of the soil will be glorified in their mission of sanctified toil.

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CHAPTER XLVII

LOCAL HISTORIC SPANISH FAMILIES

By W. E. Smythe

The names and annals of Spanish families, conspicuous in the social, commercial, religious and political life of Old San Diego, will always be treasured as an interesting and vital part of local history. It would be quite invidious to attempt to present them in the order of their importance. Hence, the alphabetical plan is adopted in this arrangement of facts obtained from a great variety of sources:

Aguilar, Blas, son of Corporal Rosario, born at San Diego, 1811, outside the Presidio walls. Was majordomo at Temecula in 1834; settled at San Juan Capistrano and was a petitioner for land in 1841; was alcalde there in 1848; married Antonio Guiterrez.

Aguilar, Rosario, corporal of the mission guard at San Diego soon after the year 1800; had a house on the site of the present town in 1821; majordomo of San Diego Mission, 1838; Juez de paz in 1841; removed to San Juan Capistrano soon after and obtained land there; died there in 1847 leaving several children, of whom Blas Aguilar, mentioned above, was one; his daughter Rafaela was married to Jose Antonio Serrano.

Aguirre, Jose Antonio, a native of Basque, Spain, born about 1793. At the time of the Mexican revolution he was a merchant at Guaymas. Remaining loyal to Spain, he was driven out of Mexico and settled in Upper California; owned brigs Leonidas and Joven Guipuzoana, and engaged in coast, island and China trade. On arrival of the Hijar colony at San Diego in 1834, gave a ball in Hijar's honor. It was at this ball that certain modern dances are said to have been first introduced into California. He divided his residence between San Diego and Santa Barbara, at which latter place he owned the finest residence in 1842. In 1843, he was grantee of the Tejon rancho. In 1848 and 1849, engaged in trade with William Heath Davis, and in 1850 he and Davis, with four others, founded new San Diego. He was at San Diego April 1, 1850, and appears in a list of the voters at Old Town. In September of the latter year he served on the first grand jury in San Diego county under American rule. He married Francisca, daughter of Prefect Jose Antonio Estudillo, of San Diego, and after her death married her sister, Maria del Rosario Estudillo. He was a large man and on that account was sometimes called "Aguirron" (big Aguirre). He was a fine type of the old Spanish merchant and left a large estate to his widow and four children. A son, Miguel Aguirre, lives in the neighborhood of the San Jacinto rancho. A daughter was married to Francisco Pico and lives

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in the same vicinity. His widow married Colonel Manuel A. Ferrer, of San Diego.

Alipas, Damasio and Gervasio, mentioned by Juan Bandini as members of the revolutionary junta of fourteen which began the revolt against Governor Victoria in November, 1831. A third brother, Santos Alipas, was one of the men killed in the Pauma massacre, in December, 1846.

Damasio Alipas married Juana Machado, daughter of Jose Manuel Machado, and had three daughters: Ramona, whose first husband was William Curley and her second William Williams (Cockney Bill), and who is still living in Los Angeles; Josefa, who married John Peters, and left San Diego in 1854 or 1855; and Maria Arcadia, who became the wife of Captain Robert D. Israel and lives in Coronado. Damasio Alipas went to Sonora before the Civil war and was killed there. His widow then married Thomas Wrightington.

Altamirano, Jose Antonio, was the son of Tomas Altamirano and Dolores Carrillo, and was born at La Paz, Lower California, May 31, 1835. His mother was a sister of Joaquin Carrillo, the father of Mrs. Henry D. Fitch; another of her brothers was Pedro C. Carrillo, who once owned the San Diego (Coronado) peninsula and sold it for $3,000. Jose Antonio Altamirano came to California in 1849 and was first engaged in mining. In 1859 he went into stock-raising on a large scale near San Jacinto. He owned the Valle de las Palmas rancho, near Tia Juana, in Lower California, which is still in the family, and was at one time the owner of the Algodones grant, on the Colorado river, near Yuma. In the Mexican war he served on the American side. He lived at Old Town, where he married Ysabel de Pedrorena, daughter of Miguel de Pedrorena, and had a large family.

Miguel is unmarried and lives on Las Flores rancho; Antonio is married and lives at Paris, France; he was formerly a San Diego councilman; Jose is unmarried and lives in San Francisco; Robert died at the age of twenty; Dolores married first Harry Neale, of San Diego, and had three children, and second she married Robert Burns, of Sacramento; Ysabel married E. W. Ackerman and lives in Old Town; Tula, Victoria and Mary are unmarried; and Maria Antoinette is deceased.

Alvarado, Francisco Maria, first regidor of San Diego, 1837; treasurer, 1840-1; Juez de paz, 1845; grantee of Penasquitas rancho in 1823, 1834 and 1836, on which he lived; and grantee of Soledad rancho in 1838; was an elector at San Diego, April 1, 1850.

Alvarado, Juan Bautista, first regidor of San Diego, 1835; comisario de policia, 1836; daughter Maria Antonia was married to Captain Joseph F. Snook.

Arguello, Jose Ramon, son of Santiago Arguello; second alcalde (juez de paz) in 1845. Davis related that on a trip into Lower California with Don Ramon as guide, he found that gentleman addicted to eating rattlesnakes.

Arguello, Santiago, son of Jose D. Arguello, born at Monterey, 1791; paymaster at San Diego in 1818, and in 1821 had a garden in Mission valley. In 1827-31 he was lieutenant of the San Diego Company and commandant from 1830 to 1835; from 1831-5 was captain of the company and took part in the revolt against Victoria; in 1833-4 he was revenue officer at San Diego; in 1836 he was alcalde and held several other offices; during the Mexican war he was

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friendly to the Americans and gave them considerable aid; soldiers were quartered at his house and he held a commission as captain in the California battalion; was a member of the legislative council in 1847 and made collector of the port.

In 1829 he was granted the Tia Juana rancho, in 1841 the Trabujo, and in 1846 the San Diego Mission lands. He married Pilar Ortega, daughter of Francisco Ortega, of Santa Barbara, by whom he had twenty-two children. Among the children who lived and married were Francisco, Ignacio, Jose Antonio, Jose Ramon, Santiago E. Refugio, who married Juan Bandini; Teresa, who married Jose M. Bandini; Maria Louisa, who married A. V. Zamorano; and Concepcion, wife of Augustin Olvera.

He died on his Tia Juana ranch in 1862 and his widow died in 1878. The ranch is still owned by his family. Davis takes pains to state that his sons were finely formed, well proportioned men. He was a man of ability and left an honorable record. His disposition was somewhat reserved and he was not universally personally popular.

Arguello, Santiago E., son of Santiago, was born August 18, 1813; collector of revenue at San Diego, 1833-4; took part against Alvarado in 1836-7; deputy in assembly and juez de paz in 1845-6; aided the Americans in Mexican war and had a claim for $11,548 for damages to his property; was in charge of the Otay and San Antonio Abad ranchos in 1836-7, and majordomo and landowner at San Juan Capistrano in 1841. He was an elector at Old San Diego, April 1, 1850; he married Guadalupe Estudillo, daughter of Jose Antonio Estudillo; he died at the Rancho de la Punta, October 20, 1857, and left two sons and several daughters. One daughter, Maria Antonia, was married to A. H. Wilcox, and another, Refugia, to William B. Couts. One son, Francisco, lives at Tia Juana and has a family.

Bandini, Juan, for nearly forty years an honored citizen of California, saw it pass from Spanish into Mexican hands and lived to take a prominent part in wresting it from the control of the Californians and making it an American state. Through all the intervening days of struggle, he took an important part and narrowly missed the highest political honors of his time. Estimates of his character and services vary somewhat and have been influenced by the financial misfortunes which pursued him, but it seems clear that his long residence and eminent public services in San Diego entitled him to be considered the first Spanish citizen of his day.

The name of Bandini is not originally Spanish, but Italian, the family originating in Italy and there being a family of Bandinis of princely rank now in existence in Italy.

He was the son of Jose Bandini, who was a native of Andalusia. He was born at Lima in 1800 and received his education there. His father came to California as master of a Spanish trading vessel in 1819 and 1821, and it is possible Juan was with him. The father took an active part in the Mexican revolution and was made a captain. Soon after peace came, the father and son came to San Diego and built a house. His public services began in 1827-8 as a member of the assembly, and from 1828 to 1831 he was sub-comisario of revenues. His house at San Diego, which is still standing in a good state of preservation, was erected in 1829. In 1830 he was chosen substitute congressman. In 1831

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he took a leading part in the revolt against Governor Victoria; in 1832 he was appointed comisario principal ad interim, but Victoria refused to recognize his authority outside San Diego, and he soon resigned. In 1833 he went to Mexico as congressman and returned the following year as vice president of the Hijar colonization company and inspector of customs for California. His elaborate entertainment of Hijar has been alluded to. The colonization scheme was a failure, however. The California officials also refused to recognize his authority over the customs and brought a counter charge of smuggling which they succeeded in substantiating, technically at least. These failures of his hopes were a severe blow to Bandini, from which he never fully recovered. In 1836-7-8 he was the leading spirit in the opposition to Governor Alvarado and on one occasion, at least, had the satisfaction of a great public reception when the whole population of San Diego turned out to meet him on his return from the capture of Los Angeles, in 1837. His return at this time was due to Indian troubles. He was the owner of the Tecate rancho on the Mexican border, which was pillaged by the hostiles and the family reduced to want, but peace having been made, Alvarado made him administrator of the San Gabriel Mission, and he was also granted the Jurupa, Rincon, and Cajon de Muscapiabe ranchos, besides land at San Juan Capistrano. He held other offices but continued to oppose Alvarado and was present with troops at the battle of Las Flores, in 1838. On Christmas night, 1838, while the Pastorela was being performed at his house, all the prominent citizens of San Diego being present, the house was surrounded by General Castro, acting under Alvarado's orders, and the two Picos and Juan Ortega taken prisoners. Bandini was absent at this time and thus escaped arrest.

In 1845-6 he was Governor Pico's secretary and supported his administration. After the Mexican war began, however, he adhered to the American cause and rendered valuable services. He furnished supplies for the troops and did everything in his power to aid them.

In 1847 he was a member of the legislative council and in 1848, alcalde. On April 1, 1850, he appears as an elector at San Diego, and was elected treasurer, but declined to serve. In this year he was keeping a store at San Diego and also erected a large building for a hotel, the Gila House, which is said to have cost $25,000. Soon after this he removed to a rancho which had been granted him in Mexico and resumed his Mexican citizenship. Here he took some part in politics, and was a supporter of Melendres and had to quit the country with his belongings, in 1855. He died at Los Angeles, where he had gone for treatment, in November, 1859.

His first wife was Dolores, daughter of Captain Jose M. Estudillo, and their children were: Arcadia, who married Abel Stearns and afterward Colonel Robert L. Baker, lives at Santa Monica and Los Angeles; Ysidora, who was born September 23, 1829, was married to Cave J. Couts, died May 24, 1897, and is buried at San Diego; Josefa, who was married to Pedro C. Carrillo, who was alcalde and a member of California's first legislature in 1847; Jose Maria, who married Teresa, daughter of Santiago Arguello; and Juanito. His second wife was Refugia, daughter of Santiago Arguello (a sister of his son Jose Maria's wife). They had the following children: Juan de la Cruz, Aofredo, Arturo and two daughters, one of whom, Dolores, was married to Charles R. Johnson,

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and the other, Victoria (Chata), to Dr. James B. Winston, who lives in Los Angeles. Bandini's daughters were famous for their beauty. All his family are in comfortable circumstances and several are wealthy. They live principally in southern California, have married well and are much respected citizens.

Perhaps the story of Bandini's personal appearance and characteristics can best be told by a few extracts from writers who knew him. Dana, whose opinion of California was intelligent, if not always sympathetic, saw him on a voyage from Monterey to Santa Barbara in January, 1836, and writes thus:

"Among our passengers was a young man who was the best representation of a decayed gentleman I had ever seen. He was of the aristocracy of the country, his family being of pure Spanish blood, and once of great importance in Mexico. His father had been governor of the province (this is an error) and having amassed a large property settled at San Diego. His son was sent to Mexico, where he received the best education and went into the first society of the capital. Misfortune, extravagance and the want of funds soon ate the estate up, and Don Juan Bandini returned from Mexico accomplished, poor, and proud, and without any office or occupation, to lead the life of most young men of the better families—dissolute and extravagant when the means were at hand. He had a slight and elegant figure, moved gracefully, danced and waltzed beautifully, spoke the best of Castilian, with a pleasant and refined voice and accent, and had throughout the bearing of a man of high birth and figure."

Upon the arrival at Santa Barbara, Bandini danced at the wedding of Alfred Robinson and Senorita de la Guerra y Noriega, concerning which Dana says: "A great deal has been said about our friend Don Juan Bandini; and when he did appear, which was toward the close of the evening, he certainly gave us the most graceful dancing that I had ever seen. He was dressed in white pantaloons, neatly made, a short jacket of dark silk gaily figured, white stockings and thin morocco slippers upon his very small feet."

Leiutenant Derby was well acquainted with the name and fame of Don Juan, and in his first letter from San Diego, in 1853, he pauses in his fooling long enough to write: "San Diego is the residence of Don Juan Bandini, whose mansion fronts on one side of the plaza. He is well known to the early settlers of California as a gentleman of distinguished politeness and hospitality. His wife and daughters are among the most beautiful and accomplished ladies of our state."

Davis bears testimony to Bandini's worth. "He was," he says, "a man of decided ability and fine character."

Bancroft admits that he was one of the most prominent men of his time in California, of fair abilities and education, a charming public speaker, a fluent writer, and personally much beloved. He thinks, however, that in the larger fields of statesmanship he fell somewhat short—an estimate which is one of the penalties paid by those who, whatever their ability or deserts, fail of the largest success. There is also contemporary testimony to the fact that Don Juan possessed a gift of sardonic humor and was somewhat given to sarcasm.

Carrillo, Domingo Antonio Ignacio, son of Jose Raimundo Carrillo, born at San Diego, in 1791, was a gentleman soldier in the San Diego company from 1807, cadet from 1809, etc. He left service in 1818, but afterward was restored and was at San Diego in 1821; was revenue collector, 1825-8, promoted, to

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lieutenant, 1827; transferred to Santa Barbara in 1830, and later in political troubles; he married Concepcion Pico, sister of Pio and Andres Pico, in 1810. Their sons were Joaquin, Jose Antonio, Francisco, Alejandro and Felipe, and the daughters were Maria, the wife of Jose M. Covarrubias; Angela, wife of Ignacio del Valle, and Antonia.

Carrillo, Jose Antonio Ezequiel, a son of Jose Raimundo and brother of Domingo Antonio Ignacio, above mentioned, was born at San Francisco in 1796. He was a teacher at San Diego in 1813 and also at a later date, and at Los Angeles from 1827-31. Having been exiled by Victoria, he became a leader in the movement against the governor at San Diego in 1831. He was deeply implicated in trouble of the time of Santa Barbara, where he lived, and where he died in 1862. His first wife was Estefana Pico, and his second wife was Jacinto Pico, sisters of Pio and Andres Pico, of San Diego. A daughter was married to Lewis T. Burton. Don Jose Antonio was a man of natural ability but was dissipated.

Carrillo, Jose Raimundo, founder of the Carrillo family in California, was a native of Loreto, born in 1749, and a son of Hilario Carrillo. He came to California as a soldier, probably with the first expedition in 1769, and rose to the rank of captain, and was commandant at San Diego in 1807-9. He married Tomasa Ignacia, daughter of the soldier Francisco Lugo, the ceremony being performed by Junipero Serra, at San Carlos, April 23, 1781. His early services in California were at Santa Barbara and Monterey, coming to San Diego in 1806. He was buried in the chapel on Presidio Hill, November 10, 1809. His only daughter, Maria Antonia, became the wife of Jose de la Guerra y Noriega. His sons, Carlos Antonio de Jesus, Jose Antonio Ezequiel, Anastasio and Domingo Antonio Ignacio, were all prominent in the early history of California.

Carrillo, Joaquin, a native of Lower California, was a relative of Jose Raimundo, probably a cousin. He was living as a retired soldier at San Diego in 1827. He is said to have been a good performer on the violin and was once put in the stocks of Captain Ruiz because the latter thought him too slow in tuning up to play his favorite tune. He died before 1840. His widow was Maria Ignacia Lopez, and their sons were Joaquin, Julio and Jose Ramon. His daughters were: Josefa, who eloped with Henry D. Fitch; Francisca Benicia, wife of M. G. Vallejo; Maria de la Luz, wife of Salvador Vallejo; Ramona, wife of Romualdo Pacheco and later of John Wilson, who lived in San Francisco; Mabel Pachecp, who was married to Will Tevis; Juana; and Felecidad, the wife of Victor Castro.

Dominguez, Cristobal, was a soldier at San Diego before 1800. He died in 1825. He rose to the rank of sergeant and was grantee of San Pedro ranch in 1822; his wife was Maria de los Reyes Ibanes, at whose house Alfred Robinson resided while in San Diego in 1829, and to whom he refers as "old lady Dominguez." Part of the American troops were quartered at her house in the Mexican war. Their children were: Maria Victoria, who was married to Jose Antonio Estudillo; Luis Gonzaga; Manuel, who is mentioned by Robinson as Gale's brother-in-law at San Diego in 1829; Maria Francisca Marcelina, who was married to William A. Gale and went to Boston to live; Maria Elena Ramona; Jose Nasario; and Pedro Juan Agapito.

Echeandia, Jose Maria, was the only governor of California who made his residence in San Diego. Before coming to California he was a lieutenant-colonel con-

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nected with a college of engineers in Mexico. Besides Robinson's statement that he was "a tall, gaunt personage," who received him "with true Spanish dignity and politeness," we learn from Bancroft that he was "tall, slight and well formed, with fair complexion, hair not quite black, scanty beard * * * and a pleasing face and expression. His health was very delicate. In his speech he affected the Castilian pronunciation, noticeably in giving the 'll,' 'c' and 'z' their proper sounds." He was somewhat absent minded at times. Some of his contemporaries regarded him as a capricious despot, who would carry out a whim without regard to results; others thought he lacked energy; and still others say he was popular but overindulgent and careless. Pio Pico found him affable, but apathetic. Alfred Robinson, the son-in-law of Captain de la Guerra y Noriega, who strongly opposed Echeandia in the matter of the secularization of the missions, calls him "the scourge of California, and instigator of vice, who sowed seeds of dishonor not to be extirpated while a mission remains to be robbed." William A. Gale found him a man of undecided character, trying to please everybody.

After leaving California he was very poor until 1835, when, an earthquake having damaged a number of buildings, his services as engineer were in demand and he became prosperous. In 1855 he was arrested by Santa Ana for some political cause, but was released. Two stepdaughters took care of him in his old age and he died before 1871.

Estudillo, Jose Antonio, son of Jose Maria, was born at Monterey in 1805. He was grantee of house-lot at San Diego, 1827; in 1828-30 was revenue collector and treasurer; grantee of Otay rancho in 1829; member of the assembly in 1833-5; received a grant of the Temecula rancho in 1835; in 1836-8 alcalde and juez; administrator and majordomo at San Luis Rey in 1840-3 and owner of land at San Juan Capistrano in 1841; treasurer in 1840; juez de paz in 1845-6; collector in 1845; neutral in Mexican war; first county assessor, 1850; he died in 1852. He was a man of excellent character and large influence. His wife was Maria Victoria, daughter of Sergeant Cristobal and Maria de los Reyes Dominguez, whom he married in 1825. Their children were: Jose Maria, who married a daughter, Luz, of Juan Maria Marron; Salvador, who married Piedad Altamirano, sister of Jose Antonio Jose Guadalupe; Jose Antonio, who is a rancher at San Jacinto; and Francisco, who lives at San Jacinto. He first married Carmen Roubidoux, daughter of the celebrated trapper, and his second wife was a daughter of Don Jesus Machado. They had two daughters, both of whom were married to Jose Antonio Aguirre, Francisca being his first wife and Maria del Rosaria his second. The latter afterward married Colonel Nanuel A. Ferrer. Another daughter, Maria Antonia was married to Miguel de Pedrorena and another, Concepcion, was the first wife of George A. Pendleton.

Estudillo, Jose Guadalupe, was a son of Jose Antonio, one of the most prominent citizens of San Diego in earlier American days. He was county treasurer from 1864 to 1875; city councilman of San Diego; treasurer of the state one term; cashier of the Consolidated Bank, etc. He now lives in Los Angeles. He married Adelaide Mulholland.

Estudillo, Jose Maria, was lieutenant of the Monterey Company from 1806 to 1827 and was captain of the San Diego Company from 1827 till his death in 1830. He may be said to have been the founder of the Estudillo family in California. His wife was Gertrude Horcasitas. Jose Antonio, mentioned above, was

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the best known of his children. Another son was Jose Joaquin, who lived on the San Leandro rancho, near San Francisco bay, whose three daughters all married Americans, Maria de Jesus becoming the wife of William Heath Davis. His daughter Magdalena was grantee of part of the Otay ranch in 1829. Another daughter married Lieutenant Manuel Gomez.

Guerra y Noriega, Jose Antonio de la, a native of Spain, was born March 6, 1779. He became lieutenant of the Monterey Company and came to California in 1801. Here he married, in 1804, Maria Antonia, daughter of Captain Jose Raimundo Carrillo. In 1806 he came to San Diego and was acting commandant for a short time in 1806-7. He had difficulty with Captain Ruiz; acted as agent for sale of his uncle's goods, shipped from Mexico, in 1808, and profited largely; after 1817 he resided at Santa Barbara, where he was commandant and took a prominent part in public affairs. He was congressman from California in 1827 and the following year named by Echeandia in a list of those who had taken the oath of allegiance; in 1837 was candidate for position of political chief; in the Mexican war was unfriendly to the United States but remained quiet. He died in 1858.

Of his daughters, Maria de las Angustias, born in 1815, was married to Manuel Jimeno Casarin, and later to Dr. J. D. Ord; Ana Maria, born in 1827, first married Cesario Lataillade, and later Caspar Orena. His sons were: Antonio Maria, born in 1825; Francisco, born in 1818 and died in 1878; Joaquin, born in 1822, and died before 1870; Jose Antonio, born in 1805; Juan J., born in 1810 and who died unmarried; Miguel, born in 1823; and Pablo, born in 1819.

Captain de la Guerra y Noreiga left a large estate, which Bancroft says his sons dissipated. He was a man of very great influence to the day of his death. His opinions on California political affairs strongly color the views expressed in the book of his son-in-law, Alfred Robinson.

Lopez, Bonifacio, was a son of Ignacio. He was juez de campo at San Diego in 1835; in charge of the mission in 1848; grand juror in September, 1850. His daughter Josefa married Philip Crosthwaite.

Lopez, Ignacio, was a soldier, living in Mission valley in 1821. He was first district elector of San Diego in 1822 and was elected to the legislature; took part in the revolution of 1831. Jose and Juan Lopez, involved in same, probably his sons. Juez de campo in 1836.

Lorenzana, Apolinaria was one of the foundling children sent to California from Mexico in 1800 and lived in San Diego. The name Lorenzana was that of the archbishop of Mexico, given to all foundlings. She never married but was very charitable and known as La Beata (the sister of charity). She claimed the Jamacha rancho, but lost it. She was in San Luis Rey in 1821-30 and later assisted Father Vincente at the San Diego Mission. In later life she lived at Santa Barbara, was poor and blind and supported by charity. She dictated for Bancroft her memoirs.

Machado, Jose Manuel was corporal of the San Diego Company. He had quite a family of children, his daughters being: Guadalupe, whose first husband was Peter Wilder, and her second, Albert B. Smith; Juana, who was first married to Damasio Alipas and second to Thomas Wrightington; Rosa, the wife of John C. Stewart; and Antonia, the wife of Enos A. Wall.

Marron, Juan Maria had a house at San Diego in 1821; took part in the revo-

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lution of 1831; second regidor, 1835; first regidor, 1836; and owner of the Cueros de Venado rancho, which was attacked by Indians; juez, 1839-44; owner of land at San Juan Capistrano, 1841; grantee of the Agua Hediona Rancho, 1842; died September 19, 1853; married Felipa, daughter of Juan Maria Osuna and Juliana Lopez. His daughter, Maria Luz, married Jose Maria Estudillo, and had a son, Sylvester.

Marron, Sylvester, was a son of Juan Maria and Felipa Osuna Marron, and married Leonora Osuna. His children were Felipa, who married J. Chauncey Hayes, now of Oceanside, and a daughter who became the wife of John S. Barker. He was married a second time and now lives at Buena Vista, California.

Menendez, Father Antonio, was a Dominican friar, who came from Mexico with Echeandia in 1825 and was chaplain and cure at the Presidio until 1829 at an irregular salary of $15 a month. In December, 1828, his name appears in a list of Spaniards who had taken the oath of allegiance. From August to December of that year he taught a school in San Diego, had eighteen pupils enrolled and was paid the same munificent salary. He was chaplain of the assembly which met at Santa Barbara from July to October, 1830.

His character seems to be put in the class with the coarser Mexican priests who followed the Spanish missionaries. In fact, he illustrated the old saying of "the world, the flesh and the devil" in an unusual degree. "Men's souls for heaven," says Bancroft, "but women for himself he loved, and wine and cards." Pio Pico who was then a young man engaged in trading with Lower California, played cards with him, with varying fortune. On one occasion in San Diego after Menendez had, in a game of cards, despoiled Pico of all his stock of sugar, he added insult to injury by hurling at him a couplet which may be translated:"

"Christ came to ransom man of woman born;
He sought his sheep, himself departed shorn."

Osuna, Juan Maria, was born in California prior to 1800. He was a soldier and corporal of the San Diego Company and later a settler; district elector in 1830, and took part in the revolution of 1831; was the first alcalde of San Diego, 1835, juez de paz in 1839-40 and 1846; grantee of San Dieguito in 1836-45. He died about 1847. His daughter Felipe married Juan Maria Marron. His sons were Leandro and Ramon. The former took part in the fight of San Pasqual, in December, 1846. He committed suicide by shooting himself through the heart, April 3, 1859. His son Julio married Chipita Crosthwaite. Ramon Osuna was comisario de policia in 1839; collector of tithes, 1839; grantee of Valle de los Viejas, 1846; member of first grand jury at San Diego, September, 1850.

Pedrorena, Miguel de. The best biographical sketch of this much respected citizen is that contained in William Heath Davis' Sixty Years in California. He says:

"In 1838 Don Miguel de Pedrorena, a resident of Peru, arrived here, being at the time part owner and supercargo of the Delmira. * * * Don Miguel was a native of Spain and belonged to one of the best families in Madrid. After receiving an education in his own country he was sent to London, where he was educated in English, becoming a complete scholar. Most of the Castilian race of the upper class are proud and aristocratic, but Don Miguel, though of high

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birth, was exceedingly affable, polite, gracious in manner and bearing, and in every respect, a true gentleman. He married a daughter of prefect Estudillo, and resided in San Diego until the time of his death in 1850, leaving one son, Miguel, and two daughters, Elena and Ysabel. He was a member of the convention at Monterey in 1849, for the formation of the state constitution. He owned the Cajon Rancho and the San Jacinto Nuevo Rancho, each containing eleven leagues, with some cattle and horses. Notwithstanding these large holdings of lands he was in rather straitened circumstances in his later years, and so much in need of money that when I visited San Diego in the early part of 1850 he offered to sell me thirty-two quarter blocks (102 lots) in San Diego at a low figure. He had acquired the property in the winter of 1849-50, at the alcalde's sale. I did not care for the land, but being flush and having a large income from my business, I took the land, paying him thirteen or fourteen hundred dollars for it.

