

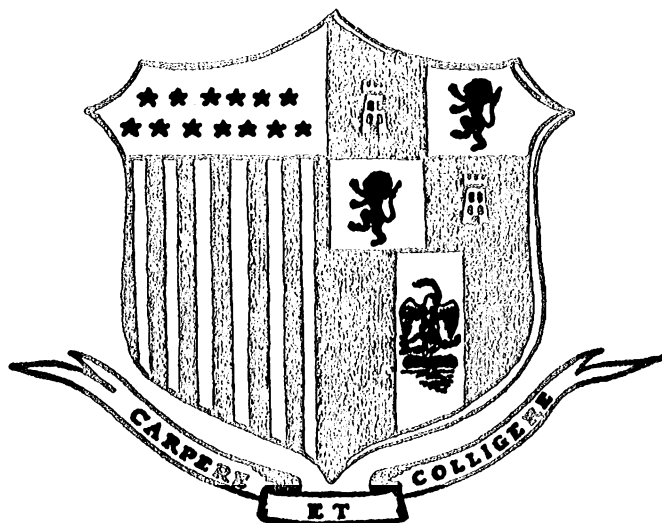
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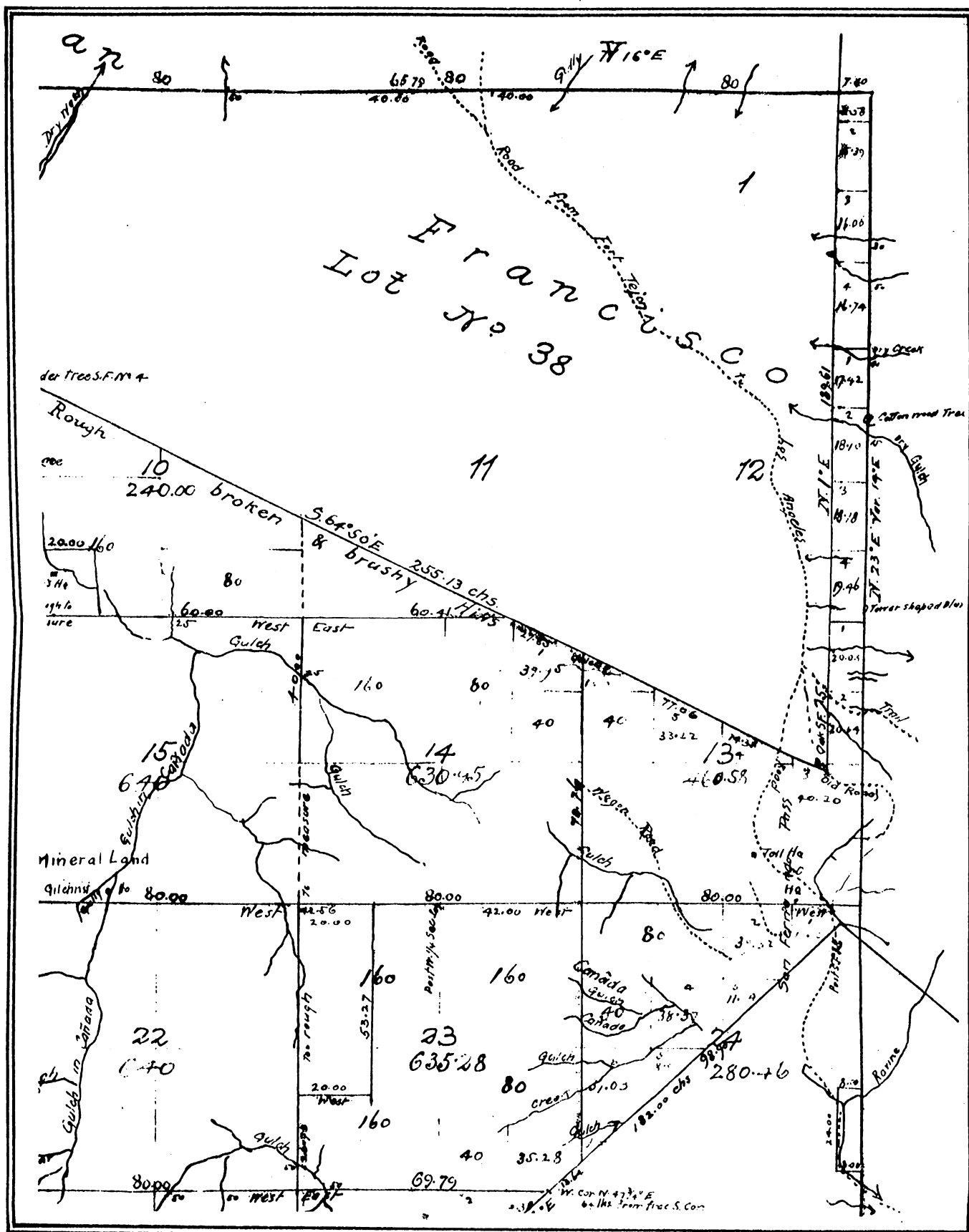
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Southeast Corner of old Map. San Bernardino Meridian. Township No. 3 North,
Range No. 16 West. Copy of Original Blueprint. 1853-1875.

The San Fernando Pass and the Pioneer Traffic that Went over It

By VERNETTE SNYDER RIPLEY

1

IT HAS BEEN interesting to search through historical data and bring to light some of the drama and romance of the old San Fernando Pass. For years it had been the only outlet from the San Fernando Valley to the north, over the Santa Susana Mountains, into the valley of the Santa Clara river.¹

The earliest San Fernando Pass was the Cuesta Viejo or Old Grade. It was on the Camino Viejo, the Old Road, that took the slowly moving *carretas* out of the little pueblo de Los Angeles and over San Fernando Mountain in the Santa Susana Range. After the Cuesta Viejo was abandoned in 1855, the new San Fernando Pass through "another short canyon to the southwest,"² also became the only outlet for the growing pueblo over the mountains to the country in the north, and the only road even for the big city as late as the early nineteen hundreds. Its oil men struggled up the grade and through the deep cut in those queer new contraptions called autos, to the oil wells just blowing in, to the west of Bakersfield.

The first San Fernando Pass, or the Cuesta Viejo on the Camino Viejo, is but the memory of a few hardy pioneers. Only the records

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¹The Santa Susana Pass crosses the Simi Hills in the foothills of the Santa Susana mountains to the west of the San Fernando Mission. It leads into the Simi Valley. A road was begun in 1822 and also used by the padres going to the San Buena Ventura Mission. Stages went over it, 1859-60. California. *A Landmark History*. Joseph' Knowland, p. 220.

²Charles J. Prudhomme MSS. 1926. An interview with Mrs. Luisa Lopez Dunne McAlonan, wife of Thomas Dunne the tollgate keeper at the second San Fernando Pass. The manuscript loaned through the courtesy of Mr. A. W. Lyon, son of the late Sanford Lyon of Newhall, California.

of those who travelled it are left to tell us of their struggles over the steep, treacherous old road.

Now, modern highways and fast cars seem to have almost obliterated the second San Fernando Pass. The blue evening mists creep down its wild slopes and fill the canyons of the old mountains just as they did when the Indians in their bare feet pattered up the worn trail and clung to pocket holes gouged out of the rock in order to clamber over the steep ridge.

It would be too bad to let the haze of forgetfulness completely blot out the important and strenuous part these two passes played before the year 1910.³ It was then the Newhall tunnel was put through the ridge of hills to the west of the Cut and it was no longer necessary for travellers to struggle over the mountain. Even the tunnel now is gone,⁴ yet the old cut through the rocks on the summit of the Pass and the rough road leading to it, still remain. Within a stone's throw of the boulevard, the old San Fernando Pass at least is worthy of a salute as our speeding cars hurry us by.

³Los Angeles County Road Department.

⁴The tunnel was removed in 1939. Los Angeles County Road Department.

2

A Pass Over the San Fernando Mountain

Long before 1769, an ancient Indian trail was the best pass over the San Fernando Mountain. Fray Juan Crespi of the Portola expedition, wrote in his diary, Tuesday, Aug. 8, 1769: "*. . . There was a village of heathens who had already sent messengers to us at the Valley of Santa Catalina de Banonia (the Encino Camp) to guide us and show us the best road and pass through the mountains.*"

1769 Captain Gaspar de Portola with his expedition, in search of the bay of Monte Rey.¹

"The 7th (August) we proceeded for three hours (over the San Fernando Valley) crossing a canyon. We halted at the foot of some hills where there was sufficient water and pasture.

¹*Gaspar de Portola, Diary . . .* ed. by D. E. Smith . . . Academy of Pacific Coast history. Pub. 1909 V 1. No. 3, p. 25.

"The 8th *we proceeded for six hours over one of the highest and steepest mountains* and halted in a gully where there was much water and pasture. Some natives appeared and begged us to go to their village which was near; there we found eight villages together — which must have numbered more than three hundred inhabitants — with a great supply of grain."

1769 Fray Juan Crespi with Portola's Expedition.² A Pass over the San Fernando Mountain.

"Monday, August 7. — A little before three in the afternoon we set out to the north, (from Camp near Encino) and crossed the plain (San Fernando Valley) which is about three leagues³ wide, and *went to camp at the foot of the mountains in a very green valley* grown with large live oaks and alders. . . .

"Tuesday, August 8. — About half-past six in the morning *we left the place and travelled through the same valley approaching the mountains. Following their course about half a league (1.3 miles) we ascended by a sharp ridge to a high pass, the ascent and descent of which was painful, the descent being made on foot because of the steepness.*"

1769 Miguel Costanso, Engineer in the Portola expedition.⁴

"Tuesday, August 8. *We entered the mountain range, the road having already been marked out by the pioneers who had been sent ahead very early in the morning. Part of the way we travelled through a narrow canyon, and part over very high hills of barren soil, the ascent and descent of which were exceedingly difficult for the animals.* We descended afterwards to a little valley where there was an Indian village. *The inhabitants had sent us messengers to the Valle de Santa Catalina, and guides to show us the best trail and pass through the range.*"

1776 Fray Francisco Garces, travelling inland, looking for a short route to Monte Rey from Senora Mexico.⁵

"April 9, 1776: I departed from this Mission of San Gabriel accompanied by two Indians of the Mission and my former companions. . . .

²Fray Juan Crespi. Eugene Bolton. 1927.

³2.63 miles in league used in old Spanish land grants. *Webster's Unabridged*.

⁴Miguel Costanso. *Diary*. Ed. by F. J. Teggart. Academy of Pacific Coast history. Pub. 1911. V. 2. No. 4, pp. 25-27.

⁵*On the Trail of a Spanish Pioneer*. The Diary and Itinerary of Fray Garces. Elliott Coues. 1900.

"April 13, 1776, I passed over a sierra that comes off from the Sierra Nevada and runs westnorthwest and entered into the Valle de Santa Clara,⁶ having gone a league and a half northwest."

1795 Fray Vincente Santa Maria returning to San Buena Ventura Mission from his search for a site for the new Mission of San Fernando Rey.⁷

AUGUST. "On the twenty-fifth we set out at six in the morning for the Rancho de San Jose of Francisco Reyes (at Encino) which we reached at half-past nine in the morning. At three in the afternoon we left, going towards the west-north-west to examine the Parage de Celebrado of Captain Ortega which he discovered in 1776 when he went to learn whether it was true that the pagans had killed Fr. Garces. After a league and a half we found ourselves at a *pass which was very rough so that in order to ascend and descend it we had to alight*. At a little distance from the descent we encountered a little ditch of water where we stopped at six in the evening. . . .

