

Pictorial History of California

Compiled and Edited by

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FOREWORD

"One picture is worth ten thousand words," runs an ancient Chinese proverb. Educational leaders are coming more and more to appreciate the force of the truth underlying this thought. The *Pictorial History of California* is published in the belief that it will be not only interesting but distinctly educational as well.

The aim has been not to prepare a history of California profusely illustrated but to collect such pictures as will themselves with proper explanatory material constitute a fairly complete history. Great care, therefore, has been taken to select pictures that adequately and artistically represent the various episodes in California history. While each picture, with the accompanying text, may be taken as a separate unit, its value is greatly increased when it is considered in relation to the whole series.

Every picture has been carefully selected for both historical accuracy and pictorial value. There have been cases, however, when the one has had to give way to the other, for not all pictures possess both qualities. Attention is called to the need of discrimination in the use of material selected from such a wide field; a contemporary photograph, for instance, is of greater historical value than an imaginative painting of later date.

The narratives have been carefully prepared to supply the demand for a simple history, free from technical features. An attempt has been made to describe each picture so as to aid in determining the degree of its historical value.

The *Pictorial History of California* was planned by Edward Mayer, Secretary, Department of Visual Instruction, University of California Extension Division, and compiled and edited by Owen C. Coy, Ph. D., Director, California State Historical Association.

PICTORIAL HISTORY OF CALIFORNIA

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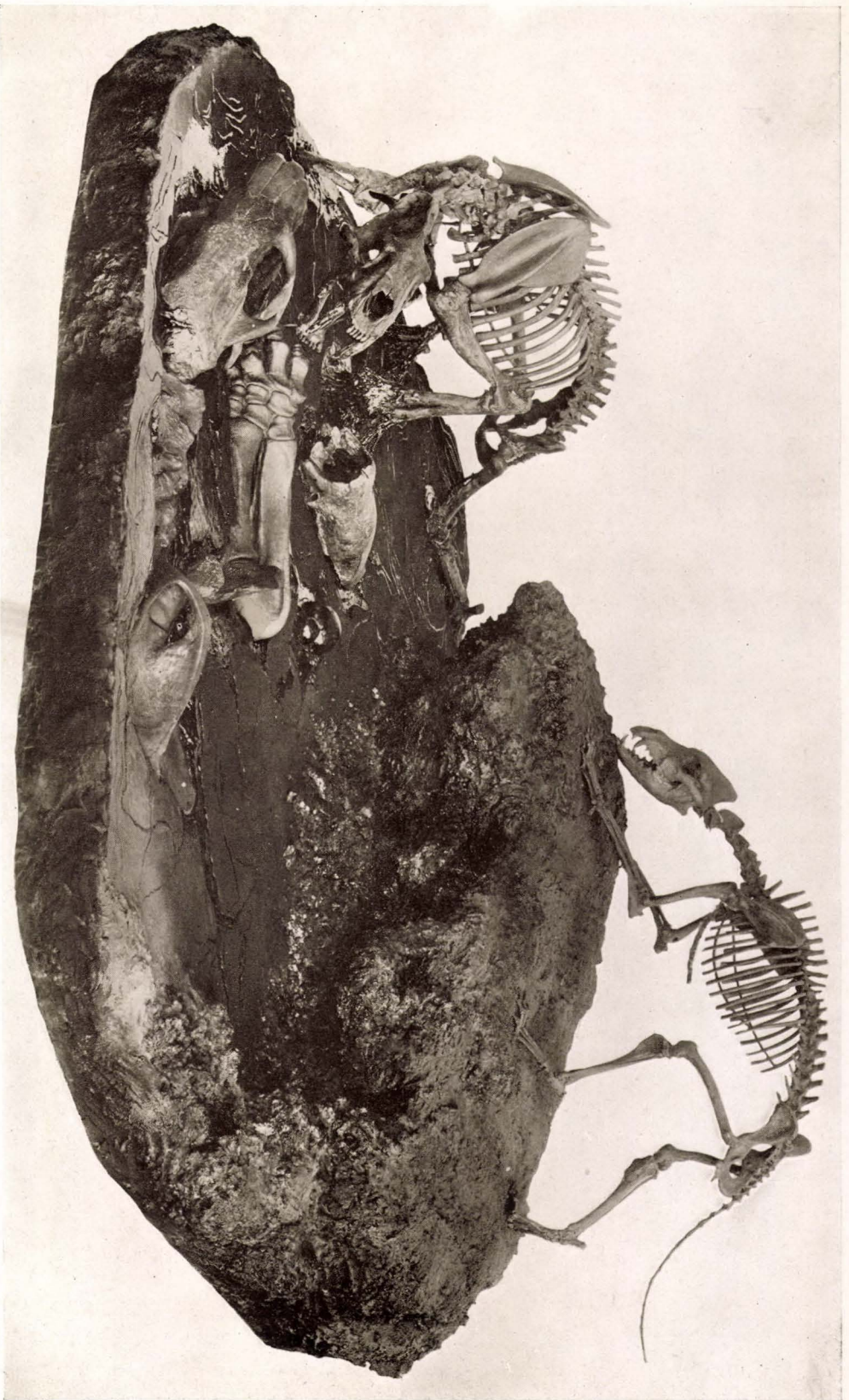


Restoration by Charles R. Knight

Courtesy American Museum of Natural History

1. Sabertooth Tiger

The land of California has not always been the same as it is now, for the level of the ocean has been at times higher than it is and at times much lower. Many of our mountain peaks were once islands; and many of the islands along the coast were once peaks with valleys lying between. Then, too, the climate has changed. Great glaciers once covered the mountain sides, and our great desert lands were lakes or ocean beds. The animals too have changed. The sabertoothed tiger (*Smilodon*) once roamed the fields of California.



Courtesy American Museum of Natural History

2. Nature's Book

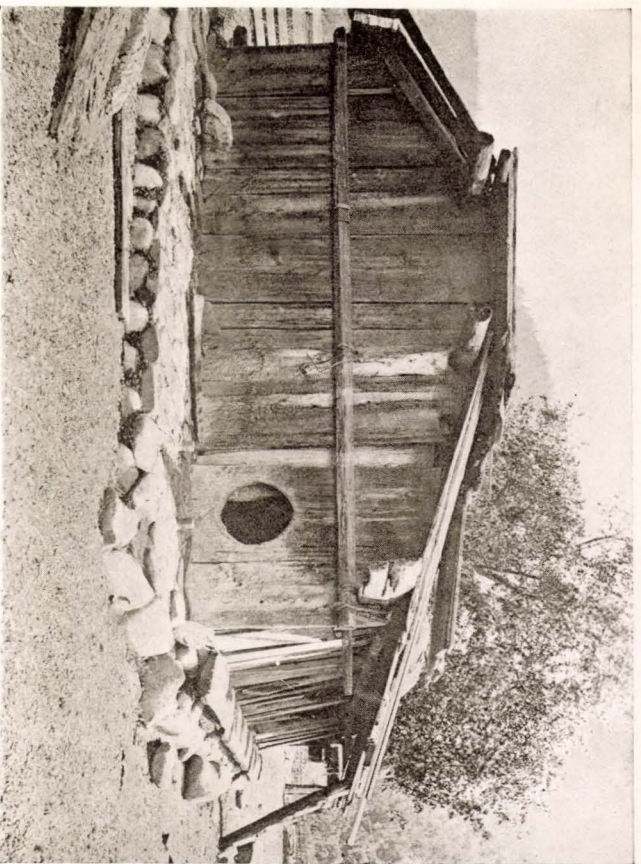
Man's recorded history begins with his written records such as books, inscriptions, and the like, but nature, in gravel beds and other places, has preserved a record of the time before man began to draw and write. In Southern California the asphaltum pits trapped thousands of animals of all kinds. Their bones, preserved in the asphaltum tar, offer a record of the animal life of long ago. The two skeletons shown here indicate what some of these animals were like.



Courtesy of Los Angeles Museum

3. The La Brea Pits

On the La Brea Rancho near Los Angeles, the heavy crude oil or asphaltum oozes out of the ground. The material is so sticky and heavy that animals once caught were unable to free themselves. Scientists, therefore, find in these places the well preserved bones of thousands of animals that lived in California in ages long past. This photograph gives an idea of the nature of the region where these remains are found. The early Spanish settlers used this asphaltum (La Brea) for covering the roofs of their homes. The oil wells indicate the close relationship existing between these pits and the petroleum deposits below the surface.

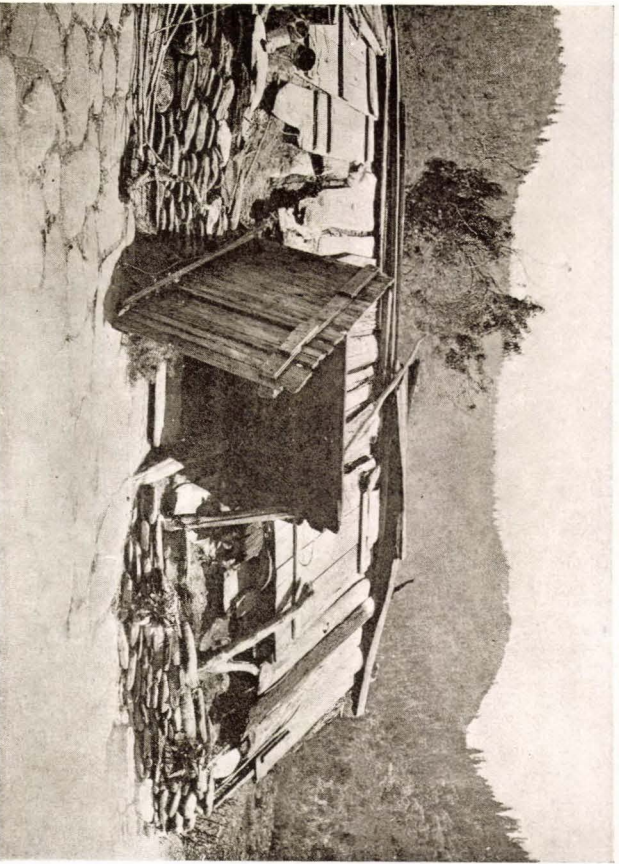


4. Indian Houses of Northwestern California

The Indians of California were of many different types. This is shown by the diversity of physical appearance, language, customs, etc.

We have here houses built by the Indians of the Hoopa Valley on the Trinity River. The upper picture shows the home of the family. The women slept there and there the family possessions were kept. It was about twenty feet square made of planks. The interior was excavated to a depth of about five feet. The entrance was a circular hole about twenty inches in diameter, which could be closed by means of a plank from within.

The lower picture was the sweat house, reserved for the exclusive use of the men except on very rare occasions. It was smaller than the dwelling and more deeply excavated. The roof only was above ground. The rectangular opening is shown. This was on the side nearest the river. All the openings were carefully closed so that much heat could be generated when the house was used for sweating purposes. It usually served as sleeping quarters and "club house" for the men.



Photograph by W. C. Blasdale

Courtesy Department of Ethnology, University of California



Photograph by C. E. Watkins

5. Indian Rancheria, Mendocino County

The life of the California Indian at its best was far below the white man's ideal. This shows a group of dwellings made by the Indians of Round Valley, Mendocino County, probably about 1880. Brush, boards, and slabs are piled on end as a shelter against wind and rain.



Courtesy of Dr. C. Hart Merriam

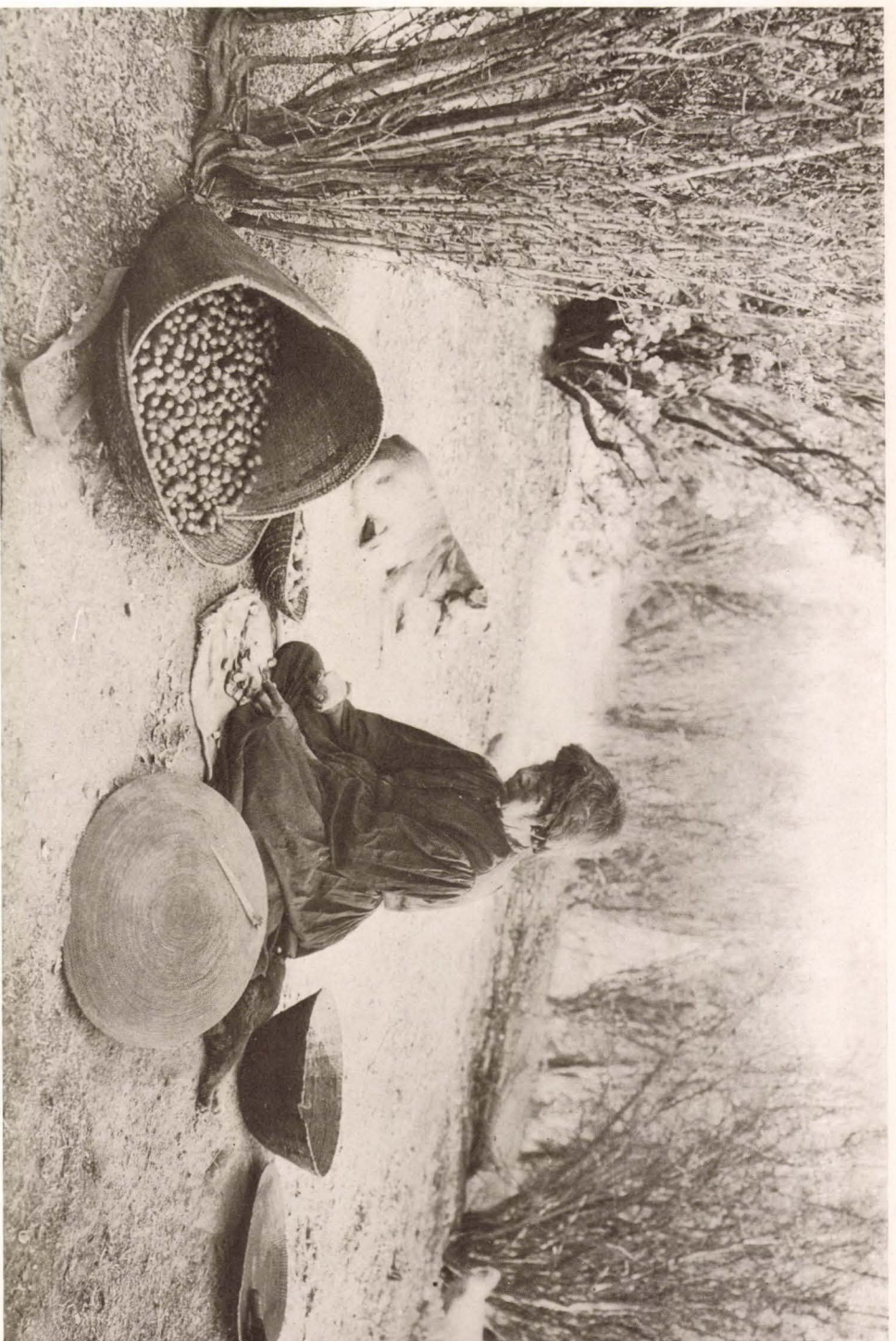
6. Indian Hut of Tule Mats, Tulare Lake

In this type of dwelling made by Taliche Indians of the Tulare Lake region, tule mats were the material used in construction. These mats were carefully woven so as to provide protection not only from the hot sunshine but from the rains as well.



7. Mohave Indian Family

This is a typical Mohave family and house on the Colorado River about five miles north of Needles. The man without clothes was the chief. He was asked to dress up for the occasion. He did so. His face is covered with black paint. The woman seated is kneading clay for pottery. The man seated on the box to her left is in the act of striking fire with an arrow and chip.

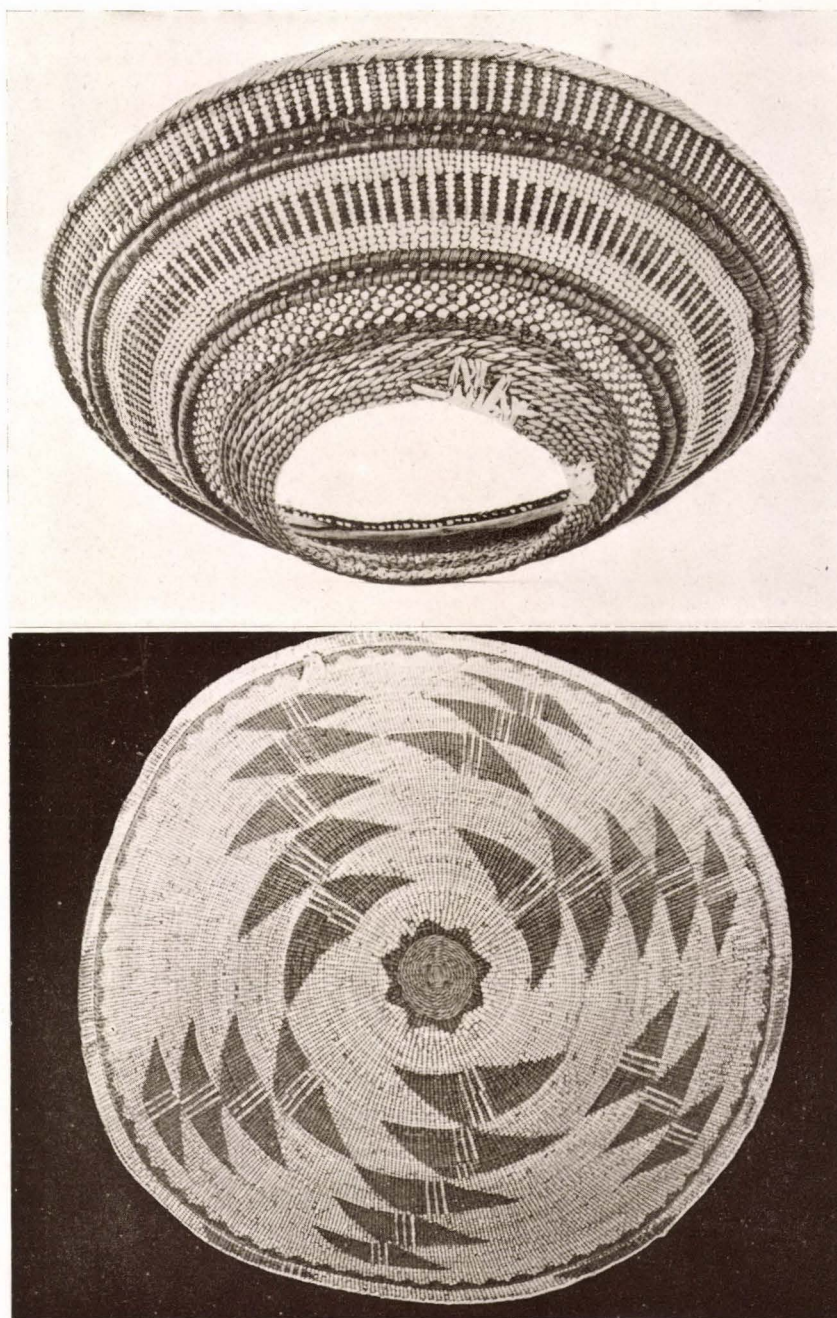


Courtesy of Dr. C. Hart Merriam

8. Indian Woman Splitting Acorns Near Fresno Flat

The food of the California Indians was largely vegetable although fish and game were also eaten when they could be procured. Berries, nuts, roots, and bulbs of plants were gathered and kept when possible for winter needs.

Among many of the tribes acorns constituted an indispensable part of the diet. The large acorns of the tan oak or black oak were especially desired. Acorns were gathered in large conical baskets and placed in the sun to dry. After drying they were shelled. The acorn was placed on end upon a rock and tapped with a stone. It was then split, thoroughly dried, and stored away in a large storage basket.



Courtesy Department of Ethnology, University of California

9. Baskets Used in Grinding and Making Acorn Meal

When the acorns were needed for food they were ground into flour by the Indian women. A funnel shaped basket as shown in the picture was placed over a large stone in the floor of the dwelling. This basket was substantially constructed of strong materials. It was usually about four or five inches deep and sixteen inches in diameter at the top. With this basket held between her knees the woman pounded the acorns into a fine flour through use of a pestle. By means of a shallow basket the fine meal was separated from the coarser which was worked over again.



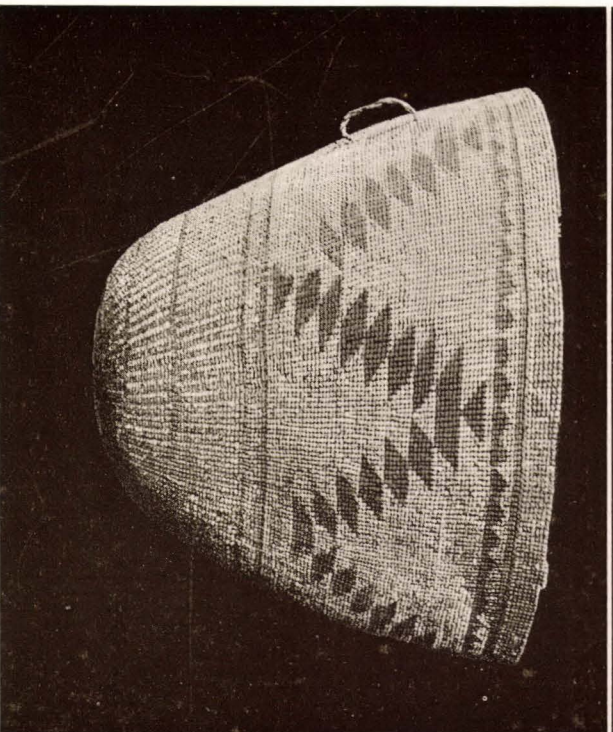
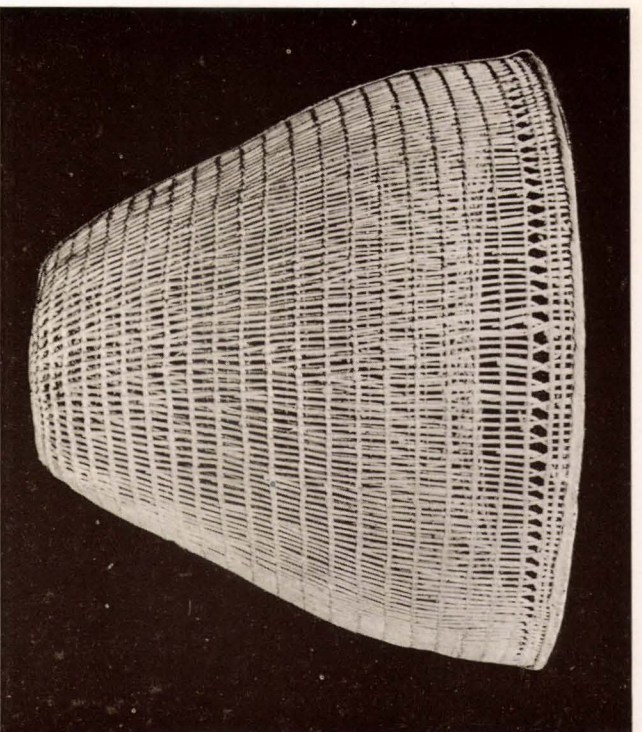
10. Woman Soaking and Washing Acorn Meal

Acorn meal is bitter unless properly treated by leaching. This was done as shown in the accompanying pictures. A place was selected beside the river where the sand was clean. Then a basin of sand was made to hold the flour. Heated stones were dropped into a basket of water until the water was made boiling hot. The hot water was then poured over the acorn flour. This was kept up until the bitter taste had been entirely washed out.

The lower picture shows the woman washing the sand from the bottom of the paste. If it were not all removed—it was clean sand, anyway. Mush made by cooking acorn meal is relished by the Indians even when white man's food is available.



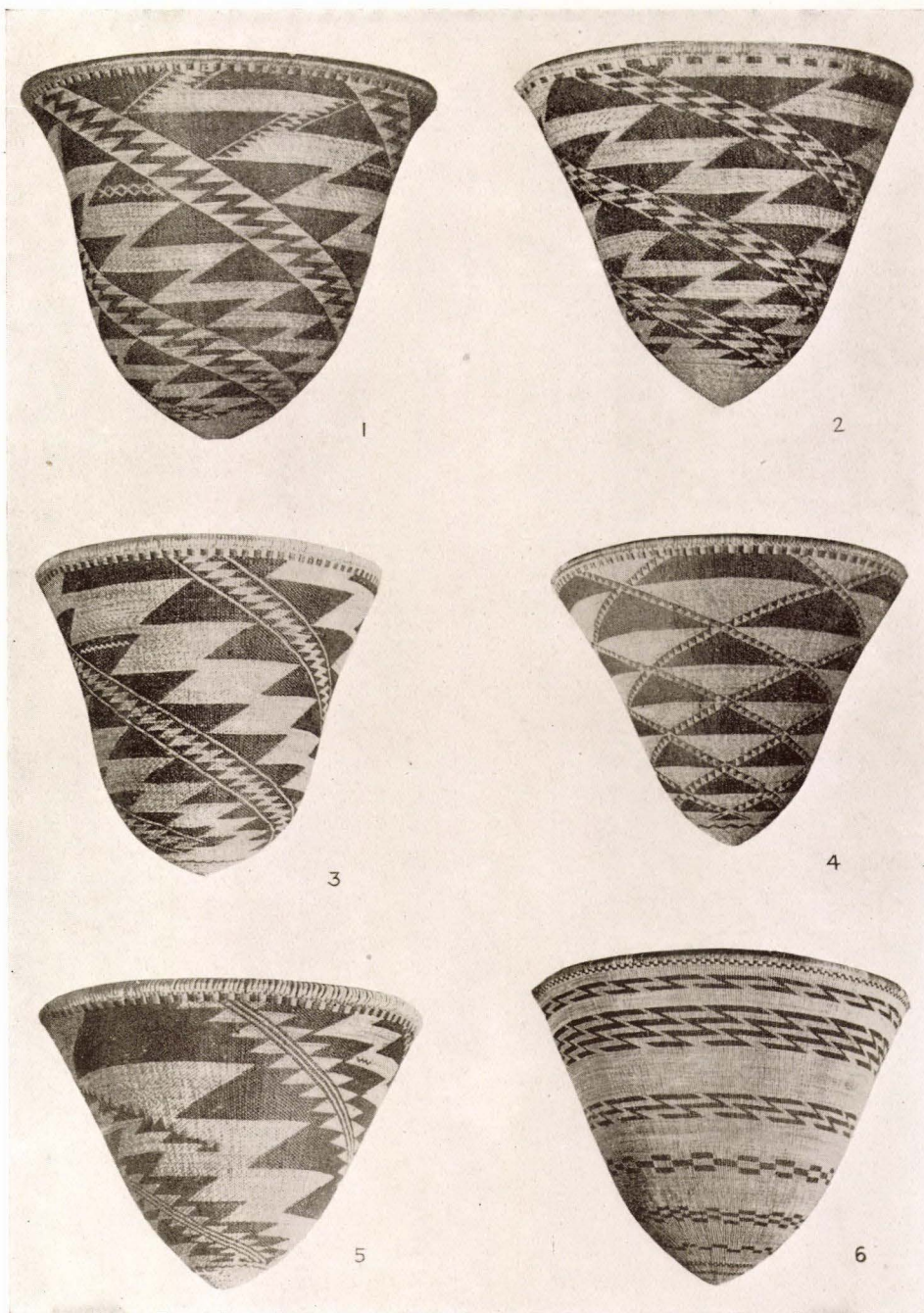
Courtesy Department of Ethnology, University of California



Courtesy Department of Ethnology, University of California

11. Indian Burden Baskets

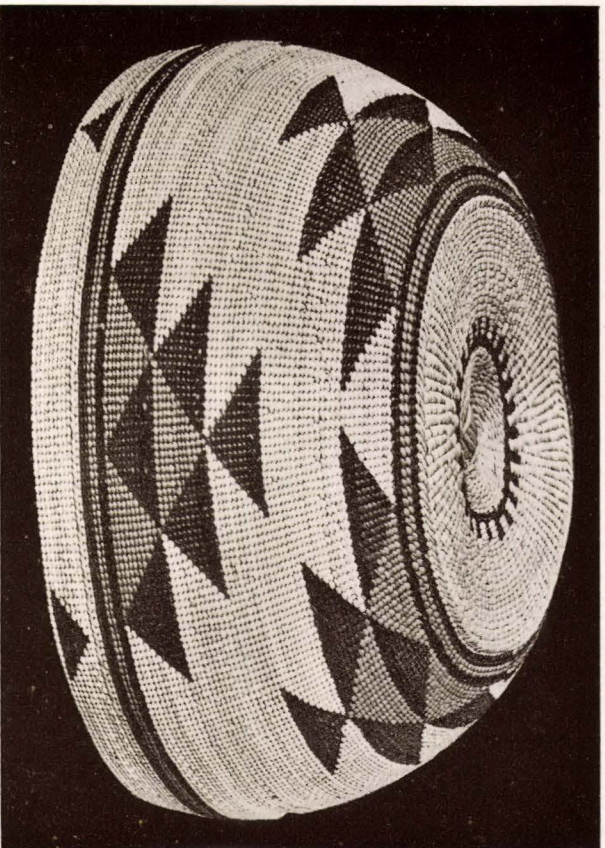
For gathering acorns and carrying other burdens, the Indians used a conical basket, varying in size from 16 to 21 inches in diameter at the top to about 6 inches at the bottom. The basket was carried on the back. A strap, passed around the basket over the woman's shoulders and across her forehead, supported the basket, the smaller portion of which rested upon the small of her back. In this manner she could carry burdens of considerable weight.