"In Madrid he had several other brothers and other relatives, one of his brothers being at that time a minister in the cabinet of the reigning monarch. During the last two or three years of his life those relatives became aware of his unfortunate circumstances and wrote to him repeatedly, urging him to come home to Spain and bring his family with him. They sent him means and assured him that he would be welcomed. Though poor, his proud disposition led him to decline all these offers. Popular with everybody in the department, the recollections of him by those who knew him were exceedingly pleasant."

He settled at San Diego in 1845, having married Maria Antonia Estudillo, daughter of Jose Antonio Estudillo. He strongly favored the American side in the war in 1846 and had a cavalry command with the rank of captain. He built one of the first frame houses in Old Town, which is still standing near the parsonage. In the late '60s it was used as the office of the Union. He was collector of customs in 1847-8. In 1850 with William Heath Davis and others he was one of the founders of new San Diego. He died March 21, 1850. His only son was Miguel de Pedrorena, born at Old Town in 1844, and died at his ranch in Jamul valley, December 25, 1882. He married Nellie Burton, daughter of General H. S. Burton, of the United States Army, at the Horton House in new San-Diego, December 25, 1875. His sister Ysabel was married to Jose Antonio Altamirano. She was born at the very moment when the American flag was raised at Old Town, July 29, 1846, a circumstance of which the family is very proud. Victoria was married to Henry Magee, an army officer from the state of New York, of excellent family. Elena married Jose Wolfskill and lives at Los Angeles.

Pico, Andres, son of Jose Maria, was born at San Diego in 1810. In 1836-8 he was an elector and receptor of customs and in charge of Jamul rancho. He took an active part in the uprisings against the Monterey government and was several times a prisoner. In 1839-42 he was lieutenant of the San Diego Company, served as elector, was in charge of the San Luis Rey and obtained lands at Santa Margarita, San Juan Capistrano and Temecula. He was in command at the battle of San Pasqual and in subsequent operations; made a treaty with Fremont at Cahuenga which ended the war; did not return to San Diego but engaged in mining and land litigation; represented the counties of Los Angeles, San Bernardino and San Diego in the state senate in 1860-1; was a democratic presiden-

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tial elector from California, 1852. He was a brave and popular man but coarse and unscrupulous. He died unmarried in 1876.

Pico, Jose Antonio Bernardo, a son of Jose Maria, was born at San Diego about 1794. He was a member of the San Diego Company and clerk in 1817; sergeant, 1828; lieutenant, 1834; and commissioner to secularize San Juan Capistrano, 1834-6; went to Monterey, 1838; grantee of Agua Caliente Rancho in 1840 and left the military service; grantee of San Luis Rey, 1846; married Soledad Ybarra, 1828; died at San Diego, 1871. He was a lively old man, full of jokes and nicknamed Picito (Little Pico) by reason of his small stature. He was a soldier in the Mexican war and second in command under his brother Andres during the operations around San Diego.

Pico, Jose Maria, founder of the Pico family of southern California, was a son of Santiago Pico of Sinaloa. He was a soldier of the San Diego Company from 1782, also at San Luis Rey. He died at San Gabriel in 1819. His wife was Maria Estaquia Lopez, a native of Sonora, whom he married in 1789. Their three sons were Andres, Jose Antonio Bernardo and Pio. They had seven daughters: Concepcion, who was married to Domingo A. I. Carrillo; Estefana and Jacinta, who were married to Jose A. E. Carrillo, the brother of Domingo; Ysadora, who became the wife of John Forster; Tomasa, who married an Alvarado; and Feliciana.

Pico, Pio, as a resident of San Diego who became governor, is a figure of much interest. He was born at San Gabriel in 1801, and removed to San Diego after his father's death in 1819. He kept a small shop there, gambled with Father Menendez with varying fortune, lost all he had at San Vicente, Lower California, and later won twelve mules and stripped the padre at San Diego. He built a house at old San Diego in 1824. Once on going to Los Angeles on a visit, he was ordered by Alcalde Avila, described as an ignorant fellow who ruled by the sword, to go to work on an aqueduct, but being on horseback and armed with a musket, he escaped and returned to San Diego. In 1821 he put up a hide hut at Los Angeles and opened a dram shop, the price of a drink being "two bits." He introduced the use of an ox horn to drink from, with a false wooden bottom to reduce the quantity of liquor.

Mrs. Carson once met him going to the races; he had his mule panniers loaded down with silver which he was taking to bet on the horse.

He was clerk in a trial at San Diego, 1826; senior vocal of assembly, 1832, and chosen political chief after expulsion of Victoria same year, but only acted twenty days; majordomo San Luis Rey Mission, 1834; candidate for alcalde, December. 1834, but defeated; elector, 1836; 1837-9, active against Alvarado's government and more than once a prisoner; played an active and not always creditable part in troubles of this time; became governor in 1845, and was the last Mexican governor.

In 1841 he was grantee of Santa Margarita and Las Flores Ranchos; conveyed the former to his brother-in-law, John Forster, and there was a noted contest for it in later years in the courts but Forster won and retained the valuable property. He married Maria Ignacia Alvarado in 1834. He spent his later years in Los Angeles and wrote quite a little concerning California history. His character has been variously estimated and he has been much abused for various causes. He seems to have been a man of little education and only moderate intel-

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ligence, fairly honest but without any gifts of statesmanship which would have qualified him for important achievements in the difficult times in which he lived. Nearly all the magazines have at various times contained "write-ups" of the Pico family, and attacks or defenses of his administration.

Rocha, Juan Jose, was a Mexican lieutenant who came with Echeandia in 1825, under sentence of banishment from Mexico for two years. He held different commands at Monterey and elsewhere; gave a ball in honor of the Hijar colony, 1834; married Elena Dominguez; spent his last years in San Diego. He was the father of Manuel Rocha, who was a member of the first grand jury at San Diego in September, 1850.

Ruiz, Francisco Maria, was a native of Lower California; he was at Santa Barbara from 1795, and from 1806 commandant at San Diego; made captain in 1820 and retired in 1827; grantee of the Penasquitas Rancho, and died in 1839, at the age of about eighty-five. He never married. He was the son of Juan Maria Ruiz and Isabel Carrillo, both of distinguished families. His father was killed by a lion. His brother, Jose Manuel, was governor of Lower California. He was a man of violent temper and quarrelsome disposition and had serious difficulty with his relative, Captain de la Guerra y Noriega, whom he knocked down. He was also somewhat dissipated. He seems to have been well liked locally, notwithstanding his many faults.

Serrano, Jose Antonio, was a son of Leandro Serrano. He married Rafaela, daughter of Rosario Aguilar. Their children were: Jesus, who lives at Ventura; Luis, born March 12, 1846, who married Serafina Stewart, daughter of John C. Stewart, and lives in San Diego; Rosa, who was married to Andrew Cassidy; and Adelaide, who was the first wife of Sam Ames, of Old Town. Jose Antonio Serrano was a horse and cattle man. He served under Pico in the Mexican war and was engaged at the battle of San Pasqual.

Ubach, Father Antonio D., was a native of Catalonia. He was educated for a missionary priest at Cape Girardeau, Missouri, and had traveled thousands of miles as a missionary among the Indians. He came to San Diego in 1866 and had been in charge of the Catholic parish here ever since. He had a dispensation which allowed him to wear a beard; he had Moorish blood in his veins; he brought the first organ to San Diego. In early days after the morning service was over he would bring out a football which he brought with him here and would play with the boys on the Plaza. He had the dagger of the celebrated bandit, Joaquin Murietta. He had also had charge of a large number of valuable relics of early Spanish days, including vestments, books of record, etc., from the old mission.

He was the "Father Gaspara" of Mrs. Jackson's Ramona, a circumstance which gave him wide fame and made him an object of extraordinary interest to all strangers. For many years he refused to discuss the truth of the incidents of the story but in the San Diego Union of June 25, 1905, he spoke of the marriage of Ramona as follows:

"Although it took place some forty years ago, I remember it very well—how the couple came to me and asked me to marry them and how I was impressed with them. But it was not in the long adobe building which everybody points out as the place—that is the Estudillo place—but it took place in the little church which stands not far away, near the old cemetery where the old mission bells

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are. Why, I would not marry them outside of the church; Catholics know that. Mrs. Jackson herself says that the wedding took place in the chapel, and I can't imagine why the other building is the one that is usually pointed out.

"Do I know who Alessandro and Ramona were? Yes, but those were not their real names. I know what their names were but I do not care to tell. Mrs. Jackson suppressed them because she did not care to subject the families to the notoriety that they would be sure to get from the publication of the book. They were native families who lived in the country and I was well acquainted with them. I have never mentioned their names to any one and of course I do not care to do so now."

In 1874 Father Ubach laid out the present Catholic cemetery on the hill back of old San Diego. In 1878-80 he went home and visited his people in Catalonia. A large part of his work here has been among the Indians, with whom he has had great influence. The corner stone of the unfinished church at Old Town was laid in July, 1869, but he was destined to be unable to finish it. Three years later, a movement for a new building in new San Diego was commenced and in 1875 he had the satisfaction of occupying a comfortable building on what was then the mesa lands west of the new town. The present brick church was completed and occupied in 1894.

Father Ubach died at St. Joseph's Hospital on the afternoon of Saturday, March 27, 1907. He had been in failing health for several months but insisted upon pursuing his accustomed tasks until he could no longer appear in public. His death, though not unexpected, impressed the community profoundly. It was the sundering of the last link which connected the new day with the olden time, for Father Ubach was in truth "the last of the padres." His funeral, which occurred in his church on the forenoon of Wednesday, April 2d, was exceedingly impressive. Bishop Conaty conducted the elaborate ceremonies and pronounced the eulogy. The church was filled to overflowing, while thousands of mourners remained outside the building. Among the mass of floral emblems nothing was more touching than the wild flowers sent by the Indians from the mountains. The historic priest sleeps in the Catholic cemetery on the mesa, which overlooks the scene of his labors.

Zamorano, Augustin Vicente, was a native of Florida, his parents being Spaniards. He received a good education and entered the army May 1, 1821, as a cadet. After service in Mexico he came to California in 1825 with Echeandia and served as the governor's secretary for five years. In February, 1827, he married Maria Luisa, daughter of Santiago Arguello. In 1831 he was made captain of the Monterey Company. He left California in 1838 but returned in 1842 and died the same year in San Diego. His children were: Dolores, born in 1827, who married J. M. Flores; Luis, born in 1829, and who now lives in San Diego; Gonzalo, born in 1832; Guadalupe, born in 1833, and who married Henry Dalton; Josefa, born in 1834; Augustin, born in 1836; Eulalia, who married Vicente Estudillo.

His political career was an active and stormy one. In 1827-8 he was a district elector for San Diego; candidate for congress, 1830; secretary to Figueroa in 1833-5; proclaimed commander general and governor ad interim in 1837, and divided the jurisdiction of the territory with Echeandia for a time. He left California at the fall of Guiterez but returned to take part in the campaign against Alvarado, without achieving anything of consequence.

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CHAPTER XLVIII

LOCAL HISTORIC AMERICAN FAMILIES

By W. E. Smythe

There were quite a number of American families in Old Town in the '40s and '50s, and many of them are mentioned by W. E. Smythe in his history of San Diego, whose careful research and desire for facts make his work a splendid source of reference. The list as given by Mr. Smythe is reproduced below:

Julian Ames was a sailor from Amesbury, Massachusetts and is said to have been an uncle of the well known Lakes Ames. He married in Lower California a lady by the name of Espinosa. He was an otter hunter in 1846 and served as a volunteer in the Mexican war. He held some offices at an early day, including that of city trustee in 1853 and 1855. About 1859 or 1860, he settled on El Cajon ranch, where he died in February, 1866. His children were: Francisco, who lives in Lower California; Sam, who married Adelaide, a daughter of Jose Antonio Serrano, and lives in Lower California; Jose, who married Maria, daughter of Jose Machado and lived and died in Lakeside; Mary, who married James Flynn; and Nievas, who married Charles Greenleaf, of Lakeside.

Joshua H. Bean settled in San Diego during the military occupation and was a prominent citizen. He served as alcalde in 1850 and as mayor in the same year, being the last alcalde and the first mayor of San Diego. While mayor, he signed the deed for the "Middletown Addition," May 27, 1850. He removed to Los Angeles in 1851, and at the time of the Garra Insurrection was major general of State Militia and came to San Diego to preside over the court martial. He kept a store at San Gabriel and was a prominent citizen of southern California. He was killed in November, 1852, by Mexican ruffians near Los Angeles.

Captain J. C. Bogart was one of the earliest visitors, touching here in 1834, in the ship Black Warrior. In 1852 he became agent of the Pacific Mail Steamship Company at La Playa, with headquarters on the hulk Clarissa Andrews, and held the position many years. He represented the county in the state senate in 1862-3, and was actively connected with the San Diego & Gila railroad project. He was unmarried. In 1873 he revisited San Diego and gave some interesting reminiscences.

Judge Thomas Henry Bush was born in Pennsylvania, June 8, 1831, and came to California in 1853. He learned the bookbinder's trade, which he followed in San Francisco, and also engaged in mining and kept a store in Lower California. He came to San Diego in 1865, where at first he kept a store, and in 1868 he became postmaster. In the same year he was appointed county judge to fill the

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unexpired term of Julio Osuna, and held the office eight years. He was also school trustee and city trustee. In the latter capacity he was instrumental in selling the city lands to Horton and signed the deed. From 1878 to 1887 he was absent from San Diego, prospecting and visiting in his native state. In his later days, he engaged in the real estate business, was a notary and secretary of the San Diego Society of Pioneers. He died December 17, 1898. He married Ellen Augusta Porter, and they had one daughter, Bertha, born in San Francisco in 1863. Miss Porter was an early teacher in Old Town. Judge Bush was not a lawyer and might perhaps have made a more satisfactory record as a judge had he been one. At the time of the agitation for the removal of the county seat from Old Town to Horton's Addition, he showed decided bias in favor of the Old Town faction, and the people of new San Diego always remembered it.

Andrew Cassidy, a native of county Cavan, Ireland, came to America when seventeen and was employed three years at West Point, in the Engineering Corps, under General George B. McClellan. He then went to Washington and entered the employ of the Coast Survey office under Professor Bache. About a year later he was one of a party sent to the Pacific coast under Lieutenant W. T. Trowbridge. They reached San Francisco in July, 1853, and a month later came to San Diego, established a tidal gauge at La Playa and left Cassidy in charge. He remained in charge of this tidal gauge and of meteorological observations for seventeen years, and also gave considerable attention to collecting specimens for the Smithsonian Institution. In 1864 Mr. Cassidy became owner of the Soledad Rancho, containing one thousand acres, where the town of Sorrento is situated and engaged in the live-stock business until in 1887, when he sold the property. His first wife was Rosa Serrano, daughter of Jose Antonio Serrano, who died September 10, 1869. He was married a second time, to Mary Smith, daughter of Albert B. Smith, who is now deceased. They had one daughter, Mary Winifred. He was a member of the board of public works as late as his eighty-eighth year.

Henry Clayton came to San Diego with the boundary commission as a surveyor. He married the widow of Captain Joseph F. Snook (Maria Antonia Alvarado de Snook). They are both deceased and left no children. Mr. Clayton held the office of city surveyor for a short time in 1850 and was the first county surveyor, serving for several terms in the '50s and '60s.

James W. Connors, a soldier, came to San Diego with Magruder's Battalion in 1850. He married Harriet Vandergrift. He was deputy sheriff seven years under James McCoy.

Cave Johnson Couts was born near Springfield, Tennessee, November 11, 1821. His uncle, Cave Johnson, was secretary of the treasury under President Polk, and had him appointed to West Point, where he graduated in 1843. He served on the frontier until after the Mexican war and was then at Los Angeles, San Luis Rey and San Diego from 1848 to 1851. In 1849 he conducted the Whipple expedition to the Colorado river. On April 5, 1851, he married Ysidora Bandini, daughter of Juan Bandini, of San Diego. In October of the same year he resigned from the army and was soon after appointed colonel and aide-de-camp on the staff of Governor Bigler. In the Garra Insurrection he served as adjutant and at the courtmartial was judge advocate. He was a member of the first grand jury September, 1850, and county judge in 1854. In 1853 he removed to a tract known as the Gaujome grant, a wedding gift to his wife from her brother-in-law,

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Abel Stearns. Having been appointed sub-agent for the San Luis Rey Indians, Colonel Couts was able to secure all the cheap labor needed for the improvement of his property. His business affairs were managed with skill and military precision, and he became one of the wealthiest men in southern California. He purchased the San Marcos, Buena Vista, and La Jolla ranchos, and also government land amounting in all to about 20,000 acres. His home was widely celebrated for its hospitality. He entertained Helen Hunt Jackson while she was collecting materials for Ramona, and part of the story is supposed to be laid at the Gaujome rancho. As Colonel Couts' wealth consisted largely of cattle, the passage of the "no fence" law was a severe blow to him, and one from which he never fully recovered. He died at the Horton House in San Diego, June 10, 1874. He was a man of good education, strict integrity and gentlemanly manners. His widow continued to live on the rancho and manage it until her death. Mr. and Mrs. Couts had ten children, of whom nine lived to maturity.

William B. Couts, a brother of Cave J. Couts, married a daughter of Santiago E. Arguello. He was county clerk and recorder from 1855 to 1858, postmaster in 1858, justice of the peace in 1861 and held other offices. In 1857 he seems to have held nearly all the county offices at one time.

Philip Crosthwaite was born December 27, 1825, in Athy, County Kildare, Ireland, where his parents were visiting their old home, they having emigrated to the United States some years before. On their return to America, Philip was left in the care of his grandparents and lived with them until sixteen years of age. In 1843 he returned to Ireland to complete his education, entering Trinity College, at Dublin. In 1845 his grandmother died and he then came to America, intending to return to Ireland to complete his education. While in Philadelphia he met a young man from Boston with whom he became acquainted and the two determined to take a sea voyage. Going to Newport, Rhode Island, they shipped on board the schooner Hopewell, in command of Captain Littlefield, supposing they were bound on a fishing trip to the Newfoundland banks. To their dismay, after reaching the open sea, they found the ship was booked for San Francisco. They begged so hard to be put ashore that the captain finally promised to allow them to return by the first ship they met, but Mr. Crosthwaite related it as a singular circumstance that they never saw another sail from that day until they reached the bay of San Diego.

Mr. Crosthwaite and his friend, Rhead, deserted here and waited until the Hopewell had departed. A ship bound for the east came along soon after but as there was room for only one there was a toss-up for the vacant berth, and Mr. Crosthwaite losing, he gave up all thought of leaving San Diego. He was strong and adventurous and made his way. In 1846, when the Mexican war broke out, he was on an otter hunting expedition on the Lower California coast, with Julian Ames, John Post, John C. Stewart and William Curley. Learning of the war at Santa Rosario Mission, they all returned to San Diego and served in the San Pasqual campaign. They reached the town late at night and early the next morning were awakened by a thundering knock at the door. It was Captain Gillespie, who said: "There can be no neutrals in this country; you must either enlist for three months (as the war will probably be over by that time) or be imprisoned on the Congress." He intended to list anyway but the choice was made easy. He was slightly wounded by Pico's rangers in the slaughter of

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December 6th. After the troops left for the capture of Los Angeles he performed garrison duty until the close of the war. In 1851 Mr. Crosthwaite served in the Garra Insurrection with the rank of third sergeant. After these troubles he was the mainstay of the citizens in preserving the peace, at the time when the San Francisco "Hounds" were terrorizing the town and was seriously wounded in the discharge of his duty, as has been related. He held a number of offices at an early day, being the first county treasurer, deputy sheriff several years and sheriff one or two terms. He was also school commissioner in 1850, county clerk and recorder in 1853-4 and justice of the peace in 1854. He lived for several years in Mission valley, above Old Town, and later owned the San Miguel Rancho in Lower California. He was lessee of the San Diego Mission in 1848, and later went to the mines. He also kept a store in Old Town and later in new San Diego, in partnership with Mr. Whaley. His old ledger kept in 1853 is now owned by Joseph Jessop, and shows many curious things. The first entry in it shows the sale of over $200 worth of provisions to Lieutenant Derby, for the use of Indians working on the San Diego river dam. The prices charged are also very interesting now.

He purchased the San Miguel rancho in 1861 and removed to Lower California but still spent much of his time in San Diego. He was an active and earnest Freemason and was the first worshipful master of San Diego Lodge, No. 35—the oldest lodge in the southwest. When Lieutenant Derby left San Diego he presented Mr. Crosthwaite with the past master's jewel, which the latter gave to the lodge, which is much cherished by that body.

Mr. Crosthwaite married Josefa Lopez, a daughter of Bonifacio Lopez, of San Diego, in 1848, and they became the parents of several children. He died in San Diego, February 19, 1903.

William Curley was an otter hunter in 1846. He served as a volunteer in the Mexican war. He was an elector at San Diego April 1, 1850. He married Ramona Alipas, daughter of Damasio and Juana Machado de Alipas (later the wife of Thomas Wrightington), in 1844. He was drowned in December, 1856, on the beach near Point Loma, while out otter hunting with an Indian. His widow afterward married William Williams and moved to Los Angeles.

Thomas R. Davnell was a merchant in San Diego in the early '50s. He was one of the organizers of the San Diego & Gila Railroad Company. He was worshipful master of the Masonic lodge in 1858 and left San Diego soon after the latter year.

A. S. Ensworth came to San Diego as a teamster in the government employ. He was elected justice of the peace in 1856 and assemblyman in 1859. After being elected justice of the peace he studied law and engaged in practice, meeting with success. He died in a hospital in Los Angeles.

William C. Ferrell came to San Diego from North Carolina, about 1850. In the same year he was chosen district attorney. In 1852 he was appointed collector of the port and served one year. In 1854 he was assessor and school commissioner and the following year served as assemblyman. In 1858 he was a city trustee and in 1859 again filled the office of district attorney. In December of the latter year he went to Raventadero, near Descanso, Lower California, where he lived the life of a recluse until his death, which occurred June 8, 1883. It is said that he was somewhat of a testy man and having set his heart upon

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winning a certain case, it was decided against him, whereupon he became enraged, banged his books down upon the table and declared that since he could not get justice in this country, he would quit it, and proceeded to do so.

Lewis A. Franklin came to San Diego in the summer of 1851 with George H. Davis, in a trading vessel from San Francisco. They decided to remain and their San Francisco representative, Thomas Whaley, followed in October, and he and Franklin opened the Tienda California (California Store). The partnership was dissolved in April, 1852, Mr. Franklin retiring. In 1851 he served in the Garra campaign as second lieutenant. With his brother Maurice he built the Franklin House, which was long a prominent landmark. He also practiced law in the '50s.

Captain Henry D. Fitch was a native of New Bedford, Massachusetts. In 1826-30 he was master of the Mexican brig Maria Ester, calling at California ports. In 1827 he announced his intention of becoming a Mexican citizen and was naturalized in 1833. He was baptized at San Diego in 1829 as Enrique Domingo Fitch. In 1830-31 he was master of the Leonor and brought fifty Mexican convicts to San Diego, where twenty-three of them remained. He kept a general store in Old Town for many years and in 1845 this was the only store in the place. He bought and sold hides, tallow and furs, outfitted otter hunters and made trading voyages along the coast. He was San Diego's first syndico in 1835 and held other public offices. He died in San Diego in 1849 and was the last person buried on Presidio Hill. His widow lived to the age of eighty-two years.

John Forster, often called Don Juan Forster, was born in England in 1815. He came to Guaymas in 1831 and two years later to California, settling in Los Angeles. In 1844 he removed to San Juan Capistrano and purchased the ex-mission lands there, where he lived for twenty years. In 1845 he was grantee of the National Rancho. In 1864, having sold the latter place, he bought the Santa Margarita Rancho from Pio Pico and spent his remaining days thereon. He was for many years a man of great wealth and lived and entertained in generous style but in later years his affairs became involved and he died comparatively poor. He died February 20, 1882. In 1837 he married Isadora Pico and they had six children.

J. R. Gitchell, one of the ablest of the early lawyers, was the first attorney of the San Diego & Gila railroad and drew its charter. He was district attorney from 1856 to 1858 and was a prominent member of the Masonic order. He removed from San Diego to Los Angeles.

Andrew B. Gray was one of the founders of new San Diego, and probably the original initiator of the project. He made the survey for the old Southern Pacific railroad on the 32d parallel in 1854, as far as the Colorado river and from that point he made only a reconnaissance into San Diego, but it was sufficient to demonstrate the feasibility of the route. His report was published in 1856 and is a very valuable document. During the Civil war he became a major general in the Confederate army.

Robert W. Groom was a competent surveyor and a man of high standing. He filled the office of county surveyor in 1856, 1859, and from 1861 to 1863. He was also assemblyman in 1858 and 1860. He later moved to Arizona.

John Hays was the first county judge of San Diego county and was county

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treasurer in 1853. He came from Texas, where he had been an actor in the early troubles. He died May 24, 1857.

Dr. David B. Hoffman served as coroner in 1855 and in the few following years. He was admitted to the practice of law April 1, 1856, and from 1859 to 1861 served as district attorney. In 1857 he was town trustee, assemblyman in 1862, in 1865 served as school trustee and in 1868 was democratic presidential elector for California. He was collector of the port from 1869 to 1872 and also acted as tidal gauger. He died in 1888.

Captain Robert D. Israel, a native of Pittsburg, Pennsylvania, served in the Mexican war in the Second Division, in the Rifles, and saw much hard service. In 1848 after being mustered out he came to San Diego. He lived at Old Town for several years, where he engaged in blacksmithing, kept a saloon and did contracting with his brother, Joseph H. Israel. He became keeper of the lighthouse June 14, 1871, and served until January 6, 1892. He was orderly sergeant in the Garra campaign. He served as policeman and jailor in the early '50s, in 1858 was justice of the peace and in 1865 was school trustee. He married Maria Arcadia Alipas, daughter of Damasio and Juana Machado de Alipas.

Captain George A. Johnson was a large rancher and cattle raiser. He was also interested in the Colorado Steam Navigation Company, and served as assemblyman for San Diego county in 1863 and 1867.

Robert Kelly was born on the Isle of Man in 1825. As a young man he came to America and lived first in New York and New Orleans. About 1850 or 1851 he came to San Diego. He was numbered among the early and successful agriculturists of San Diego county. In 1857 he sold his ranch and became a merchant in partnership with Frank Ames at Old Town. In 1860 he again engaged in cattle raising with F. Hinton on the Agua Hedionda Rancho and later became sole owner of the ranch.