"On the twenty-sixth we set out from thence at six in the morning and at eight we reached said place and came to a *rancheria* contiguous to a *zanja* of very copious water at the foot of a sierra. We followed this ditch to its beginning which was about a league distant and from here it is where the Rio de Santa Clara takes its origin."

⁶"Making the pass through which the railroad now runs, and reaching the vicinity of stations Andrew, Newhall, etc." *Ibid.*

⁷*Mission San Fernando Rey*. Father Englehardt.

3

Possible Location of the San Fernando Pass or the Guesta Viejo on the 1853-1876 Map

ACROSS THE San Fernando Valley to the northwest, "two small streams rising near the crest of the Susannah Range and one quarter of a mile apart, flow in opposite directions—the one north into the Santa Clara, the other south towards the Mission of San Fernando."¹

¹See old map 1853-1876, Sec. 13 far right, for streams on either side of the Divide near the "old road."

THE SAN FERNANDO PASS

Between the two is *a sharp crest where the inclination is over 1,000 ft. to the mile. This is the nature of this pass which is only 8¾ miles from base to base.*"

Old Map.

San Bernardino Meridian.

Township No. 3 North, Range No. 16 West.

Copy of Original Blueprint.

1853 - 1875

Southeast Corner of Map.

In upper right hand corner of Section 13, appears "old road," presumably the Camino Viejo. The dotted lines then, would mark the Cuesta Viejo or the old San Fernando Pass as it was called before it was abandoned in 1855.³ The winter of 1861-62, a torrential rain washed out the later San Fernando Pass through the Cut. The Los Angeles Star, Jan. 25th, 1862, stated, "The road from Tejon, we hear, has been washed away. The San Fernando Mountain cannot be crossed except by *the old trail which winds round and crosses over the top of the mountain.*"

On this 1853-1876 map, to the left of the "old road" is marked the "Fort Tejon to Los Angeles" road. The deep cut on this second San Fernando Pass is just south of where the dotted line crosses the diagonal boundary of Section 13 and the Rancho San Francisco. South of the cut on the curve of the road is a dot marked Toll Ho. — the location of the old toll house.

A little beyond the convergence of the two roads on the north, is marked "Tower-shaped Bluff." North of the Bluff, the "Dry Gulch" extending almost to the Fort Tejon - Los Angeles road, is the present Elsmere canyon.⁴ Just below the arrow on the Fort Tejon-Los Angeles road, in the early fifties, was put the adobe stage station of Sanford Lyon. On the lower right hand corner of map is a stream marked Ravine. On old 1853-1874 map (T. 3 N. R. 15 W.) appears a second ravine to the right which is Grapevine Canyon leading up to a place marked "Asphaltum."⁵

To the left center of Section 13, marked "wagon road," is the old road following along the entrance to what is now called Weldon Canyon and continuing up into the foothills to the old Weldon Ranch

³*Explorations and Surveys for a Railroad to the Pacific*. Lieutenant R. S. Williamson, 1853. "From base to base," meaning from beginning of rise in land on north and south approach.

⁴Mrs. Luisa Lopez Dunne McAlonan in interview given Charles Prudhomme, July 18th, 1926.

⁵Checked on to date topographical map.

⁶Checked on to date topographical map. This is the canyon where Alex Mentry in 1874 put down an oil well for the Los Angeles Oil Co.

house.⁶ The present road No. 99 leading to the Ridge road, follows the dotted line of the old Fort Tejon - Los Angeles road from arrow on the lower right hand boundary of Section 24, — then leaves it to go up Weldon Canyon, marked Gulch, where the old wagon road began. It continues up the Gulch and crosses to the upper Gulch or present Gavin Canyon.⁷

⁶Mr. A. W. Lyon, Newhall.

⁷On an old copy of an original blueprint dated 1876-1896 but including this earlier map, Mr. A. W. Lyon of Newhall first discovered the faint outline of "old road" along the dotted line to the right of the Fort Tejon - Los Angeles road. This earlier map, 1853-1876 was then found in the files of the County Recorder's Office, by Mr. R. F. Flickwir.

4

*In Search of the Cuesta Viejo,
On the Camino Viejo*

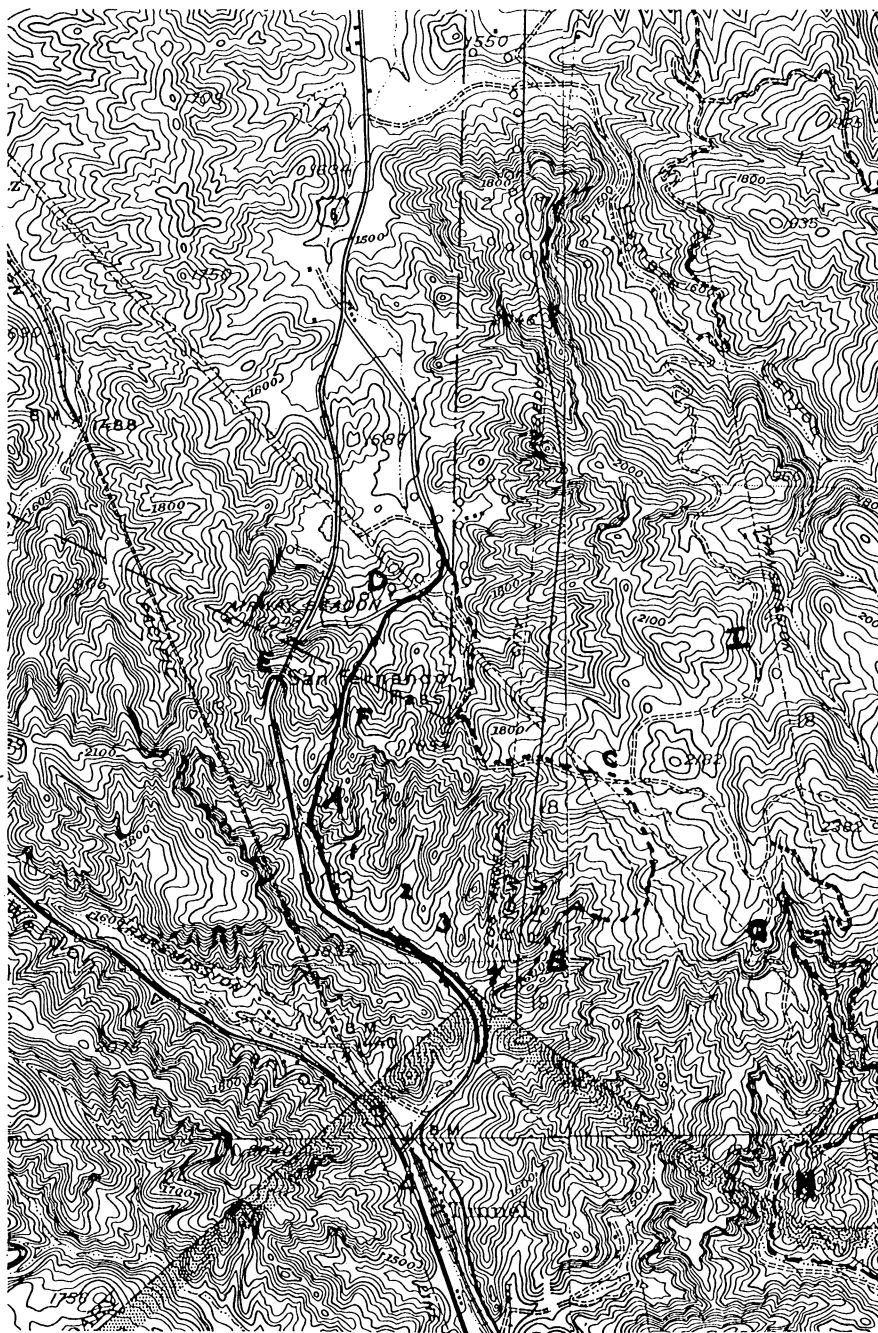
By F. C. RIPLEY, JR.

References: County map of 1853-1875 (T. 3 N. R. 16 W.) on which is marked "old road" east of Beale Cut. County map 1853-1874 (T. 3 N. R. 15 W.) Topographical maps, 1939, 1942, of same region. Aerial stereoscopic maps of the region. 1929.

1947 JANUARY 26. Today, in company with a geologist, I have traversed on foot, the entire east, west, ridge from Beale Cut to the brea out-croppings on the ridge comprising the west boundary of Grapevine canyon. I followed every spur to the south and studied the walls and bottoms of each canyon.

As a basis for discussion of the possibilities of the Cuesta Viejo having gone up a canyon adjacent to the Beale Cut, one must use the best contemporary reference at hand which appears to be the map of 1853. This map is factual but probably not too accurate. The road shown as "old road" could not have been much over two miles long altogether.

For purposes of reference I will number the canyons leading directly off of Highway #6, to the east of Beale Cut, as canyons one to four. Canyons one to three may be considered to all intents and



Topographical Map of San Fernando Pass Area. Edition of 1933.
Reprint 1939. Marked by F. C. Ripley Jr.

A. Old road through Beale Cut. B. Suggested route of Cuesta Viejo. Compare with 1853 map. C. Crest of Divide on Cuesta Viejo. D. Present refinery. E. Site of old Newhall tunnel now referred to as Tunnel Cut. F. Beale Cut. G. Brea out-cropping on rim of Grapevine Canyon. H. Grapevine Canyon. I. Elsmere Canyon. Canyons 1, 2, 3, 4 as numbered. Boulevard up Weldon Canyon leads to Ridge Road. Boulevard #6 leads to turn northwest into Newhall.

purposes, blind canyons. These canyons, one to three, bear almost due north from the highway.

Canyon number four¹ may be found at the end of the straight stretch just as one enters the curve after crossing the railroad viaduct going north. It develops into three separate gulches a few hundred yards from the highway. Two of these have small streams. The eastern development takes off in a north-east direction, a few hundred yards from the highway, and evolves into a tremendous cliff on its southeast side, the other side being partly steep hillside. The center gulch goes north and then also bears off northeast, while the western gulch goes a little west of north before following the northeast trend.

The canyon the "old road" takes indicated on the 1853 map, bears northeast and therefore would have to be canyon number four. Topographically, this canyon affords the easiest access to the top of the divide. Easiest is a misleading statement, but a pioneer road or trail such as has been described by those early travellers who took the Cuesta Viejo, could very definitely have been constructed up the canyon bottom traversing the sides of the associated gulches by the best route the topographical contours then existing, would permit.

I am convinced of the above statement after having investigated all four canyons and their bounding ridges. I could see no vestige of such a road in these canyons but it is doubtful, due to the soft character of the formation, and, on the upper reaches the tendency toward large land slips, that a road of any kind would remain visible for this length of time.

It is incumbent upon the investigator to carry the following factors in mind:

1. The aerial map shows only one canyon bearing northeast $\frac{3}{8}$ to $\frac{1}{4}$ mile from the Cut (certainly not as far away as the large Grapevine canyon which runs due north and has its entrance about a mile and a half away.)
2. Canyons one, two, and three can be considered as dry gulches.
3. Lieut. Williamson says that the south and the north canyons were $\frac{1}{4}$ of a mile apart and had water in them.
4. The dotted line of the old road on the 1853 map shows approximately what would be the road form if it came up to the ridge via canyon four, traversing its several branches.

It is noteworthy that early trails always took the most direct route, substituting energy for time on the trail. The total distance from the

¹The canyons as numbered are most easily found by looking at an aerial photograph. They are very difficult to accurately locate from either the highway or the crest.

start of the steep climb, a short distance inside the canyon, must have been less than a mile to the top. The easiest trail would have been up the Grapevine with a distance of perhaps three miles to the top. No sign of such a trail appears on the 1853-1874 county map T. 3 N. R. 15 W.