Courtesy Department of Ethnology, University of California

12. Closely Twined Conical Burden Baskets

These baskets, the work of the Pomo Indians of Mendocino County, although made for carrying heavy burdens, are nevertheless not lacking in artistic workmanship. The first five are diagonally twined, the sixth is plain twined. Geometrical figures are employed in all of them. In the first two are diagonally arranged triangles with zigzags between. In Nos. 3 and 5 white rhomboids separate the triangles. In No. 4 the triangles are repeated in horizontal rows. In No. 6 zigzags and broken lines are used.

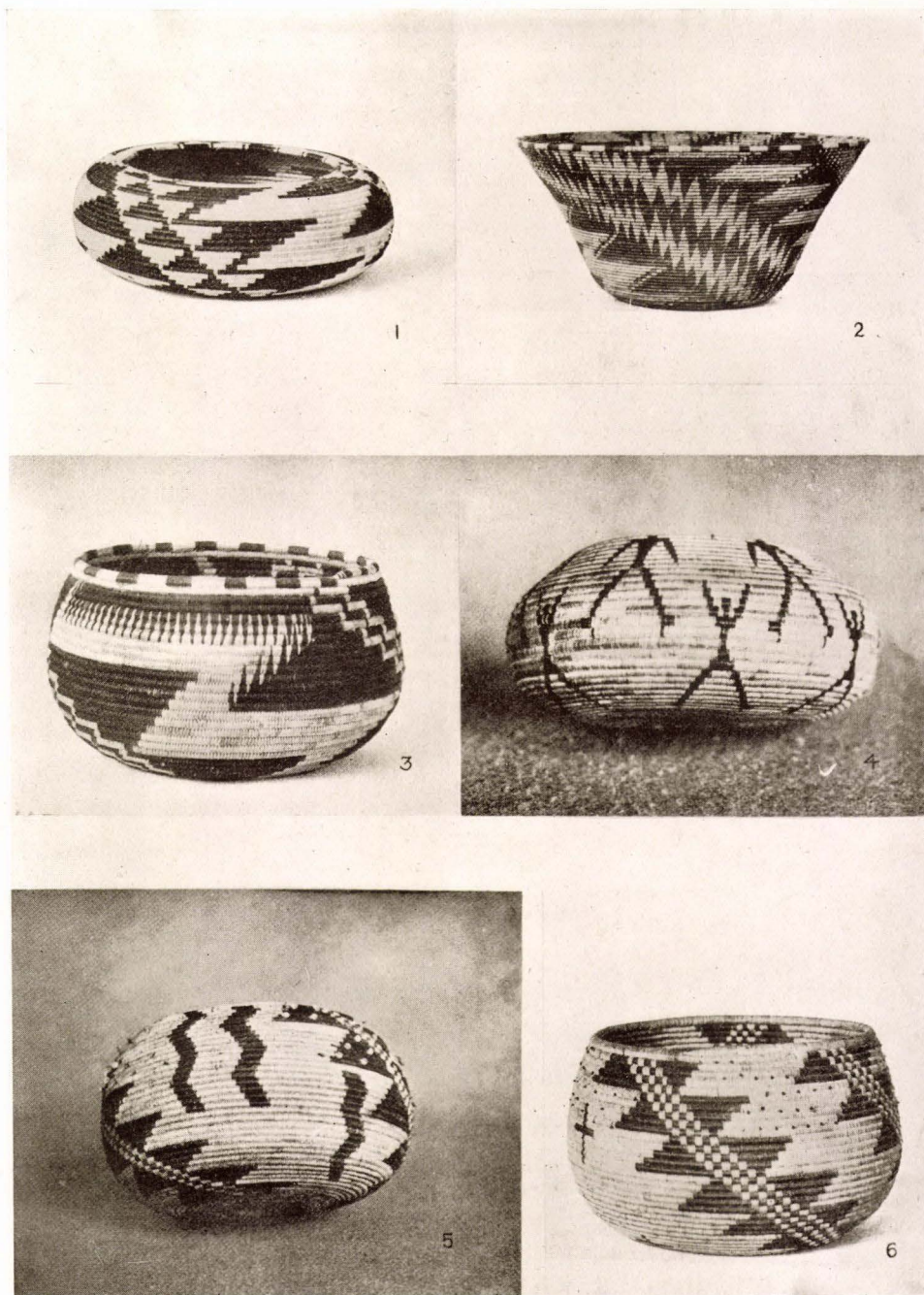


13. Basket Caps of Indian Women

These are caps used by the Hoopa Indians of northwestern California. For the older women the caps were plain but for the younger they were often highly decorated. The northern Indians constructed their baskets of twined work which differentiates them from the coiled baskets of the Indians of Mendocino and further south, as well as from the plaited baskets of the Eastern Indians. By twining, the foundation work of the basket was completely covered.

Three divisions of baskets are determined by the methods of decoration. The first seven or eight rounds were made from roots of willow or other deciduous trees. Pine roots were then used and decorative materials employed to cover this base. Near the top a raised ring of strong material was used to stiffen the basket and to hold the ribs in place. Many designs were used by the Indians. The Indians of Hoopa used geometrical designs almost exclusively. The upper one shown here was known as "rattlesnake's nose"; the lower as "grizzly's hand."

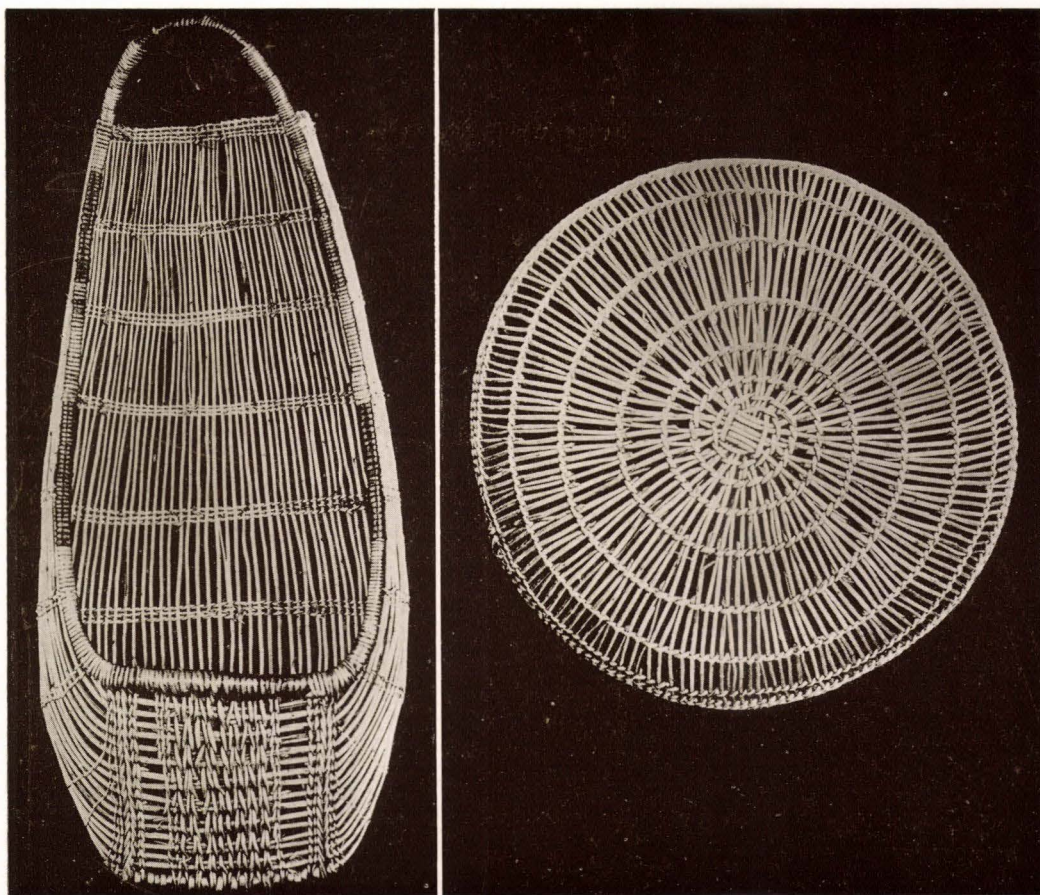
Courtesy Department of Ethnology, University of California



Courtesy Department of Ethnology, University of California

14. Coiled Baskets of Mendocino Indians

The Indians of Humboldt and Siskiyou counties made their baskets by twining but the Mendocino (Pomo) and other Indians further south constructed theirs by a coiling process. The shape and the designs used in basket construction are of great variety. The first basket (No. 1) is spheroidal with triangles as decorative features. Number 2 is a flaring funnel shaped basket with triangles in another form. In No. 3 we have a third shape with both triangles and rectangles. The human figure in No. 4 and the cross in No. 6 suggest European influence.

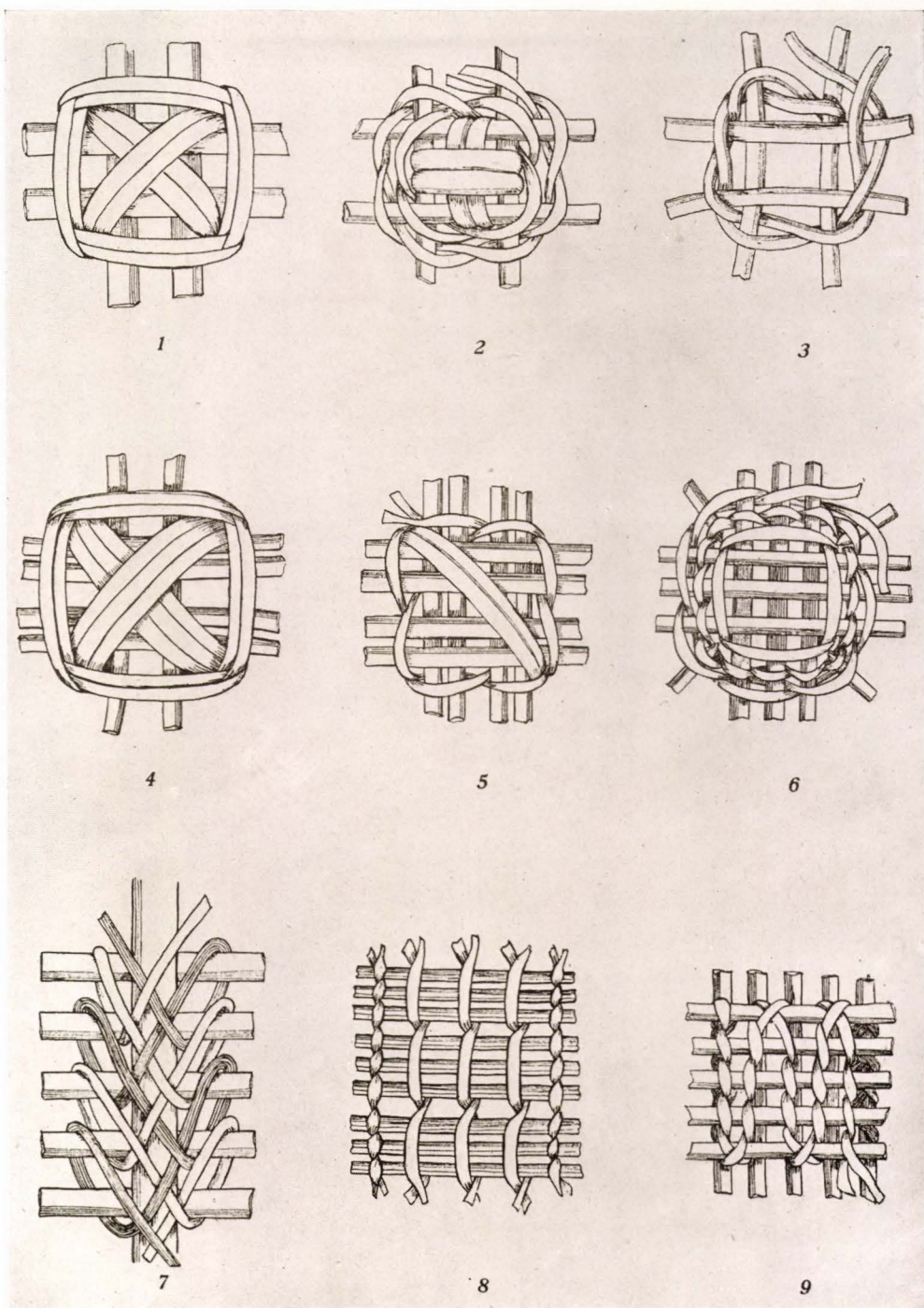


Courtesy Department of Ethnology, University of California

15. Indian Baskets

On the left is a papoose basket used for the Indian child much as a modern mother uses a bassinet. It was made of open work. Stout hazel twigs were used for the back of the basket. About every four inches a chain of two or three rows tied these pieces together. The child was securely wrapped and placed in this basket which could be carried on the back, set up in view of the mother, or laid down.

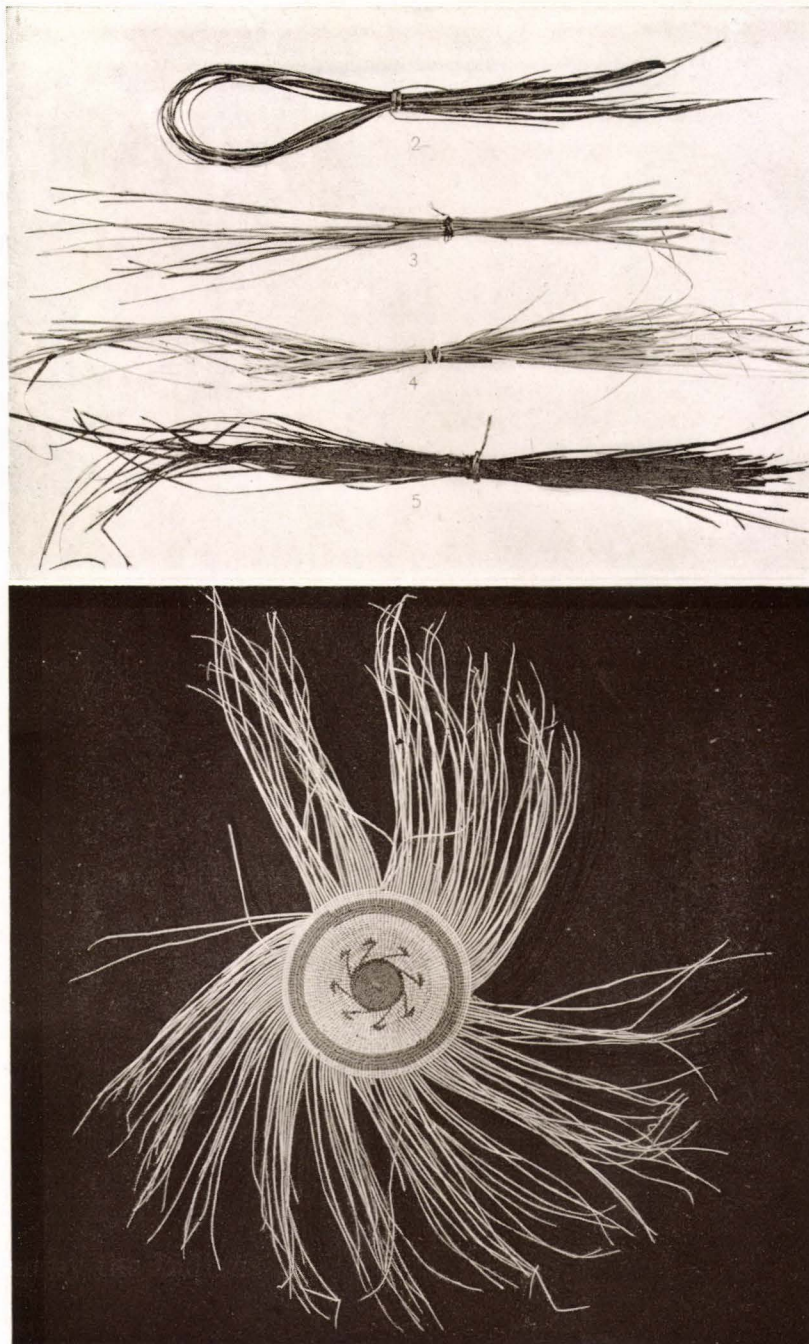
On the right is a tray for serving salmon. This was a disk of open work nearly flat but with a slight concave effect produced by drawing the outer rounds of chains more tightly than the rest. It was constructed of heavy hazel twigs. The butts were joined at the center. Other hazel twigs were twined in spirals around the first as ribs.



Courtesy Department of Ethnology, University of California

16. Starting Knots for Indian Baskets

The technique of basket construction shows much skill on the part of the Indian worker. We have here a variety of knots used in starting the baskets. In No. 1 two pairs of warp sticks are crossed, the weft elements being passed diagonally to the warp sticks. In No. 2 the weft elements form a cross with arms parallel to warp sticks. In No. 3 twining is the only fastening used. No. 4 is similar to No. 1 except that two pairs of warp sticks are used for one of the parts. Nos. 5 and 6 are illustrative of the use of four and three warp sticks. No. 7 shows a complicated lattice twining used for baby baskets. No. 8 shows a warp used in finishing. No. 9 shows a starting knot in which the warp sticks are first joined by twining and then crossed.

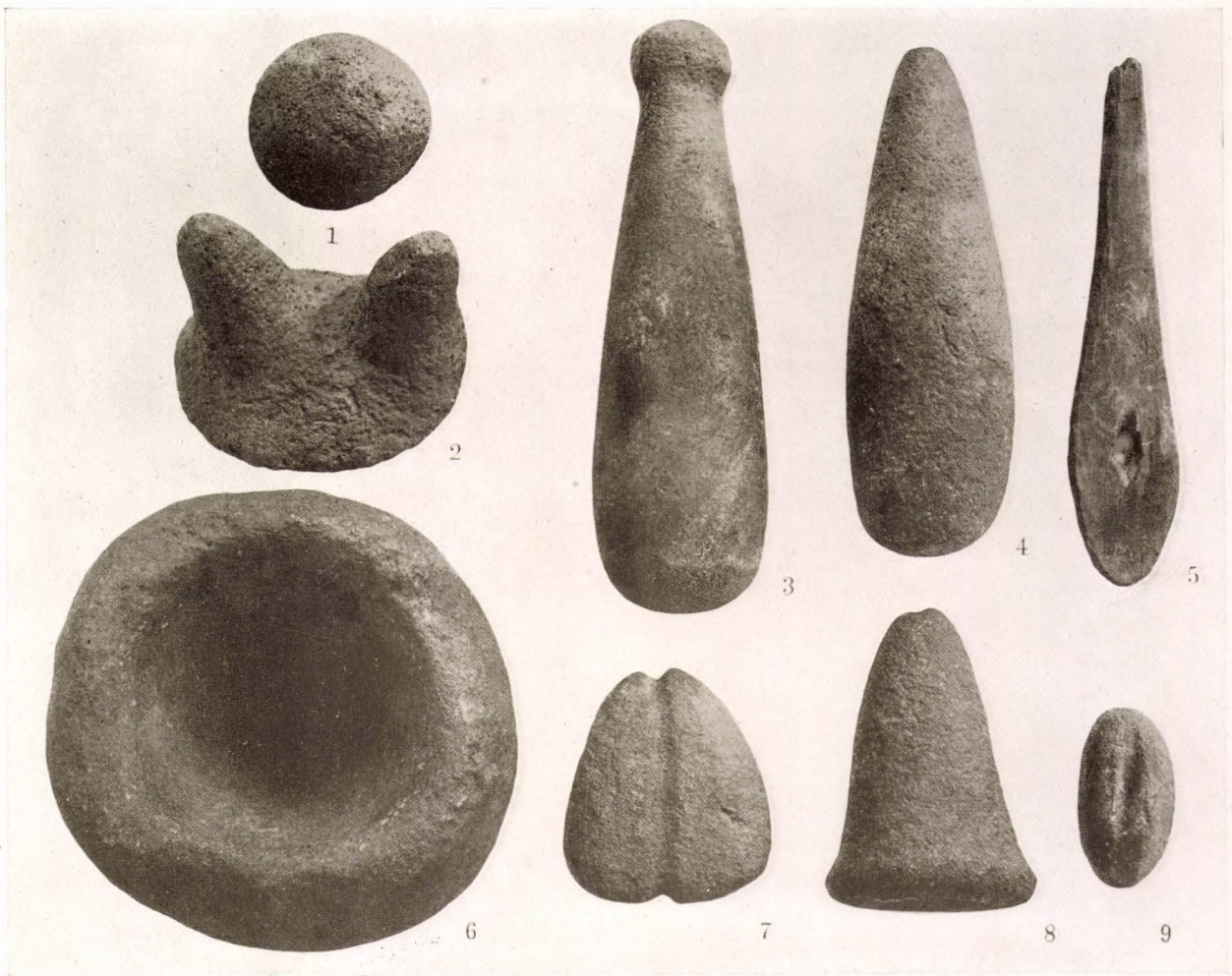


Courtesy Department of Ethnology, University of California

17. A Basket in the Making

The Indians displayed ingenuity and artistic skill both in basket construction and in the selection and preparation of the materials used. This picture shows some of the basket materials. For the warp hazel twigs were used when available, for the woof, in starting the baskets, the Indians used strands of willow or roots of sugar pine, spruce, or redwood. The root fibers were wrapped with colored grasses. The favorite colors were red, yellow, and black. The black was obtained from the maiden hair fern or by burying the materials in black mud. Alder bark furnished the red; it was chewed and the fibers were drawn through the mouth. For the yellow a lichen was used.

We have fibers split from roots of pine or spruce (2); the hazel twigs used for the ribs of the basket (3); filaments from the leaves of bear grass (4); and filaments of maiden hair fern (5).

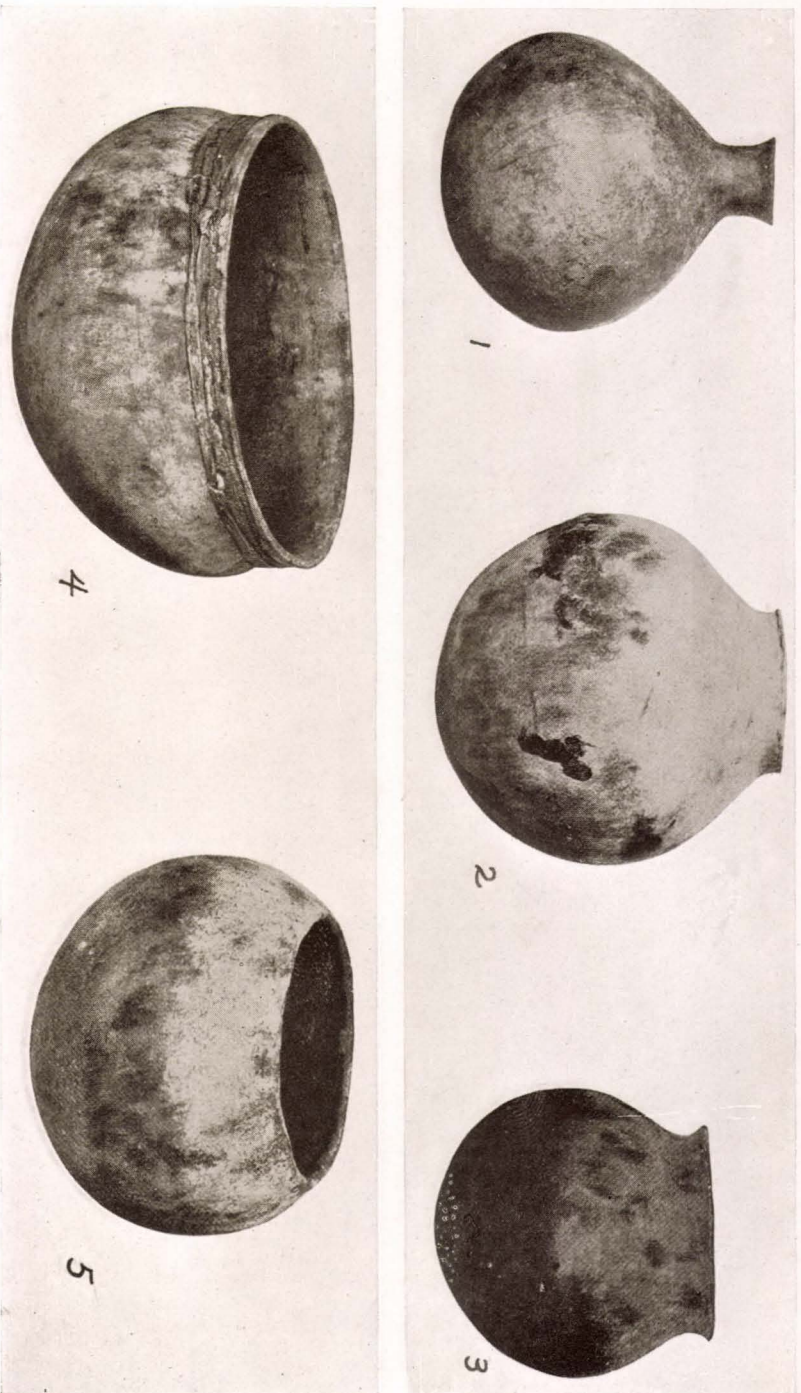


Courtesy Department of Ethnology, University of California

18. Stone Implements Used by the Indians

The Indians of California before their contact with the white man did not have knowledge of the use of metals, nor did they polish their implements except in a very crude manner.

This picture shows a number of stone implements used by the Klamath Lake and Modoc Indians of northeastern California. Nos. 1 and 2 are mullers used in grinding food in shallow vessels. Mortars (No. 6) and pestles (Nos. 3 and 4) were commonly used. They are to be found in various other parts of the state. The maul (No. 8) measured five to six inches in diameter and ten inches in length. It was used in driving elkhorn or mountain mahogany wedges for splitting trees. Stone sinkers (No. 7) were used to weight down the nets when fishing. No. 9 is an arrow straightener of stone; No. 5 is one of wood.

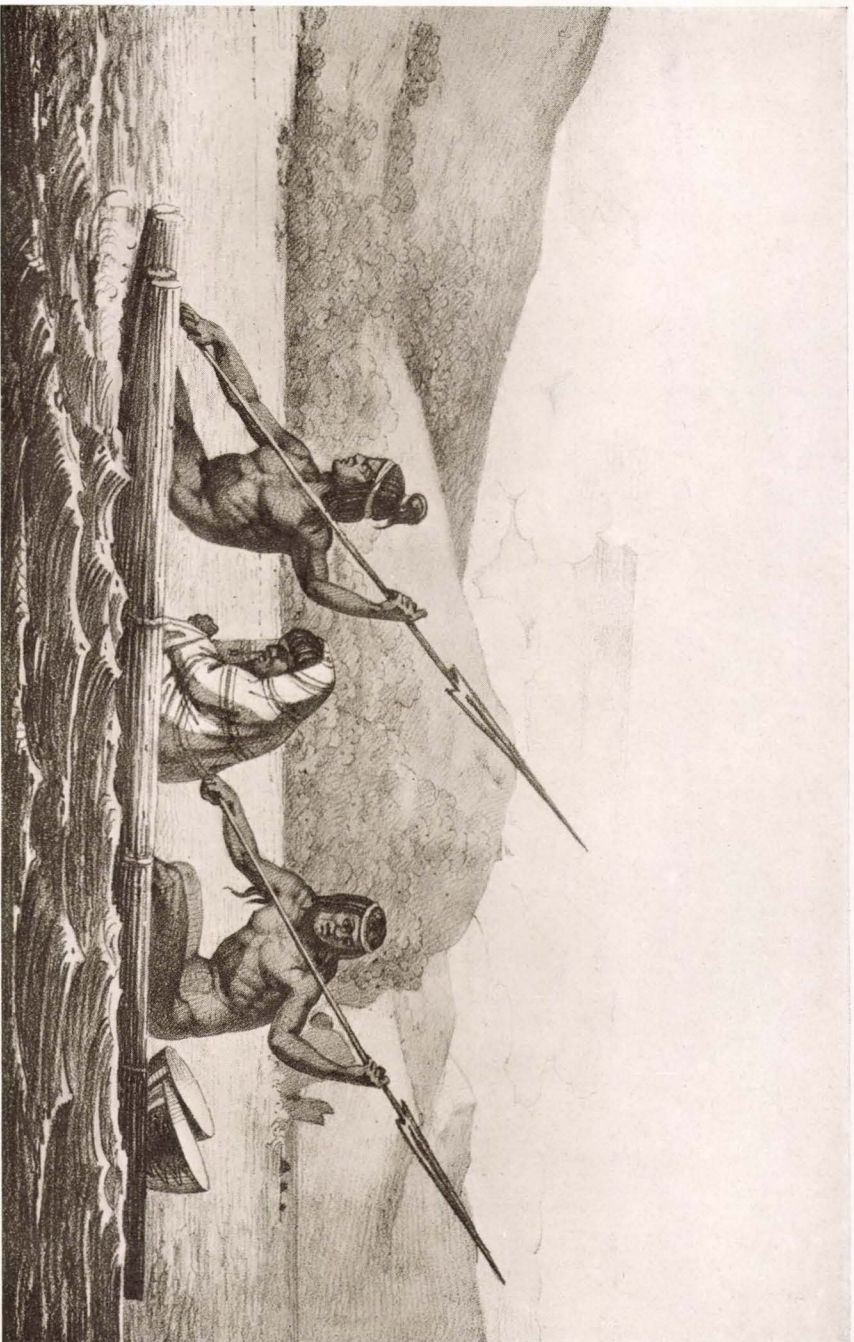


Courtesy Department of Ethnology, University of California

19. Indian Pottery

Pottery among the California Indians has been found only among certain tribes in southern California where they have come in contact with the Mohave Indians.