Daniel Brown Kurtz was the second mayor of San Diego, succeeding General Bean in 1851. He was born in Pennsylvania in 1819 and came to San Diego in June, 1850. He here studied law under J. R. Gitchell, being admitted to practice in 1856. He was state senator in 1852 and 1855, county judge in 1855-6, assemblyman in 1861 and again from 1865 to 1866 and was president of the town trustees in 1862. He was appointed brigadier general of State Militia by the governor in July, 1856. He was also a director of the old San Diego & Gila railroad in 1855. He was a carpenter and did considerable contracting at Old Town and elsewhere. He removed to San Luis Rey in 1866 and resided there until his death, which occurred March 30, 1898.

George Lyons, a native of Donegal, Ireland, came to San Diego in 1847. He was a merchant at Old Town from 1851 to 1858. In the latter year he was elected sheriff and served two terms; he was city trustee and postmaster in 1853 and 1854 and was also a director of the old San Diego & Gila railroad from its organization in 1854. He was associated with H. A. Howard in the real-estate business in "boom" days, and the Souvenir, published by the firm of Howard & Lyons, consisting of advertisements written for them by Thomas L. Fitch, is famous. Mr. Lyons married, in 1850, Bernarda Billar, daughter of Lieutenant Billar.

Joseph S. Mannasse, a native of Prussia, came to San Diego in 1853 and opened a store here. He began with small capital but soon became prosperous. In 1856 he formed a partnership with Marcus Schiller, which continued for many

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years. In 1868 the firm started a lumberyard at the foot of Atlantic and E streets and soon after bought and stocked the Encinitos Rancho. They built up a large business but suffered severely in the drought and hard times in the early '70s, also in the great fire at Old Town in April, 1872. They laid out and sold Mannasse & Schiller's Addition, one of the earliest additions after Horton came. In later years Mr. Mannasse's principal business was that of broker and collector. Mr. Mannasse died December 26, 1897.

James McCoy, a native of County Antrim, Ireland, born August 12, 1821, came to America in 1842 and in 1849 became a member of Magruder's Battery and accompanied it to San Diego. He was stationed at San Luis Rey with a small squad for more than two years and had some experience in Indian warfare. In 1859 he was elected county assessor and in 1861 was made sheriff. He served in the latter position until 1871, being reelected five times. In 1868 he married Winifred Kearny.

John Minter was in San Diego in the early '50s. He married Serafina Wrightington, and they had a family of six children.

William H. Moon came to San Diego in 1849. He was an elector, April 1, 1850, and a member of the first grand jury in September of that year. He was justice of the peace and ex-officio associate justice of the court of sessions in 1850-1. He died February 3, 1859.

Ephraim W. Morse was not only one of the earliest American settlers in San Diego, but was one of the most public-spirited and active workers for the building of the new city. He was born October 16, 1823, in Amesbury, Massachusetts. He was a farmer and school teacher until the discovery of gold in California, when he started with a party of one hundred for the Pacific coast. The party purchased the ship Leonora, which sailed February 4, 1849, and after an uneventful voyage reached San Francisco on July 5th. Here the ship and cargo were sold and the company dispersed to the mines on the Yuba river. Mr. Morse had for a partner a man by the name of Levi Slack. They found the hot weather and other climatic conditions trying and after four or five months returned to San Francisco to recuperate. Having read reports of San Diego they decided to come to this place, arriving in April, 1850. They built a store room at Davistown in which they put a stock of goods. He later returned to Massachusetts and there married Miss Lydia A. Gray, and while preparing to return to the coast learned of the death of his partner. Leaving his wife to follow, he returned at once, arriving in May, 1852.

By April, 1853, the new town had begun to dwindle and Mr. Morse then formed a partnership with Thomas Whaley at Old Town. They kept a general stock of merchandise in one of the adobe buildings on the plaza. In 1856 this partnership was dissolved and Mr. Morse was then alone in business for three years. He then disposed of his stock and engaged in farming, but in 1861 returned to San Diego and again became a merchant. In 1852 he was elected associate justice of the court of sessions and also served twelve years as secretary of the board of trade. April 21, 1856, he was admitted to the practice of law, and in 1858-9 served as county treasurer, and again in 1861, 1862 and 1863. He also filled other public offices. In 1870 he was a leading spirit in the organization of the first bank in San Diego. At one time he was very wealthy but the collapse of the great boom hit him very hard and he never fully recovered his finances.

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He was also active in the organization of the San Diego & Gila Railroad Company and acted as a director and officer as long as the organization continued. At one time he was a member of the firm of Morse, Noell & Whaley, real-estate dealers, also of the firm of Morse, Whaley & Dalton. He was also connected with many other business ventures of the city. He died January 17, 1906. His first wife died in Old Town in 1856 and he later married Miss Mary C. Walker, of Manchester, Massachusetts, whom he was instrumental in bringing to the coast to teach the Old Town school.

Charles P. Noell was born in Bedford county, Virginia, February 20, 1812. He came to California in November, 1848, and was a merchant at San Francisco until December, 1849, when he lost all he had in one of the great fires. In February, 1850, he came to San Diego and put up the first wooden building in the place. In 1850 he was one of the purchasers of the addition known as Middletown, which eventually proved a profitable investment. He also filled several public offices and with others engaged in the real-estate business. He died December 30, 1887, leaving a valuable estate.

William H. Noyes was at various times editor of the Herald. He eventually moved to Arizona and was there killed in a battle with outlaws.

George Allan Pendleton was born at Bowling Green, Virginia, in 1823. He was appointed to West Point in 1842 and was there at the same time as Grant, Sherman, Stoneman and was also a classmate of Cave J. Couts. He was appointed first lieutenant in the Seventh Regiment, New York Volunteers, August 29, 1846. The regiment was stationed at La Paz more than a year and then came to California, seeing little active service in the Mexican war. Lieutenant Pendleton resigned and settled at Sonora, Tuolumne county, where he engaged in business. In 1849 he represented the San Joaquin district in the state constitutional convention. In 1855 he came to San Diego to make this place his home. In the following year he organized the San Diego Guards, was chosen captain, and remained at the head of the organization until it was disbanded shortly before the Civil war. In 1857 he was elected county clerk and recorder, the two offices being combined in one, and continued in the position until his death in 1871. He also held various other offices, being at times the only official in the county.

Charles Henry Poole was born in Danvers, Massachusetts, February 5, 1835. He engaged in newspaper work and surveying in the east, and in 1853 was appointed assistant to Lieutenant Derby in the survey of the river and harbor of San Diego. He was county surveyor several terms. After leaving San Diego he was located in Washington, D. C., as assistant topographer in the postoffice department until his death, January 25, 1880.

Judge James W. Robinson was a native of Ohio, but went to Texas in an early day. In November, 1835, he was a member of a convention which met at San Felipe and was by that body chosen lieutenant governor of Texas. In the following January, as the result of a long quarrel between Governor Smith and his council, Smith was deposed and Robinson became governor of Texas. The independence of Texas was proclaimed on March 2d and the republic organized. In December, 1836, he was commissioned judge of the forty-first judicial district and became a member of the San Antonio bar. A short time after, Santa Ana had the whole court seized and carried away prisoners and confined in the fortress

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of Perote. In January, 1843, tiring of his imprisonment, Robinson sent a letter to the Mexican president proposing to use his good offices in the negotiation of peace between the two countries. His offer was accepted and he was released and sent as a commissioner from Santa Ana to the Texas authorities. There was never any chance of such a proposition being accepted by the Texans, and Robinson knew it, but he had gained his object—his liberty.

In 1850 Governor Robinson came with his wife and son to San Diego, and from the first he took a leading part in public affairs. He was district attorney from 1852-55, was school commissioner in 1854 and filled other public offices. He died in October, 1857.

Louis Rose came to San Diego from Texas in 1850. He was active in the organization of the San Diego & Gila Railroad Company and served as its treasurer from the time of its organization for many years. He served as postmaster at Old Town for ten years and then resigned. He also took an active part in many other public affairs and filled various public offices. He died February 14, 1888.

Marcus Schiller was born in Prussia, October 2, 1819. He came to America when seventeen years of age and in 1853 came to San Francisco and three years later settled in San Diego. In 1857 he formed a partnership with Joseph S. Mannasse, which has been mentioned in the foregoing sketch of Mr. Mannasse. Mr. Schiller was city trustee in 1860 and 1861 and again in 1868, was superintendent of schools in 1868 and 1869 and also served as a director of the San Diego & Gila Railroad Company. He died March 19, 1904.

Joshua Sloane was a native of Ireland. He came to San Diego in the early '50s and worked at various occupations for a livelihood. In 1858 he served as deputy postmaster and in the following year served as postmaster. When his term was about to expire, the people of San Diego, who were nearly all opposed to him in politics, signed a protest against his reappointment. When the letter containing this document was deposited in the postoffice, Sloane's curiosity was aroused by its appearance and address and he opened it and read the enclosure. Having done this, he coolly cut off the remonstrance, wrote on similar paper a petition for his own reappointment, pasted the signatures below it and forwarded the altered enclosure in a new envelope. The people of San Diego were at a loss to understand why their almost unanimous petition passed unheeded and it remained a mystery until Sloane himself told the story years afterward. In the campaign of 1856 Sloane voted for Fremont and is said to have been one of two or three in San Diego who did so. In the campaign of 1860 he was very active, organized a republican club and became known to the party leaders in the east. For this service he was made collector of the port in 1861 and served one term. His greatest service to San Diego was doubtless his work for the park. He was secretary of the board of trustees at the time the question of setting aside the park came up and was one of the earliest, most tireless and most earnest advocates of a large park. One of his friends says regarding this: "He was the man who first proposed having a big park here and he urged it upon the trustees till they let him have his way. There were people here who wanted it cut down and it was due to his efforts that this was not done. Mr. Sloane died January 6, 1879.

Albert B. Smith was one of the earliest American settlers in San Diego before

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the Mexican war. In 1856 and again from 1858 to 1859 he was superintendent of schools. He married Guadalupe Machado de Wilder, widow of Peter Wilder and daughter of Jose Manual Machado. They became the parents of several children.

John C. Stewart settled in San Diego in 1838. He died February 2, 1892, at a ripe old age, having been born in 1811. He was a soldier of the Mexican war.

Thomas W. Sutherland was one of the earliest if not the first attorney to settle in San Diego. He was alcalde March 18, 1850, was the first city attorney and was district attorney in 1851. He removed to San Francisco in 1852.

George P. Tebbetts was an elector at La Playa, April 1, 1850. He was mayor in 1852, being the last mayor before the abolition of the city's charter. He was associated with the San Diego & Gila Railroad Company from its organization and served as its secretary from 1854 to 1858. He served as an ensign in the Garra campaign and in 1853 was captain of militia under Kurtz. He went to Santa Barbara and for many years was the publisher of the News in that city

Enos A. Wall, born at Freeport, Maine, was an elector at San Diego, April 1, 1850. He married Antonia Machado, daughter of Jose Manuel Machado. He died in San Diego, January 2, 1885.

Jonathan T. Warner was born at Lyme, Connecticut, November 20, 1807. He came to California in 1831 and settled at Los Angeles. He was San Diego's first state senator, serving from 1850-52.

Thomas Whaley was born in New York city, October 5, 1823. At the breaking out of the gold fever he sailed for California in the Sutton, the first ship to leave that port for the diggings, and reached San Francisco July 22, 1849. He was in partnership with Lewis A. Franklin at one time in the conduct of a general store, and later was a partner of Jack Hinton in the conduct of a general store known as the Tienda General. Later he was alone in business and also engaged in brickmaking in Mission valley—the first burnt bricks made in San Diego county. After various business ventures he returned to New York, his native state, but in 1879 once more settled in San Diego and engaged in the real-estate business with E. W. Morse. Mr. Whaley retired from active business in 1888. He filled some public offices. He died December 14, 1890. In 1853 he wedded Miss Anna Lannay, of New York, who was of French extraction, being a descendant of the De Lannay and Godefrois families.

Peter Wilder was in San Diego in 1845. He married Guadalupe Machado, daughter of Jose Manuel Machado and they had two daughters. Mr. Wilder died and his widow afterward married Albert B. Smith.

Judge Oliver S. Witherby, one of the most important men of the community, was born near Cincinnati, Ohio, February 19, 1815. He received his education at Miami University, from which he graduated in 1836. He studied law in Hamilton, Ohio, and was admitted to practice in 1840. At the breaking out of the Mexican war, he was appointed first lieutenant and served about a year, when he was invalided and discharged. He served as prosecuting attorney of Hamilton county and acted as editor of the Hamilton Telegraph. In February, 1849, he came to San Diego as quartermaster and commissary of the United States Boundary Commission, reaching San Diego June 1st. He decided to remain and the people of the city elected him as representative in the first assembly at Monterey in 1850. He was appointed by this legislature judge of the newly

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created district court and served the full term of three years. In 1853 he was appointed collector of customs for San Diego and adjoining counties and filled a term of four years. In 1857 he purchased a ranch and for ten years engaged in farming and stock-raising. In 1868 he sold his ranch and removed to San Diego. He was a stockholder and director of the early banks of this city and in 1879, upon the consolidation of the Bank of San Diego and the Commercial Bank, he was chosen president of the new institution and served several years. He was connected with various important enterprises of his day. He died December 18, 1896.

Thomas Wrightington was, with the possible exception of Henry D. Fitch, the first American settler in San Diego. He came in 1833 from Fall River, Massachusetts. He served as a volunteer in the Mexican war. He married Juana Machado de Alipas, widow of Damasio Alipas and daughter of Jose Manuel Machado.

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CHAPTER XLIX

PALA INDIAN AGENCY—MINES

Pala, the seat of one of the old auxiliary Franciscan missions, is also the headquarters of the Pala Indian agency, which includes within its jurisdiction the reservations of Rincon, Panama and La Jolla. The Pala reservation surrounds the grounds belonging to the mission, and the Indians themselves for the most part are devout members of the Catholic church. It is a long hark from the days of the Franciscan fathers, when the ancestors of the present Indians were first Christianized, and many changes have taken place in the customs and habits of these primitive people. It has been urged and is probably true to a great extent that the Indians of southern California belonged to superior aboriginal tribes, due to the supposed kinship existing between them and the ancient Aztecs of Mexico. Their early contact, however, with Spanish civilization and the Christian religion, and their later contact with American progressiveness perhaps accounts more than anything else for their present condition. Certain it is that these Pala Indians and the Indians on the subsidiary reservations have taken kindly to the ways of the white man and are absorbing his ideas of industrial and domestic life.

The Pala agency is presided over by Walter Runke, who succeeded Frank Meade about a year ago, the latter being sent as the first superintendent after its establishment. It is situated twenty-six miles inland from Oceanside, and is surrounded by acreage, practically all of which is rapidly being rendered arable through government irrigation. An irrigation ditch is being completed from a reservoir supplied from a well in the bottom of the river a mile away. The ditch is on the site of an old irrigation ditch built by the Indians themselves under the direction of the Franciscan fathers in the early days, and was used to render the land productive. There are to be found today olive trees nearly one hundred years old. And it is a noteworthy fact that much of the present work also is being done by the Indians who receive pay for it from the government. This ditch will carry water for both irrigation and domestic purposes. Practically all the Indian cottages are now supplied with water by a pipe line from the reservoir. The entire cost of the enterprise will approximate $10,000. These Indians are not wards of the government in the strictest sense. They receive their houses and a small plot of irrigated land in connection and a larger area of land for dry farming from the government. They are allowed to sell their crops, however, and a great many after providing for their families, make money in this way. Many also, after cultivating their crops, find time to earn money by hiring out at different occupations. The days when the squaw supported the family have passed.

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In addition to the irrigation enterprise, Mr. Runke is completing plans for an experiment farm which he believes will greatly aid the Indians in their agricultural endeavors. At stated intervals, a government expert visits the different reservations under Mr. Runke's jurisdiction and instructs the Indians in farming. At Pala, where the Indians are provided with a public hall and reading room, the government furnishes various reports, magazines and periodicals devoted to farming. In these, Mr. Runke says, the Indians are deeply interested.

The Indians at Pala are allowed a form of self-government. A council of six members is elected annually, each male Indian twenty-one and over having a right to participate in the election. At the next election it is probable suffrage will be extended to the women. This council has the power to pass upon the various disputes, differences and infractions of law. The reservation is of course directly under federal law and the decisions of the council are reviewed by Mr. Runke, but he says he seldom finds it necessary to reverse one of them The meetings of the council are held in the public hall and are usually well attended. In addition to the reading matter in the hall, a billiard table has been provided and many of the Indians pass their evenings here.

One of the most important institutions connected with the agency is its Indian school, under the supervision of Miss Ora Salmons, a sister of Frank Salmons, of San Diego. Miss Salmons has been in the Indian school work for twenty-five years and one has but to see the wonders she has accomplished at Pala to conclude at once that she is a very successful teacher. She has about thirty children under her charge and the school is a model both in discipline and accomplishment. The course of instruction is practically the same, grade for grade, as the one used in San Diego, and Miss Salmons finds that the Indian children are just as quick to learn and take just as readily to education as white children do. The children are also given instruction in the elements of drawing and manual training. They are as quick to catch an idea and advance very rapidly.

In all the evolution and revolution that is taking place at Pala, the time honored fiest is also coming in for its share of change. It is Mr. Runke's intention to make these fiestas become more like a fair for the display of handicraft and industrial and agricultural products. This feature was introduced at the fiesta held last summer and was a very pronounced success. These fiestas in the olden time were given over almost entirely to merrymaking and were often attended with carousing and debauchery. In striking contrast to the nature of the fiestas now being held is the following account of one at Pala in August, 1882:

"The long, low, white adobe building answered the purpose of hotel, store, postoffice and pretty much everything else. In front of the building a score or more of Mexicans and Indians were talking vociferously, and judging from the amount of gesticulation, all were more or less affected by their morning potations of aguardiente. A low roofed veranda ran along the front of the hostelry. An enterprising photographer had set up his tent and camera and was doing a thriving trade. On the roadway opening into the plaza, youthful Mexicans, mounted on their broncho ponies, were tearing around, up and down, to and fro. No matter how short the space to be covered, off they started at breakneck speed and reaching the goal, came to a halt with an abruptness that can be best described as a bang. A few steps from the hotel, at one corner of the plaza, a leafy corri-

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dor gave entrance to a bower, covering perhaps an acre and a half of ground. The top and sides of this structure were made of branches, robbed from trees of the neighboring mountains.

"Around the inside of the walls were ranged rows of drinking booths. These booths were thronged by a motley crew of Mexicans and Indians in various stages of intoxication, besotting themselves with the ever present aguardiente. The atmosphere of the arcade fairly reeked with the fumes of the liquor.

"In front of nearly every booth a gambler was seated at a little table on which was displayed his stock in trade, cards, or dice or other device, as the case might be, for entrapping—often attended with carousing—the pennies of the foolish feasters. Around each table a group of holiday attired men and boys watched with breathless interest the particular game being played thereon. Every now and then some poor dupe, encouraged by the persuasive eloquence of the sharper, risked four bits, or a dollar, and anxiously awaited results.

"A sudden commotion outside the bower—laughter, yelling and scampering of many feet, caused us to hurry with many others to ascertain the reason for all this confusion. In the open plaza a young Spaniard, crazed with aguardiente, was challenging one and all of the crowd that surrounded him to personal combat. Failing to obtain a willing foe, he suddenly doubled his body and made a lunge, head first, for the further side of the circle. He leveled to earth an unfortunate Mexican, who was not quick enough at dodging, and then stood off a little distance facing his laughing spectators. Again he shrieked out his warlike challenge. He bellowed and roared, scraped the ground backward with his feet, and grabbing a handful of dirt, tossed it over his head in the air. Then he charged as before. Two more unfortunates were made to taste the dust before he found a foeman worthy of his mettle. His antagonist was a peaceable looking old ranchero, who had been endeavoring to awaken the madman to his better senses. They may have been relatives for aught we know to the contrary. The infuriated youngster rushed pell mell upon the rancher and they clinched in tight embrace. The two fell together and over and over they rolled and tumbled in the dirt, first one on top and then the other, the spectators cheering and laughing all the while. The old man won the day. Shouts of 'Bravo el viejo!' rent the air and twenty willing hands lent their aid in adjusting the victor's disordered toilet. The last view we had of the poor, discomforted buck was when he was being borne away from the battle ground limp and helpless, one man carrying his head and shoulders, and two others dividing his legs between them. The aguardiente had ended its riot."

Here follows a somewhat rambling account of a bull fight in which seven or eight bulls were baited, not one getting his courage sufficiently elevated to make a charge. There were cock fights, Indian dances, horse races and various other sports, the fiesta continuing for eight days, but the burden of the description appeared to be to convey the impression that practically everybody present was more or less intoxicated.

Under the present regime Agent Runke says that intoxication among the Indians on the reservation is a rare thing. The federal laws regarding the selling or giving an Indian intoxicating liquors are rigidly enforced. Mr. Runke recalls only one instance in which it was known that a Pala Indian was intoxicated, and

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although every effort was made to prosecute the man who sold him the liquor, the evidence was not sufficient.

The Indians have taken to the industrial ways of the white man. They are becoming thrifty, good husbandmen, and the younger generation is receiving a good elementary education.

DESCENDANTS OF ANCIENT AZTECS

The following article on the Indians of San Diego county was contributed to California Topics by Alfred L. Kroeber, who took part in the anthropological expeditions to Oklahoma, Wyoming and Montana for the American Museum of Natural History and who is prominent in ethnological and linguistic research in California:

One of the greatest assets of San Diego, ranking even in a purely business sense with its unparalleled climate and unique harbor, is its Indian population, past and present. Not that the tribesmen in their rancherias in the mountains are especially productive—though with hardly an exception they are now industrious citizens; but it was the Indians that brought to these shores Father Junipero Serra and the long train of makers of history that followed him. It was on account of the Indians that two of California's noblest missions—the earliest at San Diego, and the largest, at San Luis Rey, were founded within the limits of the present county. And it was about a San Diego woman, still alive, that the romance was written that made her name a household word throughout the country. The hardest-headed financier quickly appreciates the enormous drawing power, to tourist and settler and investor alike, of the missions and of Ramona.

INDIANS STILL LIVE

Nor is the Indian life of San Diego entirely a matter of the past. More aborigines still dwell in San Diego county than in any other in California, with the exception possibly of Humboldt and Siskiyou, far in the north and inaccessible. To the number of a thousand or more, they live at Pala, Pauma, Rincon, Potrero, Santa Ysabel, Mesa Grande, Inaja, Cosmit, Capitan, Grande, Campo and other reservations.

One fifteenth of the Indian population of California is in San Diego, and one soul of every fifty in the county is a truly "native American."

The San Diego Indians belong to five tribes, each with its own dialect. The five groups fall into two grand divisions, each with noted affiliations. One of these comprises two tribes, each of which speaks a language related to that of the famous Yumas. Other relatives are the Mojave, the Maricopa, and most of the Indians that anciently roamed in Baja California. The entire group is therefore known as the Yuman family.

The three other tribes are entirely distinct from the Yumans, but connected among each other. Distant relatives of theirs are the Shoshone of Idaho and Wyoming; and so the general name "Shoshonean" was long since applied to the family. More recent investigations, however, have shown that the great group of Shoshonean tribes are only a part of a still larger family, all related among each other, as shown by their speech. In this grand assemblage belong the

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Utes of Utah, the famous Hopi and Pima Indians of Arizona, the Yaqui of Sonora, and, most important of all, the Aztecs of Mexico. The name Uto-Aztecan is therefore coming into use as the most appropriate for this family, which was and still is, numerically the largest and historically the most important on the continent. Whether the Aztecs are an offshoot from the less civilized tribes in the United States, or the reverse, remains to be determined.

The most conspicuous of the three "Uto-Aztecan" tribes in San Diego county are the Indians who were concentrated at San Luis Rey mission by the padres, and whose descendants therefore now call themselves Luisenos. They no longer cluster about the mission as in the old days, but live farther up on the San Luis Rey river, at Pauma, Rincon and La Jolla, in the mountains. Every year late in the summer they hold their national "fiesta" at Pala and at Rincon. This is religious in character, but also a time for merrymaking, visiting, trading, and above all, an occasion for playing the aboriginal gambling game known as "peon."

The Luisenos themselves know nothing of their kinship with the Aztecs of Mexico, but believe that they originated in southern California. This of course means only that their own tribe traditions do not extend as far back as the archaeologist and the comparative student of language have been able to carry their origin. They possess a migration legend which recounts how their ancestors under the leadership of the Eagle and of a god named Wiyot, journeyed by slow stages from near Mount San Bernardino to their present homes. Wiyot was subsequently poisoned by witchcraft of his enemies and passed away, but not until he had ordained law and customs for the Indians.

THE LUISENO LANGUAGE

The Luiseno language is simple, easy to pronounce for both Spaniard and American, regular in its grammar and much richer in the number of its words than is usually believed of Indian idioms. It comprises nearly 5,000 different words, or more than the working vocabulary of the average educated white man or newspaper writer. It is known through a most thorough grammar and dictionary compiled in many years of labor by the late P. S. Spariman, long known as the storekeeper at Rincon, and as an indefatigable student. His manuscript has passed into the keeping of the department of anthropology of the University of California, where they are being prepared for publication and will shortly be issued, to form one of the most important records ever compiled of the thought and mental life of the native race.

The Juanenos, another Uto-Aztecan tribe, lived primarily in Orange county, but held also San Onofre and other coast territory in northern San Diego. They took their name from San Juan Capistrano, and are known through the labors of Father Boscana, one of the most liberal minded of all the Franciscans, whose century-old treatise on the customs of the Indians entitled Chinigchinich, forms perhaps the most priceless treasure of anthropological information extant from the mission period. As a tribe the Juanenos are long since extinct, although their blood survives in a few scattered individuals.

Another tribe that is nearly gone, though this was small when first known, consists of the Hot Springs or Agua Caliente Indians, who call themselves

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Cupenos, after the principal one of two villages, Kupa or Agua Caliente, the other being San Ysidro. They form a transition in dialect between the Luisenos and the Cahuillas of the Colorado desert. They constituted the bulk of the Indians evicted from the famous Warner's ranch some years ago, but are now peaceably and contentedly settled at Pala.

YUMA INDIANS

All the other Indians of San Diego, comprising a majority of the whole number, are of the Yuman family, and are collectively known as Dieguenos, after their early church headquarters, the mission San Diego. In reality they comprise two slightly different tribes, distinguished by dialect as well as by certain customs, though neither possesses a distinctive name and each knows itself only as "people." The smaller and remoter division is located in the vicinity of Campo, Manzanita and La Posta, along the southern edge of the county and contains a number of individuals who are "bronco," that is, never Catholicized or brought under the mission influence.

The larger division, or Dieguenos proper, formerly extended as far north as San Pasqual and Guejito, and as far south as San Diego bay. At present, except for scattered individuals, they are all located on mountain reservations.

The Dieguenos, while peaceful and friendly today, stood out from all the other California natives, a century and a quarter ago, by the resistance which they offered the white man. Father Serra's many months of fruitless toil before the first conversion was made is well known, and it was at San Diego mission that the only Franciscan father in all California met his death at the hands of Indians. The Dieguenos appear to have derived this stubborn spirit from their kinsmen, the warlike Yumas and the Mohaves, with whom they were in frequent and often successful conflict.