As to the north slope, it is the writer's thought that the present Telephone Company road, or one approximately so located, would have served to bring the *carretas* one-half of a mile to easy valley going. Travelling south, this road takes into the hills just north of the present refinery and is the first road north east of the entrance to the Beale Cut.

The Bell Telephone Company, the various pipe line companies and others have cut a prodigious number of trails and roads all over the area. However, a close study of topography indicates that some of these roads may perhaps have followed the *carreta* road for short distances, particularly on the rolling hillsides of the ridge.

There are good one-way private roads, some oil-surfaced, serving the area and a passenger automobile can be easily driven up Elsmere Canyon, the refinery road or the Grapevine. These roads are steep but good pioneer type. The view from the top of the divide is stupendous.

Everyone who has investigated the area seems convinced that the old road crossed the ridge on the grassy, treeless, rolling area westerly of the rocky summit of the hill. It is assumed that the road emerged from the steep south canyon, traversed the lower meadow easterly, turned north as the going got less steep and finally came up on the plateau on top, going northwest or north. From there, it probably dropped down the west and north slope, much as the refinery road does now.

If the road came up the Grapevine, it may have traversed the west side, coming up over the brea out-croppings near the summit of the hill and then going down to the grassy ridge. There appears little doubt that this ridge is the crossing place of the Camino Viejo as it is on the shortest line from the San Fernando Mission to the Santa Clara and Tulare (San Joaquin) Valleys.

Conditions as they are in the area and with all available published information at hand, the writer would doubt any one's ability to state definitely the route of the old road. I am inclined personally to pin my theory as expressed here, on the 1853-1875 county map.

*The San Fernando Pass
Or The Cuesta Viejo
on the Camino Viejo
Prior to 1854*

Quotations from those who crossed over the Pass.

1836 Don Pedro Badillo; The Camino Viejo and the Cuesta Viejo.¹

"In May 1919, we called on an old timer, Don Pedro Badillo, better known as 'six-toed Pete' or 'Bearfoot,' a very distinguished character, born at Santa Barbara in 1823. His father, Don Francisco Badillo, arrived in 1821 and settled at Santa Barbara and entered the mercantile business and in time became one of the leading 'Dons'. He also owned a hacienda or farm and had several carretas or home-made wooden wheeled carts so common at that period, these being the only means of conveyance they had with ox-teams driven by Indians.

"In 1836, young Pedro, accompanied by his father, made his first visit to Los Angeles in a train of several carretas. On this journey *he found the Camino Viejo in a fair state of preservation, considering conditions then existing, with the exception of the Camino or road over the divide of the San Fernando Range which was dangerous; it was merely a trail*, but he went over safely and arrived at Los Angeles where Don Francisco Badillo purchased his supplies of merchandise from stores of Don Francisco Mellus,² Don Juan Temple and Don Tiburcio Tapia.³

"The carretas were well loaded and on his return trip he took the route along the River la Porciuncula, (Los Angeles river) then through the San Fernando Valley and past the Mission *on to the canyon where their troubles commenced. At the foot of the grade, in some way or other he hitched three pair of ox-teams, and the horse-men with their lariats, one end attached to the rig, the other to the*

¹Manuscript of Charles J. Prudhomme. "Victor Prudon, the Frenchman, . . . arrived in 1834, becoming (a leader) almost at once, . . . married the daughter of the prominent Tiburcio Tapia, grantee of the Rancho Malibu and Cucamonga — both of which Prudon later obtained. He was the father of the late Charles Prudon, so long Historian in the City Hall Tower." The First Census of Los Angeles. J. Gregg Layne. *The Quarterly*, Historical Society of Southern California. Sept. - Dec. 1936. p. 91.

²Francis Mellus arrived in California in 1839. "Young Pedro" must have purchased supplies from Mellus at the later date. *Sixty Years in Southern California*. Harris Newmark, p. 61.

³Maternal grandfather of Charles Prudhomme.

horns of the saddle, at the signal all pulled together and in this way assisted in pulling the carretas up the steep grade."

1840 "In 1840, young Pedro was old enough (he was seventeen) to manage some of his father's business and he was put in charge of a train of carretas to journey to Los Angeles for supplies of merchandise. On this trip, *at the heavy grade of the divide, one of the carretas and ox-teams went over the precipice and in the fall two ox-teams were killed.*"

The Camino Viejo and the Cuesta Viejo. Mrs. Luisa Lopez Dunne McAlonan.⁵

"The Camino Viejo . . . is a dangerously steep grade.—This old road was known at that period as 'La Canada de la Cuesta' or 'The Grade of the Canyon'. On the west side the entrance to this canyon was known as 'La Canada de los Moras' or 'Canyon of the Berries'. . . . Yonder by the telegraph pole is the Camino Viejo following down the slope, then into that deep canyon known as La Canada de Josefa, or Josaphene Canyon.' . . . The Camino Viejo had the right of way through the land."

The Indians of the Santa Clara Valley were quite aware in 1769 that the Spaniards under Captain Gaspar de Portola, sixty odd men on horseback, were making their way up the coast. Knowing the dangerous divide they would have to cross, the Indians were friendly enough to warn them against attempting any of their many trails whose sheer and precipitous rocks they nimbly scrambled over.

There seems to have been one outstanding trail they used. Therefore they sent their messengers to Portola's camp at Encino, to show him "the best road and pass through the mountains." Fray Crespi wrote they "went to camp at the foot of the mountains in a very green valley"—and "in the morning travelled through the same valley

⁴"July 28, 1919, Pedro died in Santa Monica Canyon at the home of his son, Pedro Badillo, Jr." He was 96 years old.

⁵Mrs. McAlonan, born in 1856, is the daughter of Don Geronimo Lopez and the granddaughter of Don Francisco Lopez. Her first husband was Thomas Dunne, toll-keeper of the second San Fernando Pass. As a bride of eighteen, in 1874, she went to live at the toll-house. This remarkable lady is still living at the age of ninety-one. The above is from an interview given Charles Prudhomme, July 18, 1926, when Mrs. McAlonan and her son, John A. McAlonan, accompanied him to the San Fernando Pass.

⁶Even by 1926, there was a confusion of wagon roads caused by the putting in of pipe lines and other utilities over this low place in the divide, and up and down its slopes. But the location from the highway of the slope and "the deep canyon" the Camino Viejo followed, is of especial interest to this study.

⁷These are the names, perhaps long forgotten, of the two "short canyons" (Mrs. McAlonan) that led up the Cuesta Viejo from the north-west and south. It has been interesting to study their possible location and the location of the San Fernando Mountain the Cuesta Viejo crossed, through stereoscopic glasses on an aerial photographic map. The steepness of the old road must have been terrific.

approaching the mountains. Following their course about half a league, (1.3 miles) we ascended by a sharp ridge to a high pass."⁸

It is logical to assume other explorers used the same road and pass. When the Spaniards in the mission towns of Santa Barbara and San Buenaventura and in the Pueblo de Los Angeles, attempted to cross the mountain with their *carretas*, it seems quite probable they would have followed the Indians' "best road and pass." The Cuesta Viejo on the Camino Viejo may have been the location of the high pass over which the Portola expedition struggled to enter the Santa Clara Valley.

The age of the Camino Viejo dates back long before 1836 for Don Pedro Badillo, coming down to the pueblo from Santa Barbara that year said the Camino Viejo was "in a fair state of preservation considering conditions then existing." He added, however, with the exception of the Cuesta Viejo "which was dangerous" and "merely a trail."

1842 MARCH. First important gold discovered in California carried over the Cuesta Viejo.

Don Francisco Lopez, brother of Don Pedro Lopez, Mayor-domo of the San Fernando Mission and himself Mayor-domo of the San Francisco Rancho, in the month of March 1842, discovered gold in Placerito Canyon that led into the foothills of the north slope of the Santa Susana Mountains.

"Lopez, with a companion, was out in search of some stray horses, and about mid-day they stopped under some trees and tied their horses out to feed, they resting under the shade; when Lopez with his sheath knife dug up some wild onions and in the dirt discovered a piece of gold and searching farther, discovered some more. He brought these to town and showed his friends who at once declared there must be a placer of gold."⁹

It was therefore, over the steep, dangerous trail of the Cuesta Viejo the excited Don Francisco urged his wiry mustang, to bring to the pueblo de Los Angeles the first pieces of gold of importance discovered in California.

It was over the Cuesta Viejo also, that gold was carried from these placer mines, to be the first from California sent to the United States Mint at Philadelphia. On Nov. 22nd 1842, Don Abel Stearns

⁸From this description of Fray Crespi, the camp site must have been somewhere in the narrow valley leading to the Southern Pacific R. R. tunnel. Evidently then, where they left the valley to turn up to the pass was "about half a league" (1.3 mi.) from the camp site.

⁹Letter written July 8th, 1867, by Don Abel Stearns to Louis R. Lull Esq. secretary of the Society of Pioneers, San Francisco. Original letter is in the archives of the Society. Copy of the letter is in *An Historical Sketch of Los Angeles County*, p. 37. 1876. By Colonel J. J. Warner, Judge Benjamin Hayes, Dr. J. P. Widney. Reprint of Historical Sketch made in 1936, A. W. Smith.

entrusted twenty ounces California weight (18¾ ounces Mint weight) to Alfred Robinson Esq. who carried it with him by way of Mexico on his return to the States. This first gold sent to the Philadelphia Mint from California was valued at \$344.75.¹⁰

1846 *Memoirs of My Life.*¹¹ John Charles Fremont, Lieutenant Colonel in the U. S. Army.

Early part of September. "Among the places which I had the pleasure in visiting, was the Mission of San Fernando, which my Spanish-speaking Indian guide, who had shown me the way over the desert two years before and parted from me within a day's ride of this Mission, had described to me as most beautiful and the surrounding country most lovely. *It is at the foot of a pass of its own name*¹² and after occurrences made it a marked point in my memory."

1846 The Battalion of Lieutenant Colonel Fremont, in the conquest of California by the United States from account of Lieutenant Edwin Bryant.¹³

NOVEMBER 30. Camp, ten miles south of Mission San Juan. "The battalion of mounted rifle men under the command of Lieut. Col. Fremont, numbers rank and file including Indians and servants, 428. With the exception of the exploring party, which left the United States¹⁴ with Colonel F; they are composed of volunteers from the American settlers, and the emigrants which have arrived in the country within a few weeks. The latter have generally furnished their own ammunition and other equipment for the expedition. Most of these are practiced riflemen, men of undaunted courage and capable of bearing any fatigue and privation endurable by veteran troops.

"The Indians are composed of a party of Walla-Wallas from Oregon, and a party of native Californians. Attached to the battalions are two pieces of artillery under the command of Lieutenant McLane of the Navy."

1847 March of Lieutenant Colonel Fremont and army from San Buenaventura.¹⁵

¹⁰Letter of Alfred Robinson in *An Historical Sketch of Los Angeles County*, p. 38.

¹¹Published in 1887.

¹²The name San Fernando Pass first mentioned in this study as being on the Camino Viejo or the Cuesta Viejo itself.

¹³*What I Saw in California*, 1848. Edwin Bryant, First Lieutenant, pp. 385-391. A volunteer soldier in Fremont's army. He came to California in 1846 over the route of the Donner party. (*Cowhides to Golden Fleece*. Reuben L. Underhill, p. 151.) In February 1847 he was made the second Alcalde of San Francisco under American rule.

¹⁴California was Mexican property.

¹⁵*What I Saw in California*. Edwin Bryant, 1848. p. 388, etc.