This illustration shows the principal forms of Cahuilla pottery: (1) a small-mouthed jar for water or seeds; (2) a wider mouthed jar; (3) a cooking pot; (4) an open bowl or dish. Mesquite fiber was used below the rim to bend and strengthen the bowl. This is shown in No. 4. No. 5 is a different type with incurved mouth.



20. Indians Crossing San Francisco Bay

Although the Indians of the Klamath region and along the Santa Barbara Channel had canoes constructed of wood, the Indians around the Bay employed only tule rafts such as pictured here.



Courtesy Department of Ethnology, University of California

21. The White Deer Skin Dance

The White Deer Skin Dance was a special feature of the Hoopa Indians. Before the intrusion of the white man this dance was held every year in August or September. It is still held occasionally, but the younger men are not convinced of its value. The ceremony consumed several days with dances at various sacred places along the river and at Bald Hill. The costumes for the dance were specially prepared. The man in the center of the picture was the singer. The dancers in the line behind have deer skins partly stuffed and mounted on poles. Several are shown to be white or albino deer. These are very scarce and the skins were probably handed down for several generations. They must not be sold or traded. In the intervals between the dances the priest or old man relates to the people the stories of former days and of the laws they should observe with care. The ceremony ends with a dance in which all the braves participate.



22. Art Gallery of a Former Race

Photograph by Putnam Studio

In various parts of California as well as elsewhere are to be found markings upon rocks made by an ancient race. Many of these have never been deciphered. On the Carrizo Plain in the eastern portion of San Luis Obispo County is a large rock called by the early Spanish settlers "La Piedra Pintada" (the Painted Rock). This picture gives an idea of some of the decorations to be seen there.

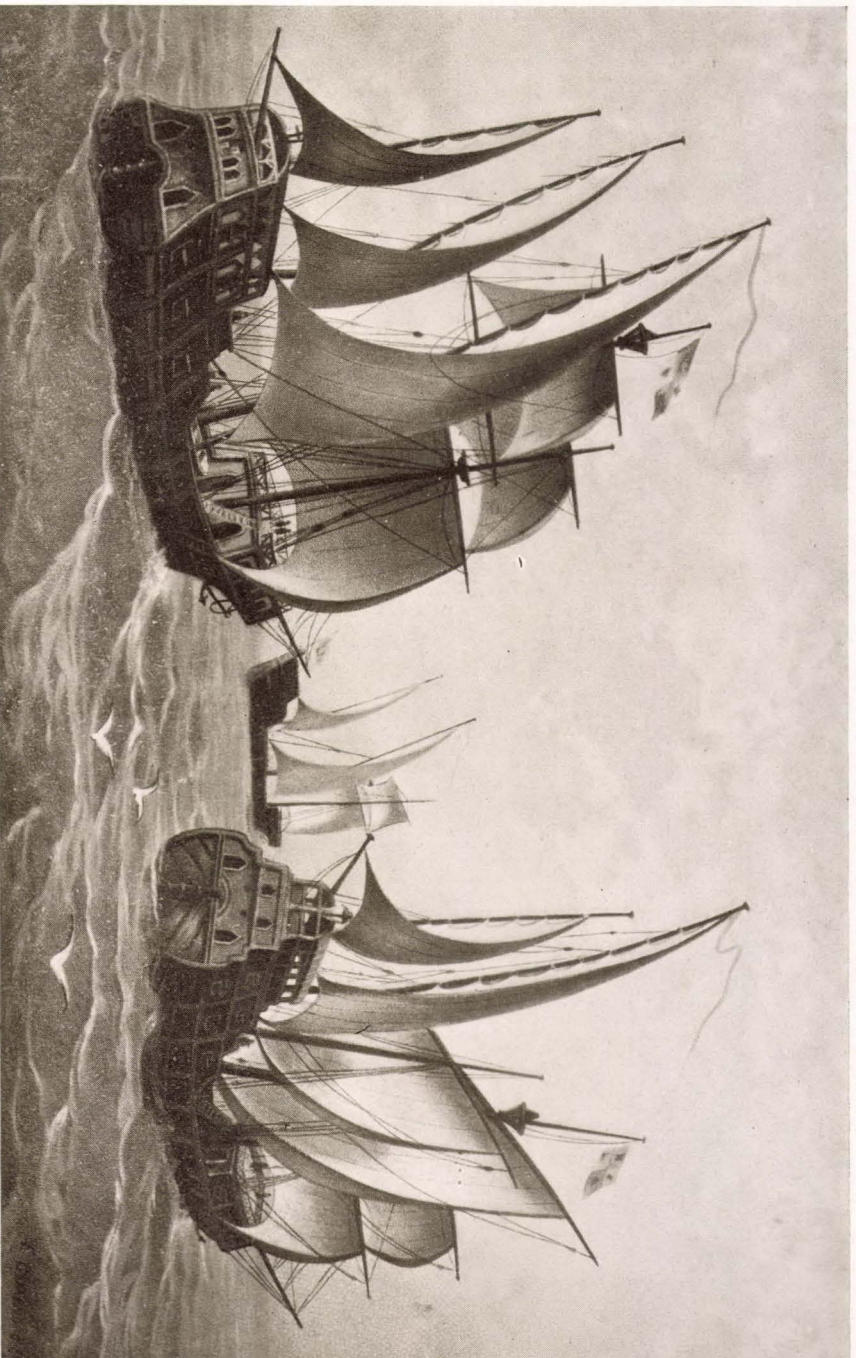


23. Christopher Columbus

Columbus was an Italian born at Genoa, 1441. He married the daughter of a Portuguese governor of Porto Santa and thus came to know of the remarkable explorations of the Portuguese along the African coast. He studied and came to believe that he could sail west and reach the coast of Asia. Furthermore, he had the courage to trust his knowledge and resolved to carry explorations westward.



24. Columbus and the Franciscan Friar



25. Columbus Sets Out on His Voyage of Discovery

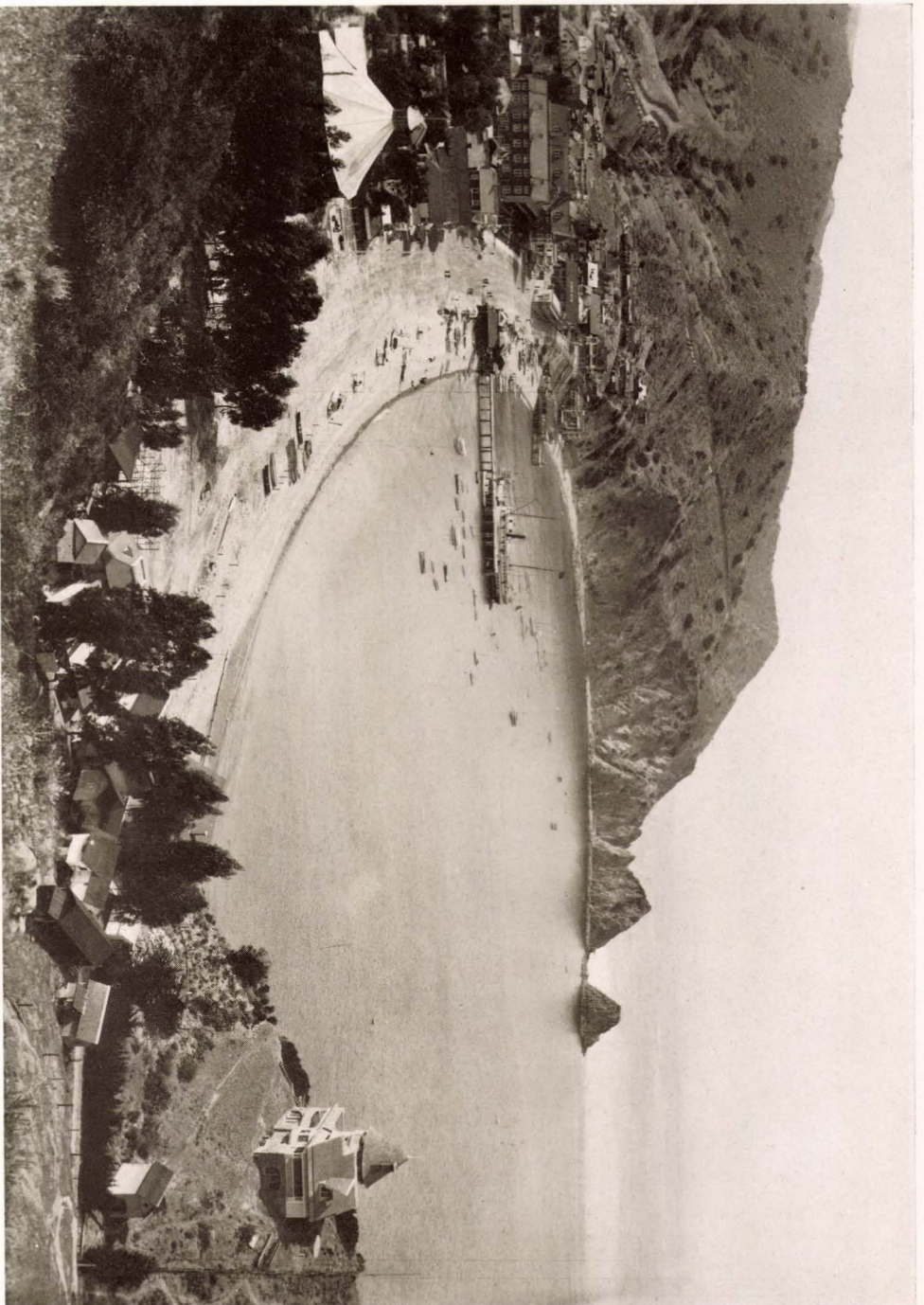
When we think of the exploit of Columbus, we must have great respect for his courage to test the ideas he had obtained by study. Not only was the sea unknown and the science of navigation crudely developed, but his vessels were small and poorly equipped. His flagship was the Santa Maria.



26. Cortez Meets Montezuma

The Spanish advanced to California through Mexico. At the time of the discovery Montezuma was the ruler of the Aztec people. Montezuma was emperor over a number of tribes or nations of Indians. Mexico City was the capital and residence of the emperor.

The highly developed civilization of the Aztecs was already on the wane and political dissention favored Cortez. Probably most of all he was aided by the current tradition that a god would return from the east much as Cortez had come. When it was too late Montezuma found himself prisoner of the daring Cortez, who had struck out boldly for the Aztec capital after having burned his vessels behind him. The City of Mexico became the Spanish capital and the center of activity in this portion of the new world.



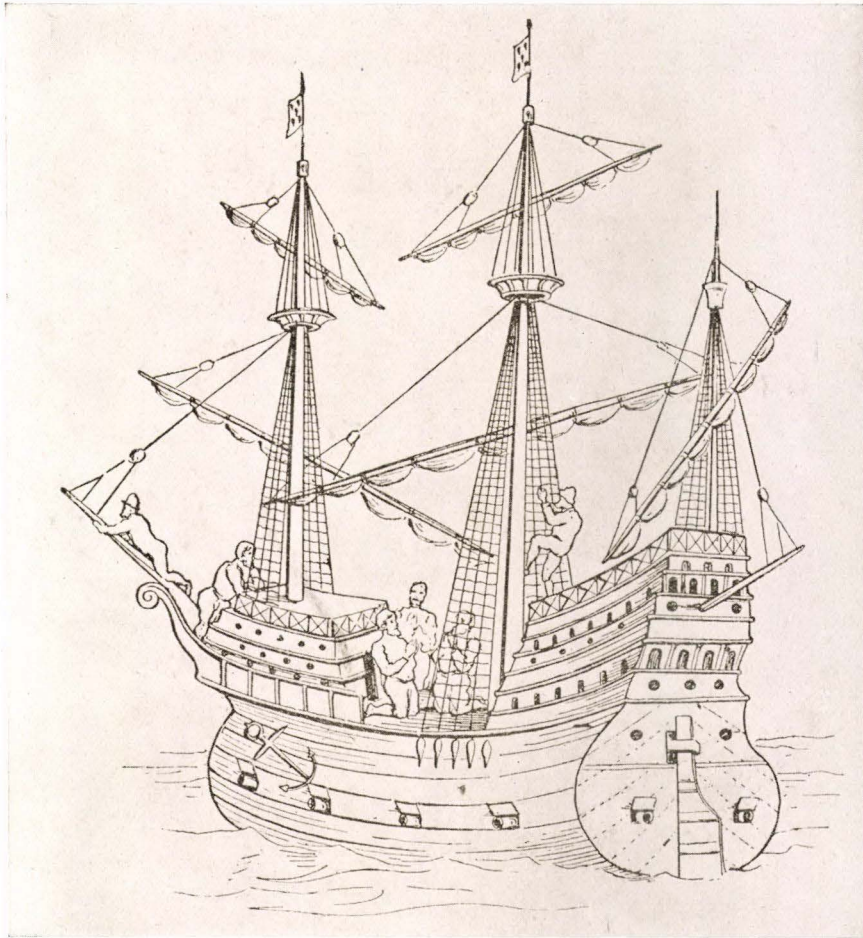
27. Catalina was Discovered by Cabrillo

Juan Rodriguez Cabrillo was the explorer who first sailed northward along the California coast. He discovered and entered a bay named by him San Miguel but later Vizcaino renamed it San Diego. Catalina Island was first seen by Europeans on October 7, 1542, just fifty years after Columbus had discovered America. This island he called San Salvador but again the name was changed by Vizcaino to Santa Catalina, because on this Saint's day the island was seen by Vizcaino.



28. The Northern California Coast was Uninviting

When Cabrillo first explored the California coast, but half a century had passed since the new world had been discovered. The vessels were very small, one had no deck even, and the currents, reefs, and rocks were uncharted. This expedition in 1542 explored the coast about as far as Point Arena in Mendocino County.



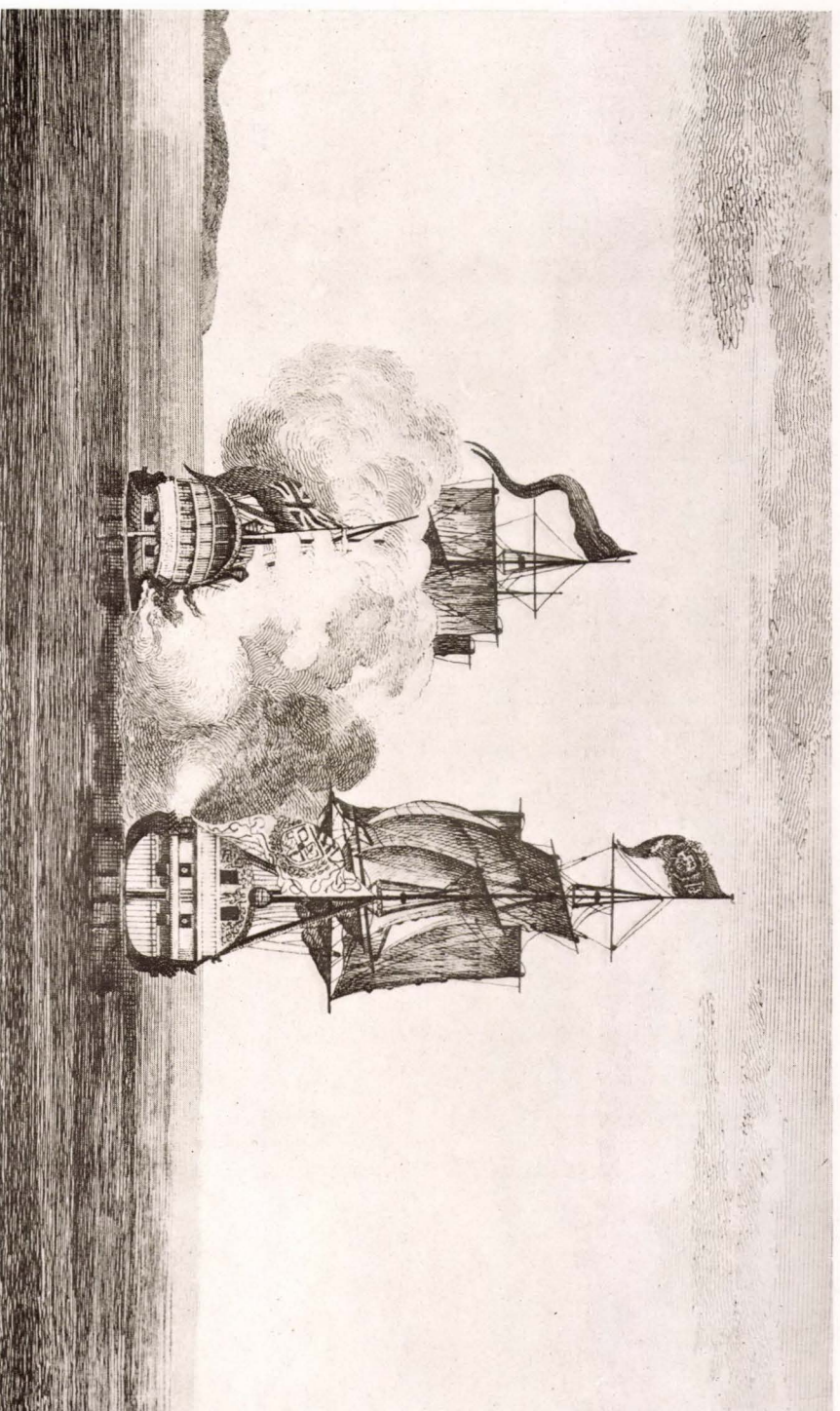
29. A Manila Galleon

In the sixteenth and seventeenth centuries Spain's vessels made the voyage to the Philippine Islands by way of the Pacific Ocean and the California coast. The first trading voyage was in 1566, and from that time the trip was made annually for about two hundred and fifty years. The vessels were often small, as shown here, because the jealousies of the Spanish merchants would not allow larger ships nor too much freedom to compete with the merchants of the home country. Returning from the Philippines the Spaniards sailed eastward across the North Pacific until they approached Cape Mendocino and then turned southward to Mexico. It was partly to assist these vessels to find a port of refuge that Monterey Bay and other California ports were discovered and explored.



30. Sir Francis Drake

This engraving gives us a good idea of the appearance of Sir Francis Drake, the first Englishman to circumnavigate the globe. It is a copy of an engraving made from a portrait painted from life by Joseph Rabel and reproduced by the Hakluyt Society. In June and July, 1579, Drake spent three weeks at Drake's Bay on the California coast. He is described by a Spanish officer of that time as "a man of medium height, with a red beard shading to white, and aged thirty years."



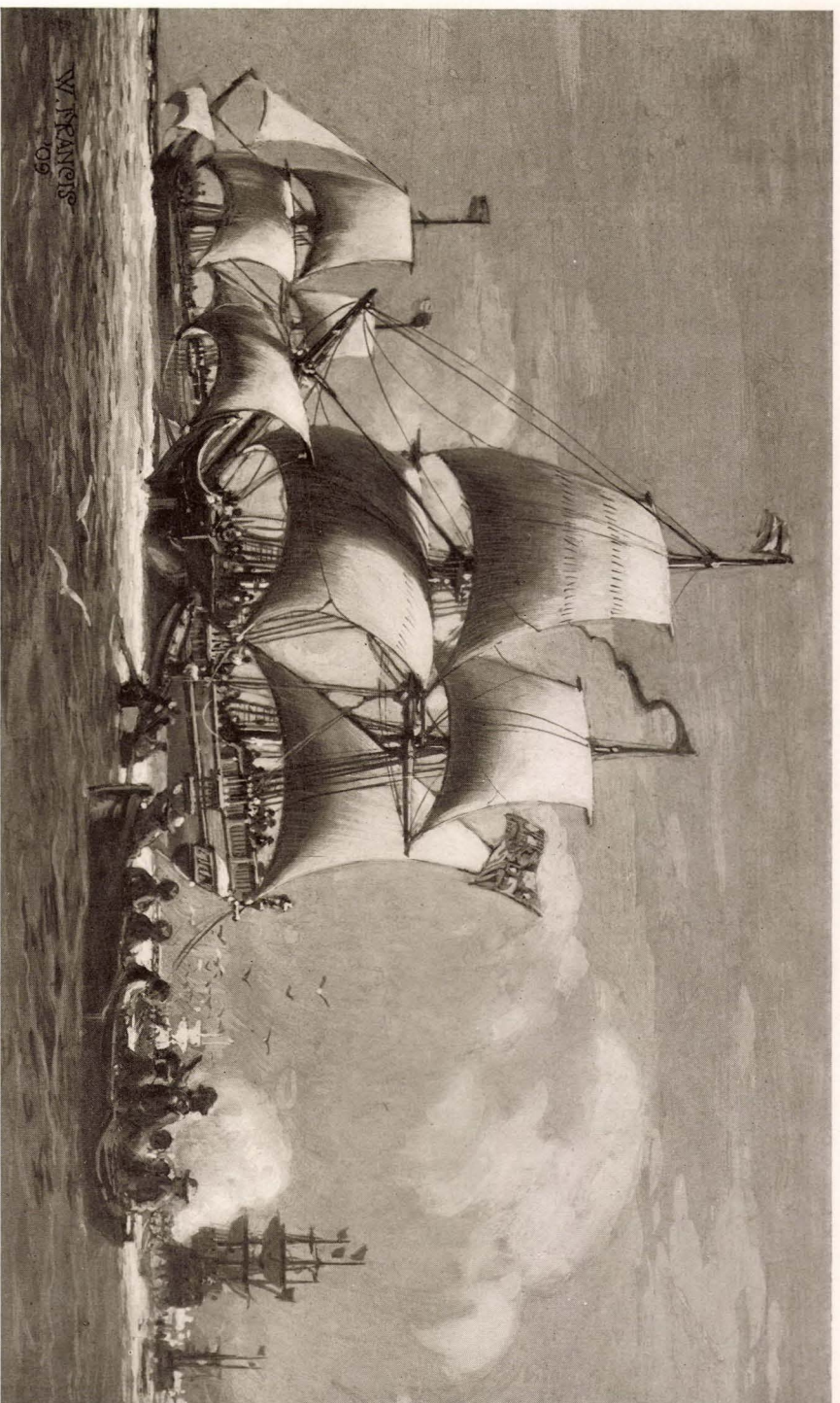
32. Drake Captured the Manila Galleon

The sixteenth century was one of constant conflict between the great rivals, England and Spain, except for the period under Queen Mary. The vessels of Spain were felt legitimate plunder for the English sea-rovers. Many were the duels, such as shown in this picture, between the vessels of England and Spain. While passing northward along the Pacific Coast of the Americas, Drake suddenly appeared in port after port, seized gold, silver and precious stones, captured and plundered the Manila Galleon, and loaded his vessel with the riches thus obtained.



34. California Was Once Thought to be an Island

Before the middle of the sixteenth century (1540), Spanish navigators had explored the upper end of the Gulf of California, thus discovering that Lower California is a peninsula. The map of Drake's voyage shows this quite clearly. About 1632, however, a book was published containing a map, probably by Henry Briggs, showing California as an island. This mistaken idea had become well established by 1702, when it was disproved by Father Kino. Father Kino was anxious to find a land route from the missions of southern Arizona to those of Lower California. Even after his explorations, maps still showed California an island.



Drawing by Walter Francis

From Original in Bancroft Library

35. The Departure from La Paz

Cabrillo had explored the coast of Alta California in 1542; Vizcaino had extolled the glories of the Port of Monterey discovered by him in 1602; the Manila galleon had sailed past the headlands of California for over two hundred years, yet Spain was unable to actually occupy this distant frontier.

After the Seven Years War Spain was aroused to new dangers by rival powers. Furthermore, she once again had a King (Charles III) who was a man of action. Upon the frontier in 1769 he had as a special representative, Jose de Galvez. This man saw that Monterey must be occupied. Two land parties and two expeditions by sea were organized so that failure would not result if one expedition did not reach its destination. This picture represents the departure of one of the sea expeditions from La Paz.



Drawing by Walter Francis

From original in Bancroft Library

36. Portola Discovers a New Bay

During 1769 Jose Gaspar de Portola led a Spanish expedition into upper California for the purpose of occupying the port of Monterey, discovered by Vizcaino in 1603. Leaving Father Serra and others to found San Diego, Portola hastened northward searching for the port. Vizcaino's praise of it seems to have misled him, for he did not identify it but pushed further north and discovered a new and much greater harbor, to which was given the name of San Francisco Bay. This picture represents the expedition as it crossed the hills from the ocean to the shores of the new Bay.



Drawing by Walter Francis

From Original in Bancroft Library

37. Many of Portola's Men Were Too Ill to Walk

The trip of Portola and his men had been carried out under the greatest of hardships. Many had died of scurvy and had been buried at San Diego. Others, although really not fit for travel, had pushed on north to find the Port of Monterey. The sick were being carried in improvised stretchers as shown in this picture when the Bay of San Francisco was discovered.



Drawing by Walter Francis

From Original in Bancroft Library

38. Anza, Founder of San Francisco

One of the foremost characters during the days of Spanish California was Juan Bautista de Anza. If Spain was to hold California she must have colonists. Furthermore, there was needed a more direct route from the older and more flourishing provinces of Sonora and New Mexico. Anza, commander of the presidio at Tubac, now in Arizona, helped supply this need. Twice he crossed the deserts and mountains to California. The second time he brought two hundred and forty colonists who founded San Francisco. This picture is based upon an oil portrait made in 1774.

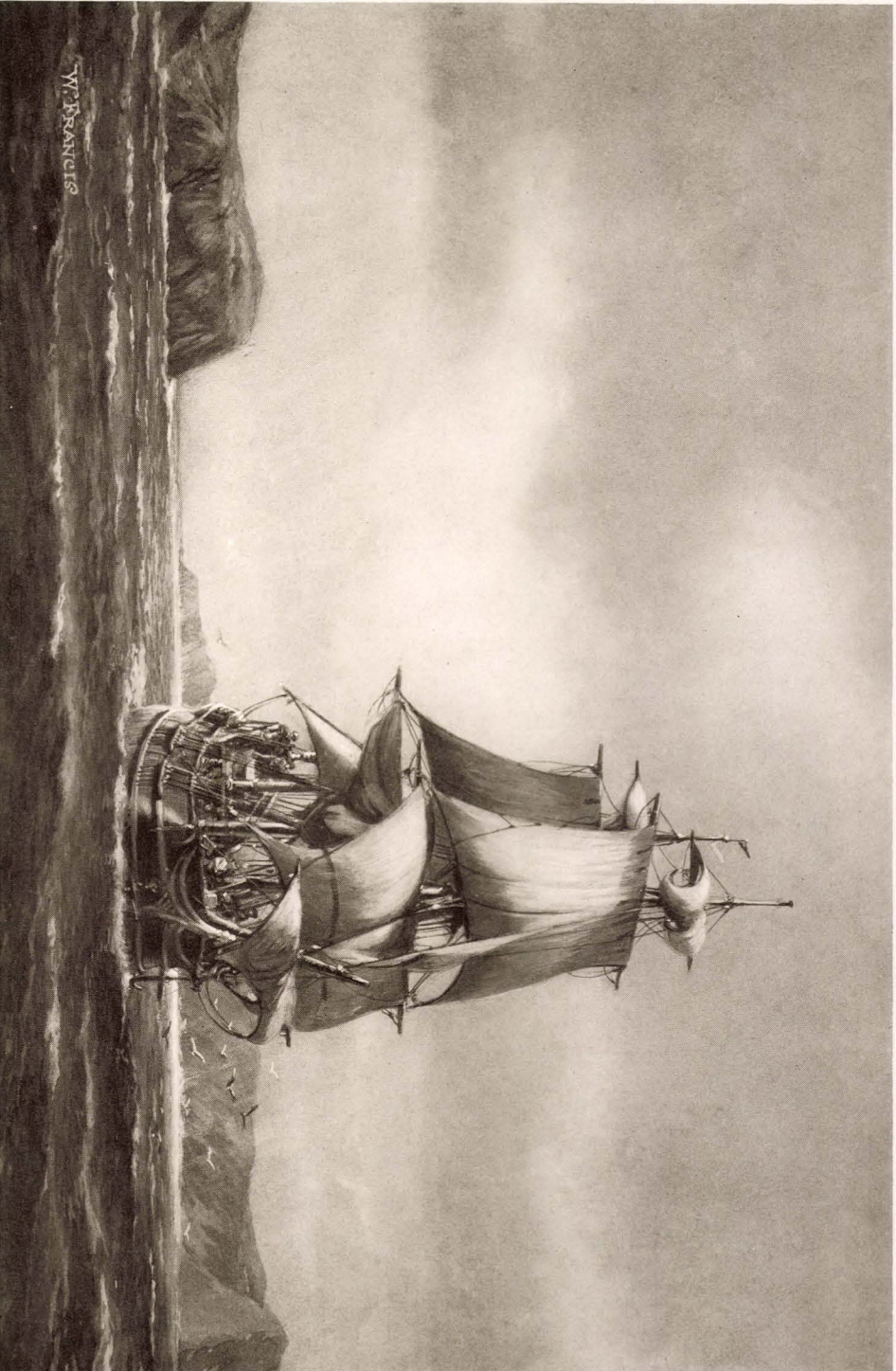


Drawing by Walter Francis

From Original in Bancroft Library

39. The Anza Expedition on the March

The great American immigration to California took place in 1849 and 1850. Seventy-five years before that time, in 1775, Juan Bautista de Anza led a colony of Spanish men, women, and children across the mountains and deserts from Arizona to California. His party consisted at first of two hundred and forty people but three more were born on the way. These people became the first settlers in San Francisco and San Jose.