The Dieguenó customs were similar to those of the Luiseno, by whom they seem to have been influenced, just before the coming of the missionaries, especially in the matter of religion. An elaborate ceremonial cult, based on visions seen by initiates when they drank the narcotic juice of the poisonous jimson weed, toloache, seems to have originated on Santa Catalina Island and in the vicinity of Los Angeles, and to have been carried by successive generations of native proselytists to the Juanenos, the Luisenos, and finally the Dieguenos. How far this aboriginal religious wave would have spread if not checked by the greater dignity, force and civilization of the Catholic church, can only be conjectured, but it remains one of the most interesting of purely native attempts at higher culture and thought.

ROASTING GIRLS CEREMONIALLY

There is much else that is fascinating in connection with this remarkable tribe, their habit of "roasting girls" ceremonially at the period of adolescence; their belief in a creator god, Tuchaipa; their long legends interspersed with songs, centering about the great hero, Chaup, a personification of the lightning ball, or meteor; their tradition of a common origin in the east with Mojave, confirmed by this tribe. All these features and many others are known through the studies

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of Miss Constance Goddard DuBois and Thomas Waterman, published by the University of California. It is only to be hoped that the impetus to be given to local interests and to archaeological inquiries by the San Diego exposition of 1915 will result in a greater flood of light being thrown on these people, who are truly a monument of our country's and California's earliest known past.

Notwithstanding the fact that there are several paying mines in San Diego county at this time, and millions in the precious metals have been extracted from the ground in times past, the agricultural and other industrial attractions in the county are so great that mining to a greater or less extent has been slighted within recent years. Another thing which makes it difficult to interest capital in this particular direction is the fact that the mining boom in the adjoining state of Nevada is still fresh in the minds of the people, and with a great many the memory is not a pleasant one. While this boom attracted capital to the field and resulted in the development of several bonanzas, yet for every producer, every real mine, there are scores of holes in the ground which mark the parting place of the investor and his money. San Diego county, however, has great mineral wealth which must be counted as an asset when the county's natural resources are figured upon.

The early methods of extraction employed were of course the most primitive and much of the precious metal was lost. In several parts of the county the fathers engaged in placer mining, and where high grade rock was found arastras were used to extract the gold. Of course the modern stamp and roller mills and the smelting process were unknown and only rock containing free gold in liberal quantities could be handled with profit. When an ore became low grade or base it became valueless. Some of the largest mines in the world today are either base or contain low grade ores. This is made possible by the fact that the ore exists in enormous quantities and with modern machinery and reduction methods $3 and $4 rock is made to yield handsome returns. In several parts of the county the remains of these primitive plants are to be found. Relics of this kind are to be found in the Escondido district at the mine now known as the Cleveland Pacific, where the Franciscan monks are supposed to have taken out substantial quantities of gold. As a general rule the richest free gold ores are found on or near the surface. With depth, or especially when the water level is reached, they are likely to turn base or refractory. Due perhaps to such a condition, their crude methods of getting the ore to the surface, or the interference of water practically all the workings of the fathers in this part of the country were shallow. "Gophering" of this nature is to be found throughout the mineralized zone of southern California, extending into the Panamint range of mountains and into the state of Nevada.

Even in later days when reduction processes were better understood, many of these mines were so far from transportation that the expense of getting in machinery for mills or of sending the ores to a smelter was too great to render mining operations profitable. There are several properties, however, in the county which are producing and others in the prospect stage which are being worked. The stonewall mine near Julian is said to have produced several millions in gold. In the district of Hedges in the eastern part of the county there is a mill of 140 stamps. There is a roller mill at Picacho and considerable development work is being done around Campo and to the northward in the same mineral zone. There

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are properties of value in the Boulder creek district and much rich ore has been uncovered in the Descanso district. In the Escondido district there are several zinc mines which have produced extensively and the iron ores of San Diego county have attracted the attention of the steel producers of the country, though practically nothing has been done toward the development of these deposits.

A great many mineral experts and prospectors hold to the theory that the mineralized zone of San Diego county is a continuation of the zone in which are situated the rich mines of Goldfield and Tonopah. Whether this be true or not, certain it is that the intervening country is more or less mineralized and in certain parts of it profitable mining operations have been carried on, especially in the "palmy silver days" as the old time miners are accustomed to refer to them.

In addition to the mining activities and mineral deposits mentioned, San Diego county is rich in precious stones and this branch of the industry is not only attracting wide attention, but it is among the most lucrative mining operations being carried on. It has given rise to several lapidary establishments in the city and there is hardly a jewelry store here that does not carry a stock of San Diego county gems. The tourmaline beds in the county are said to be the largest in the world and some of the finest specimens known are found here. The stones are of great brilliancy and delicacy of color. Tourmaline comes from the Mesa Grande mines and from the Rincon, Pala and Ramona districts. The annual output of cut gems from the San Diego mines is valued at half a million dollars.

Among the other precious and semi-precious stones found in the county are: Kunzite, tourmaline, hyacinth, beryl, topaz, garnet, sapphire, ruby, yellow topaz, chrysolite, zircon, catseve, moonstone, chrysoprase and epidote.

San Diego county also contains valuable deposits of marble, copper, granite, onyx, cement, salt, fire-brick, kaolin, pottery clay, sulphur, alum, sodium, gypsum, phosphate, rock, limestone, manganese, mineral soap, antimony, bismuth, sandstone, graphite and mica.

From a mining standpoint, however, the surface of San Diego county has hardly been scratched. There has been but little systematic prospection and comparatively but little development work. If, as is believed by mining men, San Diego county contains rich deposits of gold, it will take time, energy and money to uncover the ore bodies. There is a distinct difference between "gophering" for rich pockets or high grade surface ore and scientific mining, and it takes money to blast shafts, drifts and crosscuts in the solid rock and install expensive mining machinery. Larger capital will perhaps await the result of the pioneer operations now being conducted in the field.

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CHAPTER L

A JUGGERNAUT OF THE SEA

Friday morning, July 21, 1905, the United States gunboat Bennington, floated on the placid waters of San Diego bay, at the foot of H street. Steam was up on the vessel and all preparations had been made for her departure for Port Harford, whence she was ordered to tow the Wyoming to San Francisco. But the voyage never was made, for at 10:30 A. M., two explosions occurred in rapid succession, the ship was enveloped in smoke and steam and then listed to starboard. When an investigation later was made, it appeared that the forward and main port boilers had exploded and from their escaping steam many of the crew were killed or injured, others were blown high into the air or pinned between decks. No adequate description of the horror of the disaster has been given; however, fifty-one men were killed outright and forty-six were injured, nine of whom subsequently died, making the death list sixty. But ninety-one escaped scathless. The funeral of the victims occurred July 23d and was observed by the citizens of San Diego as a day of mourning. The interment was at the military cemetery at Point Loma, where a monument, an imposing shaft of granite, later was erected to the memory of the martyred sailors of the navy.

THE SPORTSMAN'S PARADISE

From time immemorial, red blooded men have delighted in the joys of the chase. When the Pilgrim Fathers landed at Martha's Vineyard, in the long ago, the fathers gathered up their shootin' irons and blew into the brush. In those days the woods around the vineyard were famous for big wild turkeys, and as a means of delicious food proved a blessing to adventurous sportsmen.

Perhaps the best known game bird on this coast is that artful dodger, California valley quail, the wisest, smoothest, slickest little scamp that ever fuddled a hunter. Since the days when Cabrillo sat at a campfire on Point Loma to the present time, Little Topknot has been considered the daintiest tidbit and the hardest to stop in full flight of all upland game birds. And San Diego county has long been famous as the habitat of this grand little lure that draws each and all afield when October 15th rolls around.

Of the many places where Little Topknot cavorts in San Diego county, perhaps Telegraph canyon is the best known and most popular, followed closely in the affections of the scattering clan by Murphy's canyon. In both places have been seen quail rise literally in clouds, and the roar of their wingbeats is remindful of an aeroplane. Out of the canyon, up on to the mesa, where the brush is waist high and thin, the birds settle, some to race ahead seeking cover, while

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others squat near at hand. Follow then the hunters and the gentle art of wing shooting is on. Springing from cover like a rocket and with about as much noise, the birds flash through the air a slate colored streak of whizzing life that "balloons" the yokel in a hurry and reminds even the veteran that he still has nerves. The buzz of a rattlesnake won't put a man on the *qui vive* quicker than the racket of a valley quail taking wing.

When an old bird breaks cover behind a novice, as the sly little rascals often do, the juvenile at the game nearly jumps out of his hide, then stabs his gun at the feathered arrow with a nervous energy that means meat if he does not happen to fumble on the disappearing tidbit. Nothing is half so exasperating as to be thrown off one's mental poise into confusion, but that's what a smooth little quail will do to the average gunner.

And all the while veteran and novice follow the game with tireless energy. Long before night a supply has been bagged and then the feast follows.

The Encinitas country, Escondido's splendid territory, Poway, Telegraph and Murphy's canyons, Ramona's broad mesas, the Tia Juana district—one and all they yield each year an unnumbered host of America's game bird de luxe—California valley quail.

But San Diegans are not restricted to valley quail for their shotgun sport. The two Otays, Sweetwater and La Mesa each winter furnish wild fowling. Of all the lakes Sweetwater is the most popular. Perhaps this is because the Otays are hedged about in such a manner that only a fortunate few can hunt there, while Sweetwater and La Mesa are open to the public. But no matter, Sweetwater is big enough for all. This broad sheet of water that stretches from the dam away up to the foot of old San Miguel, is the winter home of thousands of bluebills, canvasbacks, redheads, ruddies, butterballs, sprigs, teal and mallards.

A big bag of ducks at Sweetwater requires only an ounce of good gunpointing and a pound of know how. The biggest mistake made at these lakes is starting the shooting too early. Let the sunlight top San Miguel and flash into the lake before the trigger is pulled. Then you can "drive" the lake and work that ounce of gunpointing overtime, for the ducks will simply "beat it" from one end of the lake to the other. However, the man that can't get his share in two or three drives had better not try again for about the fourth disturbance the big webfeet will have scattered over to the bay.

This leaves only the ruddies, the unjustly despised of all ducks, in sole possession of the lake, save and except the horde of mudhens. Don't worry about the ruddies. The bullet-like flight of a ruddy duck makes the hardest kind of gunpointing, but when brought and prepared for the table properly, he makes an appetizing morsel. But the real sport at Sweetwater is when the teal and mallards come in. Any time you pull trigger on a bluewing teal, rocketing through the air all by himself, and drop him, you have accomplished a feat over which you may well boast. Of all the feathered fowl, teal duck are among the swiftest; bluewing or greenwing slip through the air like a meteor, flashing by on the wings of Mercury.

Big bags have been the rule at Sweetwater this winter. Opening day saw thirty-five guns unlimbered and although about twenty were operated by yokels, more than three hundred ducks reached San Diego that night. Recently five guns accounted for one hundred and twenty-four fine ducks at Sweetwater.

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In days gone by it was quite the mode in the trapshot's curriculum to pull through at least one meeting of live bird killing at the traps. But a wave of sentiment in favor of the defenseless birds swept aside every law in every state permitting the misnamed sport of slaughtering live birds released from a trap. This sentimental spirit, or rather, this spirit of justice and the eternal fitness of things, was the direct cause of the inanimate target. Good men argued for and against the killing of live pigeons from traps for several years, and all the time inventive genius was working hard to create a substitute for the swift flying blue-rock pigeon. Then came the claybird and the good, the bad and the indifferent that make up the ruling public, were satisfied. Particularly were the tender hearted rejoiced, for a claybird they argued would feel no hurt when the referee called "dead."

WHAT LOCAL NAMES MEAN

No race of men has ever lived upon earth that has not left its imprint upon history. From the higher civilizations of ancient times many of the important institutions of today have been derived, and even the rude savage has left his mark. The European came to America through a desire for religious freedom, the spirit of adventure, to better his financial condition, to civilize and Christianize the Indian and incidentally appropriate the red man's real estate, but the wild savage left his name in many customs, in articles of food and in the designation of rivers, lakes, mountains, states, cities and counties. Throughout the United States these Indian names are to be found and there is always something fascinating about a name in a different language, although the translation may be dull and commonplace. Take at random Pocatalaco, the musical Indian name of a small eastern river, and it would at once lose its charm if it were called the River of the Fat-Tailed Deer, which it means in English.

In California and throughout the southwest, while many Indian names are to be found, the Spanish predominate, just as the English of the Atlantic coast predominate, since the early settlement of this part of the country was undertaken by Spain. Many of the names are the names of saints, as San Diego (Saint James), while others as La Mesa, Del Mar or Pala, have some local significance, yet if the meaning were put into English and these places were called "the tableland," "of the sea," or "a shovel," to an English speaking person, they would sound trite enough. In this connection the following San Diego county names, practically all of which are Spanish, with their meanings, may be of interest:

Del Mar means of the sea. It is appropriate, since the town sits at the edge of the Pacific, a short distance north of the city of San Diego.

Chollas valley means cactus. It takes its name from its appearance.

Dulzura means sweetness or pleasure. Santa Ysabel was named for Saint Elizabeth and San Marcos for Saint Marcos. San Luis Rey means Saint Louis, king. Bernardo means a brave man, Cuyamaca means gay, gallant, fine.

Descanso means repose and rest. Escondido, situated at the base of the mountains in the midst of green, means hidden or concealed.

Laguna means marshy country; Pala, a shovel; Point Loma, a point or summit; Wynola is named for a very small bird from India; Japatul is an Indian name meaning a small, round basket; Tia Juana means Aunt Jane; La Jolla, a jewel or gift; El Cajon, a box or chest; La Mesa, the tableland; Chula Vista, a

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pretty view; La Playa, the ocean strand; Oneonta, little evergreen oaks; La Presa, strand or dike; Jamul is the Indian name for a side saddle; San Miguel means Saint Michael and San Diego means Saint James. Dehesa means a portion of land full of trees; San Pasqual means Saint Pasqual; Otay means a place full of rushes and Poway means to long for something.

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CHAPTER LI

THE MEXICAN WAR

By W. E. Smythe

During the war with Mexico San Diego, as the only important port in southern California, was of obvious strategic importance and both sides tried to hold it as a base of operations. The most conspicuous Americans identified with the war in the west, Stockton, Fremont and Kearny, participated in movements to this neighborhood and the hardest battle which marked the progress of the struggle in California was fought at San Pasqual. The town itself was taken, lost and taken again by the American forces before the new flag went up to stay. In the midst of it all the stream of social gaiety flowed on with only slight interruptions and the joy of it was actually increased, at times, by the presence of gallant soldiers from abroad.

The pleasantest memory of the period which comes down to us is the attitude of native Americans who had married California women and become Mexican citizens. Beset on one hand by the claims of their native land and on the other by their obligations to their adopted country and the natural sympathies of their wives with the race to which they belonged, these Americans were certainly in a very embarrassing situation. Without exception, and with little or no hesitation, they declared for the United States. What is yet more beautiful and touching, from the American point of view, their Spanish wives stood by them, even when their own fathers and brothers were in arms on the Mexican side. If blood is thicker than water, love is thicker than blood—the love which these men felt for their country and these women for their husbands. The native population divided between the two sides, while some remained neutral. The most prominent Spanish families, the Arguellos, Bandinis and Pedrorenas, promptly espoused the American cause when they found that war was inevitable. They clearly recognized that Mexico could not hold the country in the face of the growing power of the United States, and wisely decided to throw their influence on the side which could offer personal security, material prosperity and liberal self-government.

On July 29, 1846, Captain Samuel F. Dupont arrived from Monterey in the sloop-of-war, Cyane. With him were John C. Fremont and his company of eighty men, and a like number of marines, also Kit Carson, Alexis Godey and four Delaware Indians. The whole composed the "California Battalion" of volunteers, with Fremont as major and Archibald H. Gillespie as captain. This formidable party received a friendly greeting from leading citizens and lost no

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time in hoisting the American flag on the Plaza at Old Town. The log of the Cyane shows the following entries:

"July 29—8 to meridian. At 10:30 hauled up courses, standing in for harbor of San Diego. At 11:30 came into 9½ fathoms; hoisted our boats. Found the Mexican brig Juanita at anchor in the harbor. At 11:45 sent Lieutenant Higgins alongside with instructions to overhaul her papers. At 3:40 the launch and Alligator, under command of Lieutenant Rowan, and the Marine Guard under Lieutenant Maddox, left the ship to take possession of the town of San Diego and hoist the American flag. From 4 to 8, Major Fremont left the ship with a detachment of his men. At 9 p. m. launch returned and at 10:50 the Alligator with Lieutenant Rowan, after taking possession of San Diego and hoisting the American flag, leaving all our marine guard under Lieutenant Maddox on shore to defend the flag and town.

"July 30—Crew employed in landing Major Fremont's Battalion with their equipments. 8 to meridian. Finished landing Major Fremont's troops and baggage.

August 9—Lieutenant Maddox and the marine guard came on board; also, Lieutenant George L. Selden. Meridian to 4 p. m. Beating out to seaward."

The flag used on this occasion was a naval flag. One of the first American flags used in San Diego was made by the three daughters of Juan Bandini—Josefa, Ysabel and Arcadia—of red and blue flannel and white muslin sheets. Their flag is preserved in the archives of the government at Washington, together with the history of its making and use.

Fremont's orders were to use San Diego as a base for the capture of Los Angeles. After collecting cattle, horses and other supplies, he marched north August 8th, riding "an uncommonly beautiful sorrel horse," which had been presented to him by Bandini. A small garrison was left behind but it did not remain long, or was regarded by the citizens as inadequate, for about the middle of September twelve men under Captain Ezekiel Merritt came down from Los Angeles to assist in the protection of the town, in response to a demand which had been voiced by Henry D. Fitch. Prominent citizens aided in preserving order and accepted offices under the election which was ordered by Stockton, and took place on September 15th. Miguel de Pedrorena became justice of the peace and Pedro C. Carrillo was appointed collector of customs.

Los Angeles promptly surrendered to Stockton and Fremont, who joined forces when the farmer arrived from San Pedro and the latter from San Diego. The victory was not lasting, however, for in a short time the Californians rose and recaptured Los Angeles. Thus encouraged, they determined to regain San Diego also. For this purpose Francisco Rico was sent south with fifty men early in October. Rico did not reach San Diego, being recalled in haste after reaching the Santa Margarita, but Serbulo Varela was soon after sent in his stead. A number of Merritt's men had been sent from San Diego to Los Angeles from time to time with dispatches, so there were at that time but six or seven left. On the approach of Rico's forces, John Bidwell, who had been left in charge of San Luis Rey, left that place and joined Merritt's party at San Diego. The little garrison were alarmed by the approach of the Mexicans, as well as by apparently well founded rumors of a plot of the Californians to kill the Americans. They therefore embarked on board the Stonington, a whale ship then lying in

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the harbor, which had been chartered by the government. The refugees included the garrison, the American residents and their families, and a number of Californians who had reason to fear for their safety. The town was immediately occupied by the enemy, and, looking out the next morning the refugees saw the Mexican flag floating down the flagstaff above the plaza.

In this emergency, Bidwell was sent to San Pedro with four men in a small boat to ask for reinforcements. He returned after a dangerous voyage and steps were immediately taken to recapture the town. It often happens that we worry most about things that never occur, and the refugees in the whale ship worried about the fact that two of the old cannon lay at the Presidio, and that the Mexicans might mount them on ox-carts, bring them down to the shore and bombard the ships. To render such a disaster impossible, Albert B. Smith was put ashore at La Playa and succeeded in reaching Presidio Hill by a circuitous route. He found the guns, spiked them and returned in safety. Relieved of anxiety on this score and emboldened by Smith's exploit, Captain Merritt the next morning landed all his available force, together with the whalers and two cannon from the ships and marched upon the town. The Mexican troopers were formed in battle array but soon gave way and ran over the hills. The Mexican flag was hauled down by Maria Antonia Machado, who carried it off to save it from the Americans. Albert B. Smith then climbed the flagpole, attached the new halyards and hauled up the American flag. Since that day it has never been hauled down. The Mexicans shot at Smith during his daring feat, and he replied by waving his hat at them in defiance. He was not hit and none of the Americans were wounded.

Though driven out of town, the Mexican rangers retired but a short distance and continued the siege. They were reinforced late in October by one hundred men from Los Angeles under command of Captains Cota and Carrillo. Their tactics were to avoid engagements and cut off supplies. Every day they appeared on the hills and shot at any one in sight, and on one occasion drove some cattle away from the flat in town. As a consequence, provisions grew short and suffering increased.

Commodore Stockton, awakened to the fact that California had not yet been conquered, came to San Diego early in November in the sixty-gun ship Congress.

"The situation of the place was found to be miserable and deplorable. The male inhabitants had abandoned the town, leaving their women and children dependent upon us for food. He at once sent Captain Samuel Gibson, of the Battalion, in the Stonington to Ensenada, and this expedition returned in a few days overland, driving about ninety horses and two hundred head of cattle into the town. Stockton had in the meantime made a trip to San Pedro in the Congress, and on his return the ship grounded and was in danger of tumbling over. While the crew were engaged in staying the ship with spars, the enemy, irritated, I suppose by the loss of his animals, came down in considerable force and made an attack; they were, however, soon driven back with the loss of two men and horses killed, and four wounded."

The date of this report, November 23d, marks the time when vigorous measures were begun for clearing the country of the enemy. Up to this time the American losses were one man killed and one wounded. Varela had brought a cannon, with which he attacked the post from the hill. Earthworks had been

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thrown up at this place in 1838, at a time when an attack was expected from General Jose Castro, and from this protection the rangers menaced the town. They were so near that Juan Rocha could be heard shouting to his aunt for *ropa* (clothing) and chocolate. From this coign of vantage J. M. Orozco amused himself by shooting at Miguel de Pedrorena while he was escorting a young lady. But this all came to an end in consequence of a gallant exploit, led by Captain Santiago E. Arguello.

This officer assailed the hill, his company dragging a cannon with them, drove the Californians from the trenches, captured their gun, and turned it against them. The enemy made a new stand behind the old Presidio walls, but soon retreated up the valley toward the mission. Arguello having been wounded in the leg, Captain Pedrorena led the men in pursuit and about a mile up the valley exchanged shots with a party under Leandro Osuna. A little farther on an American, going to water his horse in a canada, was killed. A skirmish occurred at the old mission, where a few rangers were taken prisoners. The enemy then scattered, a part deserted and the rest retired to Soledada.

One of Stockton's first cares was now to place the town in a state of defense. The captured earthworks were speedily improved by the sailors and named Fort Stockton. It consisted of a ditch or moat, behind which casts filled with earth were placed at intervals of two feet. Twelve guns were mounted in the spaces between these casks in a manner to command the approaches from Los Angeles and Mission valley. One hundred men under Lieutenant Minor, were placed in the fort as a garrison. The work was well done and constituted a formidable defense for the town. The remains of the earthworks stand today, in a fair state of preservation.

Stockton now began preparations for an advance upon Los Angeles. The first thing to be considered was a supply of cattle and horses. The enemy had swept the country clean of live stock and the horses brought in by Captain Gibson were in such poor condition that they required weeks of rest to become fit for service. The Stonington was therefore sent once more down the coast, about the end of November, with a force under Captain Samuel J. Hensley, of the Battalion, to secure supplies. In this work, Bandina, Pedrorena and Arguello were active. Stockton had landed his force and, while awaiting the return of this expedition, he improved the time by organizing and drilling at the old Presidio. His men consisted of sailors and marines from the fleet, members of Fremont's "Battalion of California Volunteers" and volunteers who enlisted here. Fremont was operating elsewhere, but Major Gillespie, Captains Hensley, Gibson and Bell, Alexis Godey and some Delaware Indians of his command, were here. John Bidwell was quartermaster of the entire force, a man named Fisher was commissary, and Merritt and his twelve men were already here. Among the local volunteers, Santiago E. Arguello and Miguel de Pedrorena were made captains of cavalry. Philip Crosthwaite, who was on an otter hunting expedition to Lower California in October, reached the Rosario Mission and was surprised there to meet the fugitives, Governor Pico and his secretary, and to learn of the breaking out of the war. He hurried home and enlisted in the volunteers under Captain Alexander Bell. William Curley, John C. Stewart, Julian Ames, John Brown, A. B. Smith, John Post and Thomas Wrightington were members of the same company.

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It is claimed that no muster rolls of these volunteer companies were ever sent to Washington and not a man who served in them was ever able to secure a discharge. This afterwards worked considerable hardship in the case of San Diego volunteers, making it impossible to obtain the pensions to which they were entitled. It is difficult to understand how, without turning in any muster rolls, the officers secured the money to pay their men. The late Dr. Winder made some investigation of the matter, but without result. It is therefore impossible to give anything like a complete record of the services of San Diegans in this war, the only information available being that disclosed by the participants who were thoughtful enough to set down their recollections. Gillespie wrote that the force in Stockton's camp numbered four hundred and fifty men. Strict discipline was established, the men were thoroughly drilled, and even the marines soon began to present a soldierly appearance and to enjoy the new work.

Bandini offered his house to the commodore, and it was made headquarters. There was soon considerable gaiety. Stockton had his band play during the dinner hour and invited the Bandini family and the ladies of San Diego to dine with him. There were also dancing parties in which the officers participated and many courteous attentions were shown the ladies, who afterward spoke of this period with great enthusiasm.

Meanwhile, an Indian scout had been sent out to ascertain where the Californian forces lay. He returned with the report that about fifty of them were encamped at San Bernardo, some thirty miles out. This force in reality numbered about eighty and was under the command of General Andres Pico. Captain Gillespie was immediately ordered to take as many men as he could mount, with a piece of artillery, and endeavor to surprise them. On December 3d, before this expedition departed, however, two deserters from Pico's camp came in and reported that Pico had been reinforced by one hundred men. While Stockton was examining these deserters at his headquarters, with his aide-de-camp, Lieutenant Andrew F. V. Gray, of the Congress, Captain Edward Stokes arrived from the Santa Ysabel rancho, bringing the following letter from General Stephen W. Kearny, giving the information that he was approaching by way of Warner's:

"HEADQUARTERS, ARMY OF THE WEST, CAMP AT WARNER'S.
DECEMBER 2, 1846.

SIR: I (this afternoon) reached here, escorted by a party of the First Regiment Dragoons. I came by orders from the President of the United States. We left Santa Fe on the 25th of September, having taken possession of New Mexico, annexed it to the United States, established a civil government in that territory, and secured order, peace and quietness there.

If you can send a party to open communication with us, on the route to this place, and to inform me of the state of affairs in California, I wish you would do so, and as quickly as possible.

The fear of this letter falling into Mexican hands prevents me from writing more.

Your express by Mr. Carson was met on the Del Norte, and your mail must

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have reached Washington at least ten days since. You might use the bearer, Mr. Stokes, to conduct your party to this place.

Very respectfully your obedient servant,

S. W. Kearny,
Brigadier-General, U. S. A."

This letter greatly surprised Stockton, who had previously known nothing of Kearny's approach. It did not occur to him that Kearny might be in any danger, but on the contrary he seems to have thought that the junction of these new forces with the expedition he was about to send out might afford an excellent opportunity of carrying out his own plan for the surprise and defeat of the enemy. He therefore hurried the preparations for Gillespie's departure, and in the meantime sent the following reply:

"Headquarters, San Diego, December 3, 1846, half past six o'clock p. m.