Photograph by F. C. Ripley

What appears to be an Indian trail worn in the sandstone, on the top of the east bank, about fifteen feet from the Cut. It is a continuation of pocket holes found in the rock on the south slope by which the Indians may have ascended. Authorities have said it is not an Indian trail. The reason for it seems to be a mystery.

JANUARY 6. "Proceeding up the valley, (Santa Clara river) . . . from the Mission. . . . We encamped about four o'clock in the valley, the wind blowing almost a hurricane. . . . Distance 9 miles. . . .

JANUARY 7. "Continuing our march up the valley, we encamped near the rancho of Carrillo¹⁶ where we found an abundance of corn, wheat and frijoles. The house was shut up, having been deserted by its proprietor who is said to be connected with the rebellion. California scouts were seen occasionally today on the summits of the hills south of us. Distance 7 miles. . . .

JANUARY 8. "We encamped this afternoon in a grove of willows near a rancho where yesterday we found corn and beans in abundance. . . . One-fourth of the battalion, exclusive of the regular guard, is kept under arms during the night, to be prepared against surprise and night attacks. Distance 12 miles." . . .

JANUARY 9. "We encamped this afternoon at a rancho situated on the edge of a fertile and finely watered plain of considerable extent. The rancho was owned and occupied by an aged Californian of commanding and respectable appearance. I could not but feel compassion for the venerable old man whose sons were now all absent and engaged in the war while he, at home and unsupported, was suffering the inconveniences and calamities resulting from an army being quartered upon him. . .

"As we marched south there appears to be a large supply of wheat, maize, beans and barley in the granaries of the ranchos. . . . Distance 12 miles."

1847 JANUARY 12. *Memoirs of My Life*. John Charles Fremont.

"We entered the Pass of San Bernardo," on the morning of the twelfth of January,¹⁷ expecting to find the enemy there in force but the Californians had fallen back before our advances and the Pass was undisputed. In the afternoon we encamped at the Mission of San Fernando, the residence of Don Andres Pico who was at present in chief command of the California troops."

JANUARY 10. Continuing Lieutenant Bryant's account:

"Crossing the plain we encamped about two o'clock p.m. in the mouth of a canada through which *we ascend over a difficult pass in a*

¹⁶"Probably Rancho Sespi owned by Carlos Carrillo, a property six leagues in extent. However, Pedro C. Carrillo also owned land inland from the Mission known as Camulos, of 17,000 acres." Footnote on p. 371 of reprint of *What I Saw in California* by Edwin Bryant. Vol. 1 Calafia Series. Notes, Index and Bibliography by Marguerite Eyer Wilbur.

¹⁷For some reason, apparently unsolved, approaching the San Fernando Pass from the north, Fremont called it the San Bernardo Pass.

¹⁸The date given by Lieutenant Bryant for crossing the pass is the 11th and no doubt correct as his account was published the following year, 1848, and Fremont's in his *Memoirs*, 1887.

range of elevated hills between us and the plain of San Fernando or Cahuenga. Some forty or fifty mounted Californians exhibited themselves on the summit of the pass during the afternoon. . . . Distance 10 miles."

George Nidever, a frontiersman and hunter of sea otters and grizzly bears, was a member of Fremont's battalion. When nearing seventy-six he recounted to Edward F. Murray, an assistant of Hubert Howe Bancroft, his remembrance of the march with Colonel Fremont.¹⁹ It is interesting to compare the two accounts, from San Buenaventura to the foot of the San Fernando Pass or the Cuesta Viejo.

Bryant wrote, January 6th, they camped "up the valley (Santa Clara) from the Mission. Distance nine miles."

George Nidever said, "That night we camped just above Saticoy on the north side of the river." The mileage would be the same.

Bryant wrote, "Jan. 7—Continuing our march up the valley, we encamped near the rancho of Carrillo. . . . Distance 7 miles."

Nidever said, "The following morning we continued our march, keeping along the river. . . . In the afternoon we camped at the San Francisquito ranch *on the south side of the river.*"

According to Bryant, this would have been January 7th and the distance seven miles. Bryant then wrote of two days march and camp sites not mentioned by Nidever.

Bryant wrote, "Jan. 10, Crossing the plain (according to Nidever from the south side of the river) we encamped about two o'clock p.m. in the mouth of a canada through which we ascend over a difficult pass in a range of elevated hills. . . . *Some forty or fifty mounted Californians exhibited themselves on the summit of the pass during the afternoon. Distance ten miles.*"

Nidever said, "The next day we followed the San Fernando Trail until we reached the foot of the mountains somewhere about three or four p.m." (According to Bryant it was over a two days march, the eighth, ninth and until two o'clock on the afternoon of the tenth.) "Upon our arrival about *eighty of the enemy appeared on the ridge in front and spread themselves along its top.*" . . .

This band of mounted Californians seen by Lieutenant Bryant and George Nidever, were under the command of Don Jose Carrillo,²⁰ one of the leaders of the revolt, whom they spoke of as "The Chief."

¹⁹*The Life and Adventures of George Nidever.* William Henry Ellison, pp. 72-73.

²⁰*History of California.* Bancroft, 1886. Vol. 22, p. 400.

The men were used as scouts and, "mounted on fine horses," ever since Fremont and his army had left San Buenaventura, had been harassing their progress down the Santa Clara Valley. They scattered themselves over the distant plains in front of them just "beyond the reach of cannon-shot," showing off "a great variety of equestrian feats."²¹

There was living in Santa Barbara the old Spanish-California family of Garcias. One of them was Don Francisco Garcia who was a soldier at this time.²² There was also a Don José E. Garcia whose father Don José Maria Garcia, born in Spain, had been an early alcalde of the small mission pueblo.²³

Don José had joined the scouts under Carrillo, and later, left an account of those stirring days in manuscript.²⁴ He said this band of fifty mounted Californians he was with, armed with lances, pistols and a few flintlock muskets but practically no powder, spent several days and dark nights badgering the progress of Fremont and his army down the Valley. Not being able to get between the Indians in the vanguard and the column, and for lack of weapons, the thirty Californians who were armed, swiftly sped away from the Americans, crossed the mountains ahead of Fremont and reached the San Fernando Mission as it was getting dark. Fremont was still one night's camp away from the San Fernando Pass.

The Californians spent the night at the Mission which was lived in by General Don Andres Pico of their forces. Then before daylight, the mounted men retraced their course "to the San Francisquito Hill," (The San Fernando Hill) where they arrived at six in the morning.

Their stout little mustangs scrambled up the steep, sliding Cuesta Viejo. "From the top of said hill," Don José Garcia wrote, "we sighted Fremont's camp a short way down the ravine," in the valley. "Here, in view of the enemy, we camped and remained until seven in the evening when we returned to San Fernando. Here we passed the night in the Mission itself."

These are the Californians then, Lieutenant Bryant and George Nidever said they saw during the afternoon of January the tenth, exhibiting themselves on the summit of the San Fernando Pass. They were looking up to the high ridge of the Divide from Fremont's last camp-site in the Santa Clara Valley, an open field at the mouth of the canada that led to the pass, the camp-site of the padres before them.

²¹*What I Saw in California*. Edwin Bryant. p. 388.

²²Charles J. Prudhomme MSS.

²³*Pioneer Register and Index*. Bancroft. p. 752.

²⁴Episodios MSS. Jose E. Garcia. The Spanish version and translation through the courtesy of the Bancroft Library. University of California, Berkeley.

Continuing Lieutenant Bryant's report: "Jan. 11th. The battalion this morning was divided into two parties: the main body, on foot, marching over a ridge of hills to the right of the road or trail; and the artillery, horses and baggage with an advance guard and escort, marching by the direct route. We found the pass²⁵ narrow and easily to be defended by brave, determined men against a greatly superior force. . . . Descending into a canada on the other side, we halted until the main body came up to us, and then the whole force was again united and the march continued."

The march over the pass as remembered by George Nidever some thirty years later.

"The next morning about eight o'clock, 200 men were ordered to dismount and, dividing, advance on either side to the summit of the ridge and surround the enemy. This was executed without opposition, and upon reaching the top of the Cuesta,²⁶ we found the enemy gone. We took up our line of march again still following the trail . . . We reached the Mission about noon."

George Nidever's account differs from that of Lieutenant Bryant but he evidently remembered the main point, that of dividing the battalion in order to take separate routes over the mountain and thus "surround the enemy."

It may readily be seen that the "road or trail" Lieutenant Bryant called "the direct route," taken by the baggage train and the advance guard and escort in 1847 could have been none other than the Cuesta Viejo on the Camino Viejo, that crossed San Fernando mountain near the lowest place in the Divide.

The main body of soldiers, as Lieutenant Bryant pointed out, marched on foot "over a ridge of hills to the right" of the road or trail which he called "the direct route." He did not say they were led by Colonel Fremont, but such must have been the case. He would not have gone with the "artillery, horses and baggage," nor was he with the "advance guard and escort." Lieutenant Bryant, himself one of the latter, said when they reached the San Fernando Valley they were met by two California messengers who asked "to be conducted immediately to Colonel Fremont, which request was complied with."

Fremont himself then led his 200 or more foot-soldiers. If the old road or trail was "the direct route," whichever canyons and foothills the main body scrambled up, their course was a round-about way in comparison. It also proved to be a longer way because the baggage train and the advance guard and escort halted in the canada on the other side of the pass until the main body came up to them, "and then

²⁵The San Fernando Pass on the Camino Viejo, so called by Fremont the year before.

²⁶Nidever must have been with the part of the battalion that went over the Cuesta Viejo.

the whole force was again united and the march continued." We may be quite sure that Fremont himself did not take the Camino Viejo to cross the Divide on the Cuesta Viejo or the San Fernando Pass as he had called it the year before.

On the north slope of the mountain the nearest canyon west of the Cuesta Viejo or what may be the old road marked on the 1853 map, was a box canyon. As it rose abruptly into the foothills, it was blocked by high rocks on the summit of the mountain. Just over the Divide another canyon makes its way up the south slope. Footholes gouged in the steep face of a rock on top, between the two canyons, seem to be evidence an old Indian trail may have crossed the Divide there. The length of a possible Indian trail up the canyon on the north slope over the rocky summit and down into the canada on the south slope is only about a mile.

These canyons, so close to the Camino Viejo to the east of them, eliminate themselves, therefore, as Fremont's route south, "over a ridge of hills to the right," not only because of the fact they were blocked by the high ridge but for the reason that if the two hundred or more men could have pulled themselves over the steep shoulders of rock on top, it would still have been a shorter route than the Camino Viejo. The foot-soldiers would have been waiting in the canada for the baggage train instead. These are the two canyons which the present old road, marked Fremont's Pass, follows to the deep cut through the rock on top.

The exact place where Fremont and his men crashed through the brush-covered ridge of hills is therefore a matter of conjecture. There was the gulch now known as Weldon Canyon,²⁷ which might have been their route. It could have been reached from their camp²⁸ by crossing over to the present Railroad Canyon where the Southern Pacific tunnels through the mountain, and then continuing west over the lower foothills. It would have been rough climbing but not impossible for toughened frontiersmen.

Then there were the brush-tangled banks of the stream in the canyon for them to hack their way through until they reached the point in the canada where the rest of the battalion coming off the Cuesta Viejo would be waiting for them. Looking up at the mountainous foothills in that rugged country, one can see that it will always be more or less a mystery where Fremont himself and his divided troops crossed the foothills of San Fernando Mountain as they sought to surround the Californians they had seen waiting for them on the top of the pass.

²⁷The boulevard # 99, leading to the New Ridge Road, follows Weldon Canyon.

²⁸On the 1853 map, the camp was south along the bend of the Fort Tejon to Los Angeles road, opposite arrow marking dry gulch or Elsmere Canyon.