Drawing by Walter Francis

From Original in Bancroft Library

40. The San Carlos Entering the Golden Gate 1775.

The first European vessel to enter San Francisco Bay was the *San Carlos* under command of Juan Bautista de Ayala, August 5, 1775. Nearly two hundred years earlier Sir Francis Drake had barely missed this wonderful bay. Cabrillo, Vizcaino, and other Spanish navigators had also failed to discover its entrance, hidden as it is between low lying hills with Angel Island just behind. The bay had been discovered by Portola's land expedition in 1769. The lack of vessels had, however, prevented its exploration by water until the visit of the *San Carlos*.



Painting by Julian Rix

41. Point Reyes Lighthouse

Modern navigation is made less dangerous by the use of delicate instruments. Charts, fog signals, and lighthouses warn the navigator of possible dangers. The early explorers had not this help but risked their lives every mile they traveled. The lighthouses along the California coast were first established by the United States government after 1851. Point Reyes light was built in 1870.



42. Father Junipero Serra

Miguel Jose Serra, born in 1713 on the Island of Mallorca, early became a Franciscan friar, assuming the name of Junipero. He came to Mexico in 1749 and to Alta California with Portola in 1769. He was the first president of the California Missions. Nine missions were founded by him. He died at Carmel Mission, August 28, 1784, and is buried in the mission church. This picture is said to represent Father Serra faithfully. The original was painted from life in 1773 and hung for many years in the College of San Fernando, Mexico.



From Original Painting in M. H. de Young Museum

43. The Founding of the Mission

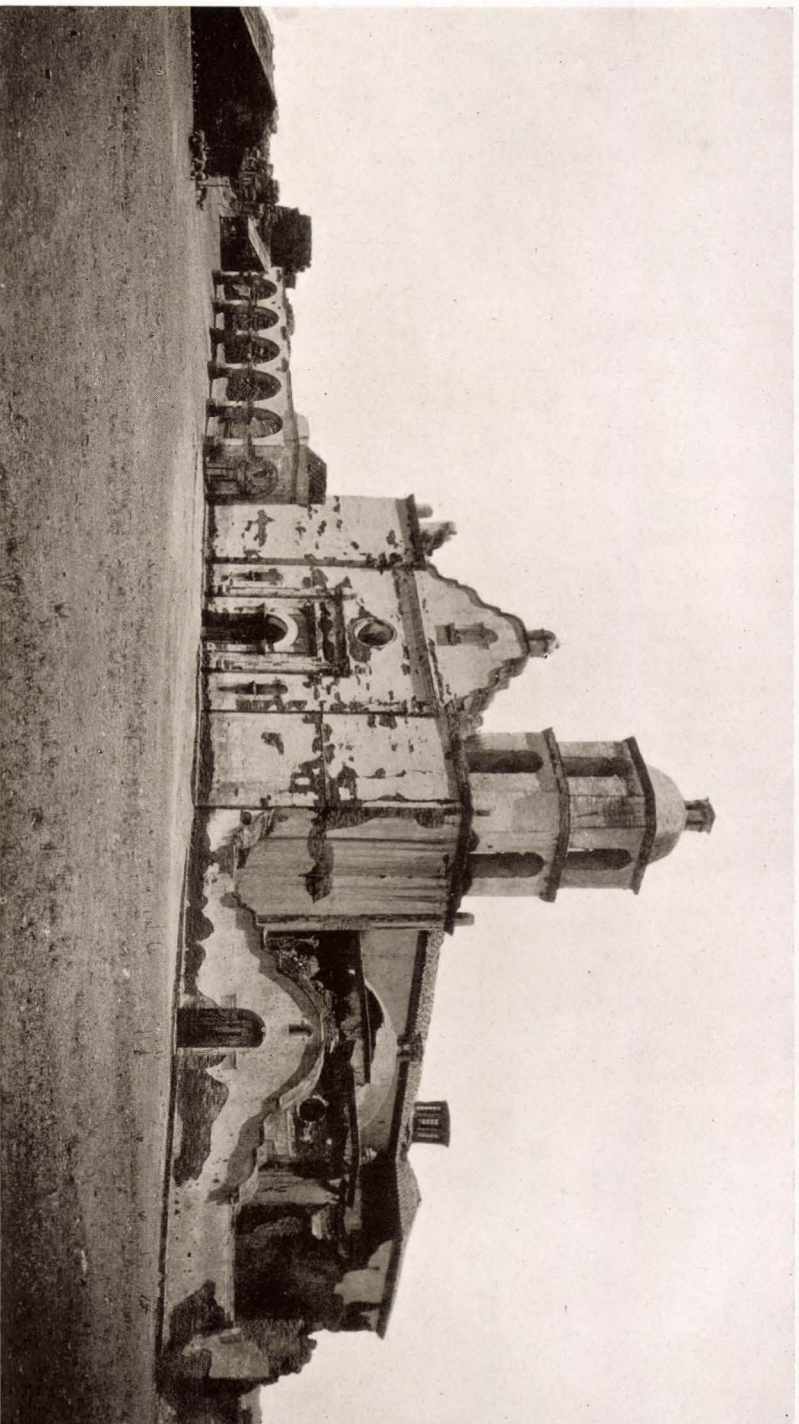
This painting represents a cavalcade leaving San Carlos (Carmel) Mission to found a new mission. It is probable that the pines and the cypresses of Monterey peninsula witnessed many such scenes as this, for San Carlos was the home of the presidents of all the California Missions. The founding of a new mission was an important event. San Carlos (Carmel) Mission itself was first founded at Monterey June 3, 1770, but was moved to Carmel Valley in the fall of 1771. This valley was thought by Father Serra to be much better for the mission because it was surrounded by good land with water for irrigation and then, too, he did not like to have the mission Indians near the soldiers of the presidio.



After a Drawing by Major C. C. Churchill

44. San Diego Mission

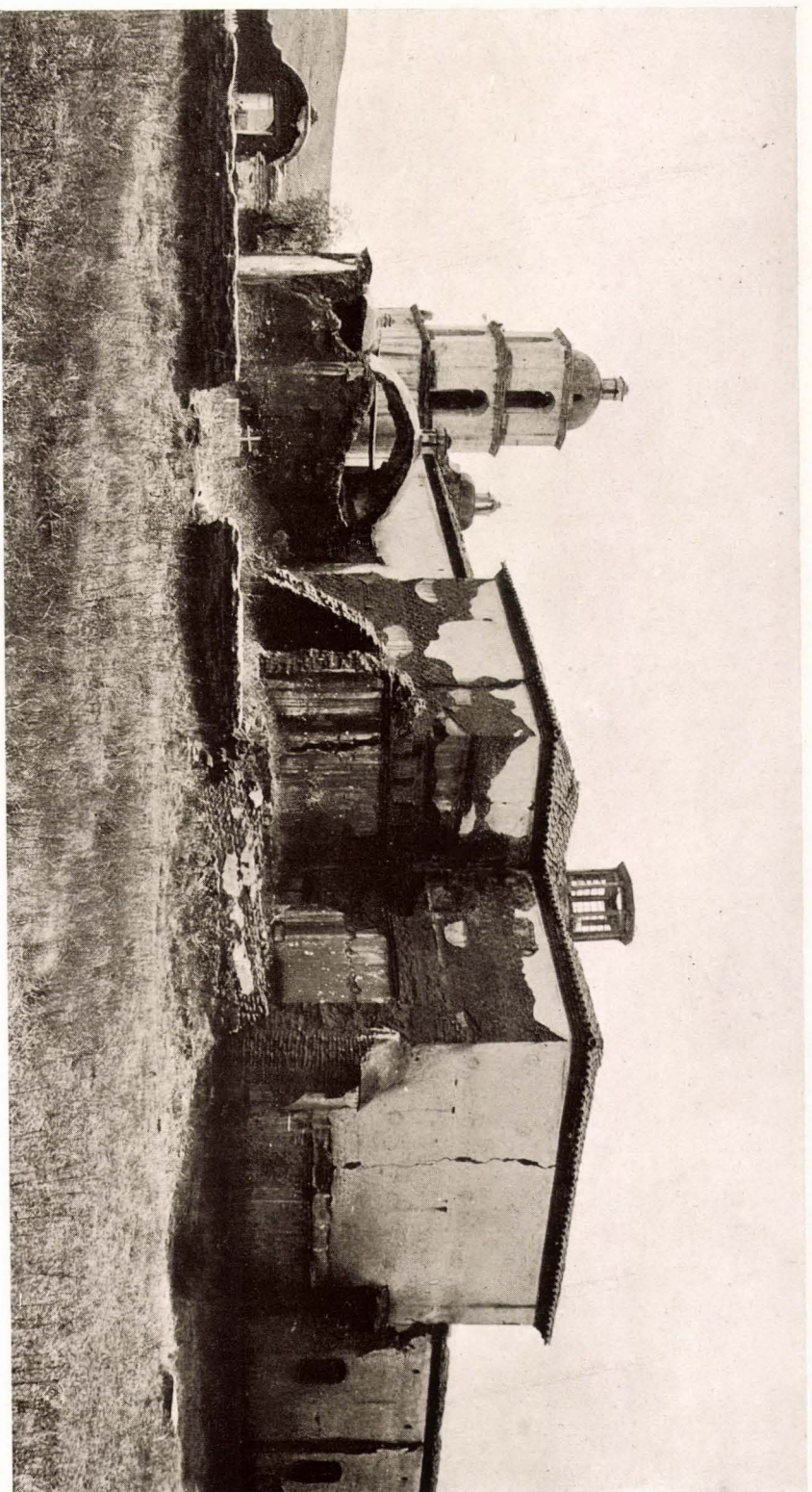
San Diego Mission was founded July 16, 1769. It is now almost completely in ruins. It is difficult to obtain a picture of it as it was while the tower still stood. It seems probable that San Diego had a tower similar to the one shown here. The original of this picture was made in 1858. The church, the remains of which are to be seen, was built in 1813.



Photograph by C. E. Watkins

45. Mission San Luis Rey

Mission San Luis Rey de Francia (Louis IX) was founded June 13, 1798. Although among the later missions, it was the largest of them all, having no less than twenty-eight hundred neophytes. Its buildings were constructed on a scale to attract the admiration of all. The church shown here was completed in 1815. This picture is from a photograph of about 1875.



46. San Luis Rey Mission Church from the Southwest

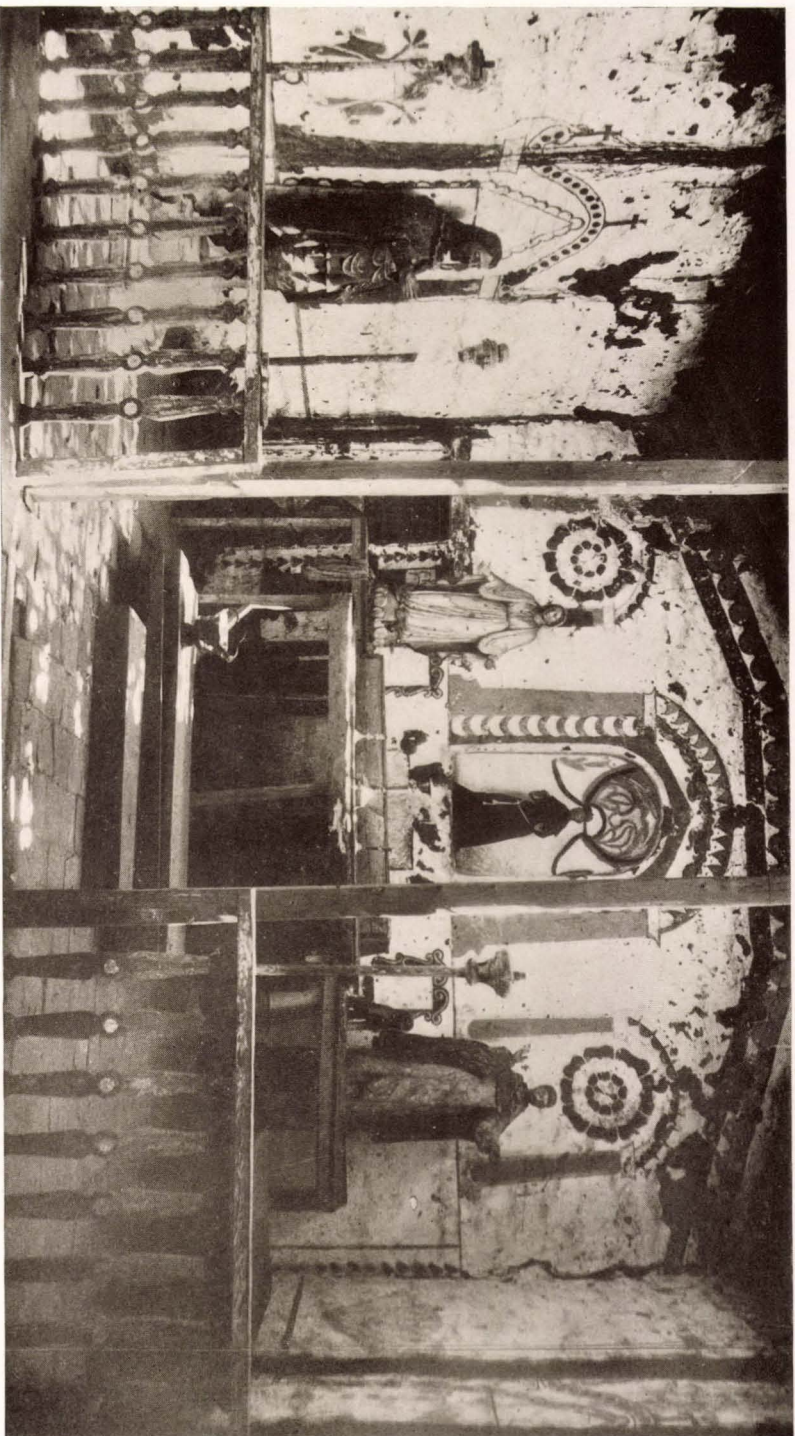
This picture gives us a view of San Luis Rey from the southwest. The square or octagonal terraced tower suggests Roman architecture. The dome roof just below it, however, plainly shows Moslem influence. Students of the missions class San Luis Rey as the most typical of them all because this mission has more characteristic mission features than any other.



Courtesy of the Putnam Studios

47. Campanile at San Antonia De Pala

The bell towers of the missions are of two types. One is that of the square terraced tower as seen at San Luis Rey, Santa Barbara, Carmel, and elsewhere; the other is that of the flat wall with arched openings. This tower of Pala is an example of the latter type.



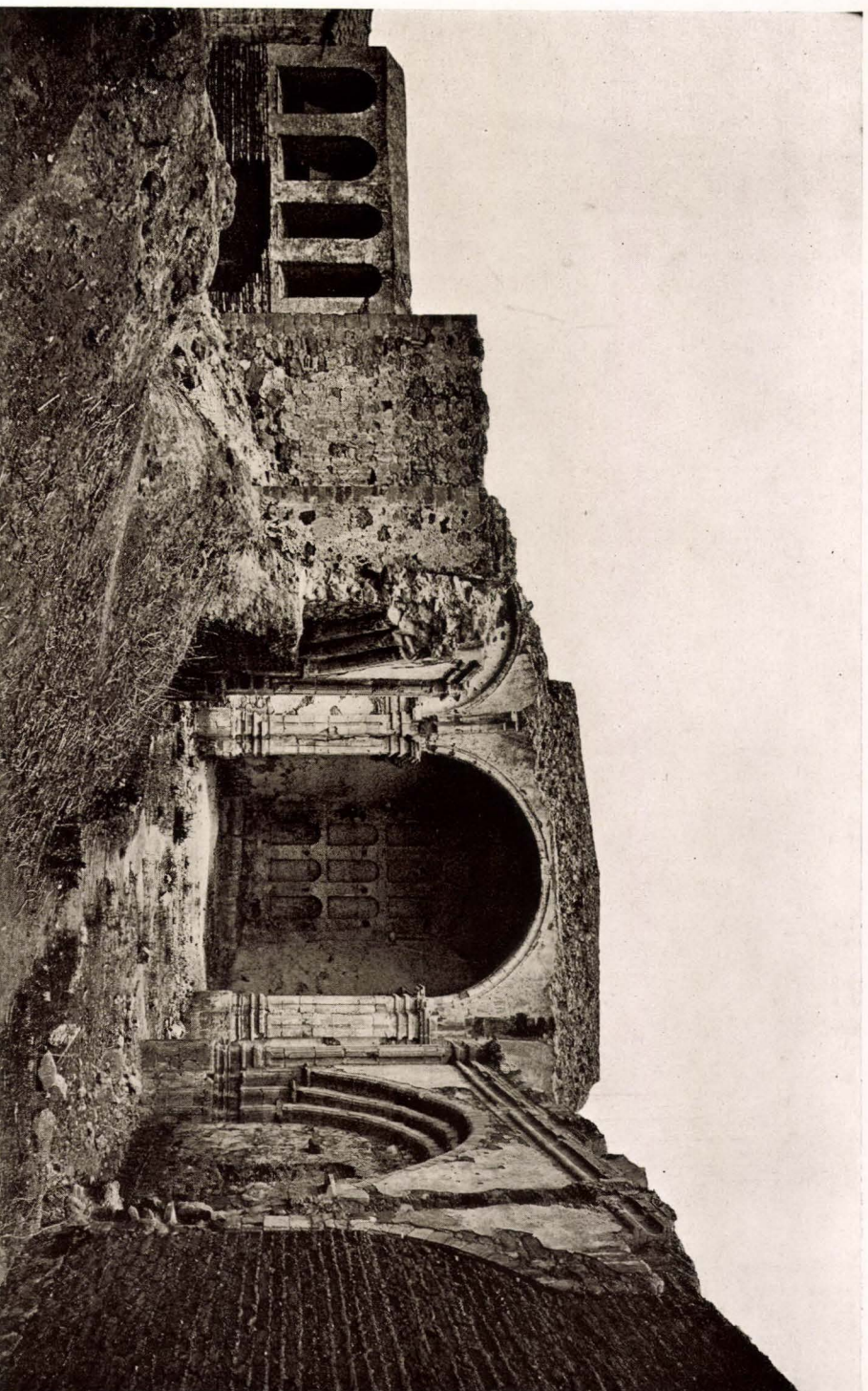
48. Altar in Pala Mission

San Antonio de Pala was not a regular mission but merely an asistencia, or sub-mission, under San Luis Rey. It is known not only for its beautiful campanile but also for the evidences of the Indian art in the interior decorations, well depicted in this photograph.



49. Niche and Holy Water Font, Pala Mission

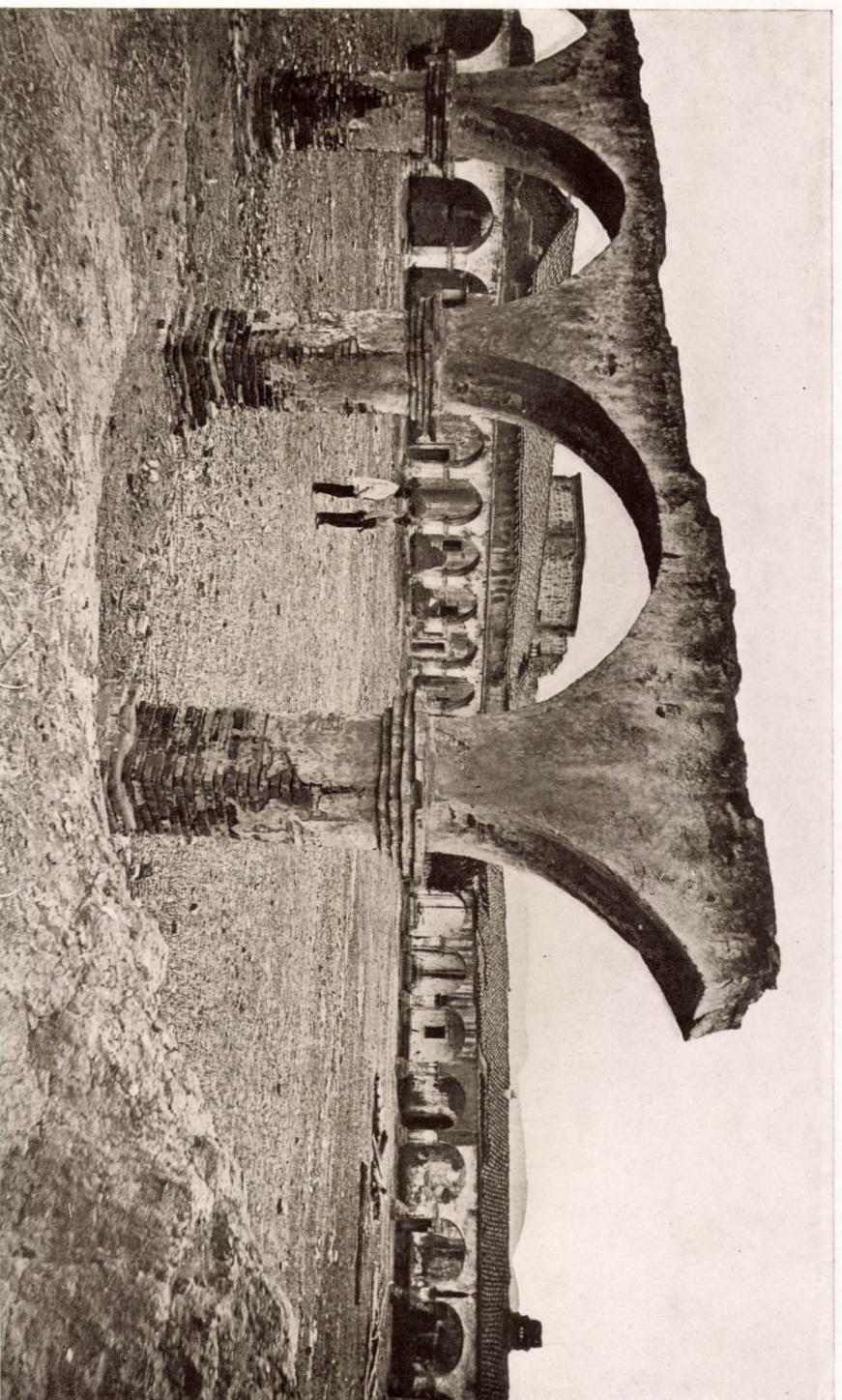
This picture is a closer view of the hand work of the neophytes in the interior of the chapel at Pala. Especially noteworthy are the decorations on the adobe walls, the brass vessel for holy water and the irregular tile floor.



Photograph by C. E. Watkins

50. Ruins of the Church at Mission San Juan Capistrano

San Juan Capistrano has well been referred to as the Jewel of the Missions. The great church whose ruins are here shown, built with infinite labor by the padres and neophytes, was ready for occupancy in 1809. Three years later it was destroyed by the earthquake of 1812. After that time services were held in one of the smaller structures around the great court.



Photograph by C. E. Watkins

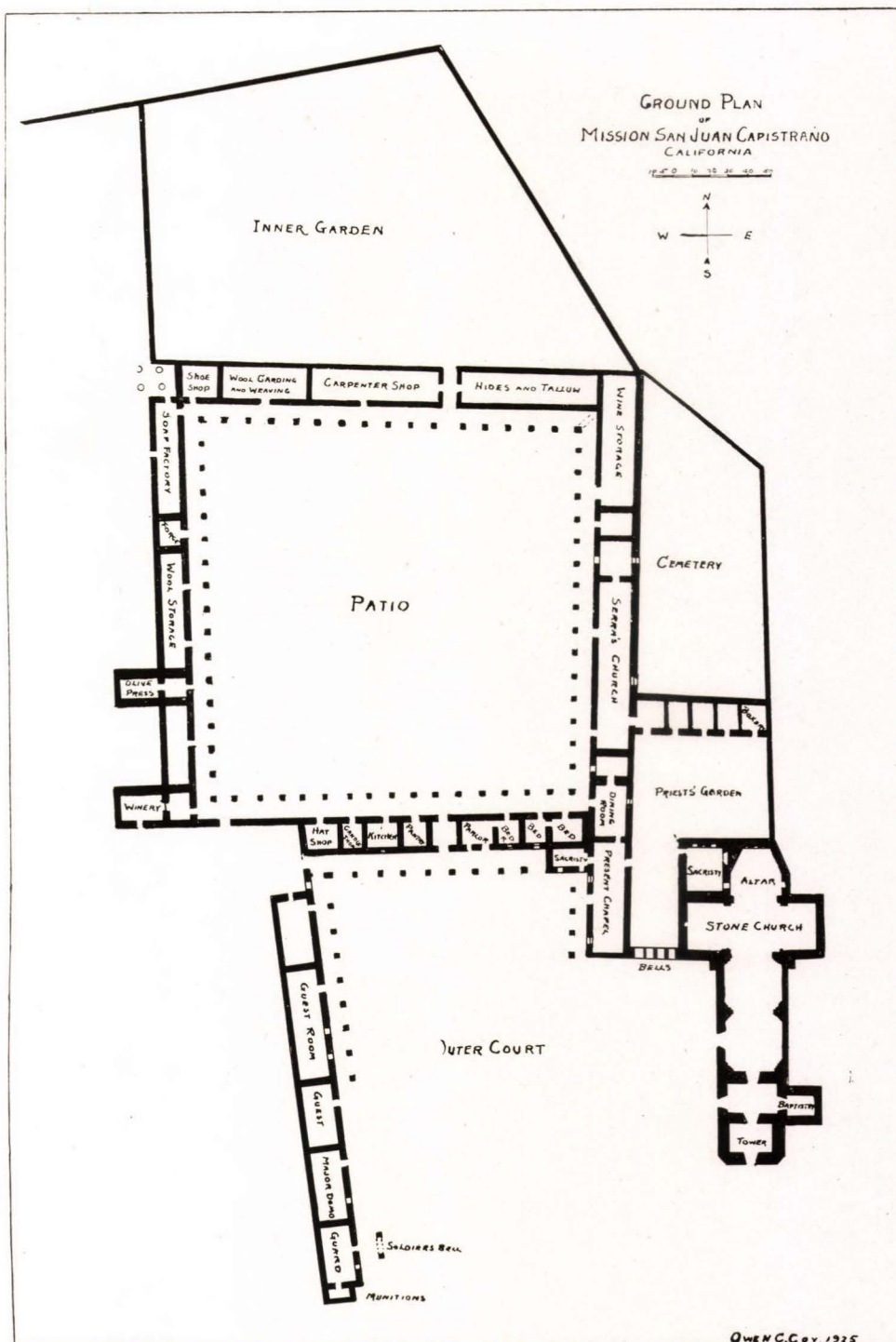
51. Ruined Patio of San Juan Capistrano

The activities of the mission were largely carried on in the patio or court which was enclosed by the mission buildings. The court at San Juan Capistrano measured approximately two hundred feet each way and was entirely surrounded by great arches.



52. A Mission Olive Press

Many of the industries now of importance in California owe their beginnings to the mission fathers. Since the climate of California was like that of Spain and Italy the missionaries brought with them not only cattle and grain but also the fruit trees that flourished in Spain. In that manner the orange, grape, pomegranate, and olive were introduced into California. This picture shows the primitive mill for crushing the oil from the olives at Mission San Juan Capistrano.