Sir: I have this moment received your note of yesterday, by Mr. Stokes, and have ordered Captain Gillespie, with a detachment of mounted riflemen and a field-piece, to your camp without delay.

Captain Gillespie is well informed in relation to the present state of things in California, and will give you all needful information. I need not, therefore, detain him by saying anything on the subject. I will merely state that I have this evening received information by two deserters from the rebel camp, of the arrival of an additional force in this neighborhood of one hundred men, which in addition to the force previously here, makes their number about one hundred and fifty.

I send with Captain Gillespie, as a guide, one of the deserters, that you may make inquiries of him, and, if you see fit, endeavor to surprise them.

Faithfully, your obedient servant,

Robt. F. Stockton,
Commander-in-chief and Governor of the Territory of California."

The expedition left the same evening, December 3d, about 7 o'clock. It consisted of Captain Gillespie in command; Captain Samuel Gibson, with a company of twenty-five volunteers, among whom were Philip Crosthwaite of Captain Bell's company, Alexis Godey, ——— Burgess and Henry Booker; ten carbiners from the Congress under Acting Lieutenant Edward F. Beale and Midshipman James M. Duncan; thirty-nine men in all. Captain Stokes also returned with the party and one of the deserters, Rafael Machado, was sent as a guide.

They took all the available horses in San Diego and a brass four-pounder piece. The mountings of this gun were made by the ship's carpenter, but it proved impossible to secure harness for hitching horses to it, and the men were obliged to drag it along by lariats attached to the pommels of their saddles. The route taken was by way of the old mission and El Cajon to the Santa Maria Rancho. The trip was full of hardships, rations giving out and the expedition moving over rough and unbeaten trails. On the second day out, December 5th, at about 1 p. m., they joined General Kearny's force at Ballena, between the Santa Ysabel and Santa Maria ranchos, without having met the enemy. The junction of the forces was effected in the midst of a cold, pouring rain.

A council of war was now held. It was certain that the enemy was between

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the Americans and San Diego, but in what force was not known. He might have eighty men or he might have double that number. It appears that Lieutenant Beale strongly advised avoiding an engagement and suggested that an effort be made, instead, to capture the horses of the Mexicans. It is is highly probable that in giving this advice Beale was influenced by the reports of the numbers and equipment of the Californians, and also by the wretched condition of Kearny's force. Both the men and their mounts were emaciated and weak, and the cold rain which had been falling all day and which continued to fall all night caused them to suffer extremely and render them almost unable to walk.

Kearny, however, determined to attack. Without doubt he was influenced to this course largely by the advice of Kit Carson, who declared that the Californians were cowards and would not fight. At first he planned to send Captain Moore with sixty men and make a night attack, but for some reason changed his mind and sent Lieutenant Thomas C. Hammond with ten men, including Sergeant Williams and Private George Pierce, with Machado as guide, to reconnoiter. They succeeded in getting near the Indian huts at San Pasqual occupied by Pico's men, and the guide and Sergeant Williams advanced to the door and saw the men asleep on the floor and a lone Indian keeping guard. They beckoned the Indian without the hut and began to converse with him, when a sentinel hailed the main party, and they all retreated precipitately. In this retreat they lost a blanket and jacket, which betrayed the presence of the force to Pico.

Hammond returned about 2 a. m. and reported that he had found the enemy and had been seen, but not pursued by them. Notwithstanding the misfortune of the reconnoitering party, the General seems still to have expected, as Dr. John S. Griffin naively says in his journal, to "surpise" the enemy. Camp was broken at once and soon all were upon the road, in the following order: First rode an advance guard of twelve men, on the best horses under Captain Abraham R. Johnston. After them came General Kearny with Lieutenants William H. Emory and William H. Warner, of the engineers, and four or five of their men. Then Captain Benjamin D. Moore and Lieutenant Hammond, with about fifty mounted dragoons. Next Captains Gillespie and Gibson, with twenty volunteers. Then Lieutenant John W. Davidson, in charge of the artillery, with a few dragoons. The balance of the force, with some fifty or sixty men brought up the rear under Major Swords. The rain ceased with daylight, but it was very cold and the men, having had no shelter during the night, were stiff and jaded. And, strangest of all, their arms were not recharged!

As day dawned on the morning of December 6th, the advance came out on the hillside above the village of San Pasqual and looking down into the valley through the fog, saw the campfires of the Californians burning brightly and the lancers moving about three-quarters of a mile away. Without waiting for the main force to come up, Kearny ordered a trot, then a charge, and Captain Johnston and his twelve men dashed down the hill. After them rode the General and his little party. It was not as a rule the policy of the Californians to stand still and receive a charge. They were superb horsemen and skilled lancers, but not beef eaters. But, seeing only twenty men coming, they stood firm, discharged what muskets and pistols they had, and received the Americans upon their lances. Captain Johnston fell at the first fire with a ball through his forehead, and a dragoon was badly wounded. The men kept on, there was a confused struggle

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for a few moments, and then the Americans fell back. A ranger now dashed by. It was Juan (or Francisco) Lara, and Lieutenant Beale fired several shots at him and brought him down with a broken leg. Six months later Lara's leg was amputated by a French physician and he lived in Los Angeles many years. By this time the main body of the troops came in sight and, seeing them, the Californians drew off and retreated rapidly down the valley.

Captain Moore seeing the Californians retreating, now ordered Lieutenant Hammond and his men to follow, which they did, in a wild charge. The statement has been made that a recall was sounded which the men did not hear, but there is no official confirmation of this statement. Kearny ordered the troops to close up in support and they did so to the best of their ability. But the tired and balky mules could not be hurried and only those having the best mounts, about fifty in all, came up in time to take part in the second conflict. The balance of the men never saw the enemy until after the fight was over. The charge was made without any attempt at order. The men rushed down the road at full speed, pell-mell, hurly-burly, strung out in a line half a mile long.

At a distance of about half a mile from the village the road divided, the main road leading out upon the plain toward the San Bernardo and Rincon ranchos and a branch leading up a ravine on the side of the valley. Upon reaching this point part of Pico's men kept straight ahead on the main road and the remainder turned up this side road, where they were concealed by a rocky spur, and waited for the Americans to come. Those of the troops who were riding the best horses soon reached and passed this ambuscade, among them General Kearny, Captain Moore, Lieutenant Hammond, Captain Gillespie and a number of the men; then Pico suddenly wheeled his lancers and charged back on their front, and the detachment in ambush rode out and attacked them on the side and rear. A brief but terrible butchery ensued.

The miserable condition of Kearny's men and mounts was evident enough to the Californians, who are said to have exclaimed as they saw them coming, *"Aqui bamos hacer matanza!"* ("Here we are going to have a slaughter!"). The Americans found their arms useless, but defended themselves as best they could with sabres and clubbed muskets. A scene of the greatest confusion followed, the chief feature of which was the ruthless slaughter of the almost helpless troops by the rangers. This lasted about ten minutes, and then the struggling troops on their lagging mules beginning to come up and the howitzers approaching, the Californians again put spurs to their horses and galloped away, part going down the valley and others over the hills.

The story of this terrible conflict was never known in detail, even by the participants, but a few of the incidents and a record of results have come down to us. Captain Moore was killed early in the fight, in a combat with Pico. The General was armed with a lance and the captain with a sword, which broke at the hilt while parrying the lance. Moore then reached for his pistol, seeing which, two rangers rushed in and killed him with their lances. One of these men was Jose Antonio Serrano, the other Leandro Osuna, both residents of San Diego. Moore's body was found near a pond of water, his sword hilt still in his hand, and the blade broken in two pieces.

Captain Gillespie, a skillful swordsman, was attacked by Dolores Higuera, commonly called "El Guero." Gillespie received first a slight wound in the chest

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and was then struck full in the mouth and had two of his teeth knocked out. He was thrown from his horse where he lay still and feigned death. Higuera seized his horse with the saddle and bridle, also Gillespie's *zerape,* and made off with them. Had he not been in such haste to secure this loot he would probably have discovered that his antagonist was shamming and have killed him. He afterward offered to restore this property to Gillespie, who refused to receive it since its loss had saved his life. General Kearny was singled out by a young Californian, who twice wounded him, but spared his life. While in San Diego at a later date the General inquired for this young man, had him call, greeted him warmly and praised his brave and soldierly conduct. Carson was thrown from his horse and his rifle was broken.

Davis says that in this fight General Pico's conduct was brave and honorable; that he watched the conduct of his men, and whenever he saw a soldier unhorsed and wounded, called upon his men to spare his life. Kearny says in his report, however, that most of the killed and wounded were lanced while unhorsed and incapable of resistance. They all had as many as three lance thrusts and some as many as ten. An instance of unsoldierly conduct is related by Fremont as having been told him in Los Angeles by an eye-witness: "One of the Californians in the *melee* ran his sword through the body of a Christian or Mexican Indian who was fighting on the American side. When he felt the sword going through him the Indian knew that he was killed and called out, 'Basta!' (enough). 'Otra vez,' (another time), said the soldier-murderer, and ran him through the second time. 'Ahi esta' (there it is), said he. 'Si, senor' (yes sir), said the dying man, with the submission of an Indian to his fate."

Conspicuous among the rangers were Captain Juan B. Moreno, Juan Lobo, a ranchero of Mission Vieja, and Dolores Higuera. Casimiro Rubio was wounded, one account says fatally. The horse of Pablo Vejar fell early in the second fight and he was taken prisoner. Gabriel Garcia killed Henry Booker, one of the men in charge of a howitzer, which was captured by the Californians. This gun came up at full speed near the close of the fight, the mules being frightened and the men unable to control them, and plunged madly after the retreating enemy. Seeing this, the rangers closed in on the gun, captured one of the men in charge of it, wounded the second, killed Booker and made off with the howitzer.

The Americans rallied around the remaining howitzer in a circle to protect it from attack. As soon as it was ascertained that the Californians had drawn off, Kearny's first thought was of his rear guard, following at some distance under Major Swords, with the baggage. Some of the Californians were still seen in the rear, and Lieutenant Emory was sent back with a few men. He met Major Swords at the foot of the first hill, in the rear of the enemy's first position. Returning, they took up the body of Captain Johnston, which was partially plundered, his watch being gone, and carried it into camp.

It was a sadly demoralized body of men who now stood on their guard waiting to see what would happen next. The first report sent in by Kearny stated that he had eighteen killed and fourteen or fifteen wounded. His official report places the killed at nineteen and the wounded at fifteen. Griffin's diary says nineteen men were killed, one missing supposed to be killed, and seventeen wounded. The best conclusion appears to be that nineteen was the correct number of the

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killed; nineteen wounded and three of these died later, making the total deaths twenty-two; and one missing; making the total casualties thirty-nine—every man, save two, engaged. The discrepancy is only in the number of wounded, General Kearny having apparently failed to take any account of a number of slight wounds. Only one death and one wound were caused by firearms, all the rest being due to lance and sabre thrusts. Following is a list of those killed and wounded:

Killed: Captains Johnston and Moore; Lieutenant Hammond; Sergeants Moore and Whitness; Corporals West and Ramsdale; privates Ashmead, Campbell, Dunlop, Dalton, Lucky, Repsoll, Gholston, Fiel and Gregory, of the dragoons, and Booker of the volunteers; Farrier Johnson; and Menard of the engineers.

Missing and supposed to have been killed: McKaffray, of the dragoons.

Wounded: General Kearny; Captains Gillespie and Gibson, of the volunteers; Lieutenants Warner of the engineers and Beale of the navy; Sergeant Cox, dragoons, who died December 9th; Roubidoux, interpreter; Kennedy, of the dragoons, who died at San Diego December 21st, David Streeter, who also died; and ten other dragoons.

Of the two prisoners taken by the Americans, Lara and Vejar, the latter was placed under the care of Philip Crosthwaite, who soon had to protect him from attack by one of the Delaware Indians. This Indian apparently did not believe in taking prisoners and therefore proceeded to try to massacre Vejar, but was prevented from doing so.

Regarding the losses of the Californians, the accounts are very conflicting. General Kearny in his official report expressed the opinion that "the number of their dead and wounded must have been considerable," although he adds that they carried aff all but a few. Judge Benjamin Hayes, who was personally acquainted with many of the Californians, and their friend for years, was never able to discover that a single one of Pico's men was killed. The prisoner, Vejar, thought that Lara was killed and twelve men wounded. He had probably seen Lara fall from his horse at the time he was shot, but as Vejar was taken prisoner early in the second action, he could have known little about the casualties. Pico himself reported to General Flores that he had eleven men slightly wounded. Two days later upon Kearny's offering to send Dr. Griffin to Pico's camp to care for his wounded, the latter replied that he had none. Doubtless this was a piece of bravado but it is clearly the fact that not more than eleven or twelve were wounded, and there is a strong doubt whether a single man was killed. A ranger named Andrado was shot in the thigh. He lived at Old Town in after years. Another wounded ranger was named Alvarado. He was shot in the thigh but recovered.

Camp was made and the dead and wounded collected and cared for. Kearny first gave orders that the eighteen bodies should be packed on mules to be carried to San Diego but it was found there were not enough strong mules to carry both the dead and the wounded, and it therefore became necessary to bury the dead. They were interred at night under a willow tree to the east of the camp. The burial was hurried and secret, as it was believed that if the graves were found the bodies would be disinterred and stripped. The bodies were afterward removed to the American cemetery near Old Town but now rest in the military

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burying ground in the government cemetery at La Playa. "Thus," says Emory in his diary, with deep feeling, "were put to rest together, and forever, a band of brave and heroic men. The long march of two thousand miles had brought our little command, both officers and men, to know each other well. Community of hardships, dangers and privations had produced relations of mutual regard which caused their loss to sink deeply in our memories."

The General's wounds were so serious that it became necessary for Captain Turner to take command. The day was spent in caring for the wounded and manning ambulances. It took Dr. Griffin all day to dress the wounds. The situation of the camp was on a little height, surrounded by cactus, in a defensible position, but without water. The ground was covered with rocks and cacti, so that it was hard to find a place where the wounded could rest comfortably. The provisions were exhausted, the horses dead, the mules on their last legs, the men worn out and suffering from the cold, and the Californians on guard near by. Pico reported to Flores that he only awaited the arrival of Cota to attack, and that the Americans could not escape.

Among the matters to which Captain Turner gave early attention were the questions of reinforcements and transportation for the wounded. Being informed by Beale that there were wheeled vehicles in San Diego, he determined to send there for help. Godey, Burgess and one other man were selected for this service and started early in the day, bearing the following letter:

"HEADQUARTERS, CAMP NEAR SAN PASQUAL, December 6, 1846.
COMMODORE R. F. STOCKTON, U. S. NAVY, SAN DIEGO.

SIR: I have the honor to report to you that at early dawn this morning Gen. Kearny, with a detachment of the United States Dragoons and Captain Gillespie's Company of mounted riflemen, had an engagement with a very considerable Mexican force near this camp.

We have about eighteen killed and fourteen or fifteen wounded, several so severely that it may be impracticable to move them for several days. I have to suggest to you the propriety of despatching, without delay, a considerable force to meet us on the road to San Diego, via the Soledad and San Bernardo, or to find us at this place, also that you will send up carts or some other means of transporting our wounded to San Diego. We are without provisions, and in our present situation find it impracticable to obtain cattle from the ranches in the vicinity.

Gen. Kearny is among the wounded, but it is hoped not dangerously; Captains Moore and Johnston, First Dragoons, killed; Lieutenant Hammond, First Dragoons, dangerously wounded.

I am, sir, very respectfully,
Your obedient servant,
H. S. TURNER,
Captain, U. S. A., Commanding."

Of the adventures of these men on the way we know little, but they reached San Diego safely the following day, December 7th. Another messenger had preceded them. This was Captain Stokes who, after witnessing the beginning of the battle and without waiting to see the close, hurried away to San Diego

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and gave a highly colored account. He saw a great many men engaged and was sure the Americans had suffered defeat. Very little attention seems to have been paid to this vague report but when Godey and his companions arrived the next day the gravity of the situation began to be realized. This incident has been much discussed and one writer goes so far as to say that Stockton only left a *fandango* at Bandini's house long enough to hear Godey's story, gave a contemptuous refusal to do anything, and returned to the merry making. It may be true that the Commodore was found at a ball and also that he showed irritation and made use of hasty words, as he might be excused for doing. It appears, however, that he at once set about the sending of a relief expedition with two pieces of artillery and at first intended to have it leave on the evening of the 7th and to join it himself the next day, but it was found that it could not move so soon. Gillespie's party had taken all the good horses. Hensley had not yet returned from the south with more, there were no carriages for the guns, and supplies of all kinds were scarce. Godey and his men returned with letters to Kearny but seem to have carried with them the impression that no relief would be sent.

At 10 p. m. on the 9th a messenger arrived who made the urgency of the situation unmistakable. This was Lieutenant Beale, bleeding, exhausted, reduced to a skeleton, and scarcely recognizable. He was so weak that the pickets had to carry him in and soon after telling his story he became delirious. Of his two fellow messengers, Carson and the Indian *alcalde* Panto, the latter arrived a short time before, and the former soon after, he came in. It was now imperative that the relief column should start at once. The effort to get the artillery ready was therefore abandoned, and two hundred and fifteen of the sailors and marines who had been drilling on Presidio Hill were started off with one field piece, under Lieutenant Andrew F. V. Gray, of the Congress, Lieutenant Jacob Zeilin, also of the Congress, was in charge of the marines. They marched until nearly daylight on the 10th, then camped in a secluded spot and remained concealed during the day. They succeeded in evading Pico's men and joined Kearny's force at 2 p. m. on the 11th.

After burying their dead on the night of the 6th, the Americans spent a sleepless and uncomfortable night. "Day dawned," says Emory, "on the most tattered and ill-fed detachment of men that ever the United States mustered under her colors." Kearny was able to resume command and at an early hour gave the order to march. The wounded were placed in six litters made by "the mountain men," Peterson, Londeau and Perrot, formed of poles placed like the shafts of a wagon and each dragged by a mule, one end of the poles resting on the ground and the men reclining on a bed of willow branches woven between. This was but a crude conveyance and the roughness and stoniness of the ground caused the wounded great suffering, despite the utmost care. The wounded and baggage were placed in the center.

The route taken was toward the San Bernardo rancho, along the hills to the right of the stream. The enemy retired as they advanced keeping near the bed of the stream on the opposite side. At Snook's San Bernardo rancho the horses and mules were watered and a few chickens killed for the sick. They also found a number of cattle here and proceeded to drive them along, moving toward the bed of the stream in the hope of finding grass. About a mile from

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the ranch house, near the foot of a detached hill, the Californians suddenly appeared in the rear and a body of thirty or forty of them dashed off to take possession of the hill. Kearny sent Captain Gibson with six or eight volunteers, who drove these horsemen from the hill with a few volleys and without loss. The booty in this skirmish consisted of three spears, abandoned by the foe. The cattle had been lost in this movement, as it appeared that any attempt at a further advance would bring on a fight and might cause the loss of the wounded and the baggage, it was determined to halt for the night. The men were now dismounted with the intention of performing the rest of the journey on foot. An insufficient supply of water was secured by digging and the fattest of the mules was killed for meat. The enemy took up a position across the creek and threw out pickets and the siege began. Early the next morning (December 8th) a ranger came in with a flag of truce, bringing some sugar, tea, and a change of clothing for Captain Gillespie, sent by his servant from San Diego. He also brought from Pico a proposal for the exchange of prisoners. Godey, Burgess and their companion had been captured by the Californians. Pico treated these prisoners well and inquired for the welfare of the wounded, particularly for Captain Gillespie, whom he knew. He had four prisoners—Godey, Burgess, their unnamed companion, and the man captured with the howitzer. Kearny had only Vejar and the wounded Lara.

Emory's simple and straightforward account reads as follows:

"In the morning a flag of truce was sent into our camp, informing us that Andres Pico, the commander of the Mexican forces, had just captured four Americans, and wished to exchange them for a like number of Californians. We had but one to exchange (this was Pablo Vejar), and with this fellow I was sent to meet Andres Pico, whom I found to be a gentlemanly looking and rather handsome man. The conversation was short, for I saw the man he wished to exchange was Burgess, one of those sent on the morning of the 6th to San Diego, and we were very anxious to know the result of his mission. Taking rather a contemptuous leave of his late captors, he informed us of the safe arrival of himself and Godey at San Diego. He also stated that when captured his party consisting of himself and two others, on their return from San Diego, had previously '*cached*' their letters under a tree, which he pointed out; but on subsequent examination, we found the letters had been abstracted."

The remaining prisoners were sent to Los Angeles by Pico. The letters buried by Godey and his comrades to keep them from falling into the enemy's hands, having been found and seized, Kearny failed to receive them, and Burgess, ignorant of their contents, gave the general to understand that help was refused. The situation now seemed more desperate than ever. The wounded were in no condition to move and starvation was drawing near. It was therefore determined to send another party to San Diego with dispatches, in the hope of having Stockton understand the true situation, and of prevailing upon him to come to their relief. Lieutenant Beale volunteered for this service and Carson and the Indian *alcalde* Panto were also sent. The command settled down to await the result of this mission, though not hopeful of its outcome, and determined to cut their way through as soon as the wounded were in condition to move. In the meantime, the baggage was burned, as it was thought there was no longer any hope of getting through with it.

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The dispatch bearers began their hazardous journey at night, creeping past the sentinels inch by inch, so close they could hear them whisper and smell the smoke of their cigaritos. At one time Beale thought all was over. Pressing Carson's thigh to get his attention and putting his mouth upon his ear, he whispered: "We are gone; let us jump and fight it out." Carson said: "No; I have been in worse places before and Providence saved me." His religious reliance encouraged the sinking hopes of Beale and they got through. After passing the sentinels they took different routes and as we have seen, all arrived. The Indian, being acquainted with the country, arrived first and in best condition, but Beale and Carson suffered terribly from the rocks, thorns and fatigue.

This night, December 8-9th, was one of the hardest the little company had spent. Emory tells one of the incidents with touching simplicity:

"Don Antonio Robideaux, a thin man of fifty-five years, slept next to me. The loss of blood from his wounds, added to the coldness of the night, twenty-eight degrees Fahrenheit, made me think he would never see daylight, but I was mistaken. He woke me to ask if I did not smell coffee, and expressed the belief that a cup of that beverage would save his life and that nothing else would. Not knowing there had been any coffee in camp for many days, I supposed that a dream had carried him back to the cafes of St. Louis and New Orleans, and it was with some surprise that I found my cook heating a cup of coffee over a small fire made of wild sage. One of the most agreeable little offices performed in my life, and I believe in the cook's, to whom the coffee belonged, was to pour this precious draft into the waning body of our friend Robideaux. His warmth returned and with it hopes of life.

"In gratitude he gave me the half of a cake made of brown flour, almost black with dirt, and which had, for greater security been hidden in the clothes of his Mexican servant, a man who scorned ablutions. I ate more than half without inspection, when, on breaking of a piece, the bodies of several of the most loathsome insects were exposed to my view. My hunger, however, overcame my fastidiousness, and the *morceau* did not appear particularly disgusting."

The annals of the following day (December 9th) are pathetically brief. Dr. Griffin's diary says: "In camp; nothing going on; the enemy parading the hills on the other side of the valley. We are reduced to mule meat." Sergeant Cox died in the night and was buried on the hill in a deep grave and covered with stones. He was a young man and married a pretty wife just before leaving Fort Leavenworth.

On the 10th while the horses and mules were grazing near by, the Californians tried to stampede them by driving up a band of wild horses and mules, some with dry hides attached to their tails. This movement was seen and by active work, a stampede prevented. One of the enemy's mules was shot and proving fat, was butchered and eaten and proved, in the language of Dr. Griffin, "a god-send." The wounded were now improving and Dr. Griffin reported that most of them could ride. General Kearny therefore determined to move the next day. About 2 o'clock the next morning, however, when everything was quiet in camp, one of the sentries reported that he heard voices speaking in English. This was shortly followed by the tramp of feet, and soon Lieutenant Gray and his men were welcomed into camp with joy. They busied themselves until day in distributing food and caring for the wants of their comrades. The jack-tars were

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delighted with the adventure and only sorry they had no opportunity to fight. When the sun rose the enemy had disappeared, leaving the cattle behind. At 10 o'clock camp was broken and the march commenced, in close order. At night they arrived at Alvarado's Penasquitos rancho, where they camped and made free with the turkeys, chickens, goats and wine. A good night's rest followed and on the morning of the 12th they set out gaily for San Diego, which they reached about 4 p. m. and received a warm welcome from the troops and inhabitants.

The wounded men were distributed among the private families in San Diego, taken in charge by Dr. R. F. Maxwell, surgeon of the Cyane, and very tenderly nursed back to health. All but two recovered: Streeter, who was cut in sixteen places, and Kennedy, who died December 21st. William Heath Davis, who visited the invalids, says that they all had the utmost horror of the Californians. He spoke particularly of one young man who lapsed into delirium during his visit and called out in terror, thinking the Californians were put upon him.

How shall Kearny's encounter with Pico be characterized? Kearny himself called it a "victory," and thought it might "assist in forming the wreath of our national glory." Looking back to it over a period of sixty years, it is impossible to regard it otherwise than as a defeat, even though it is true that the Americans finally reached San Diego, which was their objective, with the major portion of their forces. The performance of a commander must be judged by the use he makes of his opportunities and it is difficult to imagine how General Kearny could have made worse use of the opportunity which he had, after the union of his forces with the first relief party, under Gillespie, to overwhelm the Mexican commander and end the war in California at San Pasqual.

Had he chosen to avoid a fight he might have found excuse for such a course in the fact that his men and horses were utterly worn out by a long and arduous journey across the deserts, and that the way was open, as shown by Gillespie's march. There are times when the avoidance of battle is good generalship. Beale advised this course and there were surely some arguments in its favor, yet it seems clear that most commanders in General Kearny's situation would have chosen the opportunity to strike a decisive blow at the enemy and thus crown the long adventure of the Army of the West with a victory of lasting importance.

Choosing the latter course, Kearny should have planned and fought his battle in thorough, soldierly fashion, instead of neglecting every precaution and exposing his followers to every danger. On the night before the battle he had a good knowledge of the situation and numbers of the enemy, and knew that his own presence had been discovered through the detection of his scouts. He knew Pico had separated himself from his horses and he had the benefit of the suggestion that it would be well to capture the animals, then make a night attack on the Mexican camp. Failing to adopt this plan, it was obviously his duty to prepare his forces for battle in the morning by having them recharge their water-soaked guns, form in a compact column and advance in such a manner that they could readily be disposed of to advantage and so meet the situation as it should develop. Think of sending men into battle with guns that could not be fired, mounted upon horses that could scarcely be ridden, and scattered along over a distance of half a mile in helter-skelter fashion. That is what General Kearny did. The result was inevitable—nearly every one of his men actually engaged was horribly slaughtered or grievously wounded and his own life was saved only

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by the magnanimity of a gallant young foeman. He was able to inflict almost no damage in return for this fierce assault, and there is a strong probability that he would have been utterly annihilated or compelled to surrender before reaching San Diego, except for the timely arrival of a second and powerful relief party from Commodore Stockton with ample ammunition and provisions.