To continue with Lieutenant Bryant's report: "Emerging from the hills, the advance party to which I was attached, met two Californians, bare-headed, riding in great haste. They stated that they were from the Mission of San Fernando, that the California forces . . . had been defeated . . . and that the Americans had yesterday marched into Los Angeles. They requested to be conducted immediately to Colonel Fremont which request was complied with.

"A little further on, we met a Frenchman who stated that he was the bearer of a letter from General Kearney at Los Angeles, to Colonel Fremont. He confirmed the statement we had just heard and was permitted to pass." . . .

1847 Geronimo Lopez.²⁰ "Another pioneer was Geronimo Lopez, born September 30, 1828, at Los Angeles, died April 27, 1921. On March 14, 1921, when his two daughters, Mrs. John Wilson and Mrs. M. L. Villegas were present, he related as follows:

"In 1846 he was acting as messenger for Gen. Andres Pico. In January 1847 he was given instructions to speed his horse to San Fernando Mission, the headquarters of Captain Ugenia Montenegro and his company of 100 soldiers, and deliver two letters to him. He sped away, taking short trails, arrived at the Mission and delivered the two letters to Captain Montenegro who said, 'This letter is for Lieutenant Colonel Flemon (Fremont) and this other letter is for me.'

"Soon after, he called for fifteen soldiers, all mounted; 'And you, (Geronimo Lopez) come with us and take the flag of truce.' They marched out, following the Camino Real to the canyon, then climbing the steep grade and over the summit. This was the easiest grade to travel on horse-back, though dangerous for conveyances, especially for carretas or wooden wheel carts, the only kind in service at that period. . . .

"Our small company went down the slope and met American pickets. Captain Montenegro explained to them his mission to deliver a message to Lieutenant Colonel John C. Fremont. With this information admitted to Fremont's camp. His tent was at the foot of the hill; on the hill-top was a soldier standing guard. This historic spot is near an old cemetery between the present tunnel²⁰ and Newhall.²¹ It is the

²⁰Geronimo Lopez, nineteen, son of Pedro Lopez, Mayor-domo of the San Fernando Mission, father of Mrs. Luisa Lopez Dunne McAlonan. Manuscript of Charles J. Prudhomme. Geronimo Lopez was 92 yrs. 6 mo. at the time of the interview.

²⁰The tunnel is now gone. The cut through the hill on highway No. 6 is where it used to be.

²¹The same place located by Charles J. Prudhomme "through information given by Don Francisco Garcia of Santa Barbara who was a soldier at the time." "This camping place of Fremont's later became the location of Lyon's Station." MSS. of Charles J. Prudhomme. On a modern map the camp site was south along the bend where the San Fernando road leaves highway # 6, going northwest towards Newhall.

only place from which Lieutenant Bryant, looking up to the ridge of hills, could see the "forty or fifty Californians" who "exhibited themselves on the summit of the pass" or the Cuesta Viejo. It is also the only place of which Don Jose Garcia could write, "From the top of said hill we sighted Fremont's camp a short way down the ravine," . . . and, "here in view of the enemy, we camped." . . .

There is a pardonable discrepancy between the account of Geronimo Lopez, remembered after seventy-four years, and the account of Lieutenant Bryant published the year following Fremont's march over the mountains. The story of Geronimo Lopez is most vivid. Our particular interest is in his description of the San Fernando Pass or the Cuesta Viejo, and the location of the camp site of Colonel Fremont and his army.

Continuing Lieutenant Bryant's account: "January 14. . . . A more miserably clad, wretchedly provided, and unpreposing military host, probably never entered a civilized city.⁸² In all except our order, deportment and arms, we might have been mistaken for a procession of tatterdemalions or a tribe of Nomades from Tartary.

"There were not many of us so fortunate as to have in our possession an entire outside garment and several were without hats or shoes, or a complete covering to their bodies. But that we had at last reached the terminus of a long and laboring march attended with hardships, exposure and privations rarely suffered, was a matter of such heartfelt congratulations, that these comparatively trifling inconveniences were not thought of. Men never probably in the entire history of military transactions bore these privations with more fortitude or uttered fewer complaints."

1847 THE FALL. Don Benito Wilson took cattle over the Cuesta Viejo.

The war between the Californians and the United States had hardly come to an end, when life on the great ranchos followed, in many ways, its old pattern. Towards the close of the year 1847, a rising cloud of dust drifting across the wide San Fernando Valley, foretold a large herd of lean, sharp-horned cattle moving slowly towards the San Fernando Pass or the Cuesta Viejo. Benjamin David Wilson,⁸³ friendlily called Don Benito wrote,

"In that same fall of 1847, I moved up all my stock, about two thousand head of cattle, passed through the 'Tulare Valley'⁸⁴ by way of Cajon de los Uvas;⁸⁵ there was not a white man living on that route, from San Fernando Mission to Sutter's Fort."⁸⁶

⁸²Los Angeles.

⁸³The grandfather of the late General George S. Patton, Jr.

⁸⁴The San Joaquin Valley.

⁸⁵The Grapevine Grade.

⁸⁶MSS. of Benjamin D. Wilson. California. *Pathfinder*, Robert Glass Cleland. p. 414.



Photograph by F. C. Ripley

Nearing the summit of the south slope.

The only way to reach the Cajon de los Uvas from the pueblo was for Don Benito and his vaqueros to drive the bellowing, pushing cattle over the narrow trail of the steep Cuesta Viejo. Many Spanish cattle of the early padres had taken the dangerous grade to reach the grazing lands in the Tulare Valley. There is not a doubt but that some of the thousand or two cattle in those large herds were crowded over the precipice into the deep canyon below.

1850 MARCH 19. *The Santa Fe Trail*. H. M. T. Powell.⁸⁷

"We saw in the morning, the *Mission of San Fernando* on the other side of the valley in a belt of timber. *Behind this*, Mr. Patrick tells me, *is a pass through the mountains leading to the Tulare Valley and practicable for waggons* . . . Flowers in great plenty. Bears and deer also plenty in the hills we passed. . . .

"20th March. Off early. . . . *Kept on an elevated Plain toward a pass or gap in high hills in front of us. Up this hill, very sidling and dangerous and when at top we found before us a hill to go down, longer and as steep as any in the Guadalupe Pass.*⁸⁸ *It was a most terrible hill!*"

1853 Report of Lieutenant R. S. Williamson. Explorations and Surveys for a Railroad to the Pacific.

Moving south on the San Francisquito Rancho.⁸⁹ "We soon reached the trail that leads from Los Angeles by San Fernando Mission to this Rancho and thence by the Pass of San Francisquito to the Great Basin."⁹⁰ This is the route taken by the emigration to the Tulare Valley and the southern mines along the San Joaquin. When we reached this trail, a large drove of cattle was passing and they were on their way to the Tulare Valley through the Great Basin and the Tejon Pass.⁹¹ It required great exertion on the part of the vaqueros in charge of the cattle belonging to the rancho, to prevent them from joining the drove and moving off with them. . . .

"On the south of the Santa Clara Valley is a spur of the Coast Range . . . known as the Susannah Range. . . . The wagon road of the San Francisquito Pass crosses the range at a pass known as that of San Fernando⁹² as it leads directly to the Mission of that name."⁹³

⁸⁷In this book is the first known sketch of "Pueblo de Los Angeles. Alt. Cal." Edited by Douglas S. Watson.

⁸⁸Guadalupe Pass crosses the Guadalupe Range of the Rockies in Texas.

⁸⁹Part 1 — p. 72.

⁹⁰Mojave desert.

⁹¹The early Tejon Creek Pass.

⁹²Second mention in this study of name San Fernando Pass for the Cuesta Viejo on the Camino Viejo. The Pass was crossed by Isaac W. Smith, Civil Engineer, of the expedition, "with a spring wagon and a small surveying party."

⁹³Part 1. pp. 34-35.

"We moved to the east and found the trail leading to the pass. A fine brook flows in the foothills and an inviting camping ground was passed where we should have rested the preceding night. . . . The border of the creek was evidently a favorite camping place and had been much used. Crosses were cut deeply in the trunks of the trees and some of them were, doubtless, the work of the Fathers many years ago. Among the various inscriptions cut in the smooth bark of the large plane trees" was one by Joaquin, the much dreaded bandit and assassin."⁴⁴

Captain Portola wrote in his diary, "we proceeded for six hours over one of the highest and steepest mountains" and halted in a gully where there was much water and pasture." Fray Vincente Santa Maria wrote, "at a little distance from the descent we encountered a little ditch of water where we stopped at six in the evening." From as far back as those early days in the late seventeen hundreds this had truly been "a favorite camping place." There may still have been evidences about of Fremont's four hundred or more soldiers and horses who had camped there six years before. Civil Engineer Smith saw signs "the border of the creek . . . had been much used."

To continue Lieutenant Williamson's report:

"Two small streams rising near the crest of the Susannah range and one quarter of a mile apart, flow in opposite directions — the one north into the Santa Clara, the other south towards the Mission of San Fernando. Between the two is a sharp crest where the inclination is over 1,000 feet to the mile. This is the nature of this pass which is only 8¾ miles from base to base.

"This pass is hardly worthy of the name for it consists of a steep ascent and descent over the range of hills known in the locality as the Susannah Range. The ascent from the north is not so abrupt as the descent on the opposite side which in some places becomes nearly vertical and is not passable for wagons, without the aid of ropes. . . .

"After reaching the summit it was a difficult operation to get the wagon down the hill for it was so steep that it was almost impossible to descend on foot without passing to and fro in diagonal lines." If it ever becomes necessary to build a railroad at this place, the hills must be tunneled through.⁴⁵ . . ."

⁴⁴Sycamore trees.