53. Ground Plan of Mission San Juan Capistrano



Painting by Oriana Day

From Original in M. H. de Young Museum

54. Mission San Gabriel

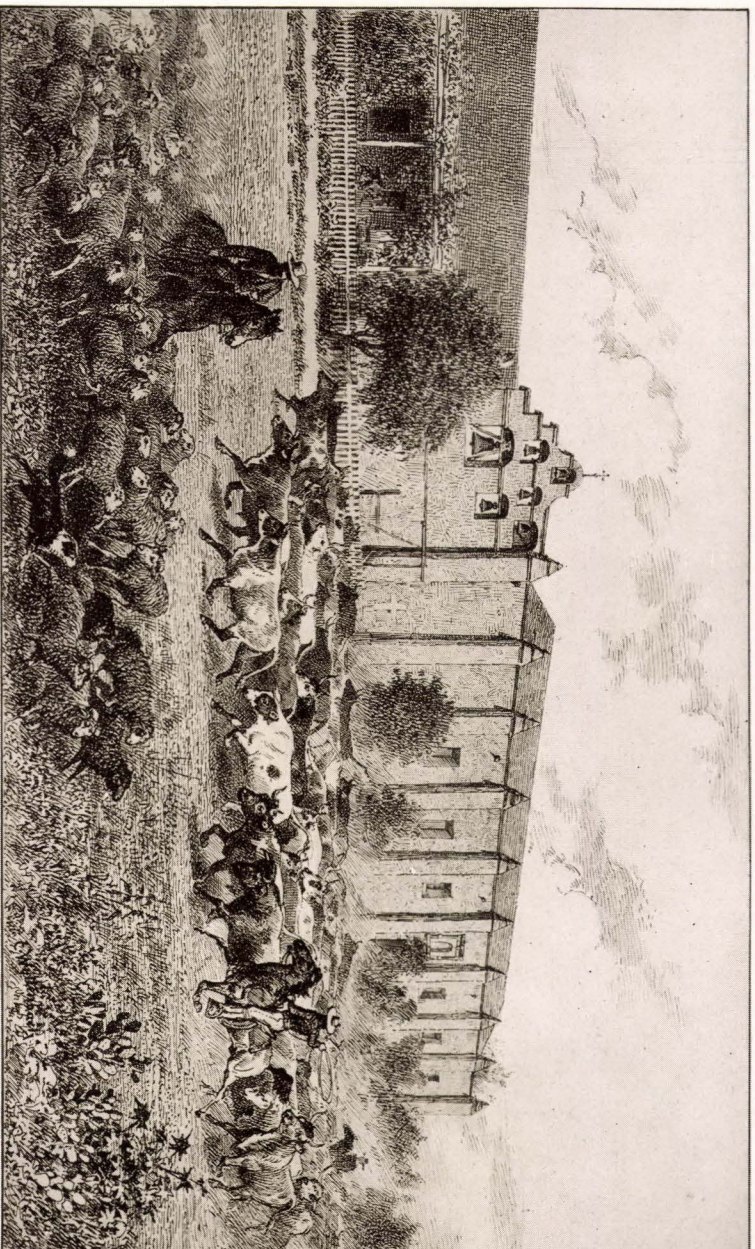
Mission San Gabriel Arcangel (St. Gabriel the arch-angel) was founded September 8, 1771. It was important not only because of its nearness to the Pueblo of Los Angeles, established later, but because of its frontier position. Anza from Arizona and Jedediah Smith from the states and many others found at this mission a welcome after weary some journeys across the inhospitable deserts.



Etching by H. Chapman Ford

55. Mission San Gabriel

Although the missions are all more or less alike in features they each possess individual characteristics. The campanile of a pierced wall type and the high buttressed wall stand out markedly in San Gabriel.



Courtesy of State Library

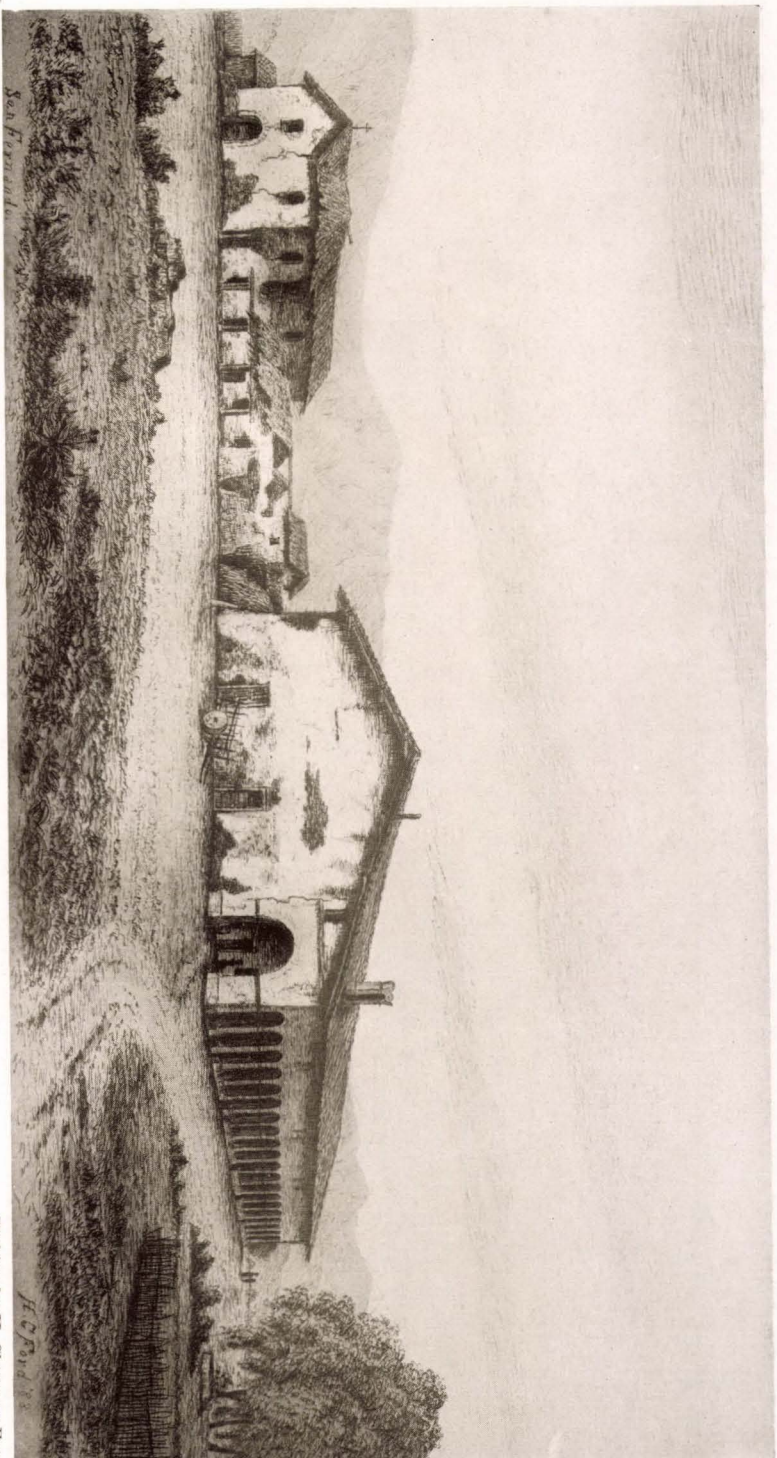
56. The Rodeo at San Gabriel Mission

Stock raising in California began with the mission fathers. In 1769, when Father Serra came to Alta California with the Portola expedition, he brought from the older missions two hundred head of cattle. By 1800 these had increased to 74,000. In 1834, just before the missions were secularized, there were in the twenty-one missions 423,000 head of cattle. Nearly one-fourth of these, 105,000, were at San Gabriel. With the passing of the missions stock raising declined. A writer in 1842 says there were but 28,220 head of stock in the whole of Alta California.



57. Ruins of Soap Vats at San Gabriel

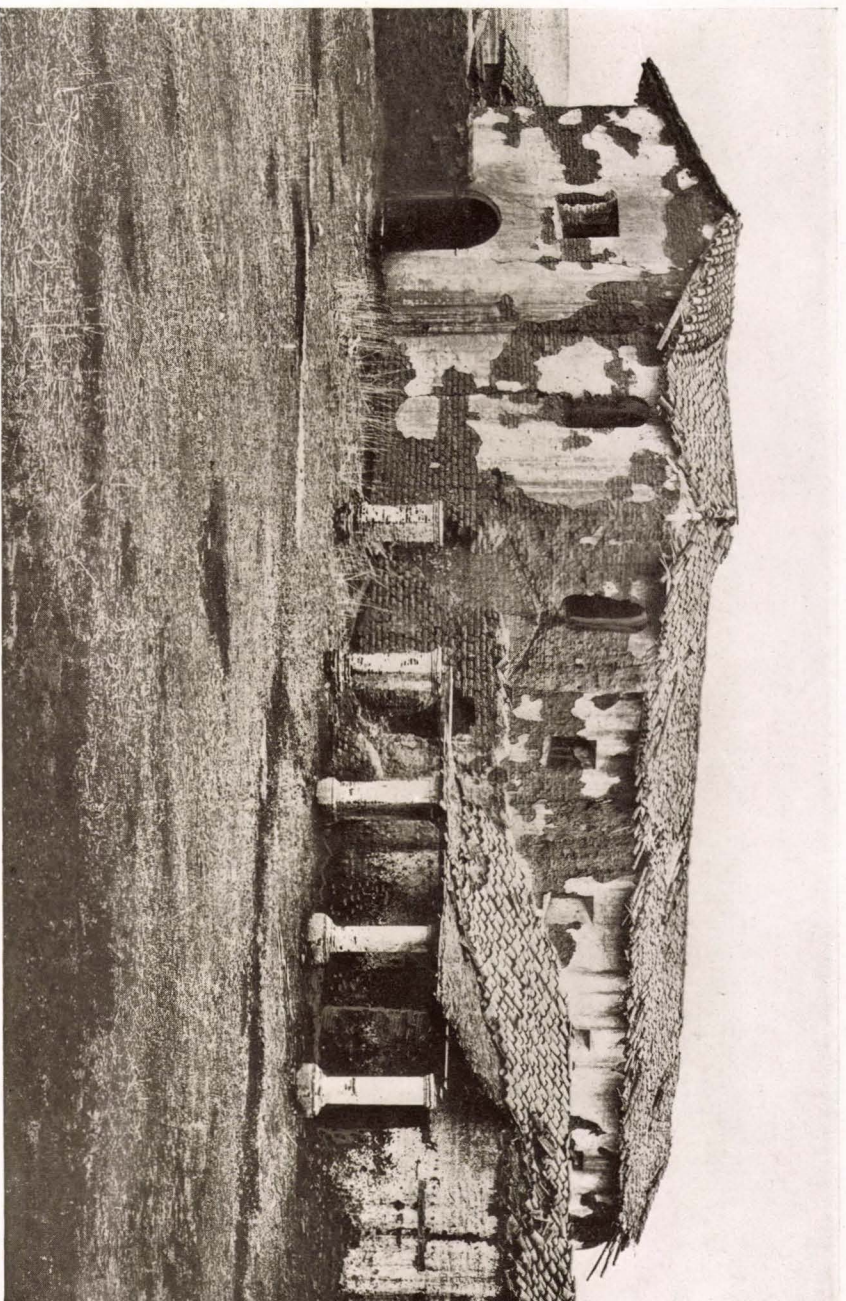
The missions were great industrial as well as religious institutions. From their great herds enormous quantities of tallow and hides were gathered for trade with the "Boston vessels" (New England ships) that came around the Horn. At San Gabriel great soap works were built. A companion of Jedediah Smith describes these as he saw them in 1827: "The soap factory consists of four large cisterns or boilers that will hold from 2000 to 2500 gallons each . . . there is a large iron patt or kittle, fixed in the bottom where the fire strikes to set them boiling. . . ."



Engraving by H. Chapman Ford

58. Mission San Fernando Rey De Espana

San Fernando Mission was founded by Fathers Lasuen and Dumetz. It was located in the beautiful San Fernando Valley north and west of the Pueblo of Los Angeles. In 1819 there were nearly 1100 Indian neophytes at this mission. Many of the arts were taught the Indians but at San Fernando they were especially skilled in iron and metal work. Tools, nails, chains and even bells were made by the San Fernando Indians.

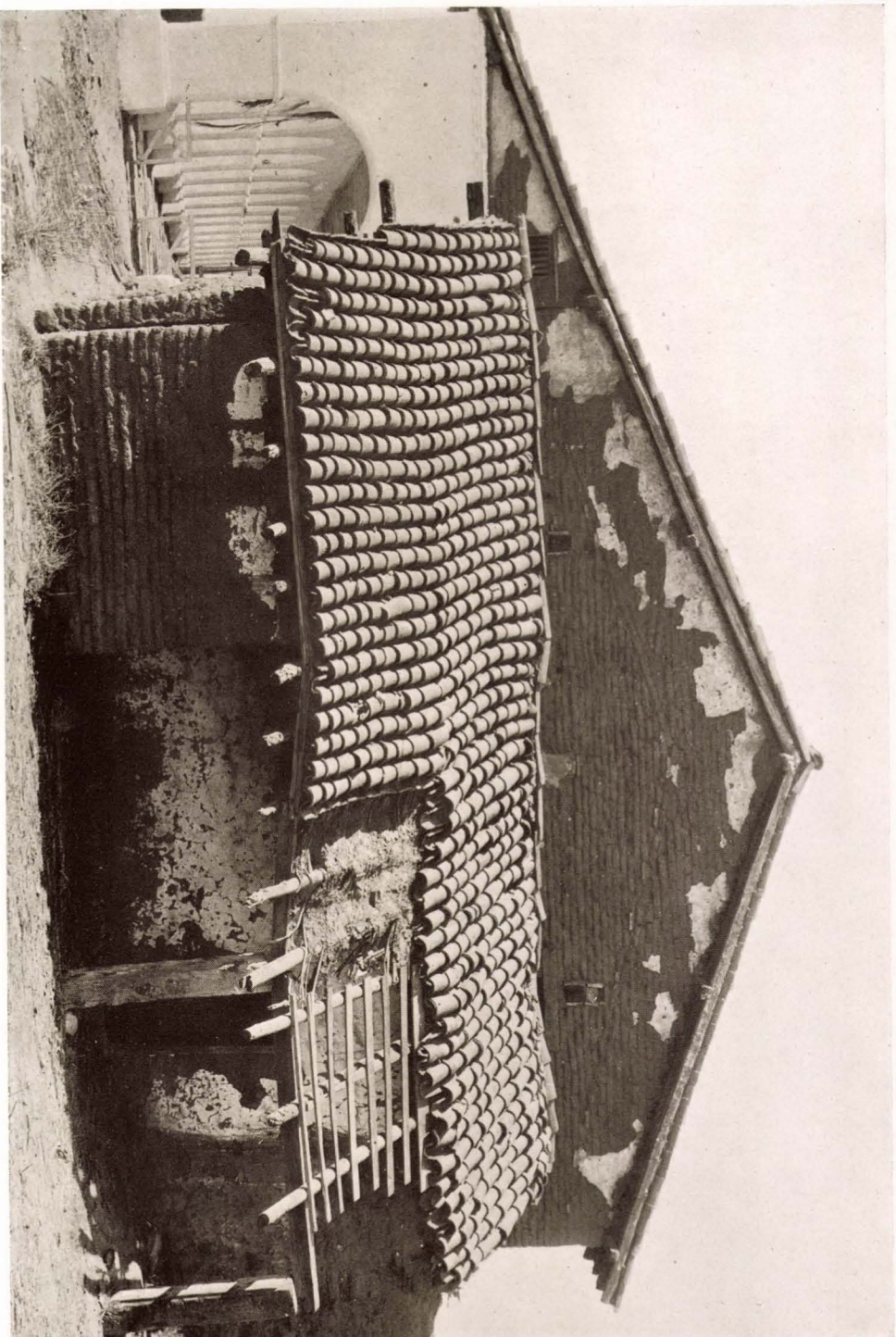


Photograph by C. E. Watkins

59. Ruined Church at Mission San Fernando

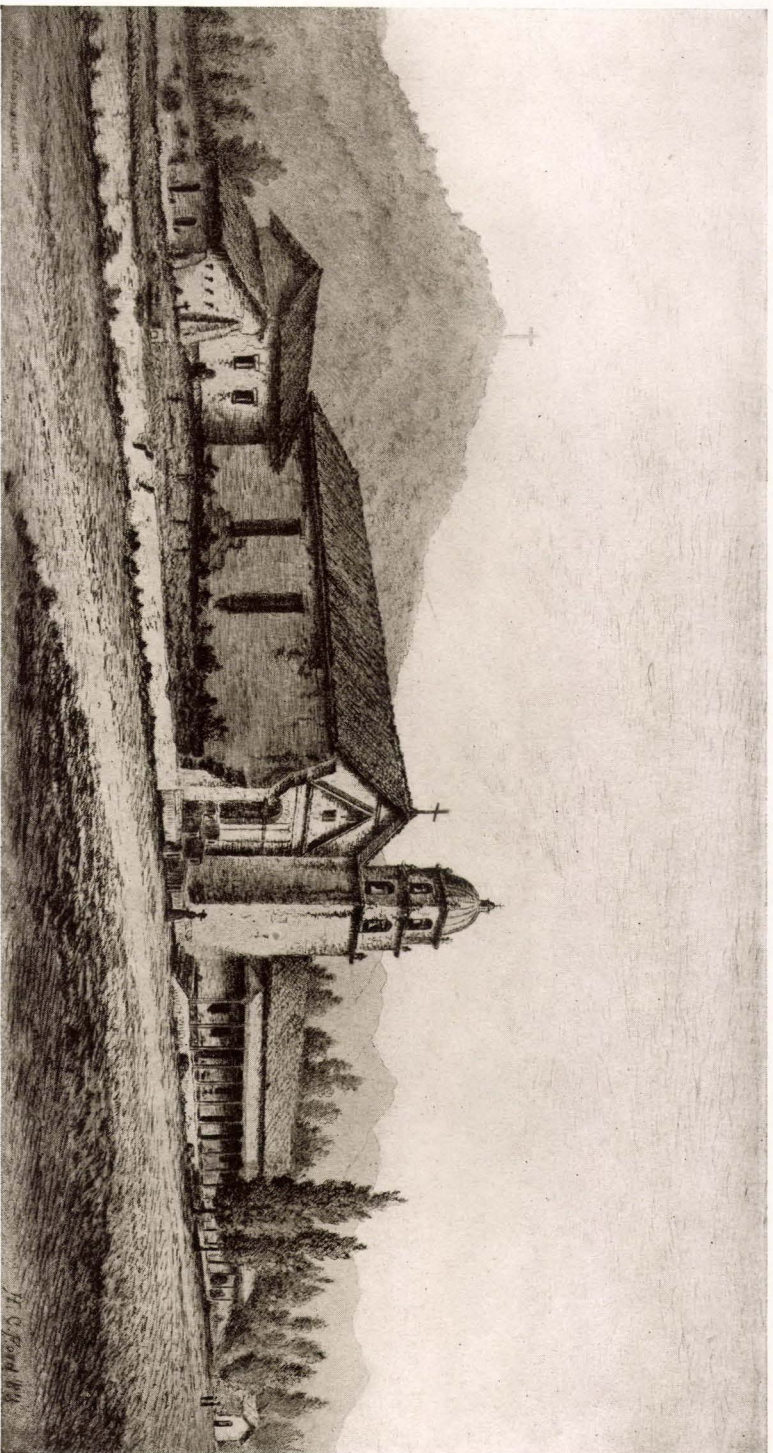
This photograph, taken about 1876, shows San Fernando Church in ruins before attempts had been made at restoration or repair. The church shown here is probably one built after 1812. A church of adobe and tiles dedicated in December, 1806, was so badly damaged by the earthquake of 1812 that reconstruction was considered necessary.

Although efforts have been made from time to time to restore or repair this mission, the church proper is still in bad condition. The dwelling house is in much better state of repair.



60. Ruined Out-Building, San Fernando Mission

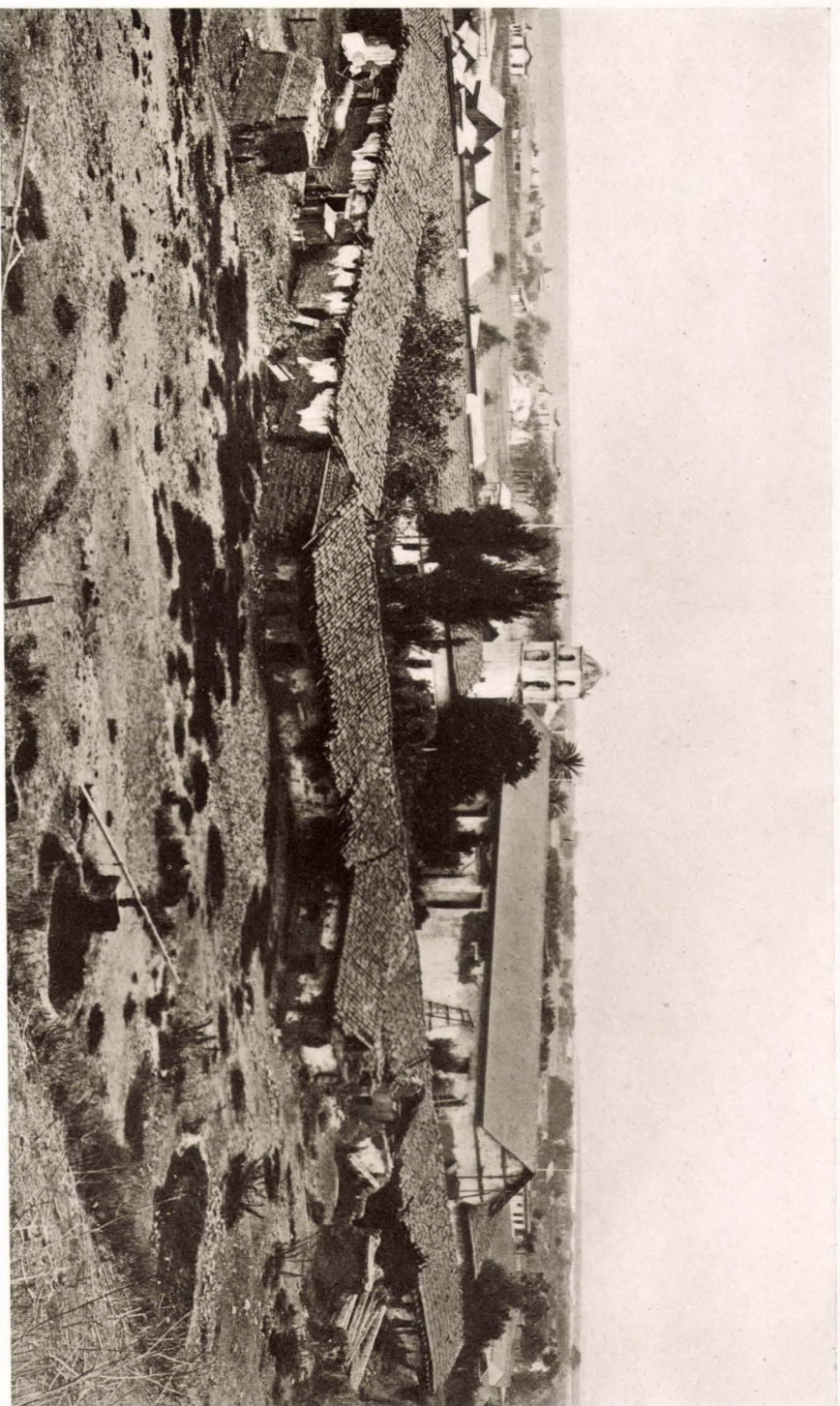
This picture is one of many that give an idea of the construction of the old mission buildings. Sun-dried adobe bricks will not withstand water. It was necessary, therefore, to cover the buildings with burned tiles with wide projecting eaves. The adobe walls were protected with plaster. The rafters were covered with cross pieces over which was laid a mat of tule or straw. The tiles were then laid upon this in such a manner as to turn water. The slope of the roofs was always gentle for the tiles were held in place only by their own weight.



Engraving by H. Chapman Ford

61. Mission San Buenaventura

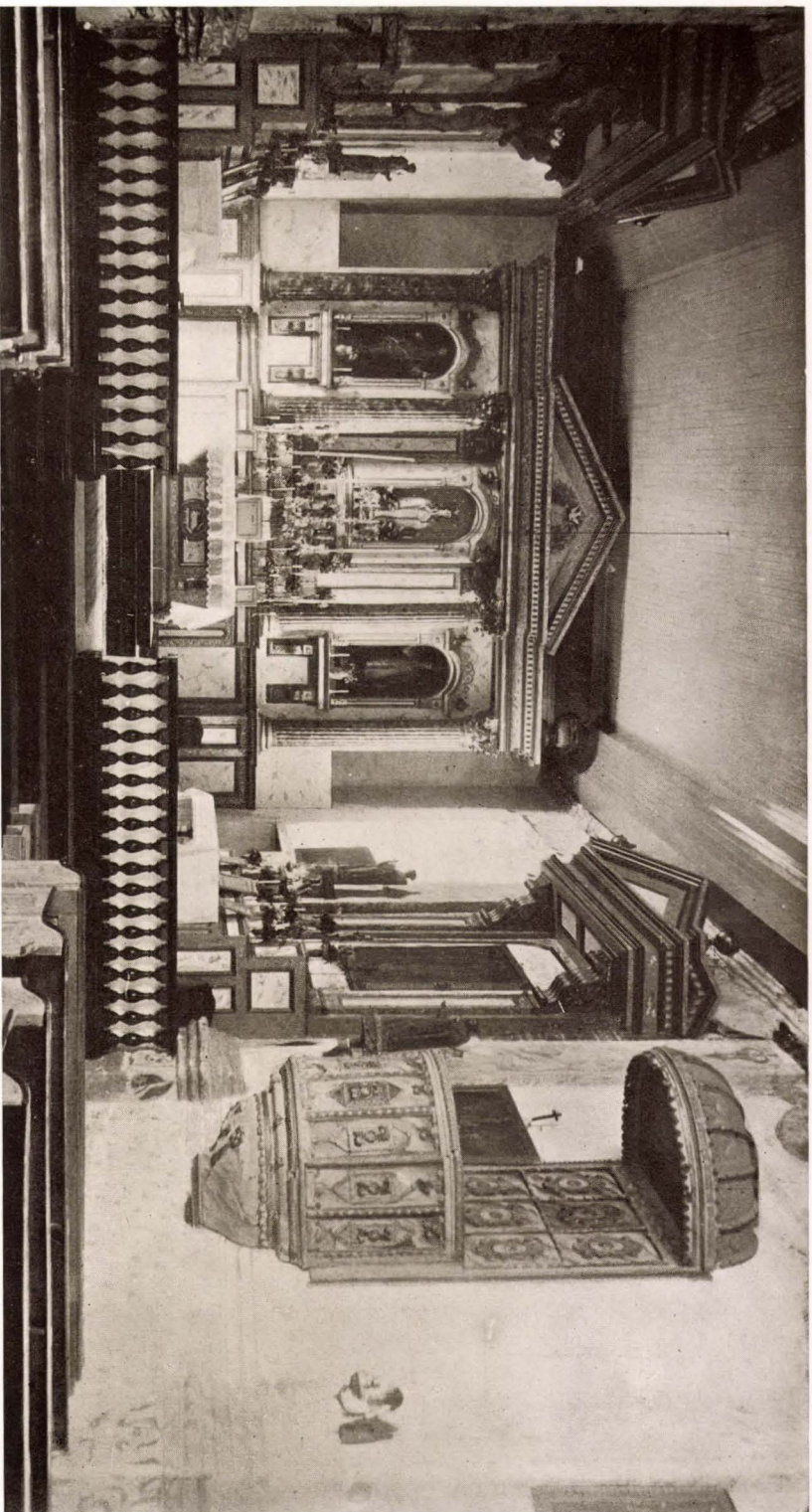
Mission San Buenaventura, founded March 31, 1782, was the first of the Franciscan missions to be established among the natives of the Santa Barbara channel. It was the last of the missions founded by Father Junipero Serra. The church shown in this picture, built in 1811, was badly damaged in the earthquake of 1812, but it was rebuilt about 1815 and is still in use.