The only possible explanation of Kearny's incapacity was that he underestimated the strength and ability of his chivalrous opponent. This fault is very serious in a soldier under any circumstances; in Kearny's case with the information supplied by Stockton, by a deserter from Pico's camp who came with Gillespie, and by his own scouts, it was utterly inexcusable. All the glory of the battle of San Pasqual belongs to General Andres Pico and his Mexican rangers. They made a hard and skillful fight with nothing but lances and swords against a more numerous enemy armed with muskets and howitzers, and withdrew in good order prepared to renew the attack at any favorable moment. The issue was finally determined by the arrival of reinforcements, not by the skill of the American commander. If Kearny be judged by the use he made of his opportunity, he met inglorious defeat at San Pasqual. It is hard for a soldier to confess his mistakes and Kearny made no attempt to do so. In his official report he suppressed material facts and tried to regain the lost battle on paper. Doubtless he suffered some injustice at the hands of his rivals for supreme authority in California, but the undisputed facts of the case leave no room to doubt his failure.

The war ended as far as California was concerned, with the battle of San Gabriel, near Los Angeles, January 9, 1847, and the treaty signed four days later by John C. Fremont for the United States and Andres Pico, for Mexico. From that day henceforth San Diego was undisputed American soil.

The 29th day of July, 1906, the sixtieth anniversary of the first raising of the American flag, was observed by the people of San Diego with fitting ceremonies. Fully four thousand people assembled on the Plaza at Old Town and gave earnest attention to the proceedings. In the procession were included the Mexican War Veterans, the Loyal Legion, Confederate Veterans, Sons of the Revolution, the Grand Army of the Republic, Spanish War Veterans, a battalion of the United States Coast Artillery, Company B Seventh Infantry National Guard of California, Masonic and other fraternal societies, and public officials.

Mayor John L. Sehon, chairman of the committee on arrangements, acted as master of ceremonies. After the invocation, a large new flag, donated by the sons of George Lyons, was raised on the flag pole already standing on the old Plaza, by Major Charles G. Woodward, U. S. A. Following this, a large granite boulder, designed to mark the spot where the first flag was raised sixty years before, and bearing a suitable inscription, was unveiled by Miss Fremont, daughter of John C. Fremont, assisted by Mayor Sehon, U. S. Grant, Jr., Major Edwin A. Sherman, president of the Mexican War Veterans, Colonel E. T. Blackmer, Captain Joseph D. Dexter, and others. A salute was fired and the oration of the day was delivered by William E. Smythe. Another feature of the day was the planting of a large date palm by Dr. T. C. Stockton and a committee of citizens, to commemorate the work of Commodore Stockton at San Diego. Hon. W. W. Bowers made appropriate remarks at this ceremony.

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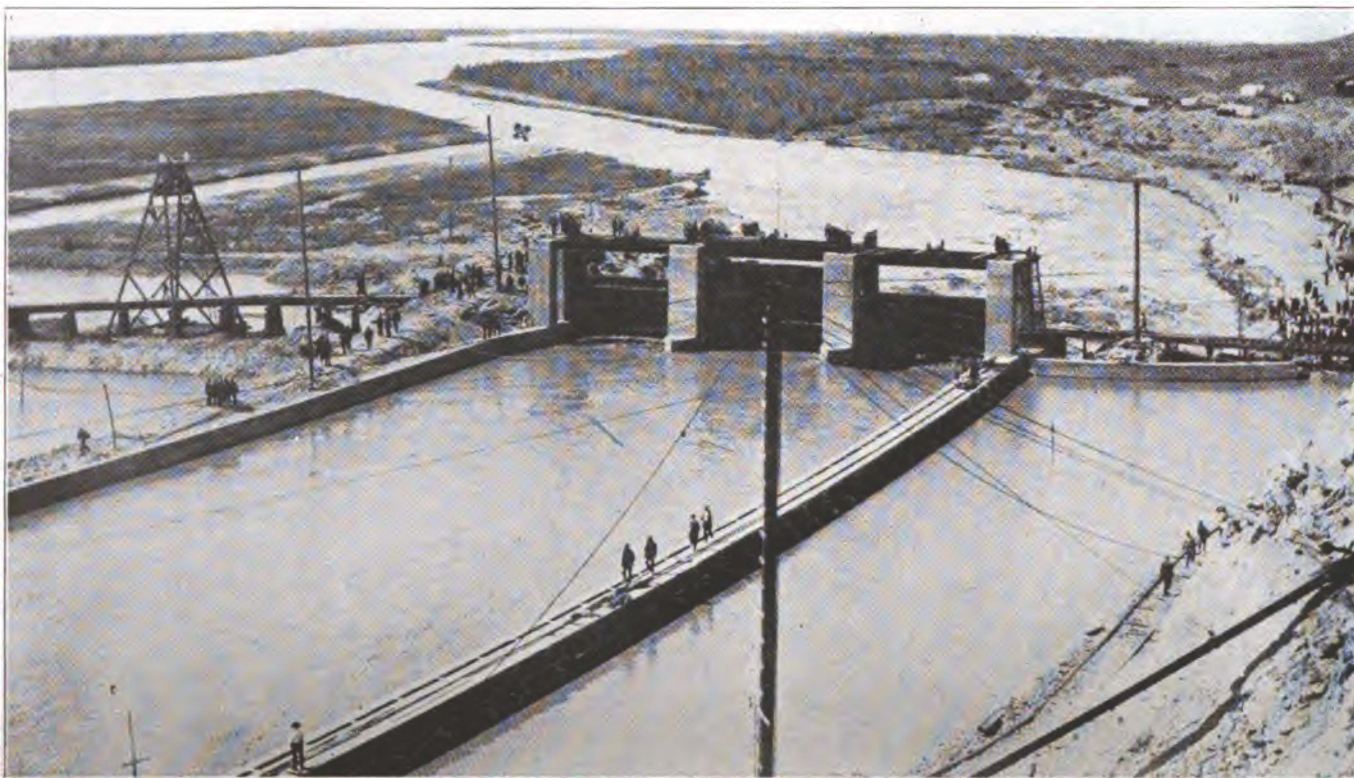

THE LAGUNA DAM, BY THE AGENCY OF WHICH THE EASTERN PORTION OF IMPERIAL COUNTY IS BEING RECLAIMED

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HISTORY OF THE IMPERIAL VALLEY

RECLAMATION OF THE DESERT

Scientists have not yet agreed as to the exact date at which civilization of an early order first crept into the new hemisphere, but at whatever period that may have come it is certain irrigation was among the first projects undertaken. In Mexico, Central America and Peru, particularly the latter, early explorers, many of them ignorant of the art of irrigation were surprised to find on this continent many extensive and successful systems. In our own country, especially along the Colorado, Rio Grande and Gila rivers, are to be found today traces of early irrigation plans, successfully projected and carried out.

In modern times the history of reclamation has gone forward very rapidly and throughout the world the problems of irrigation engineering have engrossed the ablest technical minds and hundreds of millions of dollars have been spent on the construction of extensive operating systems outside our country. France, Belgium, Italy, Spain, Switzerland, Denmark, Austria-Hungary, Bavaria on the continent and England all have reclaimed useless land within comparatively recent times. Russia is carrying on great irrigation enterprises in Afghanistan, close to the very birth place of the human race, while probably the most extensive and most costly engineering enterprises in the world are the magnificent irrigation projects of India. Many of the difficult problems of reclamation have been solved by the engineers of India, and the Laguna Dam, so called, above Yuma on the Colorado river today, is nothing more nor less than an Indian weir built on the general lines of the Vir structure, at the head of the Nira canal in Hindustan, near Bhutan. This Vir weir is two thousand, three hundred and forty feet long, with a maximum height above the river bottom of forty feet and it is said that over the crest of the structure at flood time have poured no less than one hundred and sixty thousand cubic feet of water per second in a sheet eight feet deep at the crest.

Modern reclamation in America of private or public nature in 1890 concerned itself with approximately three million, six hundred and fifty thousand acres, divided into fifty-four thousand, one hundred and thirty-six farm units. After the formation by congress of the Reclamation Service this area was of course largely increased. In the great majority of cases the irrigation referred to as existing in 1890 in this country was carried on by means of small gravity systems, wells, or reservoirs fed either by wells or springs, and no area comparable with Imperial valley was at that time under canal or ditch system. In southern California alone many thousands of acres were being cultivated by small ranchers and watered from local springs or by means of wells. The total area under irrigation in the southern third of the state in that year was two hundred and seventeen thousand acres which is now surpassed by Imperial valley alone.

At the beginning of the present century then, reclamation of arid or of undrained lands by the use of artificial irrigation systems was extensively practiced throughout the world. H. M. Wilson, in his "Manual of Irrigation Engineering" (Third Edition), sums up the situation roughly thus: "The

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total area irrigated in India is about twenty-five million acres, in Egypt about six million and in Italy about three million, seven hundred thousand acres; in Spain there are about five hundred thousand acres, in France four hundred thousand acres, and in the United States four million acres of irrigated land. This means that crops are grown on forty million acres which, but for irrigation, would be relatively barren or not profitably productive. In addition to these there are some millions more of acres cultivated by aid of irrigation in China, Japan, Australia, Algeria, South America and in many places in Europe."

For many years the National Irrigation Congress had been advocating the governmental control of available irrigation projects in our own country. Many recommendations had been made to congress on this point but nothing was done definitely until about 1900, when the agitation of the matter in the west took on national significance. The success of great projects undertaken by private capital, particularly that of the California Development Company in a field on which the eyes of the government engineers had long been fixed, was becoming very widely commented on and in 1901 bills were presented to congress looking to the setting aside of certain funds for use in irrigation. President Roosevelt actively advocated the measures and finally an act was passed and approved June 17, 1902.

The act is one of the simplest and most intelligible of any ever adopted by a national legislature in relation to a great enterprise. It provides that certain moneys received from the sale of public lands in the state of Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington and Wyoming, beginning June 30, 1901, shall be placed at the disposal of the Secretary of the Interior for the building of irrigation systems, in installments covering a period of not more than ten years with two years excess and this money to be turned back to the fund for further work, the theory being that early projects, paid for from the profit accruing from the sale of public lands, will make available a fund for continued extension of reclamation when the public lands will all be sold.

All of the detail of the organization was left for the Secretary of the Interior. The plan worked out by him and employed today is given herewith. First, when the engineers of the Reclamation Service discover an available project site, they recommend to the Secretary of the Interior that the public lands which would be irrigated by the water furnished by the proposed system be withdrawn from entry. When this is done surveys of the work are made and rough plans, with estimates of the probable cost entailed, are prepared and presented to the secretary for approval. If he so elects he may then order the work to proceed, letting all contracts from his offices. When the work is completed, either in whole or in part, and water is available for irrigation, the lands under the newly finished project are thrown open to the public for entry.

For the sake of facility in handling the minutiae of diversion it is required that land owners in the several sections be organized into Water Users' Associations which will ultimately own the systems. The officers and employes of these incorporated bodies of ranchers attend to the details of measuring, diverting and handling the water and of securing to the government prompt

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payment of the installments due for the expense involved in building the project. In order to facilitate the latter business it has been found best to divide the expense equally between the several acres benefited, the charge being equitably fixed at so much per acre over and above the original cost of the land. While in some cases these fixed charges for water rights are costly the payments are made in easy installments, covering periods of from ten to twelve years, and thus far there has been shown no hesitancy on the part of the public in filing on lands under completed projects at any cost per acre for water rights.

It would be out of place here to attempt to take up exhaustively the work of the Reclamation Service in the eight years of its existence, for the government work has at most prospective connection with this valley. That it has been a great and valuable work no one gainsays. Criticism of the work is sometimes heard in this valley but it remains incontrovertible that, no matter what the faults of the service, the idea inspiring it and all its employes and agents is a great and worthy one—the transformation of desert places into productive farm lands.

There are now under way or completed almost thirty reclamation projects in the government scheme. It has been found that in order to expedite the completion of these vast enterprises, more money can be used than comes in year by year from the sale of public lands or from other sources to the Reclamation fund in the United States Treasury department, and recently a plan has been broached to issue $30,000,000 in bonds to raise funds to augment those already available or likely to be.

THE IMPERIAL VALLEY

The Colorado desert throughout historic times must have presented very little to man of interest or profit and yet it repeatedly has been visited, has been written of by many thoughtful and observant men, and has a history quite apart from that of any other section of the southwest. It was crossed by military parties as early as 1846, was investigated by an eminent geologist and naturalist in 1853, was surveyed by government contractors first in 1855 and 1856, was spanned with a chain of overland stage stations in 1858, was studied with a view to reclamation in the same year, was visited by scientists in the '70s, was partially resurveyed in 1880, was traversed by the railroad in 1886, was prospected and finally located on as a claim for working its salt beds in the same year, was surveyed with a view to reclaiming it in 1892 again, and was finally touched with the magic hand of the water king in 1902, since when it has been more in the public prints than probably any irrigated area in the history of the world.

One of the early records of a visit to this desert is found in the report of Topographical Engineer W. H. Emory, U. S. A., published by the government as a senate document in 1847. In the spring of 1846 the government of the United States was urged by Americans in southern California, which was then a part of the Mexican territory of Alta California, to send troops to San Diego and Los Angeles to protect them from the insults and the depredations of a semi-organized force of Mexican desperadoes. The nearest post to the coast was at Fort Leavenworth, Kansas, and the route between the two points was

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one little traveled and beset with unknown dangers and many hardships. However, since complaints from the southwest were becoming more and more frequent, an order was issued in June, 1846, detaching a column of cavalry troops. under Colonel Phillip Kearney, and directing them to proceed by the shortest route to San Diego, California. At the special request of the war department supplemental orders were issued sending officers of the engineering department with this expedition for observations of the country, although it was specifically stated that these observations were to be made incidental to the regular duties of an officer of the line. Lieutenant W. H. Emory and two companies were chosen for this duty, which bore little for them save the extreme of hardship and labor. For not only did they have their duties as officers of the detachment, but they were expected to make a comprehensive report on the topography, natural history and geography of the country through which they were to pass. They must have labored diligently for Emory's report is full and circumstantial, albeit written, as he says from time to time in the course of his story, under the most trying conditions, usually at night after a hard day's march, and always with data gathered at the expense of much extra trouble.

After describing with much exactness the country traversed from Leavenworth, through the southwest to the Gila river and down that stream to the Colorado, and after telling of the sorry condition in which the troops found themselves after their four months' march, the writer goes on:

"November 25, 1855. At the ford the Colorado is one thousand five hundred feet wide and flows at the rate of a mile and a half per hour, its greatest depth in the channel at the ford where we crossed being four feet. The banks are low, not more than four feet high and, judging from indication sometimes, though not frequently, overflowed. Its general appearance at this point is not much unlike that of the Arkansas with its turbid waters. * * * After crossing we ascended the river three-quarters of a mile where we encountered an immense sand drift and from that point until we halted the great highway lies along the foot of this drift which is continually, but slowly, encroaching down the valley. * * *

"Nov. 26. The dawn of day found every man on horseback and a bunch of grass from the Colorado tied behind him on the cantle of his saddle. After getting well under way the keen air of 26° Fahr. made it most comfortable to walk. We traveled four miles along the sand butte in the same direction as yesterday, about south seventy-five degrees west (magnetic). We mounted the butte and found after a short distance a firmer footing covered with fragments of lava rounded by water and many agates. We were now fairly on the desert. Our course now inclined a few degrees more to the north and at ten A. M. we found a large patch of grama (course grass) where we halted for an hour, and then pursued our way over the plains covered with fragments of lava, traversed at intervals by sand dunes, until 4 P. M. when, after traveling twenty-four miles we reached the Alamo or cottonwood. At this point the captured Spaniards (guides carried by the party) informed us that we would find a running stream a few rods to the west, but this was not found. Neither was there any cottonwood at the Alamo, as its name would signify * * * the trees probably having been covered by the encroachments of the sand, which here terminates

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BIRD'S-EYE VIEW OF THE SOUTHWESTERN QUARTER OF IMPERIAL IN 1904

THE CHANGED ASPECT OF THE SAME LOCALITY IN 1910

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in a bluff forty feet high, making the arc of a great circle convexing to the north."

Descending this bluff the troops found evidences of an old water hole, probably used by Mexicans, and here a pit some fifteen or twenty feet in depth was dug to water. The writer records that every man in the column was given water first, then the horses and pack mules were served until all had enough. However, he says: "The animals still had an aching void to fill and all night were heard the munching of dry sticks and their piteous cries for more congenial food."

"Nov. 27 and 28. Today we started a few minutes after sunrise. Our course was a winding one to avoid the sand drifts. The Mexicans had informed us that the waters of the salt lake some thirty or forty miles distant were too salt to use but other information led us to think the intelligence was wrong. We accordingly tried to reach it. About 3 P. M. we disengaged ourselves from the sand and went due (magnetic) west over an immense level of clay detritus, hard and smooth as a bowling green. The heavy sand had proved too much for many horses and some mules and all the efforts of their drivers could bring them no farther than the middle of this dreary desert. About eight o'clock, as we approached the lake the stench of dead animals confirmed the report of the Mexicans and put to flight all hopes of our being able to use the water. The basin of the lake, as well as I could judge at night, was about three-quarters of a mile long and half a mile wide. (Apparently Badger Lake, now dry). * * * It was wholly unfit for man or brute and we studiously kept the latter from it, thinking it would only aggravate their thirst. One or two of the men came in late and rushing to the lake, threw themselves down and took many swallows before discovering their mistake. The effect was not injurious except that it increased their thirst. * * * A few mesquite trees * * * bordered the lake and on these our mules munched till they had sufficiently refreshed themselves. When the call to saddle was sounded we groped silently our way in the dark.

"The stoutest animals now began to stagger and when day dawned scarcely a man was seen mounted. With the sun rose a heavy fog from the southwest, no doubt from the gulf, and, sweeping toward us, enveloped us for two or three hours, wetting our blankets and giving relief to the animals. Before it had dispersed we found ourselves entering a gap in the mountains, which had been before us for four days. The plain was crossed but we had not yet found water. The first valley we reached was dry and it was not until twelve o'clock that we struck the Carriso (cane) creek, within half a mile of one of its sources. * * * Here we halted, having made fifty-four miles in the two days.

"The desert over which we had passed, ninety miles from water to water, is an immense triangular plain, bounded on one side by the Colorado, on the west by the Cordilleras of California, the coast chain of mountains which now encircle us, * * * and on the northeast by a chain of mountains * * * running southeast and northwest. It is chiefly covered with floating sand, the surface of which, in various places, is white with diminutive spinelas and everywhere over the whole surface is found the large and soft mussel shell."

Though it was only after the loss of a great many animals and several men, the party under Kearney reached San Diego early in the year 1847, and Lieu-

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tenant Emory had the privilege of engaging with the Mexicans both at the seaport settlement and later at the battle of Los Angeles, when the American force planted the flag there to stay. His whole report is one of great interest and may be secured of the government bureau of publications until the limited supply there is exhausted.

Another military expedition, sent out to investigate the feasibility of railroad routes to the coast, crossed the desert in 1853 under Lieutenant R. S. Williamson and one of the party, Professor William P. Blake, assigned to duty with the army men as naturalist, wrote a graphic description of the desert and a somewhat exhaustive study of its geology. As regards the latter, reference is made to his findings in another place. Walter C. Mendenhall in his "Sketch of the Colorado Desert," says: "The party to which Professor Blake was attached, entered the desert from San Bernardino through San Gorgonio Pass. The first step was made at Palm Springs and the second at Indian Well, in the northwestern end of the desert, now usually called the Coachella valley. The explorers visited the springs at Toro and Agua Dulce, which have since been included in the Indian reservations and were then centers about which Indian habitations were clustered. Below Fig Tree John's the expedition encountered difficulties in its attempt to reach the old stage road which followed Carriso valley from the desert floor to the base of the Peninsula range. Along the west side of Salton Sea there is a wide area in which potable water was at that time very scarce and it was only after several of the animals of their pack train were nearly exhausted that the members of the expedition finally found water in the vicinity of Salt Creek, near what are now known as McCain's Springs.

"Professor Blake describes the physical aspects of the desert, the effects of wind erosion upon rocks near Palm Springs, the old water line along the western border and such other geological phenomena as were observed, and he mentions the springs which he visited during his journey or about which he could obtain reliable information. It is interesting to note that, in the course of his discussion, he predicted that artesian water would be found beneath the surface of the desert. Thirty-five years afterward this prediction was fulfilled."

Mr. Mendenhall refers in the last sentence to the discovery of artesian water by the Southern Pacific engineers in 1888. At the time his report was prepared the artesian water of the Eastside in this valley was scarcely dreamed of, save by a few.

Very few of the corners established by the government survey of 1855-6 have ever been found, but it remains a fact that field notes were turned in by the contractors having such work in hand at that time, purporting to cover a complete study of this desert.

In 1858 two important events occurred in the history of this desert. For many years overland travelers to the coast, particularly from the middle west and the south, had passed through the desert, crossing the Colorado either by ford or on a ferry operated there from about 1848 to the present day. There was a wagon road, such as it was, from the ford at the Yuma settlement, west to Sunset springs, where it formed, one branch running northwest along the present line of the railroad and through San Gorgonio pass, and one branch running west by south over the Carriso creek route. The latter was more frequently traveled and

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in fact a stage was operated by this road for a short time in the gold hunting days of 1849.

But in 1858 a mail contract was signed with the government by David Butterfield, who undertook to put overland mail through from St. Louis to San Francisco twice each month. This Butterfield stage line brought many of the sturdy pioneers of those days to the coast and many among them can tell you today of that long and weary ride. Regular trips consumed twenty-two days, although occasionally Los Angeles or San Francisco would be aroused by the arrival of the mail from twenty to sixty hours ahead of time. When the Civil war was declared the stage was run once each week and important messages were carried through on one occasion in sixteen days, which was for many years a record pointed to with pride by every person living along the route of the stage line.

This old Butterfield route had three stage stations on the desert. One station was at Coyote Springs, another at Indian Wells, and the third near the southern limit of the Eastside chain of sand hills. In the early days of the Imperial valley settlers found an abandoned adobe near the present site of Silsbee, this being the Indian Wells station. The one on the east side makes imposing ruins. The stage followed the Carriso creek route and was an established and paying institution until the '80s, when the Southern Pacific line was completed and trains began to be operated.

The other event that marked the year of 1858 was the discovery of the possibilities of this desert for reclamation. Dr. Oliver M. Wozencraft, a cultured and learned Ohioan who had been educated in Kentucky, was the man who first seriously talked of bringing the waters of the Colorado river into the Salton sink for the purposes of agriculture through irrigation. Although laughed at by many as a dreamer, Dr. Wozencraft went into the preliminary investigation of the project thoroughly and carried it to a point where it might have been consummated but for the breaking out in 1860 of the Civil war. Because his project was so generally similar to the one finally carried to a successful end it may be of value to give more than passing attention to him and his work.

Oliver Meredith Wozencraft was born in Clermont City, Ohio, June 26, 1814. He graduated from St. Joseph's College at Bairdstown, Kentucky, receiving a degree of doctor of medicine. After practicing a few years in his home town Dr. Wozencraft joined the rush to California in 1849 and located in San Francisco, where from 1850 to 1860, he was United States Indian agent. In his first year he was active in the organization of the state, being a delegate to the first constitutional convention of September and October, 1849. He was an enthusiastic supporter of the movement to secure a railroad from the east and was sent to Washington to lobby for bills looking to the aid of such a project.

Dr. Wozencraft's first excursion into the desert he describes in his personal diary in a most interesting way. He had conceived an interest in the unknown features of this country and in the early part of May, 1849, set out to see it. He took with him several men, riding mules and a pack train and planned a careful investigation. Describing the "jornada" he says: "We at last reached this, the most formidable of all deserts on this continent. We found its basin filled with turbid water. Crossing in an improvised boat made of ox hide, we encountered the desert. We started in the evening, taking a trail which soon led us into sand drifts, and as their walls are nearly perpendicular and as unsubstantial as a

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sand bank, we were compelled to halt. I set about prospecting to find a way out. There was a sand hill not far off. I climbed to the top and found that the sand drifts could be avoided by going to the bottom lands near the river. On my return to the men, they having fallen asleep, I found that the drifting sand had almost covered them up. We were some three days, or more properly speaking, nights, crossing the desert. The extreme heat in the daytime compelled us to seek shelter under our blankets. The heat was so intense that on the third day two of my men failed. It occurred to me, as there was nothing I could do there, to mount my gentle and patient mule, and at a distance of some eight miles I reached the border of the desert and water, with which I filled a bag and brought it back to them.

"It was then and there that I first conceived the idea of the reclamation of the desert."

Ten years later a bill was presented to the California state legislature proposing to cede to Dr. Wozencraft all state rights to the land on this desert in consideration of his reclamation of them from their waste condition, and when the promoter explained his ideas the bill was immediately taken up and passed April 15, 1859. There remained then only the consent of the federal government and this was contemplated in a bill presented in the fall of the same year. The report of the hearing on this bill before the proper committee of the house outlines the plan as follows:

"This bill proposes, in consideration of * * * the introduction of a wholesome supply of fresh water into the Colorado desert tract as described in the bill. This tract embraces (according to Lieutenant Brigland) about 1,600 square miles in the basin of what is now and must remain, until an energetic and extensive system of reclamation is inaugurated and brought to successful completion a valueless and horrible desert. The labor of reclamation must be commenced within two years and be completed within ten years. As fast as water shall be introduced, upon a report to that effect being made to the government by a duly appointed commission, patents shall issue for the parts reclaimed, and when all of the conditions are fulfilled, then, and not until then, shall the title rest in said grantee."

The committee reported favorably, but the report was received late in the session, large matters of state were looming on the horizon, and the western course of empire was put aside temporarily for more pressing business. The crash that was presaged by events of 1859 came the following year at Fort Sumter and the Wozencraft scheme was completely lost sight of. At the close of the war Dr. Wozencraft renewed his activities but always his interests were crowded to one side in the great conflicts that rent the federal assemblages, and again and again he went to Washington to find himself lost in the maze of national complications and disturbances. Just on the eve of the session of 1887, wherein a friendly representative had promised to bring the matter up for another hearing Dr. Wozencraft, then in Washington in attendance on the interests of his beloved bill, was suddenly stricken ill and died before his relatives in San Bernardino. California, could reach him.

Of his hopes, his investments and his losses Dr. Wozencraft's daughter, Mrs. Mary A. Steibrenner, of San Bernardino, wrote in the spring of 1910: "It was his own idea and no one's else. * * * You ask how much he spent? Shall

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I say it? My dear father lost a fortune on it. He defrayed all the expenses of many trips with capitalists, lawmakers and others, to the desert. He spent large sums for traveling to Washington and home again and for heavy burdens of expense while at the capitol. His last sacrifice was a beautiful home in San Francisco. Everything went for the desert. Dear father was confident of success. He gave his very life to achieve its reclamation."

Dr. Wozencraft was ahead of his times, perhaps too far, for, had his project materialized, it is possible that colonization in those days when land was to be had anywhere in southern California at a low figure and when every person in the state was more or less distracted by the stampedes from one rich mining find to another, might have proven an impossible undertaking. That Wozencraft himself might have built up a colossal fortune from ranching here, as some writers have evidently believed, seems preposterous. It was two decades before the railroad was built, there was more produce raised in southern California by desultory farming than was consumed, and no single individual could have coped with the Colorado river if its behavior then was no better than it is today. However, Dr. Wozencraft showed what might be done and he has many claims to the proud title—"Father of the Imperial Valley."