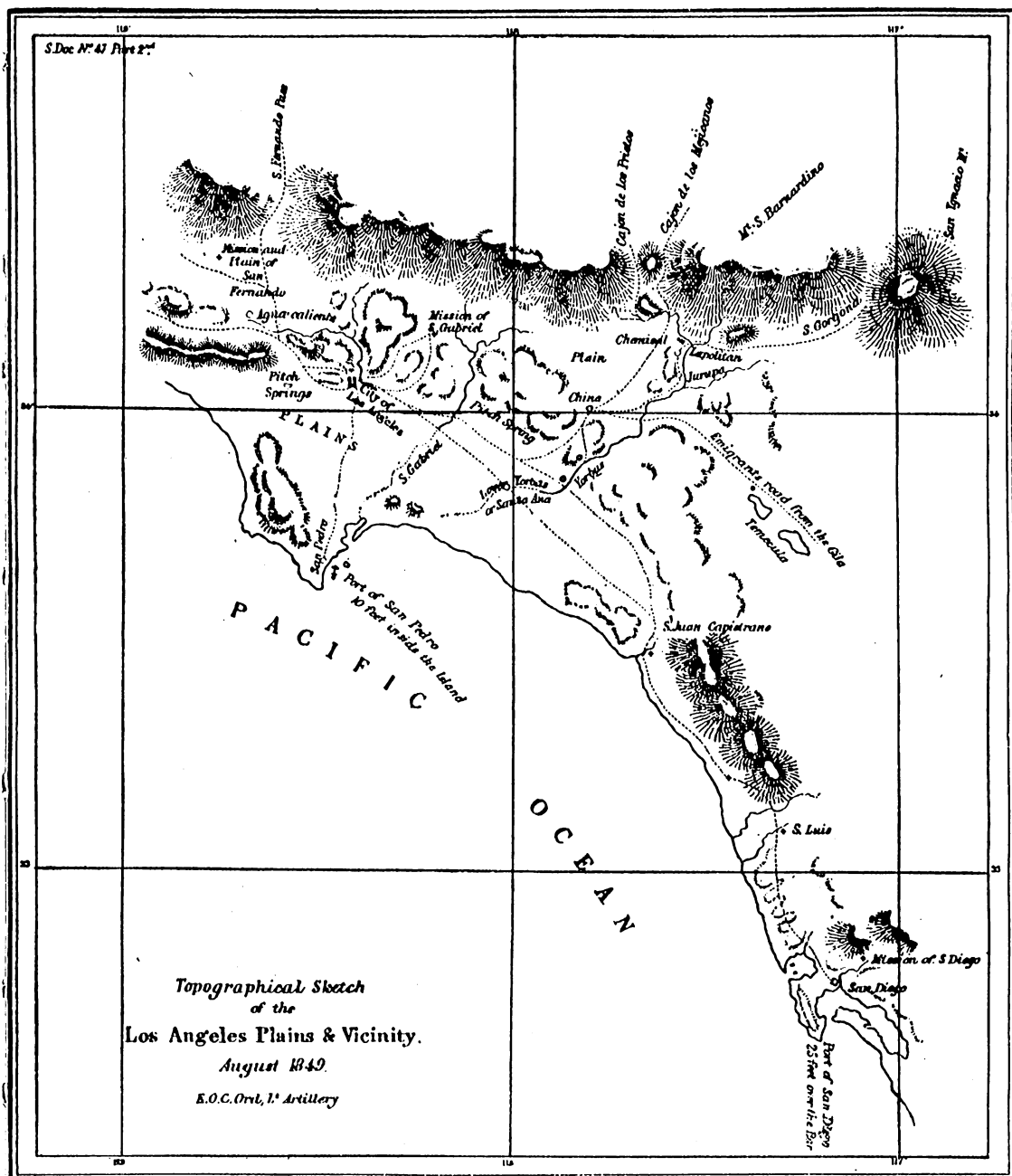
⁴⁵Part I. p. 73.

⁴⁶San Fernando Mountain.

⁴⁷See streams on old map of 1853-1876, along "old road."

⁴⁸An excellent description of the Cuesta Viejo or the first San Fernando Pass. Part I. p. 73.

⁴⁹The present Southern Pacific tunnel is through the hills to the west of Lieutenant Williamson's survey.



The San Fernando Pass or the Cuesta Viejo is to the northwest. This is probably the earliest map on which the Cuesta Viejo is shown. This map was attached to a report made by Brigadier General Bennet Riley, dated Monterey, Oct. 31, 1849. (See *The Quarterly*, Historical Society of Southern California, March, 1936, p. 20.)

*Indian Reservation
Foot of Tejon Creek Pass
Tulare Valley*

1850-1851 Indian up-risings imperiled the Tulare Valley. Miners opening up gold mines in the high Sierras along the Kern river and in the Mother Lode country encroached on their tribal lands. The government decided to compensate them with land in the valley instead and furnish them clothes and food.

1852 Lieutenant Edward F. Beale was appointed by President Fillmore, Superintendent of Indian Affairs in California.

JULY 21. Congress voted \$100,000 to be used in keeping peace with the Indians.

SEPTEMBER 18. *Los Angeles Star*, "Lieutenant Beale, the newly appointed Superintendent of Indian Affairs came passenger in the steamer Oregon on her last trip from Panama."

In surveying this new field for possible Indian reservation sites, Lieutenant Beale consulted the Indian agents, among them being Benjamin (Don Benito) Wilson who was the agent of the southern district. He pointed out to Beale that "the main southern immigrant route passed through the Tulares and was also the principal thoroughfare for the rancheros and up-country drovers. They were all exposed to deprivations and massacre."²

1853 SEPTEMBER 2. Lieutenant R. S. Williamson, Railroad Survey. "Near the eastern extremity of the Tejon is a break in the mountains known as Tejon Pass. Through this a wagon road has been made leading to Los Angeles and it is one of the worst roads I ever saw. About 15 miles to the westward is another pass known as the Canada de las Uvas through which is a pack trail leading also to Los Angeles.³ . . . Arriving at the Tejon, we selected a place for a depot camp in a beautiful grove of oaks, surrounded by abundant grass and near to Tejon creek. . . . We found Mr. Ed. Beale, superintendent of Indian affairs, at the Tejon, he having arrived after a long and arduous journey across the plains."

¹The foregoing, *The Story of El Tejon*, Part One, pp. 19, 20, 21. Helen S. Giffen.

²Charles B. Leonard. Federal Indian Policy in the San Joaquin Valley. *Ibid.* Note 32, p. 141.

³Part One. p. 21.

⁴*Ibid.* p. 22.

Lieutenant Beale consulted with Lieutenant R. S. Williamson about the best site for Indian reservations south of the Sacramento River; the surveyors all agreed, "The Tejon is best situated for woods and water . . . and acceptable to largest number of Indians." Lieutenant Williamson, in his report, continued: "A few days afterwards he (Lieutenant Beale) selected this point for an Indian reservation."⁸ It was called the Sebastian Military Reserve after William K. Sebastian, U. S. Senator, head of the Senate Committee on Indian Affairs.⁹

1853 SEPTEMBER 22. *San Francisco Herald*.

"E. F. Beale and Benito Wilson arrived in San Francisco on Sept. 21st after a tour of the Tulare Valley . . . and announced sites for two Indian Reservations in the lower part of the Tulare Valley near Tejon Pass."¹⁰

1853 OCTOBER 17. *Daily Alta California*, San Francisco.

"A deputation of young men from the tribes about Grass Valley arrived by boat. Leave for Los Angeles by boat to go to the reserve set apart for them."¹¹

1853 OCTOBER 30. *Daily Alta California*, San Francisco, written by a correspondent in November 23rd issue.

"On Sunday, October 30th, we took our departure with the Nevada Indians from the Sublette¹² and Thompson's Ranch,¹³ eight miles west of Los Angeles, for the Tulare Valley by way of the Tejon Pass.¹⁴ *The only incident worthy of note was that in crossing the mountains on the San Fernando Pass.¹⁵ About eight miles from the mission of that name, one of our mules slipped and fell three hundred feet. . . .*

"Our party was composed of twenty men besides the Indians, and fifty-three riding and pack animals. San Fernando Pass is 45 miles north of Los Angeles, Tejon Pass is 35 miles in a westward direction and thence it is ten miles easterly to the adobe house in the valley. . . . The adobe house as it is known to all who have passed along the road from Los Angeles to the Tulare Valley, is now headquarters of Lieutenant Beale.

⁸Part 1. p. 22.

⁹*The Story of El Tejon*. Part One. Helen S. Giffen, p. 26.

¹⁰*Ibid.* p. 21.

¹¹*Ibid.* p. 25.

¹²A member of a well-known family of fur-traders. Los Angeles. *The Transition Decades*, 1850-70, Huntington Library Publication. Robert Glass Cleland.

¹³"Thompson's Ranch house still standing near Third St. and Fairfax Ave., and now known as Gilmore Ranch." *The City That Grew*. Boyle Workman, p. 167.

¹⁴The Tejon Creek Pass.

¹⁵Third mention in this study, of the San Fernando Pass being the Cuesta Viejo on the Camino Viejo.

"The valley is a beautiful one . . . is finely watered by springs and streams from the mountains. It would sustain a population of 50,000 Indians; and it is his intention to set them to work to build a large adobe house for their residence, to be larger than the mission building at San Fernando. Messrs. Sublette and Thompson delivered at the adobe house on the 7th, 6,000 lbs. of wheat and barley¹³ which was a portion of the supply contracted for. It is the intention of Lieutenant Beale to put 4,000 acres in wheat and barley and in less than twelve months a portion of the valley will bloom like a rose."¹⁴

1853 NOVEMBER 1. *Daily Alta California*, San Francisco.

"Supt. Beale is now on his way to the Tejon with several wagons loaded with farming implements, etc., where he intends to make a large collection of red men the present season. We understand it is his intention to bring all the various tribes as far north as the Yuba and Feather Rivers and settle them on the Tejon. A large shipment of grain has been received at San Pedro which will immediately be forwarded to that point. Besides this, a lot of beef cattle will be started in a few days."¹⁵ All these supplies were taken over the Cuesta Viejo, a hard, treacherous pass for the heavy pioneer traffic.

¹³Hauled over the Cuesta Viejo.

¹⁴*The Story of El Tejon*. Part One, pp. 27-28. Helen S. Giffen.

¹⁵*Ibid.* p. 26.

Fort Tejon
*Canada de Las Uvas*¹
 1854

1852 Report to Congress from Lieutenant E. F. Beale.

"In the first place, I propose a system of Military Posts to be established on reservations for the convenience and protection of the Indians, these reservations to be regarded as military reserves, the Indians being invited to assemble within these reserves."²

1853 Sebastian Military Reserve created by Congress as an Indian Reservation.

1854 JUNE 24. Orders were issued by Major General Wool of the Department of the Pacific, for erection of quarters for a military post "in the Military Reserve for the Indians near the Tejon Pass," designated by E. F. Beale Esq. Supt. of Indian Affairs."³

1854 AUGUST 10. Lieutenant Thomas F. Castor, with a detachment of 16 men of Co. A 1st Dragoons, arrived in the Canada de las Uvas and put up their tents under the oak trees, near an open meadow, bordering a mountain stream.

1854 SEPTEMBER 14. General Wool to the Secretary of War, the Hon. Jefferson Davis:

"Sir: I have the honor to report that a military post is now being built at the Canada de las Uvas, fifteen miles southwest of the Tejon Indian Reservation, which is to be called Fort Tejon to indicate its location. I have assigned Brevet Lieutenant Colonel B. L. Beall, Major 1st Dragoons, to the command."⁴

1854 SEPTEMBER 26. Six full companies or 600 men of the 3d Artillery, arrived at the post to reinforce the Division of the Pacific.

1854 *Fall and winter* active work on the adobe buildings of the Fort continued.⁵

¹The Grapevine Canyon.

²*The Story of El Tejon*. Part One, p. 19. Helen S. Giffen.

³Tejon Creek Pass.

⁴*The Story of El Tejon*. Part Two. Arthur Woodward, p. 58 and footnote 1, p. 142.

⁵*Ibid*. Footnote 1, p. 143.

⁶*The Story of El Tejon*. Part Two, p. 61. Arthur Woodward.

The New San Fernando Pass 1854

In the early fifties, the old emigrant road from the pueblo de los Angeles, crossed the Great Basin or the Mojave desert and took the Tejon Creek Pass into the Tulare Valley. When the new fort for the Sebastian Military Reserve was put in the Canada de las Uvas, the men in Los Angeles began to clamor for a better road between the fort and their pueblo. The main stumbling block was the San Fernando Pass or the Cuesta Viejo on the Camino Viejo.

Harris Newmark said:

"As early as 1854 the need of better communication between Los Angeles and the outside world was beginning to be felt. . . . *A rather broad trail already existed there (the Cuesta Viejo), but such was its grade that many a pioneer, compelled to use a windlass or other contrivance to let down his wagon in safety, will never forget the real perils of the descent. For years it was a familiar experience with stages, on which I sometimes traveled, to attach chains or boards to retard their downward movement; nor were passengers even then without anxiety until the hill or mountain-side had been passed.*

"In the summer of that year (1854), the Supervisors — D. W. Alexander, S. C. Foster, J. Sepulveda, C. Aguilar and S. S. Thompson — voted to spend one thousand dollars to open a wagon road over the mountains between the San Fernando Mission and the San Francisco Rancho."