Photograph by C. E. Watkins

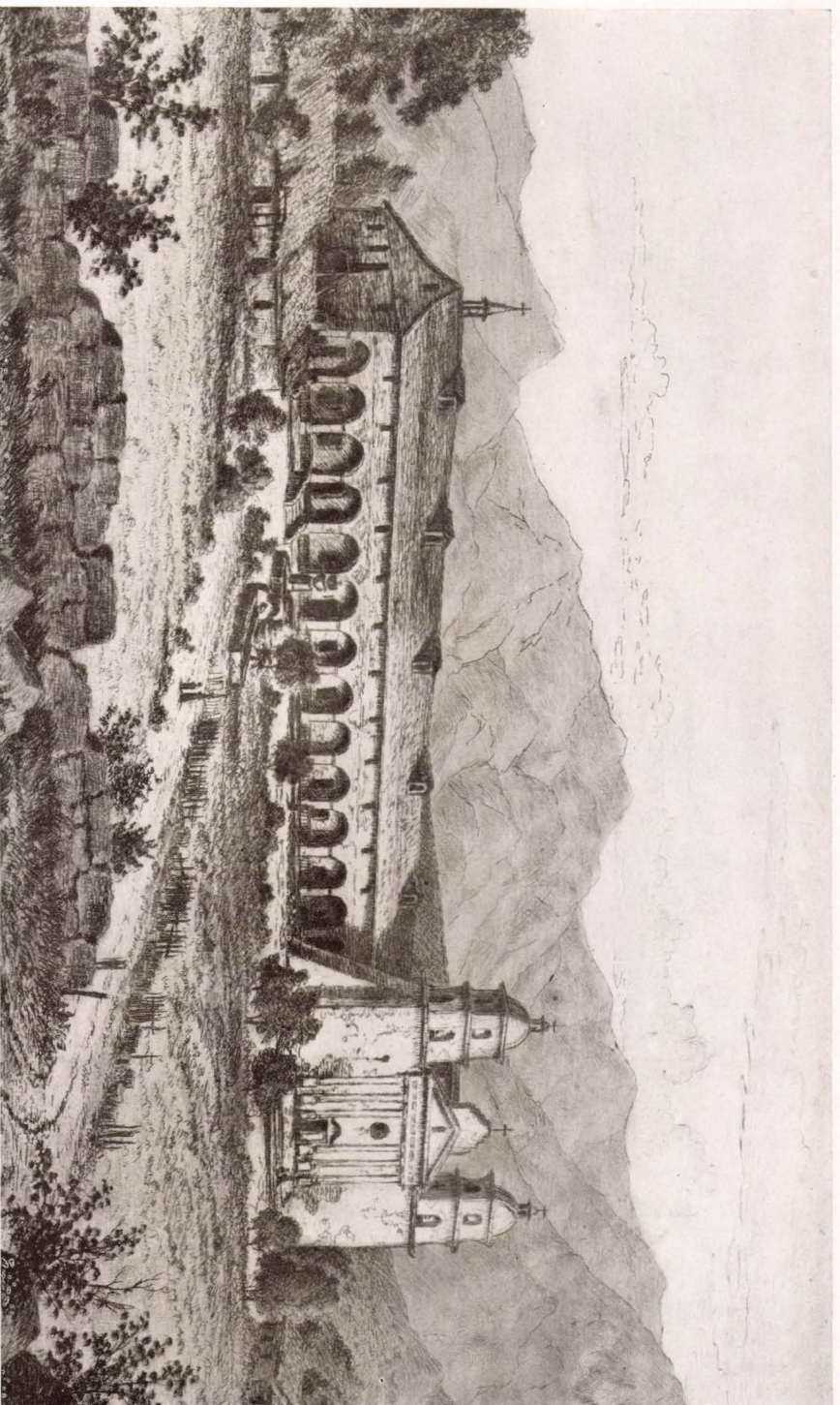
62. Mission San Buenaventura

This rear view of the mission gives an excellent idea of the construction of the mission quadrangle. In the foreground is a pit equipped with apparatus for lifting adobe earth for making bricks and tiles. At the extreme left is a pile of those bricks. This photograph was taken during the seventies.



63. Interior of Church, Mission San Buenaventura

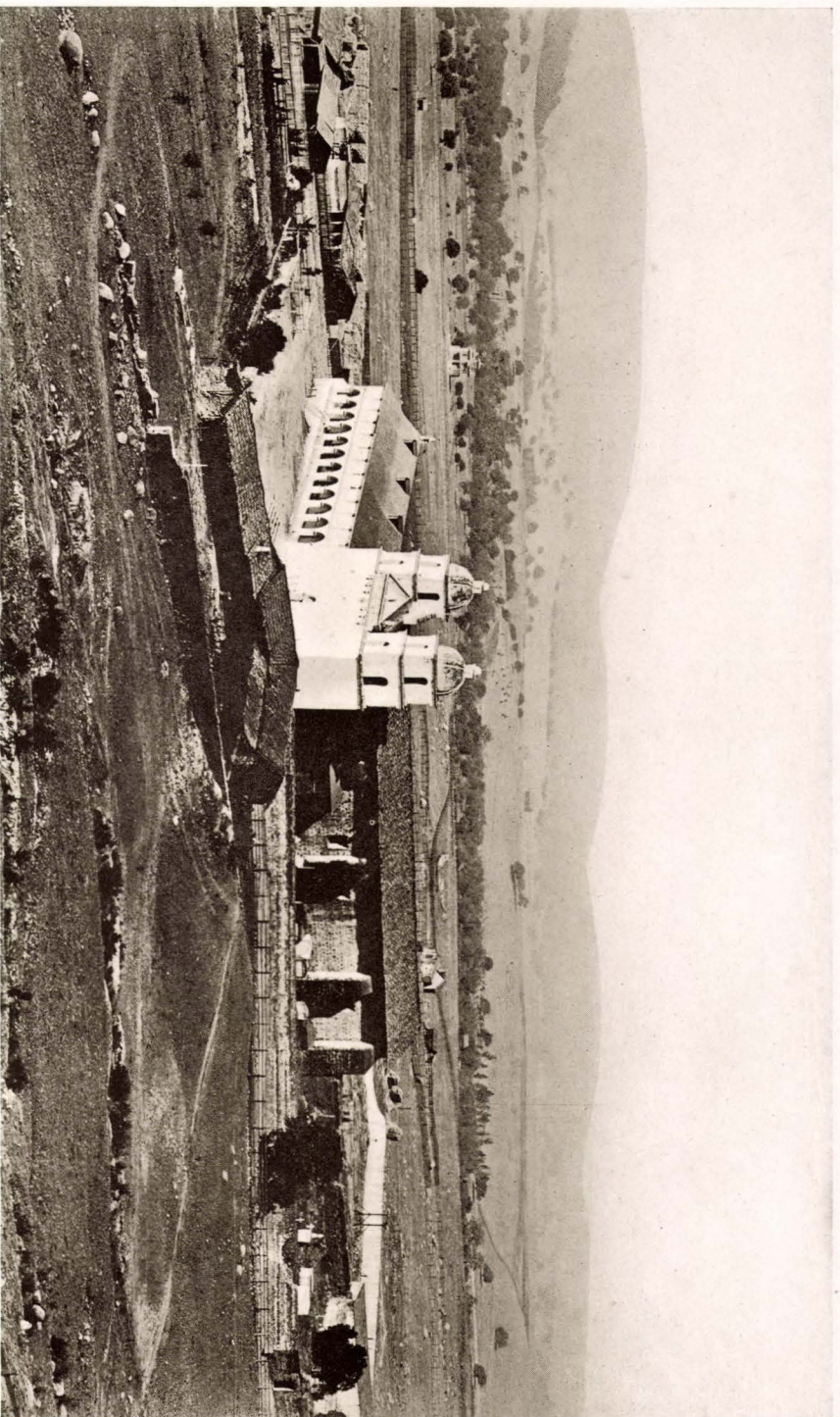
The interior of the mission church was arranged to impress the mind of the neophytes. This is a modern interior but it follows the earlier ones more or less closely, except for such modern conveniences as pews. The Sanctuary was elevated and separated from the rest of the church by a low railing. The main altar was equipped in a beautiful and costly manner. Side altars were slightly less magnificent. To the right is shown the elevated pulpit, entered by the priest from the Sacristy, a room just off the Sanctuary where the sacred articles and robes were kept.



Engraving by H. Chapman Ford

64. Mission Santa Barbara

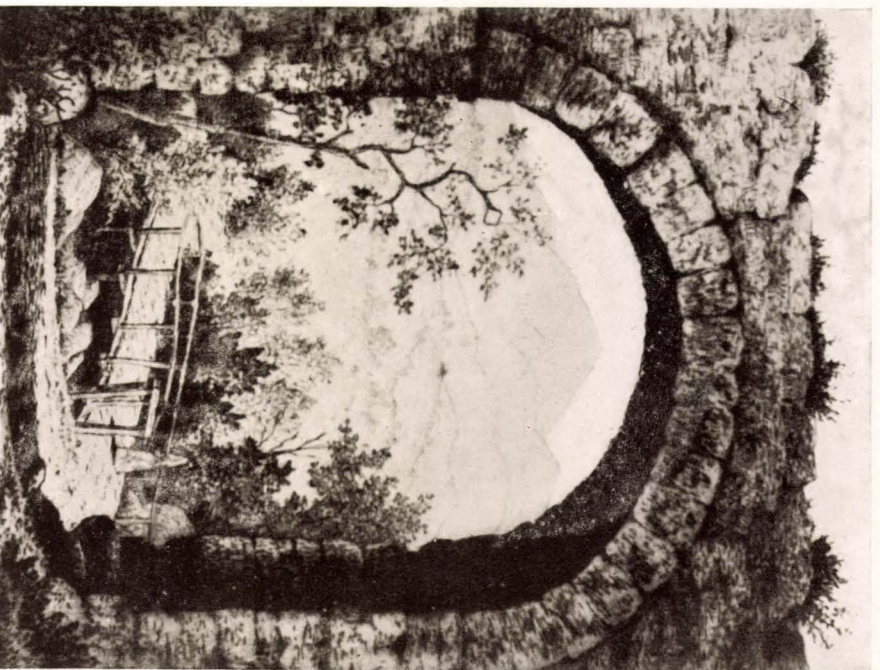
Mission Santa Barbara, damaged by the earthquake of 1925, had been preserved in all its grandeur through the century and a half since its founding. It was established December 4, 1786, by Father Lasuen. The Presidio of Santa Barbara was also founded at the same time. The church that now stands was begun in 1815 and dedicated September 10, 1820, to replace one damaged in the earthquake of 1812.



Photograph by C. E. Watkins

65. Santa Barbara Mission, 1875

This photograph shows the Santa Barbara Mission at a very interesting period. Later developments have removed many ruined buildings and walls and have crowded a modern city close up to the very mission doors. In the rear to the left may still be seen the remains of the Indian village, which in 1803 helped to house some eighteen hundred neophytes.



Etching by H. Chapman Ford

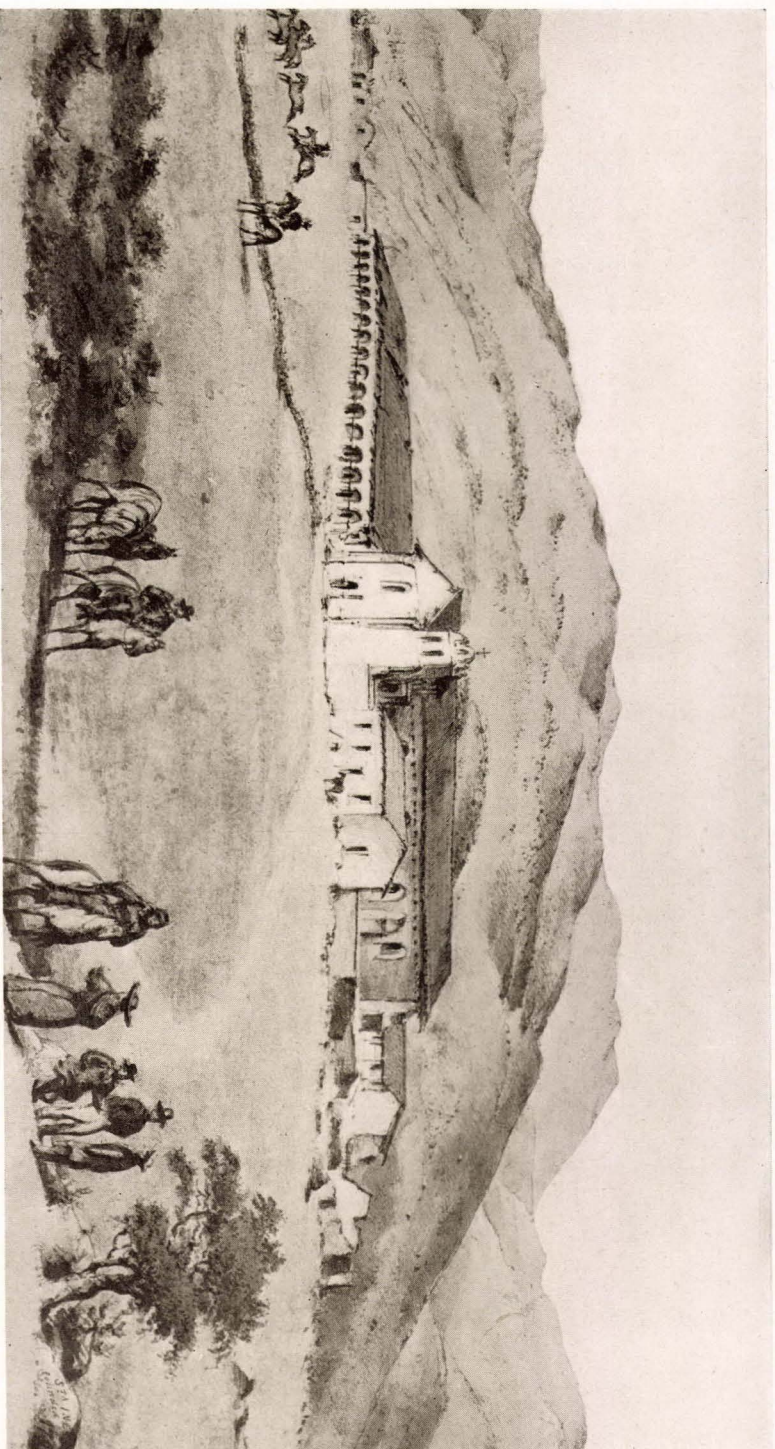


Photograph by Putnam Studios

66. Irrigation was Developed by the Padres

Coming as they did from the arid and semi-arid lands of Spain and Mexico, the padres understood full well the importance of water to successful horticulture. The mission sites were chosen with a view to available water for irrigating their fields and gardens.

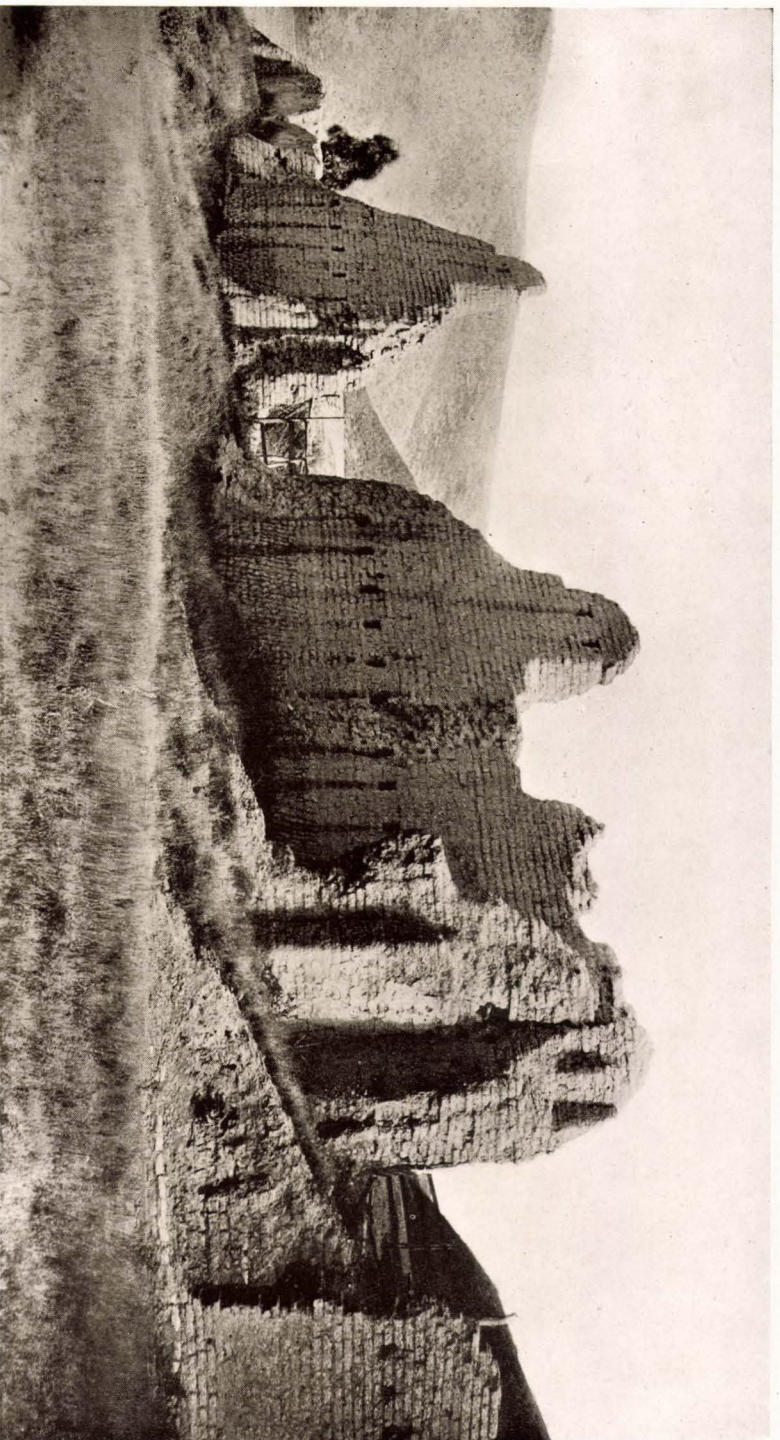
These two pictures represent parts of the system at Santa Barbara Mission. The one on the left shows an arch supporting an aqueduct for bringing water from the creek some miles above the mission. This was later torn down because it obstructed the roadway. The other picture shows what is frequently referred to as the "bath house," which was in reality the settling tank for retaining the sediment brought down by the aqueduct.



From Sketch by E. Vischer

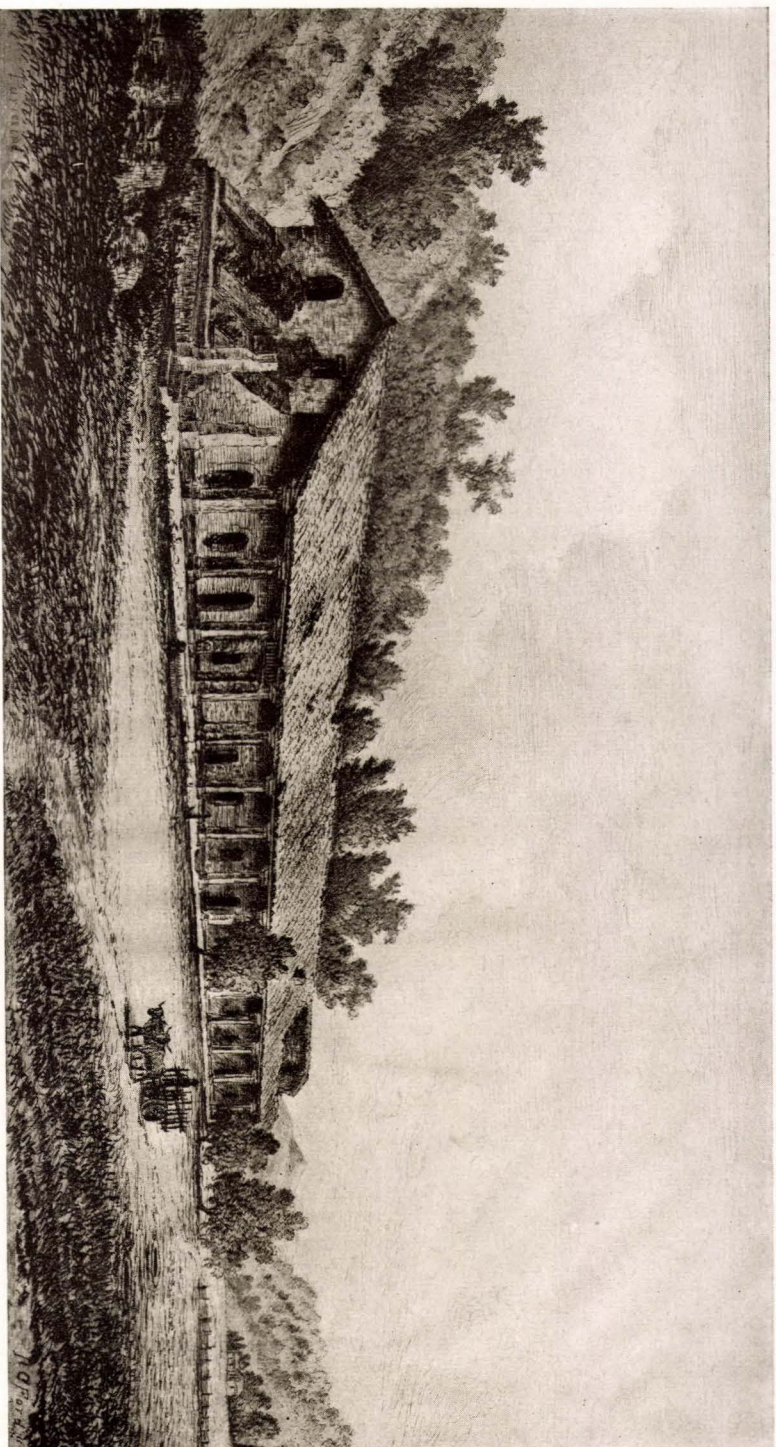
67. Mission Santa Ynez

Mission Santa Ynez, St. Agnes, the Virgin and Martyr, was one of three missions erected in the nineteenth century. It was founded by Fathers Tapis and Cipres, September 17, 1804, in the valley not far from La Purisima. The earthquake of 1812 did serious damage to the buildings of this mission so that a new church was begun in 1815 and dedicated July 4, 1817.



68. Ruins of Old Purisima Mission

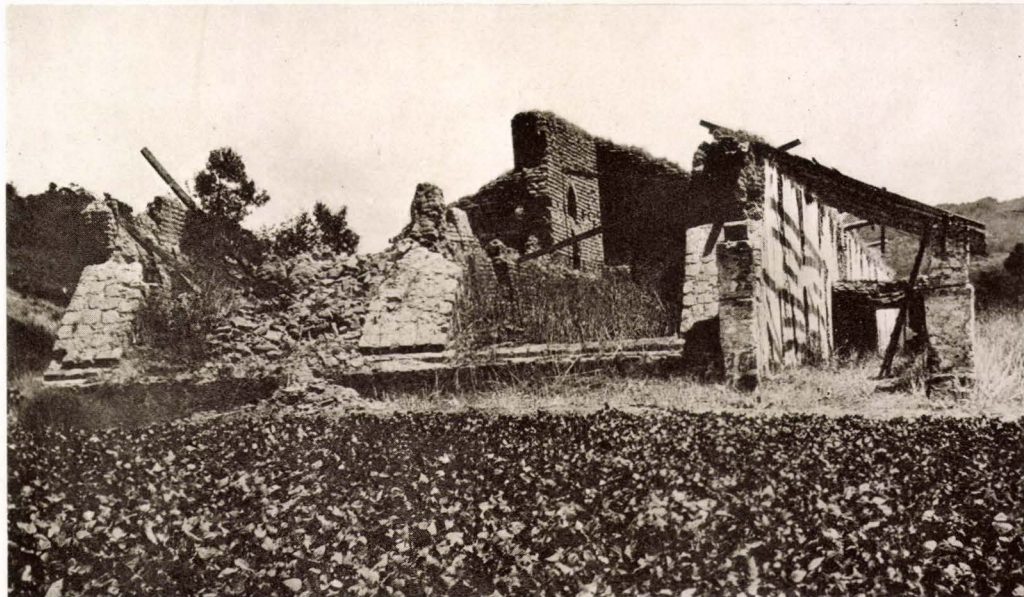
The earthquake of 1812 was especially destructive at La Purisima. An adobe church described as “very spacious and large” was completed in 1803. This building was entirely ruined by the earthquake. Because of this as well as for other reasons, the mission was removed to a new site about two miles to the northwest. La Purisima was the first mission abandoned after 1812.



From Original Etching by H. Chapman Ford

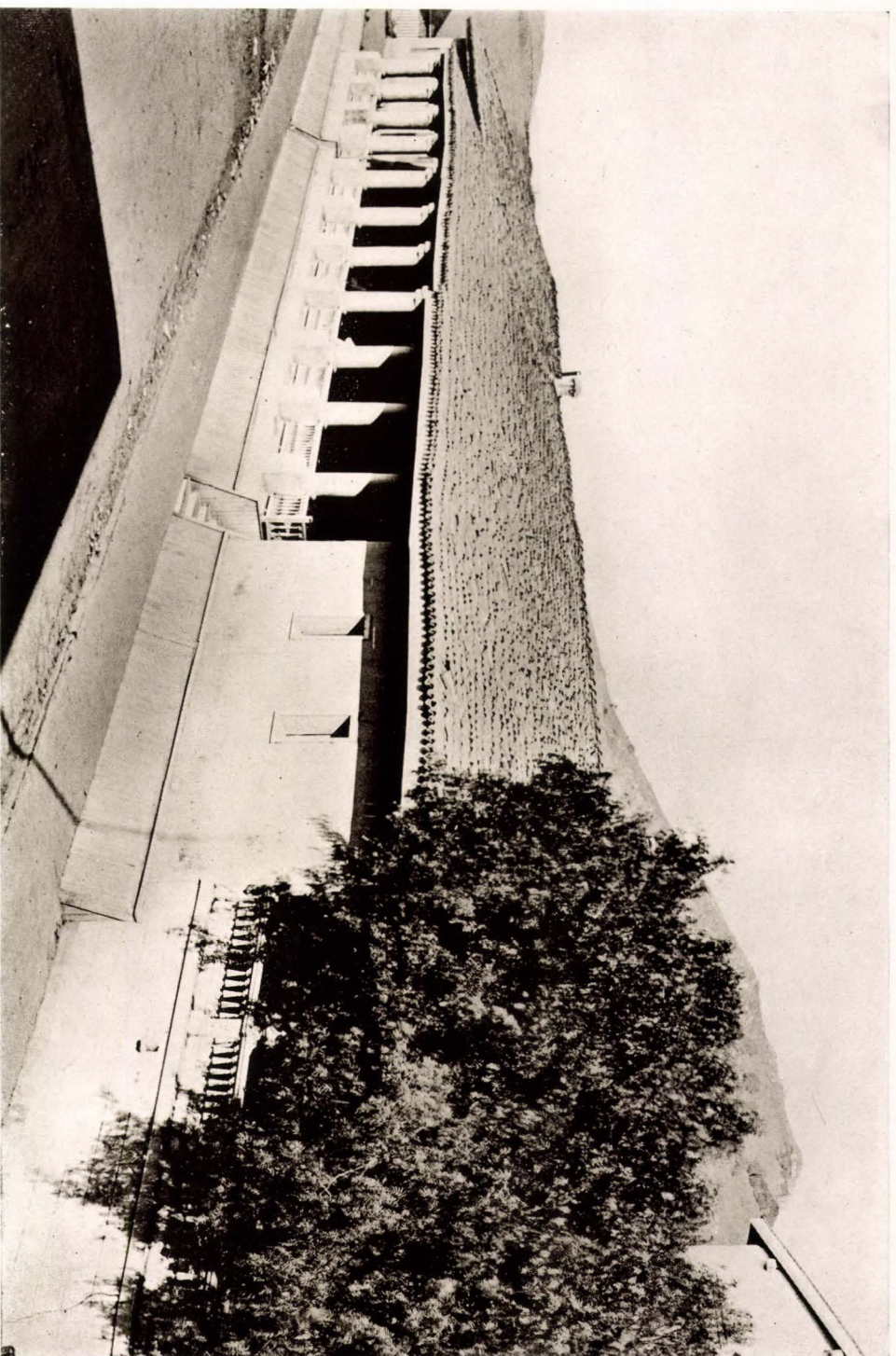
69. Mission La Purisima Concepcion

La Purisima Mission was founded by Father Lasuen, December 8, 1787. Its first site was about two miles farther south. The church building which survived the mission period was dedicated in November, 1818.



70. La Purisima Mission in Later Days

Earthquakes have not been the most destructive forces in the reduction of old missions to ruins. Less spectacular but more persistent and therefore more harmful has been the constant action of the winters' rains against unprotected adobe walls.



Photograph by C. E. Watkins

71. Mission San Luis Obispo

Mission San Luis Obispo de Tolosa (St. Louis, the Bishop of Toulouse) was established by Father Junipera Serra, September 1, 1772, the fifth of the mission chain. Changes in recent years have almost obliterated the Spanish atmosphere which pervades this early photograph, obtained from Mr. C. B. Turill.



72. Santa Margarita Chapel

In addition to the twenty-one missions there were many sub-missions or *assistencias* where the padre performed the services of the church at stated intervals. One of these was at Santa Margarita. The ruins of substantial stone and mortar are shown here.



From Sketch by E. Vischer

73. Mission San Miguel

Mission San Miguel Arcangel was founded by Fathers Lasuen and Sitar, July 25, 1797. The present church, completed about 1819, retains much of its early appearance. The railroad and highway have cut through the mission site so that the enclosure for the Indian village has been obliterated.