The construction of the railroad in the '80s was of monumental importance to the whole southwest. One of the first overland travelers by this route was a man of whose connection with the Colorado desert nothing has before been printed, so far as we are able to find, but who conceived that reclamation of the desert was possible and who carried the scheme to several capitalists before he abandoned it. This man was H. S. Worthington, son of Henry Worthington, a very rich dealer in leaf tobacco, who did business in Cincinnati, but whose home was in Covington, Kentucky. The younger Worthington was not an engineer but a man of very wide reading and culture and one who had infinite faith in the future of the southwest. Indeed he wrote several monographs on this subject, some of which were published, but none of which can be found.,

Worthington saw the possibilities presented in this region and while in San Francisco broached them to Henry E. Huntington and his principal assistant, Epes Randolph. It is to Mr. Randolph that we are indebted for this bit of hitherto unpublished history and it is used with many thanks to him, in this place. At that time Mr. Huntington had several enterprises in hand and it was impossible for him to give any attention to the Worthington plan. The promoter carried the scheme to capitalists in the east but was unable to interest them and, other matters compelling his attention shortly, he dropped the plan. The death of his father made him independent and it is probable that only a sentimental interest in the country remains with him.

With the coming of the New Liverpool Salt Company in 1883, the first part of the history of the Colorado desert is closed. This corporation filed on some land and leased some of the Southern Pacific railroad, scraping the salt, that lay in great layers over many square miles of territory in the bottom of what is now the Salton Sea, into piles with steam plows and then purifying it. The business was immensely profitable but was completely wiped out by the overflow of the Colorado river in 1905-06 and 1907, and it is doubtful if it will ever be resumed.

The conqueror of the desert is at hand. Look down now on that great expanse

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of burning waste for the last time. Nature shook the mountains from the base and a great area subsided to become the floor of a sea. Ages passed, a river had its way, a great lake lay for centuries sleeping in the sun, then the river left and the sun ate up the expanse of waters, leaving another waste; but this time only waiting the touch of man's hand to blossom into a garden of incomparable beauty and richness and to give homes to thousands and sustenance to millions. Look on this waste for the last time for we are hurrying on to the ultimate destiny of the Colorado desert.

IMPERIAL VALLEY AN AGRICULTURAL LOCALITY

With a great river flowing near at an altitude fifty feet above sea level where the floor of the Imperial valley ranges in altitude from sea level down to one hundred and fifty feet, it is easy to see the possibilities for irrigation the early engineers saw. A railroad line crossed the desert, practically bounding the Imperial valley on the northeast with its rails, and a ready market for all produce was thus assured. Although little was known at first of the absolute fertility of the soil the earliest comers were impressed with this, and the combination of desert heat, water carrying, land enriching silt, and a soil of depth and quality worked themselves out to a conclusion almost mathematically certain.

As early as January, 1901, William E. Smythe, a writer who had for years made a close study of irrigation and irrigation projects, was quoted in the Los Angeles Times Magazine as saying: "Here we shall see small farms, very likely the smallest farms in the course of time, anywhere in the United States; since soil and climate are both favorable to this result. We shall see a wonderful diversity of production." In the same year, in Sunset Magazine he said: "Doubtless settlement will begin here on comparatively large areas, but it must tend inevitably and swiftly to the very smallest farm units on the American continent."

Imperial valley is an agricultural territory. On this it must stand or fall. Therefore in connection with the climate, it may be profitable to take up at once the two other essentials to profitable farming—soil and water. Of the former much has been written, some without knowledge of the facts, some with certain facts but no knowledge of practical conditions, some with both facts and practical demonstration but little appreciation of the importance of the matter.

In their "Soil Reports" of 1902 the government students wrote that it was of five kinds, namely: dune sand, sand, sandy loam, loam and clay. They said that the first variety is of a reddish brown color, rather rotten and often mixed with particles of flocculated soil. When wet these particles break down, producing a sandy loam soil." This sand was blown into the desert from the old beaches on the west and northwest and, catching on one obstruction and another usually mesquite bushes, they gradually built themselves up into sand drifts, dunes or hummocks, and when mixed with firmer soil, would, they said, form a good arable combination. The Imperial sand the experts reported was the same as the dune sand save that it was already spread out and more or less mixed with other soil. They recommended it highly. Of the sandy loam they said: "It is formed by the coarsest sediment of the Colorado river deposit, mixed with a little wind blown sand." They believed, also, in this mixture. The Imperial loam they averred "is the direct sediment of the Colorado river which has been

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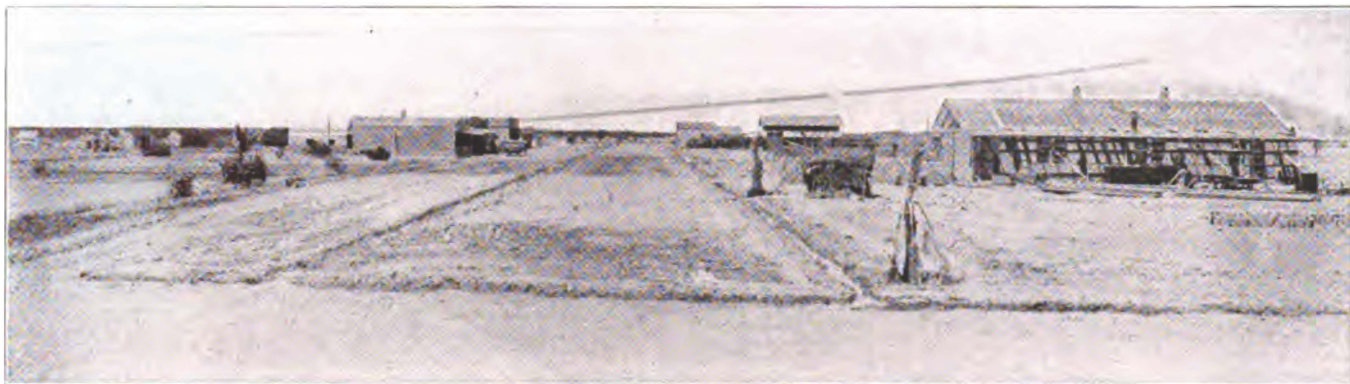

BIRD'S-EYE VIEW OF BRAWLEY IN 1903

THE SAME VIEW ON MAIN STREET IN 1910

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deposited in strata when the area was under water. * * * It is from four to six feet deep, underlaid by a clay or clay loam, and contains considerable organic matter, including an abundance of nitrogen and potash." They wrote that this soil would grow barley, wheat and alfalfa. Of the last class they said: "The Imperial clay as soil or subsoil is found throughout the entire area. * * * This soil has been formed by the deposition of the finest sediment of the Colorado river and is a heavy, sticky, plastic soil, very much resembling the clay subsoil found in the Mississippi river delta."

These classifications are probably more or less accurate. The soil report worked infinite harm to Imperial valley at the time because of its reiterated assertion that there was so much alkali in the soil that very few spots would prove amenable to profitable cultivation. That this was almost wholly untrue has been proven so often that the mere statement is sufficient here. Alkali has been developed in very few places: in those scattered and relatively small areas where it has always existed and where a struggle with it was anticipated from the first, surprising results have been obtained by patient and skillful efforts. Less than one per cent of all the land in this great basin has thus far been proven worthless for high cultivation. On the other hand a large percentage has been found to be even better than the most sanguine had hoped and to be improving year by year as cultivation is continued. Even the hard and slightly salty spots yield as vegetable matter is turned under, and in many places that not only the soil experts but skillful farmers characterized as worthless, luxuriant crops are being matured at the end of the decade.

The irrigation of arid lands has proven a hard science to master. Although it has been going on for untold centuries each new addition to the irrigable territories of the world appears to present new problems to the husbandman; the search for a specific formula expressing the relation between elements and results in irrigation continues. In this district there is no exception to be reported. The ranchers of the Imperial valley have three conditions strongly in their favor: the generally uniform slope of the land and its excellent drainage, the fact that their sources of supply yield most heavily at the season of the year when water is most needed, and the silt impregnated character of the water supply. In regard to the second feature it is to be added that, while the fountain heads of the Colorado are flowing most strongly during those periods in the summer when snows are melting in the Rocky mountains, the Gila and Salt rivers are at flood during January and February, when the Colorado is low, early irrigation in Imperial valley is beginning, and there are falling throughout the water sheds of the two rivers named heavy and continuous showers of rain. Concerning the silt carried in the water, government experts working at the University of Arizona have determined that the Colorado at Yuma carries silt having a fertilizing value of $1.65 to each three acre-feet, allowing for a fifty per cent loss in course of delivery to the land. This is a sound theoretical basis from which to figure but it must be remembered that at least part of this fertilizing value is offset by expense of cleaning ditches and that in some cases fertilizing silt is not highly desirable in a field, especially where young and tender plants are seeking a foothold. In short, this quality in the water that revivifies the land each year in the course of irrigation, while undoubtedly of tremendous value taken the district through, cannot be figured as above and set down as net profit.

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Climate, soil and water have been shown to be the substantial foundations on which the agricultural hopes of the district are built. But one more factor is essential to productive value—a market. This implies the subsidiary requirement of transportation facilities. For the past fifteen years the city of Los Angeles, two hundred miles distant from Imperial valley, has been consuming more than the territory immediately contiguous could supply. Within the last five years the demand has increased almost half, while the only large producing territory to be added to her sources of supply has been Imperial valley. The completion of the Panama canal means enormous increase in shipping and a resultant increase in demand for produce of every variety. In the year 1910 the secretary of agriculture reported that population was increasing throughout the country faster than the production of marketable food stuffs and he added: "We must look to the west, especially the reclaimed west, to add sufficiently to our productive areas to care for the increased demand the next few years will see."

To deliver produce Imperial valley has a railroad line with enormous capital and facilities, a road largely controlled, as far as its local policies are concerned, by men keenly alive to its possibilities, and a road whose interests are inseparably connected with those of Imperial valley.

To gain a useful conception of economic conditions in Imperial valley in the first decade one more item is important, namely: the circumstances of living. With all early settlements it has suffered from high cost of living and many discomforts and deprivations, but these conditions are rapidly being ameliorated. In the first three years living expenses were very high because all supplies were taxed heavily for transportation overland by teams. At the close of the decade it may be generally said that living is no higher than in other country communities, for slightly increased rates on imports, necessitated by exorbitant freight charges, are compensated by the cheapness of dairy products, eggs and poultry, honey and a few vegetables. Conditions in these respects improve year by year.

Water for domestic use and for drinking might be considered a serious problem in the midst of a desert watered by streams carrying marked alkaline deposits. As a matter of fact eight months in the year the water, after ordinary filtration, is sparkling and healthful. There are certain days in the other four months when floods, either in the upper reaches of the Gila or Salt rivers or in the Colorado, impregnate the water with silt, and when this condition obtains in the summer time satisfactory filtration is difficult. However, the water is never unhealthful, as far as can be learned from repeated tests and analyses, its principal fault being that it has a peculiar musty taste, especially when warm. A deep settling basin and a filter suffice to insure good water.

In the foregoing pages we have rambled over a number of subjects, some of which bring the reader down to the close of the decade. These anachronisms, however, should not divert the mind from the purposes intended—to show the economic and living conditions approximately as they were in Imperial valley in July, 1902, when the beginnings of settlement were over and the district had become a recognized factor in the scheme of things. We have found that the towns of Calexico and Imperial are well organized, settlement constantly on the increase and every condition on the surface looking to prosperity and peace. Underneath this, however, was found a condition of disorder and dissension

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that threatened the whole enterprise. The life of Imperial valley is absolutely dependent on that narrow stream of water flowing from the Colorado to the distributing canals of the mutual water companies. Did any circumstance threaten the continuance of the even flow of this water, or the well-being of the corporation delivering it and extending canals and systems to enlarge the territory of its delivery, and the whole edifice tottered.

Consequently the commercial progress of 1902 and 1903 was rapid. In the spring of the former year the Imperial & Gulf railroad was organized, with a plan for constructing a road to connect with the Southern Pacific at Old Beach. W. F. Holt, one of the organizers, undertook the work of grading for such a line, engaging George A. Carter as construction contractor, Holt being given water stock as a bonus for advancing the cash required, by the California Development Company. It was freely stated in the offices of the land company that this grading was only a bluff to force the Southern Pacific to build into Imperial valley, and in May, 1902, this "bluff was called," for A. H. Heber was summoned to San Francisco by Julius Kruttschnitt, then general manager of the Southern Pacific railroad, and an agreement was made to give the work then done to the Southern Pacific Company, the railroad to be completed to Calexico. This accomplished, the Southern Pacific entered on the project, and on October 16, 1902, began work. The road was completed February 21, 1903, and although an event of primary importance to the settlers, commenced operation without any flurry of excitement.

Imperial valley's real "boom" was witnessed in the spring and fall of 1903. In April of that year the total acreage in crop was about 25,000, of which 6,220 acres were in wheat, 14,423 in barley, 750 in oats, 1,540 being prepared for corn, 573 in alfalfa and the remainder in grapes, fruit, garden stuff or melons. There would have been many acres more—in fact a large acreage was ready for crop that spring, but owing to the inability of the development corporations to raise money for extensions, the system, even with seven hundred miles of canals then built, or building, was wholly inadequate to the demands put on it.

In the fall, by dint of scraping, borrowing and hypothecating property the company had slightly enlarged the scope of its operations and water was turned into many new ditches so that in the winter of 1903 no less than one hundred thousand acres were cropped. Imperial valley was growing apace, the population at that time being in the neighborhood of seven thousand, and although very little produce was being sold, the money brought in from outside for development work gave the trading posts and the country in general a prosperous look. The extension of the Southern Pacific branch line from Imperial to Calexico was completed in January, 1904, and Calexico which had been a thriving trade center became a bigger factor as the terminus of the railroad.

Brawley and Silsbee, projected with Imperial and Calexico, were now reached by the canals and began to develop, and Holtville was staked out this year and became a supply point for contiguous territory. Water Company No. 4 in the fine land about Brawley, received its first water, and the systems in Nos. 5 and 7 were completed and cultivation begun entensively in this year, although the water supply was somewhat undependable and progress in many sections was impeded as a result. In order to encourage cultivation and to avoid complications of bookkeeping and particularly because most of the new settlers were poor

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men, no charge was made for water up to the middle of July, 1905, over and above the annual assessment on water stock, but even free water was not overly useful when it could not be had, as was the case in such portions of Imperial valley as we filed on in advance of the ditches.

The town of Imperial grew rapidly, new business houses came in, residences of substantial sort were erected and a new hotel was opened June 19, 1904, with some ceremony, having been erected by the enterprising men of the Imperial Land Company, of which F. C. Paulin was president.

The impetus given the town by this company and the enterprising business men they drew to the town proved sufficient to carry it well through that weaning time which must come to all new towns in time, when the promotion company withdraws its support and the citizens are left to their own devices.

But a cloud no bigger than a man's hand was rising on the eastern horizon of Imperial valley, a cloud none of the residents saw, and which, though it brooded over the Development Company night and day, appears never to have alarmed its officers nor to have distracted them from the dissensions again growing up in their midst. In the fall of 1902 it was thought that the headgate at Hanlon's installed by George Chaffey during his regime, was not low enough to admit water when the river was ebbing, consequently the engineers dredged an opening around this gate such as is called by technical men a "by-pass." Through this narrow channel it was possible to get sufficient water for the needs of the irrigators. The by-pass was closed in the spring before the arrival of the floods always anticipated in May and June and no harm was done, although it was apparent that such temporary expedients were dangerous and costly and that a permanent gate, large enough and deep enough to furnish the necessary water, was imperative. No money was forthcoming for this work. Plans that had been made for financing the company had been annulled because of the attack on the soil by the Department of Agriculture and because reclamation service officials then held that Imperial valley had no right to use the water of the Colorado.

But here is an illustration that shows on how slight affairs big destinies turn. Long afterward the fact was discovered that the bed of the Chaffey gate was two feet lower than it had appeared. Sand boards two feet in width had been left in the gate, silt from the water settling against the boards and giving a false bottom to the gate. Had those boards been removed there would have been ample water, but they were hidden from view and the fault was not detected.

The cutting of the by-pass was repeated in 1903 and again in 1904. By the latter year, however, another cause for dismay arose to confront the engineers. The Imperial canal connecting the headgate at Hanlon's just north of the international boundary line, with the head of the old Alamo channel which was used to carry the water to Sharp's heading, ran for four miles almost parallel with the Colorado, through mud flats and having a very slight gradient. The result was that in course of those first four years so much silt accumulated in the canal that the diversion of much water from the Colorado was rendered impossible. It was found impracticable to dredge out this silt in the fall of 1904 in time to furnish water to the settlers, who by this time numbered nine thousand, and whose crops covered probably one hundred and fifty thousand acres. There was but one alternative—to make an opening in the mud banks of the Colorado four miles below Hanlon heading, and in Mexican territory, connecting the river

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EL CENTRO NATIONAL BANK, EL CENTRO

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directly with the head of the old Alamo channel, or about there, and giving the river an opportunity to flow directly and with a good fall, into the feeder that supplied Imperial valley. The making of this cut was of monumental importance. It was the gathering of the cloud of trouble that blackened the years of 1905, 1906 and 1907 for the residents of Imperial valley. It was the beginning of the end of the California Development Company, but not fifty persons in Imperial valley knew or cared, that it was made—as it was—in October, 1904.

ONE OF CALIFORNIA'S MARVELS

Imperial valley proper lies in the southeastern corner of the state and is about forty miles from the Colorado river, its source of water supply, and lies adjacent to the boundary line between Baja California, Mexico, and the United States. It embraces a strip of territory some forty miles square, practically all of which can be put into cultivation and under the ditch system. At present there are about two hundred and fifty thousand acres cultivated and the production of that acreage is one of the marvels of California and the world.

When one begins to enumerate what can be grown here it is a monumental task, for the list includes practically all crops grown in the United States and many which are grown elsewhere. There are somethings, however, which have not done well here, but they are few and are mostly in the lines of deciduous fruits that thrive best in a country where there is frost and snow.

The one great crop in the Imperial valley is alfalfa. This yields from one-half ton to more than a ton to the acre at every cutting, and can be cut from six to eight or nine times a year. Used as pasturage it will support two dairy cows the year round on one acre and in addition it will furnish one or more cuttings of hay. The feed is green the year round, but during December and January its growth is slow, owing to cool nights. Planted in the spring or fall and using a nurse crop of barley or corn, one will have a good stand of alfalfa within six months which can be pastured down. It is one of the greatest wealth producers of the valley. As pasturage for cattle, hogs and sheep it has no equal, and thousands of head of all these are brought into the valley to be fattened and turned into beef, pork or mutton. They come in and go out by trainloads. Used by dairymen the profits from alfalfa become enormous. Some three years ago two Swiss rented a piece of ground, stocked it up with dairy cows and they are now worth $16,000. All they had to begin with was $500. Alfalfa land sells for $100 to $175 per acre and rents from $10 to $15 per acre per year. It is a good investment.

Cotton is one of the newer crops here and is turning out to be a winner. It yields from one-half bale to two bales to the acre, depending upon the care taken of it. Any of the land will produce two bales if the crop is properly cared for. The valley has many gins and at El Centro is located a cotton seed oil mill, which extracts the oil from the seed and grinds the meal.

The corns (milo maize, Kaffir corn, Egyptian corn and Indian corn) all do well here and two crops of all but the Indian corn can be raised here. Corn planted in the spring will mature and can be cut down, irrigated and another crop grown without the necessity of replanting. The yield is about one ton of threshed corn to the acre, worth in the market about twenty-two. The usual plan,

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however, is to feed corn to the hogs in the head, turn the cattle into the stalks and get double value for the crop. It is worth more as a feed than as a grain. Many feeders are paying from $5 to $7 per acre for the stubble alone.

Barley is a sure crop here and its yield is from eighteen to thirty-five sacks per acre. Planted in the early fall one can pasture stock on it until February and then by taking the stock off it will grow and mature a crop for hay or grain. For hay it has yielded as high as four tons to the acre but its average is about two tons. In no other country can barley be pastured and then a crop raised which is worth harvesting. The harvesting here is mostly done with the combined harvester, which cuts, threshes and sacks the grain as it moves. It is usually the first crop planted on new land, for it is a sure producer and is a money maker.

Live stock is one of the great industries of the valley. Cattle and hogs have the preference but there are many sheep. It is well said that a yearling here is as big as a two-year-old in any other country. They do not have to endure the rigors of a hard winter, can be fed on green feed the year round and they just simply grow all the time. They are money makers from the start and are brought in by the trainload from Arizona, New Mexico, Texas and Utah. All one has to do is to turn the stock into the feed and it will do the rest. Sunshine, water, feed and a little care for stock do wonders here. Alfalfa fed and corn fattened beef, pork or mutton has no equal, and Imperial valley meat is justly celebrated for its tenderness. Many large cattle companies are operating here, among which are the George A. Long Cattle Company, operating its own packing house and feeding yards; the Benton-Waters Cattle Company, which probably handles more cattle than any other concern in the valley; the Fullers, near Heber; the Farrs, near Brawley, and others.

Cantaloupes have produced some marvelous returns and the center of that industry is at Brawley, where they ship some two thousand five hundred cars per year. The acreage is mostly in small holdings, although some of the tracts are from one hundred and sixty to three hundred and twenty acres in size. In May, June and July, when the shipping is at its height, the cantaloupe fields and shipping sheds are alive with the hum of industry, both day and night. The "cants" are mostly shipped to eastern cities, although many find their way to Pacific coast points. The returns are from $75 to $300 per acre but a beginner should start with a small patch unless he has had experience with raising the crop and is familiar with irrigation.

Dairying is one of the wealth producers of the valley and the class of dairy cows is improving every year. The dairymen are weeding out the poorer milkers and securing only the best of blooded stock. They are paid in cash the tenth of every month and a dairy cow is looked upon as better than a gold mine. Creameries in the valley handle the most of the cream, although some of it is shipped to Los Angeles and San Bernardino. Imperial valley butter is celebrated for its yellow color, which is natural, no coloring being used, and its excellent flavor. With alfalfa for pasture dairy cows and hogs and chickens a rancher is independent and soon becomes wealthy.

Oranges do exceedingly well here and are colored, sweet and ready for the market before any of the coast oranges are ready. Practically the entire crop

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can be shipped for the holiday trade. The valley is practically frostless and what trees have been planted here produce large crops of the golden fruit at a time when they command a good price. The same may be said of lemons and grapefruit. The writer has seen many groves of oranges and lemons and grapefruit but never any finer fruit than can be picked today from the groves in Imperial valley.

Apricots are among the fruits that produce heavily and early, getting to market before other sections are ready to pick. Many varieties are planted here and all grow successfully. Returns in cash are large, running as high as $500 to $750 per acre for a good producing grove.

Asparagus is being planted largely, and it thrives at its best in the valley. Cut and shipped in car lots in February and March, it reaches the eastern market and is without competition. It brings in New York and Chicago from fifty to ninety cents per pound. When the shipping season is over Imperial has a cannery which can handle the crop until May or June, thus largely increasing the revenue. One rancher here cleared over $10,000 from forty-five acres of asparagus in the spring of 1912 and a part of it was cut for the first time. In the year 1913 he expects still larger returns from it.

Grapes do excellently here and there are many large vineyards. The largest growers are Arakelian brothers of Fresno, who raise Muscats, Malagas, Thompson Seedless and a few Persian varieties. These grapes begin to ripen about the last of June and are all off the market when other sections begin to ship. The price they command is high and the returns larger per acre. Many are dried for raisins, and the valley is ideal for that purpose, as we have no rains or fogs to interfere with proper curing.

Dates are just coming into bearing in this valley and they are the famous Degle Noor date, imported from Arabia, and others from Africa. They yield from one hundred to three hundred pounds per tree and are worth from 50 cents to $1 per pound. Planted about eighty trees to the acre, one can readily figure what income they produce. They do not begin to produce their best until they are about seven years old, but from that time on they produce beyond the ken of the present generation. They are a magnificent crop to plant for posterity, besides yielding riches for the present generation.

The foregoing are but a sample of the various crops and industries that are made to produce wealth in the Imperial valley. The valuations have increased from nothing in 1900 to over $14,000,000 in 1912 and are increasing every day. New buildings, improvements of all kinds, new lands being brought under cultivation all tend to show the faith people have in the great Imperial valley.

The water supply is inexhaustible, coming as it does from the mighty Colorado through a system of ditches sixty miles long and is conveyed to the land by laterals, of which it takes some eight hundred miles to reach the boundaries of cultivated land at present. They are now working on the new high line canal east of the Alamo river, which will bring some one hundred and twenty-five thousand acres more of land under cultivation. This will extend from the Mexican boundary to the Southern Pacific main line tracks. Practically all of this land is now filed on or owned outright by the Southern Pacific as a part of its land grant.

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WATER SUPPLY INEXHAUSTIBLE

The water is handled by the California Development Company but negotiations are in progress looking to the purchase of the main system by the Imperial irrigation district. The California Development Company then distribute the water to various mutual water companies who sell to their stockholders only at cost, plus the cost of maintenance. The cost is fifty cents for enough water to cover an acre of land one foot in depth. Crops require from two to three acre feet of water per acre per year, making it the cheapest water to be had anywhere.

THE SALTON SEA

Some six years ago the United States was startled by the news that the Colorado river had swept out of its banks and would inundate the Imperial valley. It caused the Southern Pacific Company to move its main line five times; it formed the great Salton Sea in the midst of the dry sands and did considerable damage to farm lands in Imperial valley. This damage, however, is small in comparison with the benefits which have resulted from the great flood. It has carved or washed out two great river channels on either side of the valley, New river on the west and Alamo on the east, and has given the valley a drainage canal which will for all time prevent the land from becoming waterlogged and which affords excellent opportunities to dispose of all waste water.

IMPERIAL VALLEY COTTON

The new venture of raising cotton on Imperial valley lands has proved a success, with the result that the valley is attracting national attention. An average of nearly two bales to the acre, each bale valued at from $50 to $70, is shown by the first crop, while the fact has just been discovered that in strength of fiber the cotton of Imperial valley breaks the record of the world, according to a government test recently recorded.

More than three thousand cars of cantaloupes were sent east from one crop last year.

And now comes the definite announcement of the forthcoming construction of a great irrigation canal which will mean the opening and development of a new inland empire, the reclaiming of one hundred thousand acres of virgin soil, the building of at least two new cities in Imperial valley, homes for one hundred and twenty-five thousand homeseekers, the probable building of a new belt line railway and the shipping of many additional thousands of carloads of products from the valley.

EAST HIGH LINE DITCH

The building of the great ditch to be known as the East High Line canal, will be carried through by what is known as Water Company No. 5, and will begin at a point near the Mexican border and extend to Imperial Junction, a distance of thirty-six miles, irrigating a strip varying in width from three to seven miles and including approximately seventy-five thousand acres. A second heading on the Alamo river will pick up all the water of No. 5's present ditch, as well as the waste from the California Development Company's canal. This will serve to

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MAIN STREET, LOOKING WEST, EL CENTRO

COTTON GROWERS ASSOCIATION WAREHOUSE, EL CENTRO

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irrigate twenty-eight thousand acres additional. This water now flows into the Salton Sea.