1854 AUGUST 7. *Southern Californian*. Los Angeles.

"We are happy to learn that our enterprising citizens are taking steps to connect this place with the fertile valleys of Tulare, by constructing a good wagon road across the top of the hill at San Fernando. We are informed that Judge Agier has, within the last few days, been circulating a subscription paper soliciting funds for this purpose and that he has succeeded in getting \$2,900 subscribed which we think is sufficient to built it."

"*Another place (than the Cuesta Viejo) was selected by taking another short canyon to the southwest of the old road; here the grade was lower.*"

¹*Sixty Years in Southern California*. Harris Newmark, p. 120-121.

²Mrs. Luisa Lopez Dunne McAlonan. An interview with Charles J. Prudhomme, July 18, 1926. From this it is interesting to note that the canyons leading up to both the Cuesta Viejo and the 1854 road, were short.

Two men in particular interested themselves in the project. They were W. T. B. Sanford, part owner of the Rancho San José de Buenos Ayres⁴ and George Carson,⁵ his partner in the hardware business in a store on Commercial Street. To them was given the contract to build the new San Fernando Road over the mountain. They hired to do the job, Gabriel or Gabe Allen,⁶ with his gang of twenty men. He was a rough, hardened frontiersman and former Indian fighter in Chichuahua, Mexico.⁶

1854 AUGUST 22. *Daily Alta California*. San Francisco.

"A road has been cut through the solid rock, affording a fine wagon track where here-to-fore a pack mule could barely scramble."

1854 AUGUST 24. *Southern Californian*, Los Angeles.

"Messrs. Sanford and Carson will in a few weeks be able to move into their fine brick building on Vineyard Street. This is the best house in the city and reflects credit on the proprietors. They deserve much praise for the public spirit they manifest in making improvements in the city."

1854 NOVEMBER 16. *Southern Californian*, Los Angeles.

The Tejon Road

"We are informed by the commissioners who were entrusted with the prosecution of the enterprise, that the road is nearly completed and will furnish an easy, practicable route, free from every obstacle and impediment.

"The collections heretofore made for this purpose will fall short of defraying the expenses about \$1,000 which amount it devolves upon the citizens of this county to contribute. The expense has thus far fallen upon a few of our citizens who came forward without solicitation, and generously contributed according to their means. . . . This road either directly or indirectly interests every resident in

⁴W. T. B. Sanford, second postmaster of Los Angeles. On Nov. 16th that same year 1854, his sister Rebecca married young Phineas Banning. Rebecca was the mother of William, Joseph and Hancock Banning. W. T. B. Sanford was then their uncle. *Sixty Years in Southern California*, Harris Newmark, p. 327. Rancho San José de Buena Ayres was where Westwood, Holmby Hills, etc. are now. *Romance of the Ranchos*. Ralph Conner, p. 17.

⁵George Carson came to Los Angeles in 1852. Married Victoria Dominguez in 1857. *Sixty Years in Southern California*. Harris Newmark, p. 174.

⁶"In 1866, Gabriel Allen was living in the old adobe on the Alamitos and had several thousand head of cattle and horses." *Adobe Days*, Sarah Bixby Smith. In the seventies he owned a meat market on Main street and became a city supervisor in 1876. *An Historical Sketch of Los Angeles County*. Pub. by Lewis Lewin, 1876. Reprint A. W. Smith, p. 68.

⁶*The Story of El Tejon*. Part Two, p. 69. Arthur Woodward.

⁷*Ibid.* p. 69. Note p. 144.

the county. The mere influence which it may exert in obtaining for us the trade of the military and Indian reservations at the Tejon, although of great importance, falls far short of the immense future benefits to the county. . . .

"The immense tract of rich arable lands extending along both sides of the Tule lakes, are fast settling up with agriculturists who in a very short time will form an extensive population, requiring supplies and means of civilized life, all, or nearly all of which will be obtained from this direction. *The Tejon road is destined to be the great thorough-fare between the north and the south*, offering far more advantages than the old coast road.⁸

"In view of these things, it is the duty of every man whose interests are identified with this county, whether he resides in the city of Los Angeles or cultivates lands of the county, to lend a helping hand in this matter and contribute their amount however small, for the purpose of making up the deficiency that exists. The subscription list is in the hands of Francis Mellus Esq. who is authorized to receive donations for the above object."⁹

1854 DECEMBER 14. *Southern Californian*, Los Angeles.

"Tejon Road. This work being nearly completed, the subscriptions will be needed forthwith, to pay the contractors and laborers. The subscribers are therefore called upon to make payment of the amounts signed by them for this purpose, to Don Abel Stearns who has the list in his possession for collecting."¹⁰

Those who subscribed to the building of the new road over the mountain were the outstanding business men of the town; Don Abel Stearns, an important figure and the wealthiest American in the pueblo,¹¹ lived in his long, low El Palacio facing Main Street; Don Ygnacio Del Valle,¹² member of a fine old Spanish family owned the large Camulos Rancho on the far side of San Fernando Mountain, lying along the Santa Clara river. He lived in the pueblo in an adobe on the east side of the Plaza and many were the times he had gone over the rough Cuesta Viejo on the Camino Viejo on his way to the Camulos.

There was Francis Mellus Esq. of the firm of Alexander and

⁸The Camino Viejo, west through the Santa Clara Valley to San Buena Ventura, connecting with the Camino Real up the coast to Santa Barbara and beyond.

⁹Francis Mellus County Treasurer, 1852-53.

¹⁰In the Gaffey MSS. collection, Henry E. Huntington Library, San Marino, California, there is the original account, rendered by Sanford and Carson contractors, of the monies collected and spent in the building of the new San Fernando Road. The following list from the manuscript is used through the courtesy of the Huntington Library.

¹¹*The City That Grew*. Boyle Workman, p. 28.

¹²*Sixty Years in Southern California*. Harris Newmark, p. 98.

Mellus that had a general merchandise store in a two story adobe where Spring and Temple streets meet. They had a large prosperous business and brought their goods around the Horn in a sailing ship to exchange for hides and tallow which in turn were shipped east.¹³ David W. Alexander was chairman of the Board of Supervisors in 1854 and '55.¹⁴ Francis Mellus, who was New England born, had come from Boston, and was a member of the State Assembly in 1854.¹⁵ The two partners both seem to have been vitally interested in putting the new road through. Besides being one of the first to contribute and giving generously himself, perhaps for business reasons, Francis Mellus had offered to receive donations from any citizen so inclined.

There was the Tennessean, B. D. Wilson¹⁶ who made his contribution. Don Benito had come to the pueblo in 1841 with the Rowland-Workman party. He owned a large grant of land and at the time was Indian Agent for the southern part of California. Turning the year, in 1855, he was elected state senator. He would especially want to see the Cuesta Viejo abandoned for a better road to the new Fort and the Indian Reservation.

On the list of subscribers was Ozro W. Childs.¹⁷ He had come into California from Vermont four years before when he was twenty-six. It was during the goldrush and he had stopped at the mines to follow his trade as tin merchant for a time. He then dropped south to the little pueblo de los Angeles and opened a tin shop with J. D. Hicks in a small 20 x 40 adobe on Commercial Street.¹⁸ Evidently, to help improve the trade of the pueblo, young Childs the tin merchant, had handed over his hundred dollars donation for the new road.

There was the firm of Alexander and Banning, Commission and Fore-warding Merchants;¹⁹ the same Don David Alexander who was in the firm of Alexander and Mellus and had his irons in many fires. He was an Irishman and had come to California in the beginning of the forties. He had tied up with one of the earliest American Californians there, Don Juan Temple, and had kept a store with him at San Pedro on the water front.²⁰

Young Banning had come to California only three years before, when he was twenty-one; from Wilmington, Delaware. He had been

¹³*Ibid.* pp. 61-62.

¹⁴"Pioneer Merchants of Los Angeles." Marco Newmark. *The Quarterly*, Historical Society of Southern California, March-June, 1943, p. 64.

¹⁵*An Historical Sketch of Los Angeles County*. Messrs. Warner, Widney and Hayes. Reprint O. W. Smith, p. 28.

¹⁶*Sixty Years in Southern California*. Harris Newmark, pp. 168-69.

¹⁷*The Boom of the Eighties in Southern California*. Glenn Dumke, footnote p. 94.

¹⁸*Sixty Years in Southern California*. Harris Newmark, p. 69.

¹⁹*An Historical Sketch of Southern California*. Reprint O. W. Smith, p. 118.

²⁰*Sixty Years in Southern California*. Harris Newmark, p. 74.

driving for Douglas and Sanford (W.T.B.) who, with their six horses and two mules were taking care of all the freight and passengers coming up from the sailing ships at San Pedro.²¹ The husky young teamster could "drive a stage six-in-hand faster and over rougher roads and over places where no roads existed, than any driver who ever cracked a whip or pulled the ribbons."²² Now he had gone in with the older Don David Alexander and they were on their toes to establish new freight routes for their wagon trains. Their chief concern would be the by-passing of the tough grade and precipitous canyons on the Cuesta Viejo.

P. Beaudry, Prudent Beaudry, was a public-minded citizen. He was a Canadian who had come to San Francisco from Quebec. He had been a successful merchant there, but when fire burned him out two or three times he moved down to the small town of Los Angeles. He opened a store on Main Street across from Abel Stearns and did so well that by 1854 he owned quite a handsome piece of property with an adobe, on the northeast corner of Aliso Street and Nigger Alley. He had paid \$11,000 for it;²³ he could well afford to contribute to the new road.

McFarland and Downey²⁴ were prosperous citizens in the pueblo too, with a drugstore in a long, low adobe on the northwest corner of Los Angeles and Commercial Streets. Downey, the druggist, and C. L. Ducommun, the watchmaker, only four years before had arrived from a sailing ship at San Pedro and hired a Spanish *carreta* to haul up the watch-maker's "kit and stock" and Downey's outfit of drugs. But the *carreta* broke down and they had to finish their long, dusty journey on foot.²⁵

Dr. McFarland, that year of 1854, was the Hon. James P. McFarland, a state senator. A better road to the north country of the state would especially be his concern and that of his partner, J. G. Downey too, who was a county supervisor in 1854²⁶ and at the turn of the year in 1855,²⁷ was a member of the State Assembly.

There was another firm besides Alexander and Mellus that dealt in merchandise, Johnson and Allanson.²⁸ They did a good, brisk

²¹*Cattle on a Thousand Hills*. Robert Glass Cleland, footnote, p. 204.

²²Phineas Banning. *Reminiscences of a Ranger*. Horace Bell, p. 322.

²³*Sixty Years in Southern California*. Harris Newmark, p. 73.

²⁴*Sixty Years in Southern California*. Harris Newmark, p. 109. John G. Downey in 1856 was elected Lieut. Governor and in 1861 was Governor of California.

²⁵*Ibid.* p. 73.

²⁶"Pioneer Merchants of Los Angeles." Marco Newmark. *The Quarterly*, Historical Society of Southern California. Mar.-June, 1943, p. 64, note 2.

²⁷*Historical Sketches of Los Angeles County*. Reprint A. W. Smith, p. 69.

²⁸*Sixty Years in Southern California*. Harris Newmark, p. 151. Charles Johnson married Dona Dolores Bandini, daughter of Don Juan Bandini, p. 255.

H. S. Allanson was one of the founders of the Public Library in 1859. *The City That Grew*. William Workman, p. 234.

business and their stock also came around the Horn. Like Del Valle and O. W. Childs, they put an even hundred into the new road. An easier grade over the San Fernando Mountain would mean more business for them from the Santa Clara and Tulare Valleys and from the mining country up the Kern river.