Photograph by C. E. Watkins

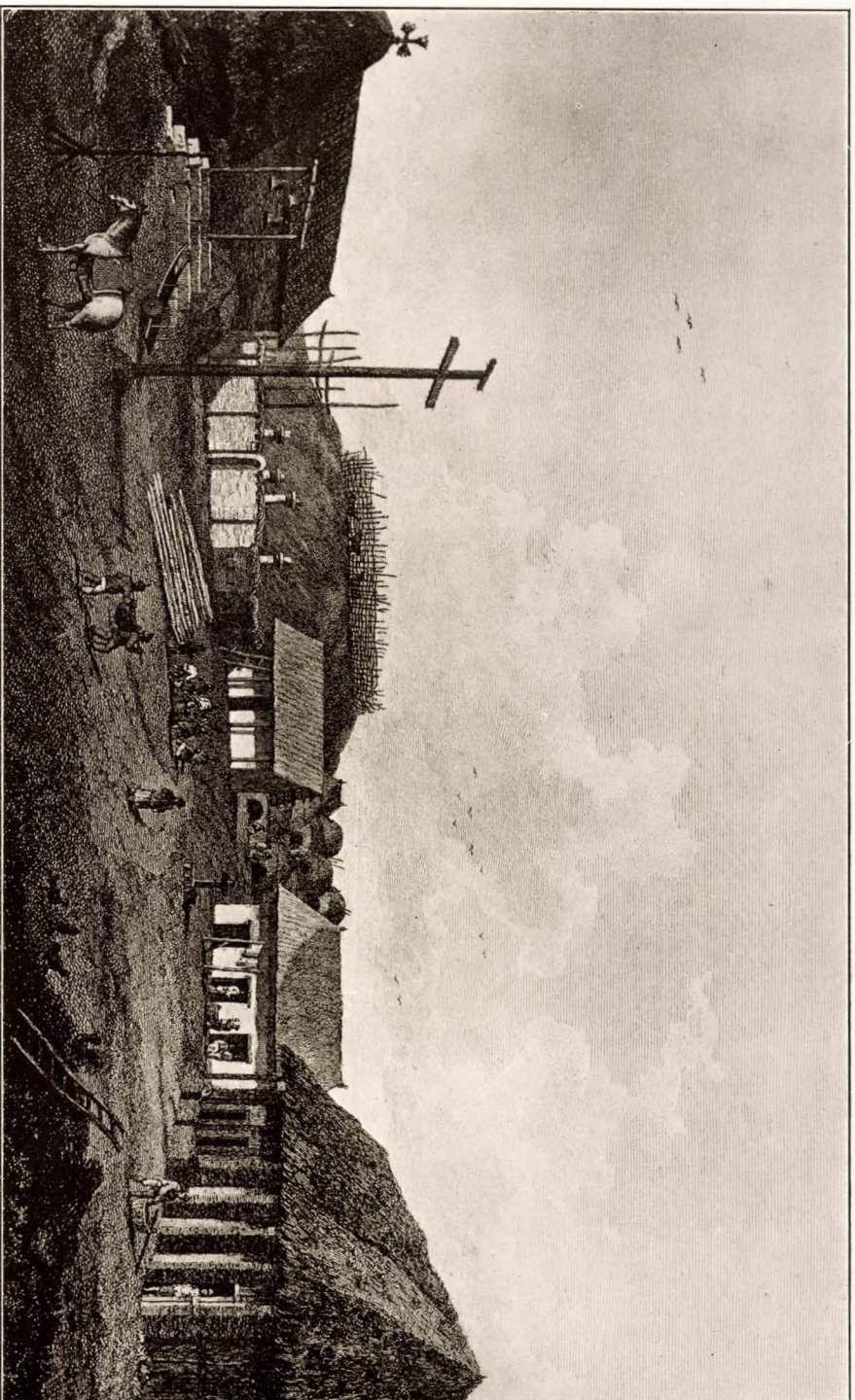
74. Mission San Antonio De Padua

Although in ruins, San Antonio Mission, west of King City in Monterey County, has a setting which still retains the pastoral atmosphere of a century ago. San Antonio was founded by Father Serra, July 14, 1771, the third mission in Alta California.



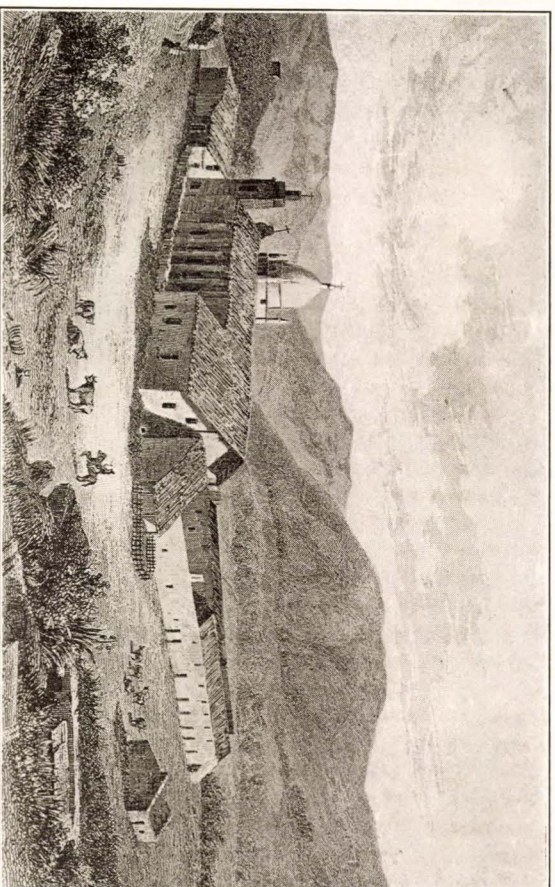
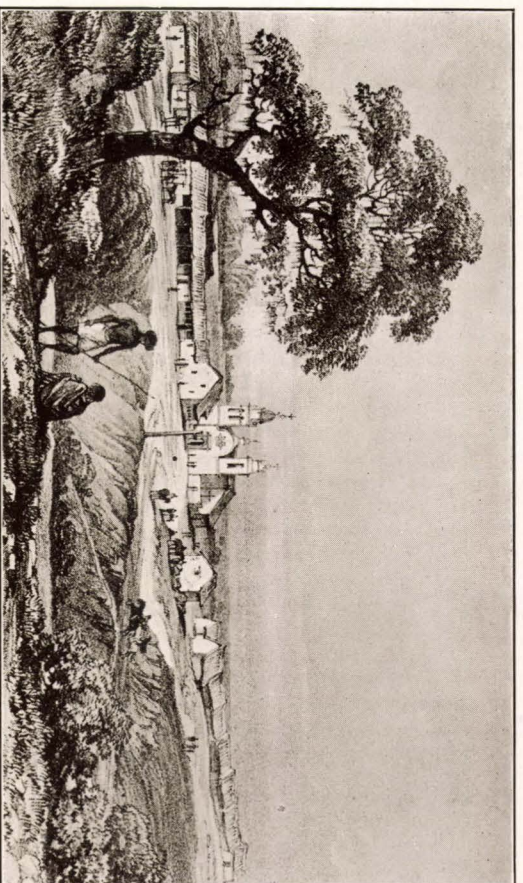
75. Soledad Mission

Nuestra Señora de la Soledad (Our Lady of Solitude) was the name given to a mission established in the Salinas Valley between Monterey and San Antonio. It was founded by Father Lasuen, October 9, 1791. Soledad was never a very large mission as compared with some of the others. At its largest in 1805 it had but 725 neophytes. Governor Jose Joaquín de Arrellaga was buried in this mission church in 1814. Soledad brought water in an aqueduct a distance of fifteen miles. Horses in great numbers were raised at this mission.



76. San Carlos (Carmel) Mission as Vancouver Saw It, 1794

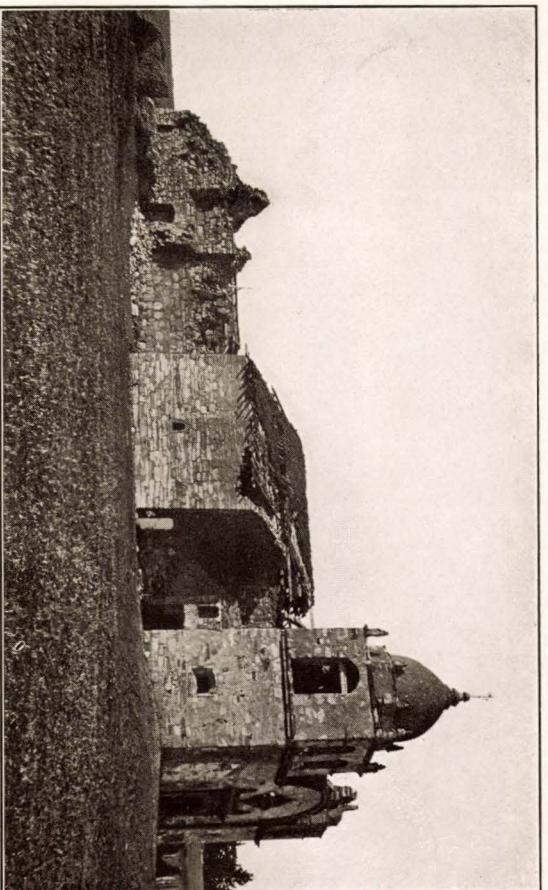
This is the oldest picture of any of the California missions. Capt. George Vancouver of the British Navy, who visited California in 1794, gives us an excellent description of Spanish California as an Englishman saw it. Sykes, the artist of the expedition, made this sketch of Mission San Carlos. You will note that the present mission church is here shown in the process of erection. It was completed in 1797.



77. San Carlos (Carmel) Mission in the Thirties

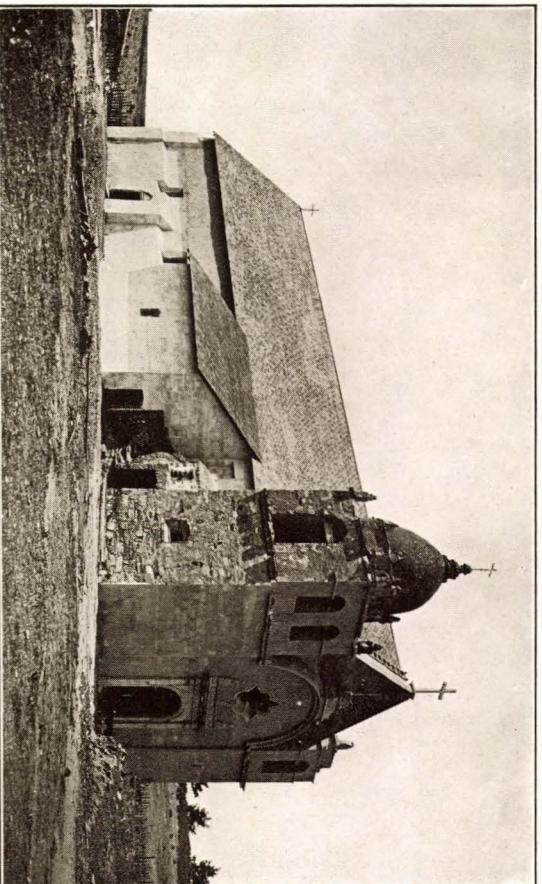
These two pictures were made from contemporaneous sketches by artists who visited the mission before it had gone to ruin. The upper one, a sketch by Wm. Smythe made about 1823, gives us a comprehensive view of the mission from the front. Many of these buildings have long since disappeared.

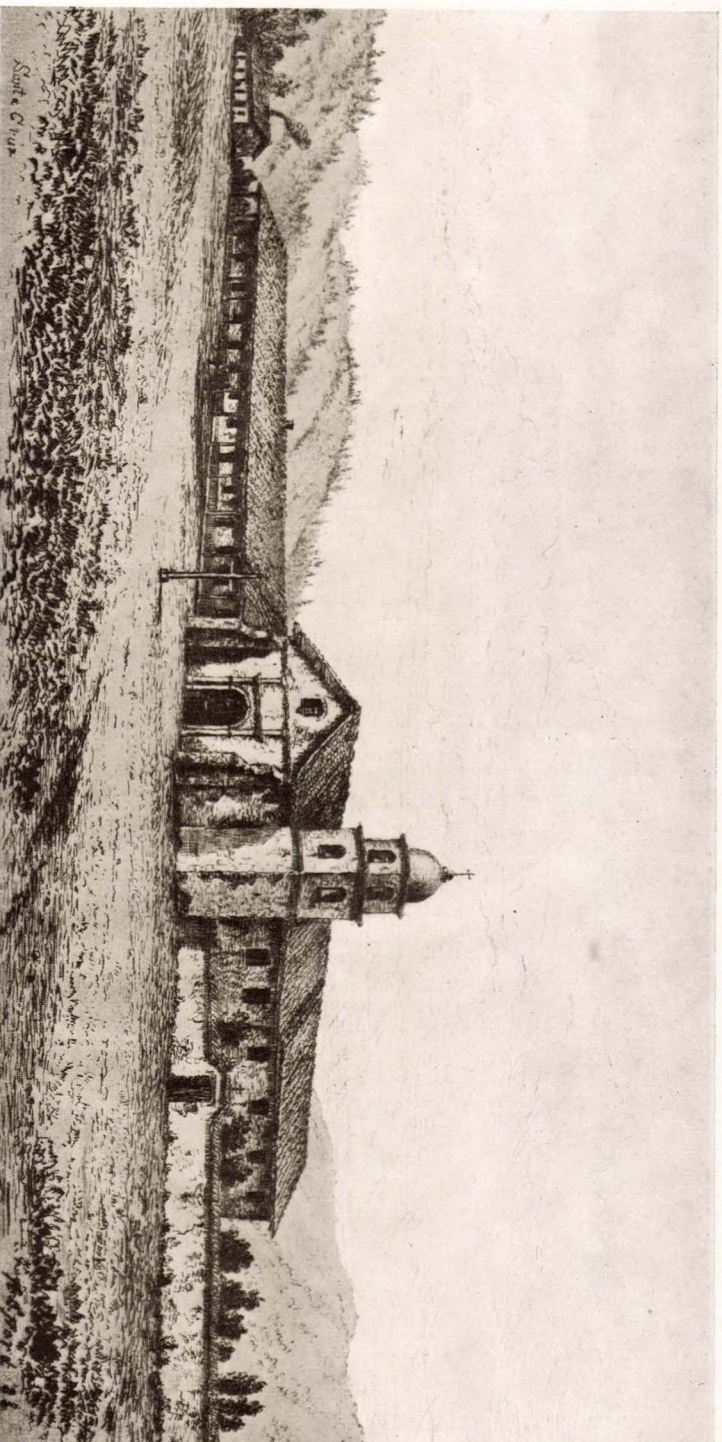
The lower picture, taken from a sketch in a French work published in 1839, affords us a view from the rear showing the mission enclosure.



78. When Restoration Was Not Restoration

These two photographs show the changes made in the appearance of San Carlos (Carmel) Mission at the time it was "restored" in 1884. The upper view shows the ruined church, the roof line of which met the facade behind the top of the arch. The towers both reached above the peak of the roof. The architect in planning restoration, disregarding the former lines, raised the tip of the roof some twelve feet thus destroying very largely the beauty of the Spanish architecture. In the later building the steep shingle roof dominates the whole structure, whereas the gentle sloping tiled roof of the padres was not more noticeable than the other features.





From Original Etching by H. Chapman Ford

79. Mission San Juan Bautista

Mission San Juan Bautista, founded June 24, 1797, was the second of four missions established in California by Father Lasuen during that year. It is located in the quiet little town of San Juan on the main coast highway. The church which now stands is probably the one begun by the padres by the laying of a corner stone, June 3, 1803. It was completed in 1812. Originally it had a dome over the belfry. This was badly injured in an earthquake of 1836. A wooden spire was later built to replace the dome, but recently the dome-like structure has been restored. This etching shows the mission before the wooden steeple had been erected.



From Original Etching by H. Chapman Ford

80. Mission Santa Cruz

Mission Santa Cruz was founded September 25, 1791. Its first site was unsatisfactory because its low position subjected it to floods. A later church was also demolished by the winter storms. Since the tower of the church fell in an earthquake of 1840 and the front wall collapsed in 1857, photographs are not obtainable. This etching, in which Ford reproduces the mission, is the best view we have.

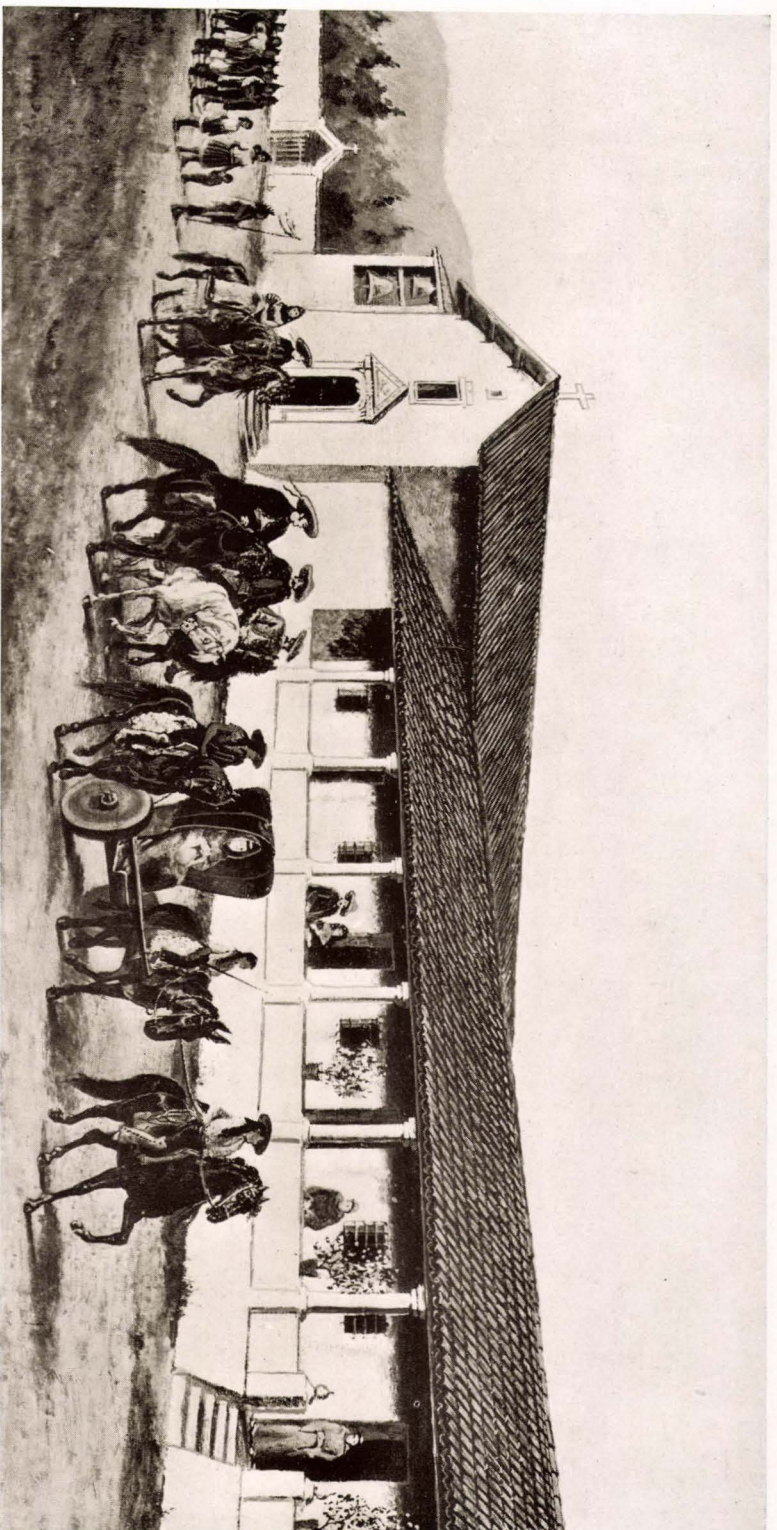


From Original Painting by Oriana Day

Courtesy M. H. de Young Museum

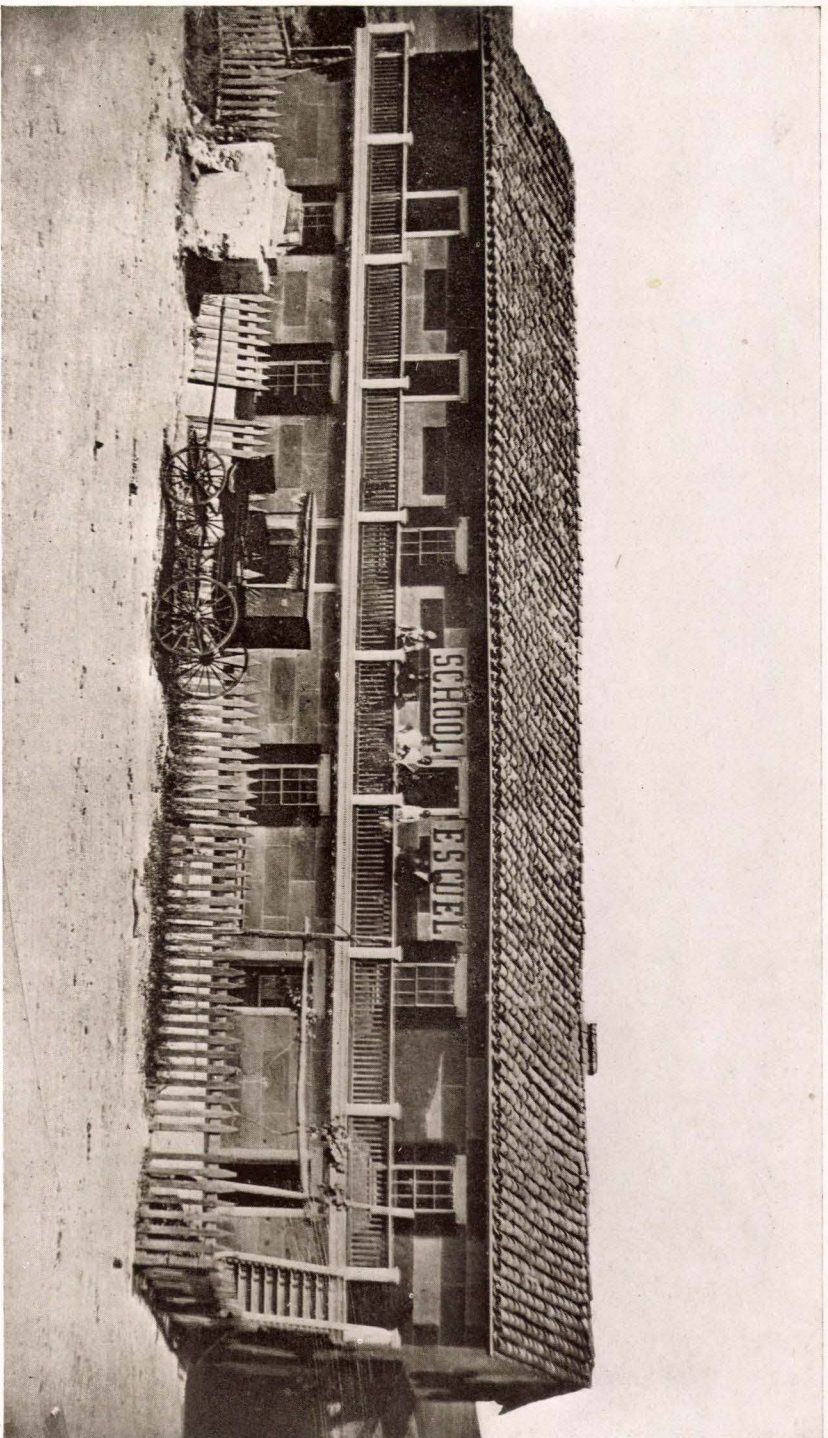
81. Mission Santa Clara

The Mission of Santa Clara de Asis was founded January 12, 1777. Like many of the missions it has been moved, and now occupies its third site. The University of Santa Clara, under the Jesuit Order, still uses a portion of the old mission structures.



82. Mission San Jose

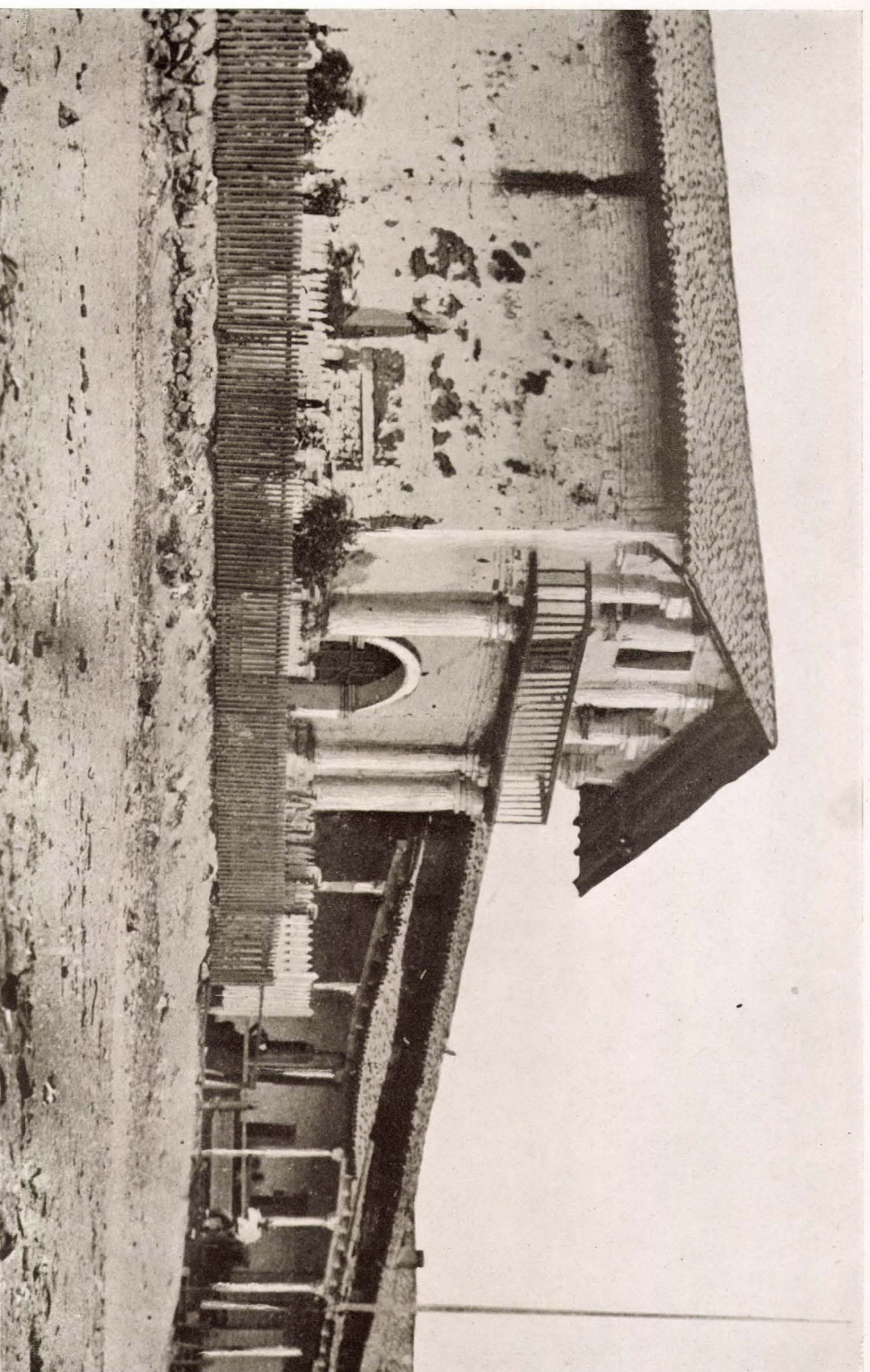
The Mission of San Jose de Guadalupe was founded June 11, 1797, by Father Lasuen. Although the fourteenth of the missions in order of founding, it stood second in the number of neophytes under its control at one time. Statistics show that in 1831 there were nearly nineteen hundred Indians gathered at this mission.