The new ditch will be large enough to carry five hundred second feet of water that will be taken from the main canal of the Development Company at the legal rate, which at the present time is fifty cents per acre foot. The work of construction is estimated by Receiver Holabird at about $750,000, which will be raised by the entrymen under the proposed new ditch, practically all the land having already been taken up. The land that will come under irrigation when the new canal is finished is as rich as any in the valley, and when settled with a family on every forty acres will accommodate two thousand five hundred families. All this area will boost every valley town, but El Centro, as the county seat, must derive the greatest benefit from all Imperial valley expansion.

There still remains fifty thousand acres of good land west of the west main ditch that is not likely to be irrigated for some time. The foregoing being absolute statements of fact should furnish undeniable proof of the value of the Imperial valley as an invaluable back country, well worthy of adoption.

IMPERIAL COUNTY

With the vast improvements and reclamation of land in the Imperial valley, came settlements rapidly and the people, ambitious to govern themselves, petitioned the board of supervisors of San Diego county, the valley being then a part of San Diego county, setting up plausible claims for a separate government, and, on July 9, 1907, the board adopted resolutions calling for an election, to pass upon the question of dividing the county. The line of division proposed was to be the section line lying between ranges 8 and 9 east of San Bernardino meridian. The territory embraced in the projected county had an area approximating 4,000 square miles, with a population estimated at 10,320. The date of election was set for August 6, 1907.

When these preliminaries had been finally settled, and probably long before, the question as to where the county seat should be located became a burning one, so to speak, which resulted in a bitter contest between the village of Imperial and El Centro. Although much younger than Imperial, El Centro won out after a strenuous and desperate struggle on its part; this, however, by so narrow a margin that a recount of the votes was sought by her rival, but the legal contest never took place.

On August 12, 1907, the supervisors of San Diego county met and canvassed the returns of the election. The result of this proceeding determined that the people of Imperial county were almost unanimous in favor of division and thereupon the board officially declared that the county of Imperial had been born. At the election the board of supervisors which had been chosen for the county met at El Centro at ten o'clock in the morning, in the Valley State Bank building, and there organized by choosing F. S. Webster, of the third district, chairman.

The first measure adopted was an ordinance prohibiting the sale or distribution of liquor, malt or spirituous, anywhere in the county, except under the most rigorous restrictions. At a later meeting of the board, ordinance No. 3 was adopted, prohibiting gambling or betting. If there has been liquor sold in

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Imperial county, or any gambling pursued, the acts have been surreptitious and in defiance of these laws.

Shortly after the organization of the county Sheriff Mobley Meadows secured a building that had been used as a furniture warehouse, real-estate office and dwelling, for a temporary court house! In this same building two rooms were set apart in which to confine malefactors. This was the first county court house and jail.

In September, 1907, the board of supervisors appointed its chairman, F. S. Webster, and the district attorney, J. M. Eshelman, to appear before the board of supervisors of San Diego county and insist upon that body turning over to Imperial county its share of moneys, which San Diego county had theretofore refused to do. After several trips to San Diego county had been made and through some further difficulties the mother county made a satisfactory settlement with Imperial.

At about the close of 1907, a substantial jail building had been completed and the county offices removed to a new building which had been erected by the board of supervisors as a temporary court house. In 1909 a site for a permanent court house was decided upon in an addition to the townsite lying west of the Date canal. Some time before this the first daily newspaper in the town was established by Edgar F. Howe and his sons, Armiger W. and Clinton F. Howe.

PIONEERS OF THE COUNTY

In November, 1902, the first Farmers' Institute was held in the new brick building of the Imperial Land Company. Here gathered on that occasion many of the people of Imperial valley and the list of their names given below as furnished to Edgar F. Howe and Wilbur Jay Hall, authors of "The Story of the First Decade in Imperial Valley, California," by W. E. Wilsie, of El Centro. makes a fair showing of the pioneers of this county:

C. A. Frederick, Ray Edgar, E. C. Utz, Mrs. H. N. Dyke, James B. Hoffman, Robert Harwood, Mrs. Mattie Gardner, Mrs. Leroy Holt, Mrs. Annie Young, W. F. Holt, E. L. Eggleston, J. H. Free, F. H. Wales, W. J. Mitchell, S. A. Adams, John C. Hay, Mrs. L. E. Srack, L. E. Srack, R. W. McIntyre, James Heathy, H. N. Dyke, H. E. Allatt, G. M. Young, Z. L. Gardner, James Boyd, W. E. Wilsie, John Elslee, O. V. Darling, D. D. Pellett, Emily Seegmiller, Mrs. Kate Brooks, John G. Brooks, E. A. Slane, Mrs. S. R. Adams, Rosalia Meadows, Olive Thayer, A. C. Gaines, Margaret S. Clark, Jean Grove, Walter Evans, Leroy Holt, Daisy Grove, Mamie Evans, Earl L. Banta, Mrs. S. W. Mitchell, S. W. Mitchell, Fred Wales, Vear Mitchell, W. A. Edgar, Mrs. W. A. Edgar, Wilton P. Holman, Frank H. Stanley, William Elmensdorf, Ralph W. Hughes, Thomas H. Hughes, Mr. and Mrs. C. C. Manning, A. C. Ensign, T. P. Banta, H. C. Griswold, V. K. Brooks, R. W. Still, J. W. Shenk, E. L. Ranney, John Clark, W. A. Van Horn, Mrs. W. A. Van Horn, Susie and Ora Van Horn, Alice Gillett, Augusta Gillett, Angie Mitchell, Emma Mitchell; Lottie, Hester, Edith, Raymond, Eva, Mandie, Walter and Alfred Adams, Hattie Gillett, Rena Van Horn, E. N. Adams, M. J. Starks, Mrs. Starks, Elsie and Mrs. E. M. Adams, Mrs. Alice E. Duman, D. Nicolls, W. H. Horne, W. T. Horne, Mr. and Mrs. M. P. Grove, E. L. Wales, L. M. Dougherty, E. S. Lyons, Mrs. L. C. Vickrey, L. M.

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Van Horn, Jessie and Jennie Holt, Rena Elliott, A. C. Ferguson, Mrs. Ethel Ferguson, A. W. Cook, Mrs. A. W. Cook, S. A. Smith, Mrs. Hector White, Roscoe White, Archie Priest, Edwin Irwin, Guy Irwin, Teil Stephen, Ray Stephen, Fred Miller, Ray Van Horn, Hubert Van Horn, Ernest Mitchell, Charles Gillett, DeWitt Young, George Harris, Evert Van Horn, John Gillett, Tom Beach, Justus Beach, Fred Van Horn, Roscoe Beach, Romie Mitchell, Daniel Webster, J. R. Adams, Eugene Wales, F. Blackburn, J. F. Rutter, Carl Huddleston, Romaldo Barlage, Jean Irene Stacks, Frank Blake, Walter and G. W. Donn, John Yount, W. A. Daggs, John Daggs, Ed B. Moore, Ernest Van Horn, Mrs. Ed B. Moore, Albert Hart, Mrs. D. K. Straight, Mrs. E. A. Dundon, J. M. and J. D. Huston, T. M. Kellogg, Charles Toney, Dr. and Mrs. J. C. Blackinton, F. E. Thing, L. A. Meredith, J. A. Williams, H. J. Cross, F. M. Chaplin, A. T. Plath, J. S. Snyder, J. H. Holland, L. F. Farnsworth, L. E. Cooley, M. C. Mitchell, J. E. House, S. W. Utz, C. B. McCollum, Harry Willard, J. R. Harris, A. H. Carrier, E. K. Carriere, J. K. Thomas, Senator L. Adams, J. D. Dunovant, W. Busby, Mrs. D. C. Huddleston, Mrs. G. E. Miller, Rev. G. T. Wellcome, J. A. Hammers, W. H. Hartshorn, D. D. Copenhaver, C. J. Schenck, E. M. Guier, J. W. Mills, J. A. Bonsteel, J. Garnett Holmes, H. J. Wilson, James S. Jacks, W. E. Hogue, H. C. Oakley, J. E. Heber, George Fishbaugh, Edwin Mead, Charles Palmer, Thomas Brock, Mobley Meadows, Marguerite Beach.

EL CENTRO

In the fall of 1905 the town of El Centro was founded. The townsite rights belonged to W. F. Holt and here was a flag station of the Southern Pacific Railroad, named Cabarker. Holt sold the townsite to a Redlands syndicate, which exploited it under the name of El Centro. At this time it had a hotel building named The Franklin, which had been moved to the place from Imperial; a couple of small residences owned by Dr. Anderson, which had also been moved in from Imperial, and a little real-estate office which stood on Main street. Water was brought through a ditch from the canal west of the townsite to the hotel. The syndicate began operations at once and soon J. L. Travers, a pioneer contractor, with Charles Nelson, his foreman, arrived and entered upon the construction of the El Centro Hotel. At this time there were probably about a dozen permanent settlers in the hamlet, but notwithstanding this fact Travers also began the construction of the Holt Opera House. Today El Centro has many beautiful and substantial buildings.

Six years ago a desert, El Centro presents the amazing spectacle of a thriving city with a population of four thousand and a total of building operations for twelve months of nearly $600,000. These figures, compiled with the aid of J. L. Travers, show that the year 1912 has exceeded all former records.

An itemization of the report shows the building activity as follows: Industrial structures, $241,900; commercial buildings, $83,300; hotel, restaurants, etc., $15,700; educational, $65,000; churches and hospital, $16,400; residences, $51,775. Total, $574,075. There were eighty-one residences built during the year at an average of almost $2,000, all possessing modern conveniences.

During the short history of the valley no town has made such a showing. The new building season has opened with vigor and it is predicted the report

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for the next year will even beat the present record. The largest individual expenditures shown by the report are: Holton Power Company's plant, $225,000; J. E. Davis block, $27,000; A. H. Rehkoph block, $20,000; Blackwell building, L. & S. Theater, $7,000; Holton Power Company's office building, $7,000; and Main street apartments, $5,000. Besides this the new school building shows an expenditure of $65,000.

Not only in building activity does this city show a record, but the total assessment value of the lands has increased in two years over $10,000,000, or from $9,000,000 to $19,000,000.

THE TOWN OF IMPERIAL

In the fall of 1900 the Imperial Land Company staked out the townsite of Imperial, locating it in the geographical center of the irrigated area. Here Dr. W. T. Hefferman toward the close of the year erected a building and stocked it with general merchandise. He was the pioneer merchant. About the same time a tent hotel was opened by Millard F. Hudson. Members of the Christian church erected a house of worship in 1901, and that same year a printing office was opened, and the Imperial Press, edited by Henry Reid, was issued. Rev. John C. Hay was pastor of the church, his congregation consisting of six persons. W. F. Holt and Leroy Holt and his wife were of the number. Ruth Reid, daughter of the editor, was the first baby born in the town.

Imperial grew rapidly, two business houses were erected, also many residences of a substantial order, and on June 19, 1904, a new hotel was opened, having been erected by the Imperial Land Company, of which F. C. Paulin was president. An interesting sketch of those early days has been furnished by Henry Reid, editor of the Imperial Press from May until October, 1901, when he was succeeded by Edgar F. Howe. An excerpt of the article is here given:

"If you will remove from the townsite of Imperial every conceivable building which you now boast, then place upon the site now occupied by the Imperial Land Company block (formerly that of the Citizens' Bank) a tent rooming house; * * * place upon the present site of the Hotel Imperial two large rooms also built of canvas, which served as a kitchen and dining room; upon the site now occupied by the New York store a small frame structure which was occupied by Dr. Hefferman with a stock of everything that people would be likely to demand in the way of canned provisions and kindred wares; and upon the block bounded by Eighth and Ninth streets and by J and K avenues place a corral and feed yard constructed of rough posts and covered with brush and you will have a very accurate picture of the city of Imperial when we first saw it in the early part of March, 1901. Material was on the ground for the erection of the home of the Imperial Press, together with living apartments for the editor and his family and through the untiring efforts of a jolly good bunch of 'mechanics' led by W. F. Holt the Press building was very soon a reality. Leroy Holt, president of the First National Bank of Imperial, was also active in the construction of this building. In fact it was he who nailed the larger portion of the shakes upon the roof. The foundation and floor being in place, the printing machinery was set up and the walls and roof were built around while the first edition of the Imperial Press was put into type and made ready for its debut.

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* * * Our neighbors were very few indeed during the first summer. The fixed population of the desert city was made up of less than a dozen souls including Leroy Holt, A. W. Patton, H. C. Reid, Mrs. Reid and her mother, and Chinese Charley (Charley Nun) who was host at the hotel. * * * There were many who divided their time between the Valley and their homes on the outside, including W. F. Holt, F. C. Paulin, H. C. Oakley, I. W. Gleason, Frank Chaplin, J. B. Parazette and others who later joined the pioneers. We also had frequent visits from T. P. Banta, the Van Horn brothers, Mr. Gillett, and others who were located farther south."

TOWNS SPRING UP RAPIDLY

Towns in the valley spring up almost over night and every one of them starts with the right kind of backing and in the right way, prohibiting shack buildings as far as possible and beginning with permanent buildings. Imperial, El Centro, Calexico, Holtville, Brawley, Alamorio, Westmoreland, Meloland, Seeley, Dixieland and Heber are all thriving towns and making rapid progress.

CALEXICO

Calexico lies on the border line and its sister town in Mexico is called Mexicali. Calexico is one of the most promising towns in the valley and has tributary to it a vast extent in Mexico, which is exceedingly fertile and where there are already vast ranches raising wheat, barley, cotton and kindred products. The California-Mexico Land Company owns nearly 100,000 acres below the line and is subdividing it. Its headquarters are at its spacious ranch house one mile east of Calexico, but in American territory. Calexico boasts of about 1,500 population, is a city of the sixth class, owns its water and sewer system, has well lighted streets, miles of cement sidewalks, avenues of trees, splendid schools and churches. It is the valley headquarters of the California Development Company, termed the parent water company. The United States custom house is here and its business is rapidly increasing. It has its creamery, cotton gin, warehouses and splendid business houses.

HEBER

Heber is the next town north, being four miles north of Calexico. This has for some time been one of the largest shipping stations for hay, grain and stock in the valley, but the development of the town has been held back. Now it is beginning to grow, is putting in a water system, private, new brick business blocks are being erected, and its every appearance is that of prosperity. It ships many cars of cantaloupes each year, boasts of its grain warehouse and its fine hotel.

Keystone is simply a siding but has a packing shed for cantaloupes and grapes and during the summer months does an enormous business.

BRAWLEY CANTALOUPE CENTER

Brawley lies nine miles north of Imperial and is the cantaloupe center of the desert. It ships more than 2,500 cars of these luscious melons each year. It handles more vegetable products than all of the other towns of the valley put

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together. It has its dates, apricots, grapes, peppers, beans and peas; also the market hunters ship many ducks from this place. It is a live, up-to-date city, incorporated, owns its own water and sewer system, has a public park, its clubs, churches, the largest cantaloupe packing shed in the west, grain warehouses, cotton gins and creamery and is beginning to take a marked place in dairying.

HOLTVILLE

Holtville is the gem of the East side section. It is the only city in the valley that has artesian water. It is likewise an incorporated city, owns its water system, has a fine public park and today is feeding thousands of people with a turkey barbecue and giving the sports of their annual New Year's festival. This year they promise to eclipse all others and last year they fed more than 3,000 people. The surrounding territory is devoted mostly to alfalfa, cotton, grain and stock-raising, although a large acreage of cantaloupes is planted yearly and asparagus is beginning to yield. Holtville boasts that it is the only town in the United States where one may sleep above sea level and can eat his breakfast below sea level, but that is what happens. It is good for the health, for no one is ever sick here. This is where the Holton Power Company, which supplies the entire valley with electricity, has its great plant, operated by water power.

MELOLAND

Meloland has just begun to become a town and is now being placed upon the market by a new company. It is the home of Harold Bell Wright, the author, whose ranch, "Tecolote," lies almost opposite the station. Its shipments are mostly cantaloupes, grapes and stock.

NEW TOWNS

West of El Centro on the Holton Interurban are Seeley, on the banks of the New river, and Dixieland, on the outskirts of the ditch system. These towns are new, being scarcely one year old, yet each boasts of its brick buildings, cotton gins, etc. Dixieland is said to be the site picked for the shops of the San Diego & Arizona Railroad and is at present surrounded with magnificent cotton fields.

Northwest of Brawley some fourteen miles and on the ocean-to-ocean highway, lies Westmoreland, another new town which has been started for the accommodation of the settlers in that vicinity and is already making rapid strides cityward.

East of Brawley four miles lies Alamorio, on the banks of the Alamor river, and doing a thriving business. It boasts of a creamery and ice factory and is in the heart of one of the best stock sections of the valley.

Alberta and Bernice, north of Brawley on the Southern Pacific, are beginning to show signs of becoming real towns. Stores have been established at both places this year, but no real effort is being made to boost them as townsites so far. When the time is ripe two new towns will blossom out at these places.

Towns are a necessity, but without a rich country behind those towns they cannot amount to a great deal, and that is why all of the cities of the Imperial

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VIEW IN PUBLIC PARK, HOLTVILLE

STREET SCENE, HOLTVILLE

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valley have made such marked progress. El Centro, Imperial, Calexico, Brawley and Holtville, the older towns of the valley, all have from 1,500 to 2,500 population, and all are making rapid progress in building. In fact, in any of them it is almost impossible to secure a house to rent.

The people of the valley show the stuff of which they are made by coming into a forbidden desert and making it an abiding place for man. Those old pioneer days have passed and still it requires courage to come into a new country, go into the outskirts and develop a ranch. The pioneers are to be honored and their memory revered by all the coming generations. They came and braved the storms of the desert, miles from supplies and separated from all the comforts of civilization, yet they conquered, for they were of that kind of stuff from which men are made. The only communication they had in the days of ten years ago was a single telephone line to Flowing Wells, forty miles to the railroad, and it was no uncommon thing to telephone there and find out what time of day it was. Now the settlers arrive on trains, in automobiles or wagons as they prefer, they have electric lights, gas, water piped to the houses, and sewerage. Those who live in the country have water close at hand, their automobile, rural delivery, towns close at hand and telephones scattered all over the valley. Some four years ago there was a university club in the valley of more than one hundred and fifty members from every university and college of prominence in this country. As club life drifted to the various towns this organization was abandoned but it shows the class of people who settled the desert.

What of the climate? For nine months of the year there is the finest climate on the face of the globe. Rarely ever a frost, no excessive heat, no storms (it rarely ever rains here) and for three months there is hot weather, with the accent on the hot. But how things do grow in that hot weather! Men work out of doors, horses work and no one ever suffers from the heat. The nights are invariably cool, it is cool in the shade and shade is plenty now. Hot weather is needed to ripen grapes, cantaloupes and dates to catch the early market and get the prices.

REMINISCENT

By Jessie Huddleston

My topic as given in the year-book is Imperial Valley in 1902, but I have decided to go back a little farther to October, 1901, on the 21st day, when we first arrived at Flowing Well, or what might be termed the jumping-off place, for here, it seemed, was the end of all civilization, where nothing but glistening sand and a little sagebrush and mesquite and then more sand greeted the eye. The only sign of habitation was a tent-house hotel, where we spent the never-to-be-forgotten first night in the desert. It was useless to try to sleep, as the walls were only of canvas and a number of the men seemed determined to find out all Mr. Holt knew of the Valley that night, instead of waiting for the next day to see for themselves.

About 6 o'clock the next morning we were informed that the stages were ready to start for Imperial, and going outside we saw three ready for passengers. The men of the party, excepting Mr. Huddleston, started on foot, as there was about three miles of deep sand to be traveled over and they knew it was necessary to save the horses for the long weary thirty miles ahead. We rode, as Mr.

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Huddleston had been very sick and was too weak to undertake such hard walking. About ten miles from Flowing Well we came to the Salton river, where we watered the horses and once more started across the quiet sands.

Arriving at Imperial about 4 o'clock in the afternoon we stopped at a little tent-house hotel, which the company had built and had gotten a Chinaman to run it, giving him rent, wood, and water free in order to have some one to run a hotel for the prospective land-seekers' accommodation. Looking farther south on the same side of the street—the west side—we saw a diminutive building about 18x24 feet, which proved to be the Land Company's office. A little farther south was a frame building, 16x24, where Leroy Holt, now the president of several banks, conducted a grocery store. About a block and a half still farther south was a small frame building where the printing of the first Valley paper, the Imperial Valley Press, took place every week, and the side room adjoining furnished housekeeping quarters for the printer's family. Toward the west about two blocks was the Christian church building, which had been built by the company through W. F. Holt. School was also started in this building. These buildings, together with two tents, constituted the town of Imperial.

In those days, the world of Imperial was very young; everything was experimental; men did not then talk of what they had growing, but wondered what they might hope to grow. Looking toward the northeast about a mile we could see a little spot of green, and upon inquiring we found it was a little patch of sorghum planted as an experiment by Mr. Pattan. Many an afternoon have we walked that mile through the hot sun to be where we could enjoy the cool green of that little bright spot—the only touch of color in all that dull stretch of sands.

As Mr. Holt had shipped in a barber chair he gave Mr. Huddleston the use of it, it being stored in the little building of the Land Company. There was no room to work, so we moved it outside under the little awning of the building, and there on the 22d of October, 1901, Mr. Huddleston opened the first barber shop of the Valley. I see in Harold Bell Wright's book he gives a story of this barber, but he drew entirely on his imagination instead of seeking facts. When it became noised about that there was a barber in town the men began to come, and I believe there was never a place where the services of a barber were needed more, as all the men wore long hair and wild-looking beards. Mr. Hammers was the first patron of the shop.

In a few days we put up two tents, in one of which was the barber shop and in the other we lived and I began baking bread. I had a small gasoline stove with an oven, which held one pan large enough for three loaves of bread. Every day we baked twenty-one loaves, besides putting in a pie every time I could get a chance between the bread bakings. The men were delighted over the idea of getting home-made bread and would stand around waiting for their loaf to come out of the oven; and as paper was very scarce, they would take their warm prize and run for their camps, sometimes tossing it from one hand to the other to keep from being burned, or at other times they would pull their shirts loose and rest the bread there.

In the latter part of December, 1901, we had the most remarkable weather—we had rain, sleet, and snow the whole day; in the morning the rain began and then this changed to sleet and snow.

Towards the New Year families began coming into the Valley and starting

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homes and soon we could discern gleams of green here and there, and finally, seeing that the soil could be made to produce some grain, a man actually risked bringing in a pair of hogs, and the wonder grew when people realized that they were living and thriving without the proverbial mud-hole which was supposed to be a necessary adjunct to the welfare of hogs.

One day a wagon passed up the street and tied behind it was a cow. We stood outside and watched that cow as if it were the most wonderful sight we had ever witnessed, and then the man tied up his team and came to my place for supper—we were keeping a restaurant then. He told me to get him a bucket and he would milk the cow and I could have the milk. Just to think! I was given a bucket of real milk, not put up in cans, but fresh from the cow! This was the first milk I had seen in seven months.

During this time the Main Canal was under construction but had not reached Imperial. There was a small ditch called the Brawley supply ditch from which we got our water through a little ditch which ran through the town. As the wind blew so much in those days, this small ditch would blow entirely level with sand, and when our water tank needed filling it was necessary to take a shovel and open up the ditch all the way to the Brawley supply ditch, more than a quarter of a mile away.

In the month of June, 1902, the thermometer registered 132° in the shade for several days. I was running a restaurant at this time and in order to stand the heat numbers of times during the day I would pour a quart of water on my head, letting it drench my clothes through. The evaporation was so great that inside of half an hour I would be perfectly dry.

In August the ice factory began operations and from that time the process of home building was rapid.

The first burials in the cemetery were of rather a peculiar nature, the first being that of a little child of about three years who was an invalid from birth, the next being a murdered wife and a suicide husband. I attended the burial of the baby and though we all knew it was better so, it seemed such a lonely spot without a tiny bit of shade or any green to help brighten the dull sands. The other funerals came from what is now called Silsbee, and were two distinct processions, the wife's people not allowing the bodies to be buried at the same time or to be laid side by side. The processions arrived at Imperial about noon; the body of the wife was halted, the teams hitched and fed while the relatives ate their lunch, during which time the body of the husband was laid away. I never witnessed such bitterness against the dead as was shown that day.

In May, 1902, I went to Calexico. A small ditch about ten feet wide separated the town from Mexico. We crossed this ditch on a twelve-inch plank and for the first time were out of the United States. The town of Calexico consisted of a hotel, blacksmith shop, a small building for the customs officers and a half dozen tents. This was the first town of the Valley.

Unless you have lived in a place where mirages are seen you can have no conception of the beauties of such visions. On looking south we have often beheld the mountains turned upside down, one above the other, at other times a battleship, full-rigged, was seen so plainly that even the port-holes were visible. At other times we have seen the ocean and watched the breakers sweep over the sands. At such times we could see the spray from the rolling waves. Toward

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the east we beheld an immense castle with beautiful turrets and towers and could even detect what seemed to be iron bars on some of the windows. A little farther north there often appeared a hole through the mountains. This hole seemed to be about four feet in diameter and showed beautiful green on the other side. One other sight was toward the east where an immense bird appeared to be feeding; it had the appearance of a crane, with a bill about a foot and a half long. These wonderful sights drew us from our slumbers at an early hour and it was very seldom that any work was undertaken so long as these air pictures were visible.

I will just tell of the first little cultivated flowers that bloomed in the Valley. About Christmas time Mr. Holt handed me a small package which he had received through the mail; on opening it I beheld a few little bulbs and roots. It is needless to try to tell you how delighted I was, and how I planted and cared for these frail plants, working over them and carrying water for them. Finally I was rewarded with a tiny green shoot, and a little later a little sprout on the geranium, then at last there was a flower, a beautiful white with a yellow cup in the center and in a few days a red geranium. In looking back I often think of these flowers and their color as symbols of the prosperity of this great Valley—the white sands and golden sun above being shown by the white flower with the cup of gold, and later the red geranium, a symbol of the red water of the Colorado.

And so, where the winds and seas have met, and the seas were swept aside,
We have builded our homes, we have tilled the soil, and we view it all with pride.
We honor the conquering heroes who came to this land alone
To bring in a mighty river, that we might have a home.
And though it seemed like the wildest dream that fancy could portray,
Yet the dream came true, the homes are here, and the desert has passed away.
Has drifted away into the past, the yesterday of the land,
Where visions and dreams were all that we had in this long gray stretch of sand.
Behold now this Valley of beauty with its houses and farms so grand,
No longer a wind-swept desert, no longer a sea-swept land.

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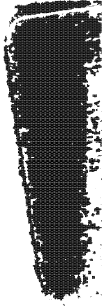

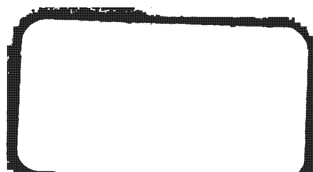

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