J. G. Nichols²⁰ was even then, by 1854, an old timer in the small town. He had brought in one of the first three American families to live in the Spanish pueblo. He owned a small adobe grocery store on Main Street. He had a keen interest in the pueblo's development. He was an ex-mayor having finished an active term just the year before. He would back any movement that would bring trade to his town.

Then there was M. Requena among the subscribers. Manel Requena was in his fifties, an uncle of Francis Mellus, and he had been an alcalde of the little pueblo in 1836,²¹ nearly twenty years before. Even then, he and Francis Mellus and W. T. B. Sanford, the contractor for the new San Fernando Road, were trustees of the first public school in Los Angeles started that year of 1854.²¹

These were some of the venturesome and civic-minded men in the pueblo, young and old, most of them carrying on their business from their small adobe stores, and backing up the opening of the new pass over the San Fernando Mountain. There were also gladly received smaller donations from others in the pueblo as listed, on the account rendered, in the general contributions of "sundry persons."

Then there was the County itself; Don David Alexander, as chairman²² of the Board of Supervisors, with S. C. Foster, J. Sepulveda, C. Aguilar and S. S. Thompson, that summer, had already voted \$1,000 for the County, to further the building of the new wagon road over the San Fernando Mountain.²³

1854 DECEMBER. About the first stage over the new San Fernando Pass, Major Horace Bell wrote:

"In December, '54, Phineas Banning . . . on the box of his Concord Stage" . . . driving a half dozen mustangs, "had succeeded in reaching the summit of the San Fernando. . . . At that time, the trail²⁴ going over the San Fernando Pass²⁵ was a rocky acclivity, difficult of ascent by even a pack mule and descending to the valley beyond with a descent of equal abruptness. Standing on the summit

²⁰*Sixty Years in Southern California*. Harris Newmark, pp. 32-33.

²¹*Sixty Years in Southern California*. Harris Newmark, p. 38.

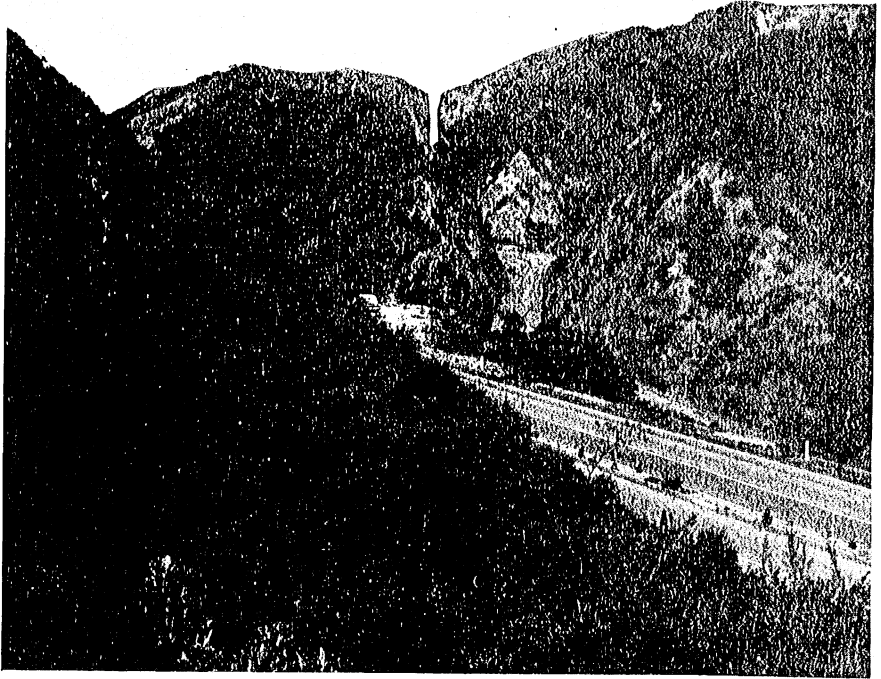
²¹*Ibid*, p. 105.

²²"Pioneer Merchants of Los Angeles." Marco Newmark. *The Quarterly*, Historical Society of Southern California. Mar.-June 1943, p. 64.

²³*Sixty Years in Southern California*. Harris Newmark, p. 120.

²⁴The new road was in, in Dec. 1854. It was more than a trail.

²⁵The name San Fernando Pass now used on the new road.



Photograph by F. C. Ripley

San Fernando Pass, South Slope, 1946, from hill across the boulevard
showing, far right, a bit of the old road following the creek bed.

and looking northward, a precipice of many hundred feet lay before you. By facing about, you dizzily marvel at how you reached the rocky summit.

"The question among his nine wondering passengers who had toiled up the mountain on foot, was how that stage could ever descend, all declaring it an act of madness to attempt it. Banning laughing assured them that it was all right; that a man who couldn't drive a stage safely down that hill was no driver at all and should confine himself to ox-teaming in the valley.

"Now he cracks his whip . . . whistles to his trembling mustangs, . . . in a moment they are going down! down! . . . rackety clatter bang! Sometimes the horses ahead of the stage and sometimes the stage ahead of the horses, all however going down! down with a crash! . . . Coach, mustangs and Banning were found by the pursuing passengers . . . forming a general smash and pile up in a thicket of chaparral at the foot of the mountain.

"'Didn't I tell you so?' said Banning, 'a beautiful descent, far less difficult than I anticipated. I intended that staging to Fort Tejon and Kern river should be a success. Gentlemen, you see my judgment is good!' However Banning sent back a courier in hot haste, urging Don David (Alexander) to send fifty men immediately, to repair parts of the road that he in his descent had knocked out of joint."⁸⁰

1854 DECEMBER 28. *Southern Californian*, Los Angeles.

"Tejon Road.

"*This road is now entirely completed and ready for travellers* and reflects the greatest credit upon all concerned in this undertaking and more especially does the energetic over-seer, G. Allen, Esq., deserve special mention for the energy and perseverance he has manifested in the prosecution of this enterprise.

"The amount of labor that has been performed is truly astonishing, an idea of which may be formed from the fact that *the hill has been continuously cut down a distance of nine hundred and fifty yards, one hundred and thirty of which has been through the solid rock*—besides material repairs made upon the approaches to the hill.

"We are informed that the Government supplies for the U. S. Fort at the Tejon, will henceforth be landed at San Pedro and reach their ultimate destination over this road.

"The subscribers of this Road are hereby notified that they will be called upon by Wm. T. B. Sanford, Esq. for their subscriptions now. We hope that every man will be prepared to pay up without delay,

⁸⁰*Reminiscences of a Ranger*. Major Horace Bell, 1881, p. 323.

as many of these laborers who have been occupied upon this work are emigrants who have lately crossed the plains⁸⁷ and who necessarily require the price of their hire."

1855 "In January 1855, Allen (Gabe) reported that the new road through the San Fernando Pass was ready for use."⁸⁸ The editor of the paper reporting this welcome bit of news praised the activities of the road building crew."⁸⁹

1855 JANUARY 4. *Southern Californian*, Los Angeles

"The San Fernando Road is highly spoken of as being one of the finest in the whole country."

If the road over the new San Fernando Pass was not announced ready for use by the newspaper, the *Southern Californian*, until late December, and Gabe Allen, the road builder himself, did not pronounce it open until January, but the impetuous young stage-driver, Phineas Banning, with the daring of his twenty-four years,⁴⁰ had taken his chances on going over sometime in December, before the announcement of its opening.

He was a bridegroom of only a month and a brand new brother-in-law to W. T. B. Sanford the contractor who had given him his first job in California." In the mad tumble of his coach and flying mustangs he must have been quite conscious of what he had done. He had wrecked a part of Sanford's new road. No wonder he sent back in hot haste for help from his partner Don David Alexander and asked him to send up fifty men to the San Fernando Pass. He was in a hurry to have put back in shape again the parts of his new brother-in-law's road that in his wild descent he had "knocked out of joint." But that stage, with young Banning himself on the box, was the "first stage that ever went out of the Valley of the Angels to astonish the aborigines in the mountain fastnesses beyond."⁴²

Remembering back almost thirty years, Major Horace Bell who was twenty-four himself at the time, said that the brush into which young Banning ended his impetuous descent, twenty years later was cleared away for the tunnel of the Southern Pacific railroad.⁴³ The new road to Fort Tejon, as we have seen, in December 1854 was more than a "trail going over the San Fernando Pass." It is about a mile to

⁸⁷Their names are on the first two pages of the account rendered by Sanford and Carson.

⁸⁸The name San Fernando Pass used on the new road.

⁸⁹*The Story of El Tejon*. Part Two. Arthur Woodward, p. 69.

⁴⁰Phineas Banning born Aug. 19, 1830. Banning Genealogy.

⁴¹*Cattle on a Thousand Hills*. Robert Glass Cleland, footnote p. 204.

⁴²*Reminiscences of a Ranger*. Major Horace Bell, p. 324.

⁴³*Ibid.*

the southeast of the Southern Pacific tunnel. The Cuesta Viejo was still further to the southeast, from the new San Fernando Pass.

1855 JANUARY 23. *Daily Alta California*, San Francisco.
Advertisement:

“For Kern River Gold Mines
Via San Pedro

The subscribers beg to inform the public that they have completed the necessary arrangements for running a *line of stages and a train of wagons and pack mules* from this point to the *Kern River gold mines* stopping at Los Angeles, San Fernando Mission, Lake Elizabeth, Fort Tejon, Gody and Bishop’s Rancho” and the Indian Reservation. Goods will be receipted for in San Pedro and delivered at any of the above points or at White River.⁴⁵

Alexander and Banning
San Pedro, January, 1855.”⁴⁶

1855 JANUARY 25. *Southern Californian*, Los Angeles.

“The pass over the San Fernando Mountain is now travelled by heavily loaded teams, and through which all the supplies for the Indian Reservation and the Military Post at the Tejon will in future be received.”

1855 FEBRUARY. “Don David Alexander and the writer here-of” passed over (the San Fernando Pass) with a train of heavy ten-mule teams which was the first train going north. We had a terrible time of it, however, and in the San Francisquito canon were caught in a snow-storm and we were three days going one mile, building our road as we advanced.”

1855 JULY 3. On the third day of July, the military band from Fort Tejon crossed the Santa Clara Valley. It was resplendent in the uniform of the dragoons, brass-buttoned, long, dark blue coats, and light blue trousers, both with orange trim. The crowning touch was

⁴⁵On the Tejon Reserve. *The Story of El Tejon*. Part Two. Arthur Woodward, p. 42.

⁴⁶White River was a mining camp in the foothills of the Sierra Nevadas some 40 miles from Visalia on the road to the Kern River mines. At one time it was called Tailholt.

⁴⁷*The Story of El Tejon*. Part Two. Arthur Woodward, p. 70.

⁴⁸*Reminiscences of a Ranger*. Major Horace Bell, p. 324. Don David, forty-two, Horace Bell, twenty-four.

the "shako," a dark blue pill-box cap with a small visor. A shining brass mount in front held a yellow pom pom of wool jauntily above the tall crown necessitating a leather strap under the chin to hold the head piece on.⁴⁸

The colorful soldiers of the band came riding up the new San Fernando Pass and through the high cut in the rock on the summit. It was still a tough climb for the scrambling, hard breathing cavalry horses, but certainly an improvement over the Cuesta Viejo. The presence in the pueblo on the 4th of July, of the highly decorative military band from Fort Tejon,⁴⁹ with its stirring music, may have been in part, celebration of the completion of the new San Fernando road and the new San Fernando Pass across the mountain.

⁴⁸*The Story of El Tejon*. Part Two. Arthur Woodward, p. 65.

⁴⁹*Sixty Years in Southern California*. Harris Newmark, p. 157.

TO BE CONTINUED