From a daguerrotype by J. M. Ford

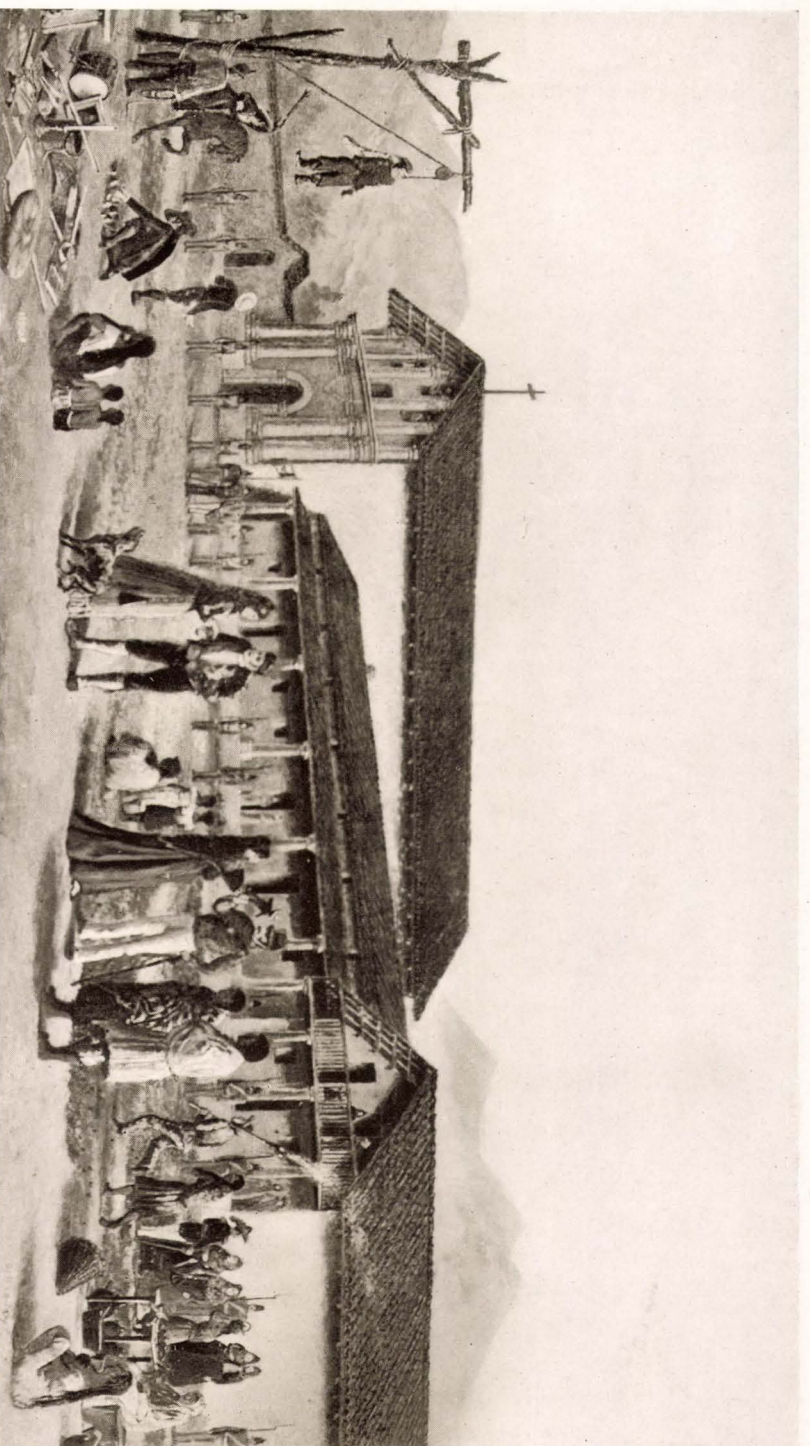
83. Mission San Jose, 1853

Following the American conquest and during the days of forty-nine Mission San Jose was an important way station between the pueblo of San Jose and the mines. James Frazier Reed, one of the Donner party, leased the orchard and garden lands and raised fruit for the markets. Here many travelers found rest on their journey. At the date the picture was taken (1853) the building was used as a school. The carriage in the foreground is said to have belonged to J. C. Fremont.



84. Mission San Francisco

This mission was named for St. Francis of Assisi, the founder of the Franciscan Order. Since it was located on Dolores Creek, it is frequently referred to as Dolores Mission. This picture of a half century ago shows the mission with some of its earlier surroundings.

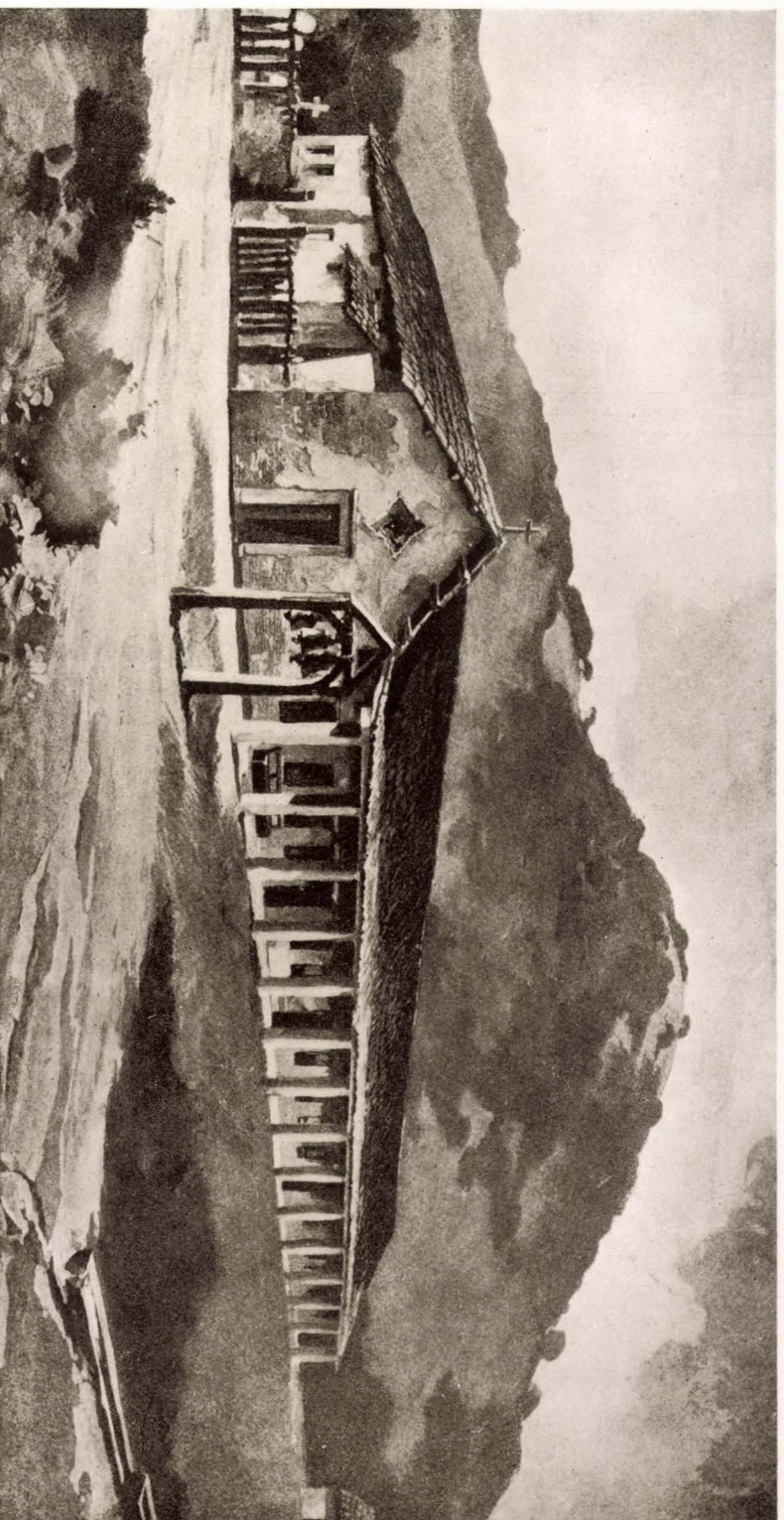


From Original Painting by Oriana Day

Courtesy of M. H. de Young Museum

85. Judas Day at Mission Dolores

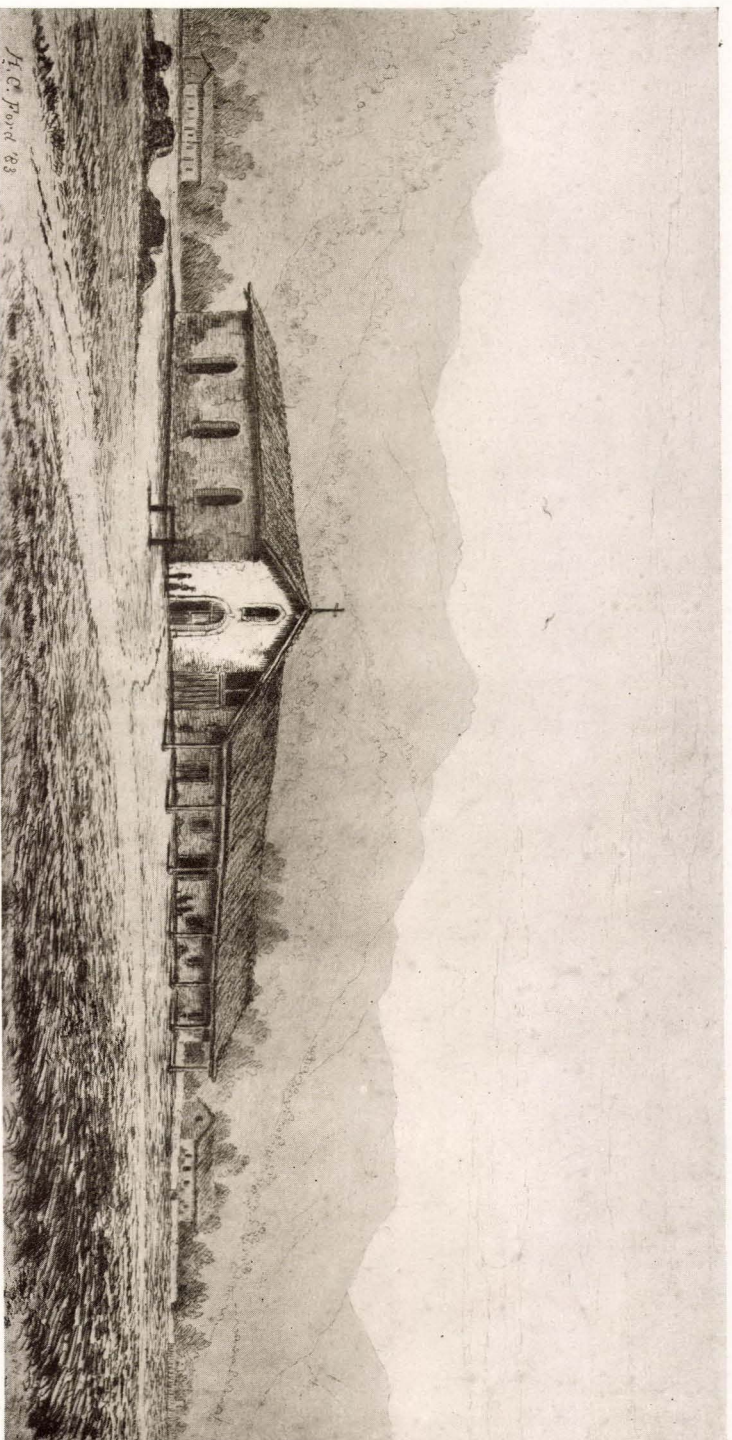
This painting gives an idea of life at the missions in the early days of California. Judas Day gave the youth of that period an opportunity to combine frivolity with religious observance. On the evening of Good Friday, Judas, the traitor, was hanged on a gallows and on the following day was burned in effigy. During the night it was said his evil spirit was responsible for many petty thefts and other trifling misdemeanors such as are practised by the Anglo-Saxon youth on the Eve of All-Saints Day (Halloween). In the picture may be seen a large assortment of articles which have been accumulated in this manner and which are awaiting their owners. The burning of Judas was a time of celebration and rejoicing participated in by all classes.



From Wash Drawing by H. Chapman Ford

86. Mission San Rafael

Many of the Indians at Mission San Francisco came from across the bay to the north. Since sickness was prevalent at the mission, it was decided to establish a sub-mission across the bay as a sanitarium for the convalescent neophytes. On December 14, 1818, Mission San Rafael was founded.



From Original Etching by H. Chapman Ford

87. Mission San Francisco Solano

The most northerly and last of the Spanish missions, San Francisco Solano, was founded July 4, 1823, at the place now known as Sonoma. It is usually called Sonoma Mission. Although we speak of this as a Spanish mission, we must remember that in 1822 Mexico replaced Spain in California, so this was never under the rule of Spain. Its establishment was doubtless due to the desire to occupy the northern frontier against the Russians who had established themselves at Fort Ross.



From Drawing by W. H. Hilton

88. The Rodeo or Round-Up

In the days of pastoral California there were no fences dividing one ranchero's possession from his neighbor, for each owned many leagues of land. The cattle were allowed almost complete freedom, but once a year a round-up (el rodeo) was held while the calves were still with the mothers. All the ranchers of the neighborhood would gather. Judges of the Plains would be chosen to settle disputed cases and the ownership of all unmarked cattle would be determined.



From a Contemporary Sketch

89. The Mode of Catching Cattle

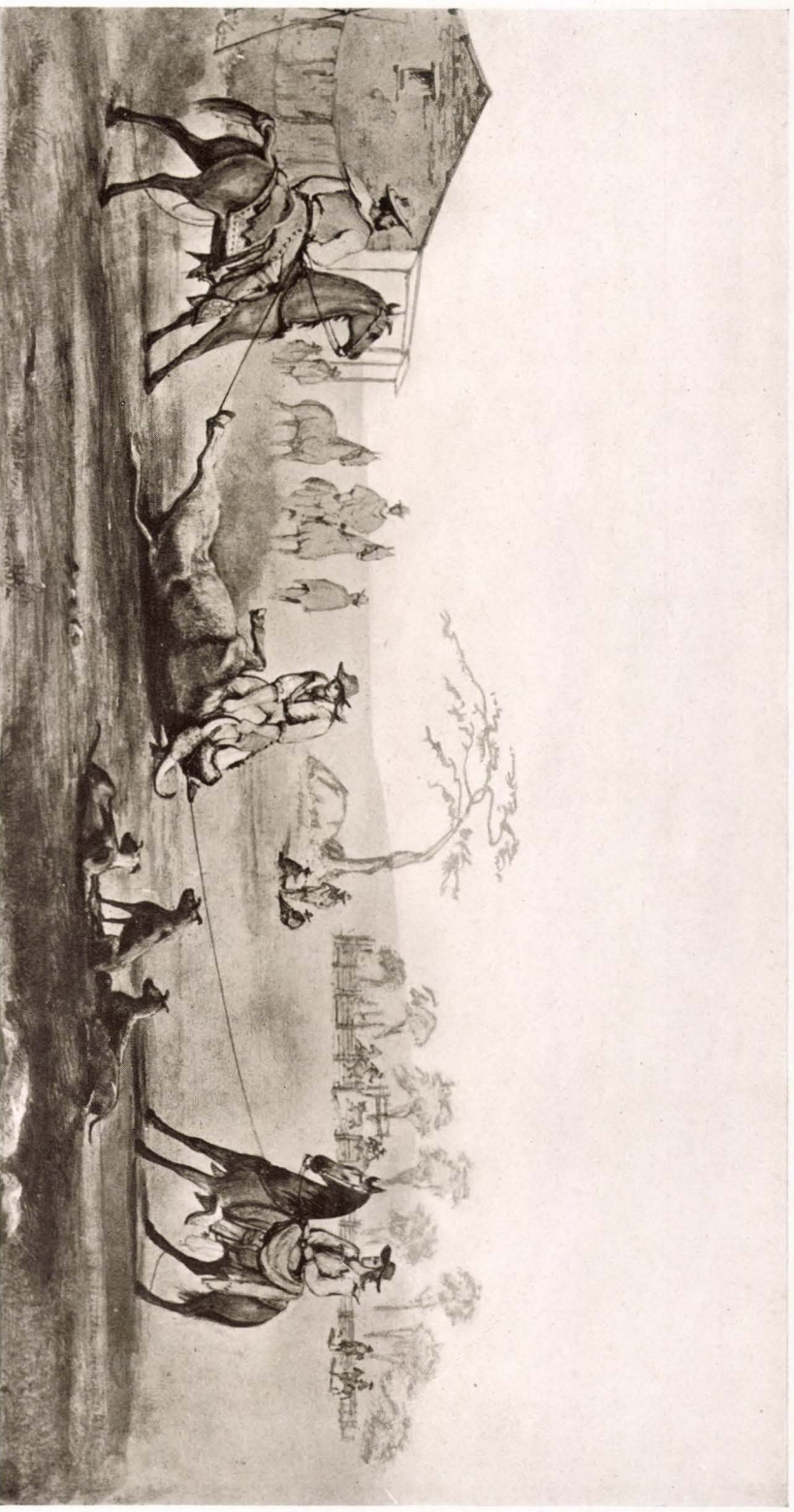
The Californian lived on his horse and was an expert with the lasso or lariat of rawhide. With this he could catch the horns or the leg of a running steer and throw him to the ground. His horse was also well trained and knew how to brace himself so as not to be thrown by the sudden strain.



From Sketch by E. Vischer

90. Branding Cattle

In the absence of division fences to keep the herds separate it was necessary that some means be adopted to indicate ownership. Each year the young stock was rounded up and marked on the hip with a red hot branding iron. This iron was registered with the proper officials and no one was allowed to use a similar brand. This system is still in use in some parts of California.



From Sketch by E. Vischer

91. The Matanza or Slaughter Day

The great herds of pastoral California were prized more for their hides and tallow than for the beef they would yield. Although young steers would be killed from time to time for food as the need arose, the great time of slaughter came once a year, when, from the males of three years or over, a selection was made for slaughter. The tallow was tried out and run into hide cases of twenty-five pounds each (an arroba) and the remaining hides stretched out to dry.



92. Catching Wild Horses

The gentle climate of California was well adapted to raising stock. Horses as well as cattle multiplied rapidly. A horseman was wont to ride one horse until it was exhausted and then catch another and continue on his journey. Breaking wild horses was a science but furnished sport for the California youth. A wild horse would be lassoed, saddled and bridled. The rider would then mount him and ride him until he was completely tamed.



93. La Trilla, Threshing the Grain

John Bidwell, who came to California in 1841, describes a harvest scene in an interesting manner. In the fields Indians equipped, some with sickles, some with knives, others with implements made of scrap-iron or even of wood, would be seen gathering grain. This would be piled in a heap in the center of a high adobe corral. Wild horses were then driven in and made wilder by the Indian yells and within an hour would have the straw ground to bits. Bidwell says he saw two thousand bushels of grain thus threshed in a single hour.



From Anonymous Painting

Courtesy M. H. de Young Museum

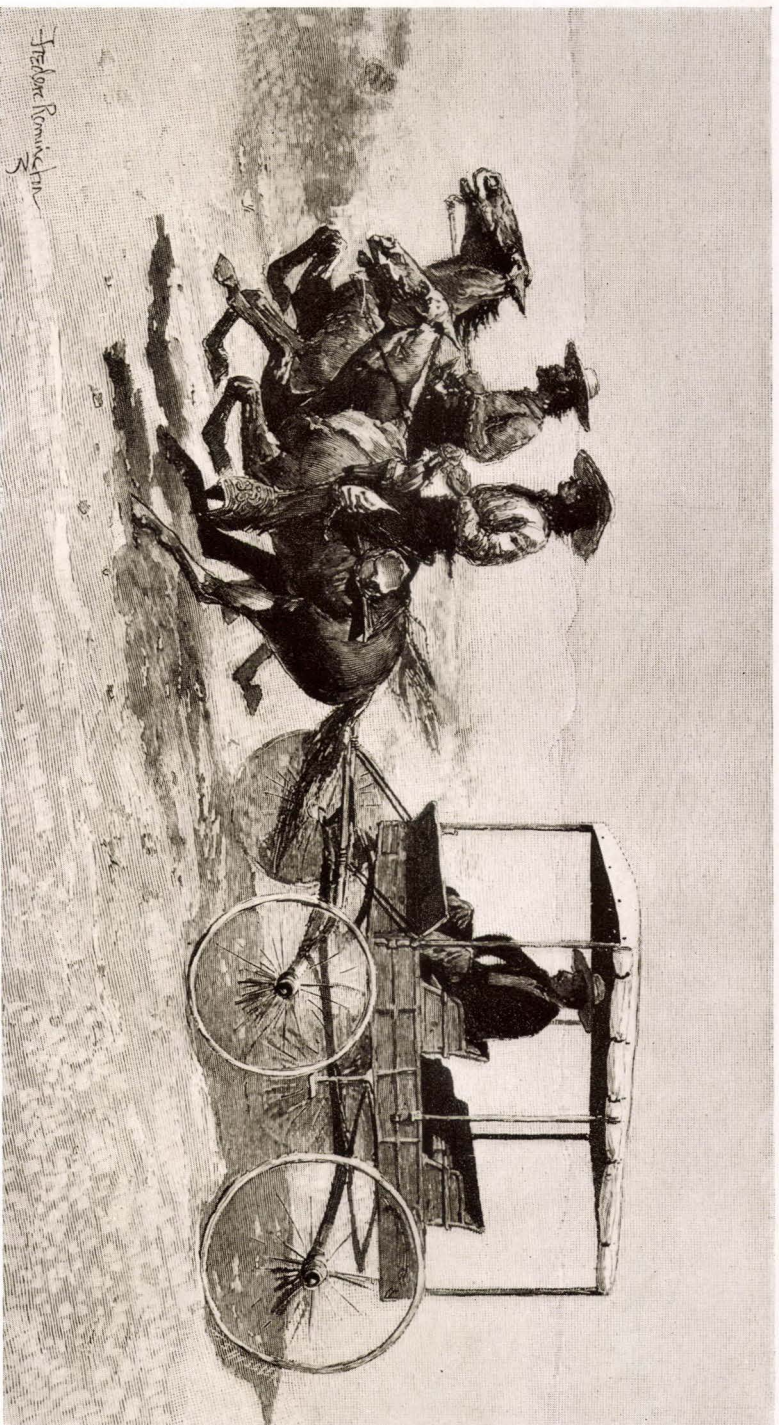
94. **A Horse Race in Pastoral California**

Physical labor had no charms for the Californian of the pastoral days but he was fond of riding and performed most of his tasks while in the saddle. He was especially attached to his horse and frequent contests grew out of the rivalry between the young bloods regarding the merits of their respective steeds.



95. Snatching the Rooster

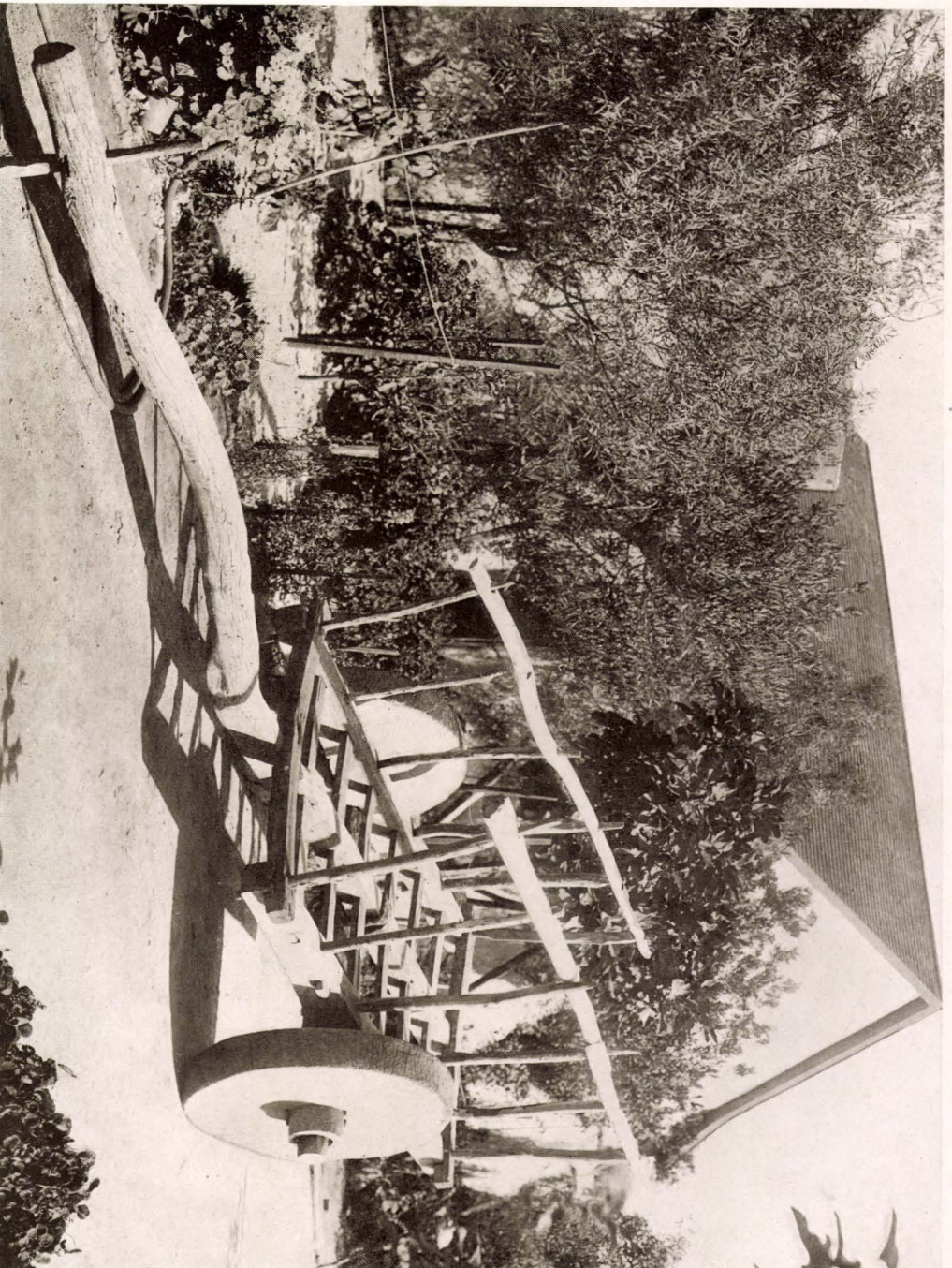
The Californians, it is said, always rode on the gallop, never even reining in to smoke. This picture shows one of their varieties of sport, the *Carrera de Gallo*. A rooster would be covered with loose earth having only his head exposed. The rider then at a full gallop would seize the fowl by the head without checking the speed of his horse. It is also reported that a horseman at San Jose won a wager that he could start at full gallop with a tray of a dozen wine glasses filled to the brim and run fifty yards, stop suddenly and deliver the wine without the loss of a drop.



From Drawing by Frederick Remington

96. The Governor's Carriage

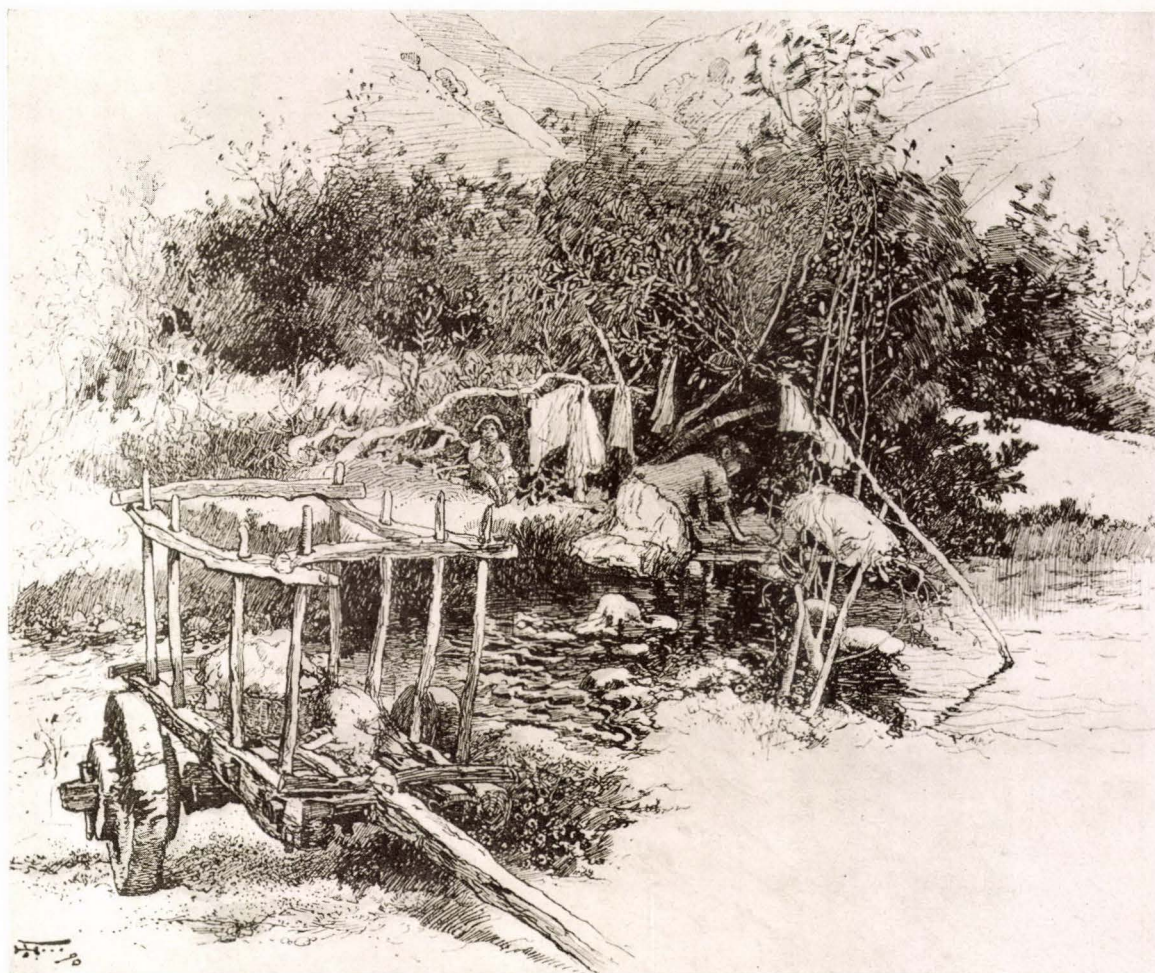
Until just before the American Conquest, there were no vehicles in California except ox-carts. When Governor Micheltorena came to California in 1843, he brought as an ambulance a one-horse spring wagon. But in California, he found no harness. Two mounted vaqueros were pressed into service. They lashed the shafts to their saddles and proceeded in regular California style.



Photograph by McCurry Foto Co.

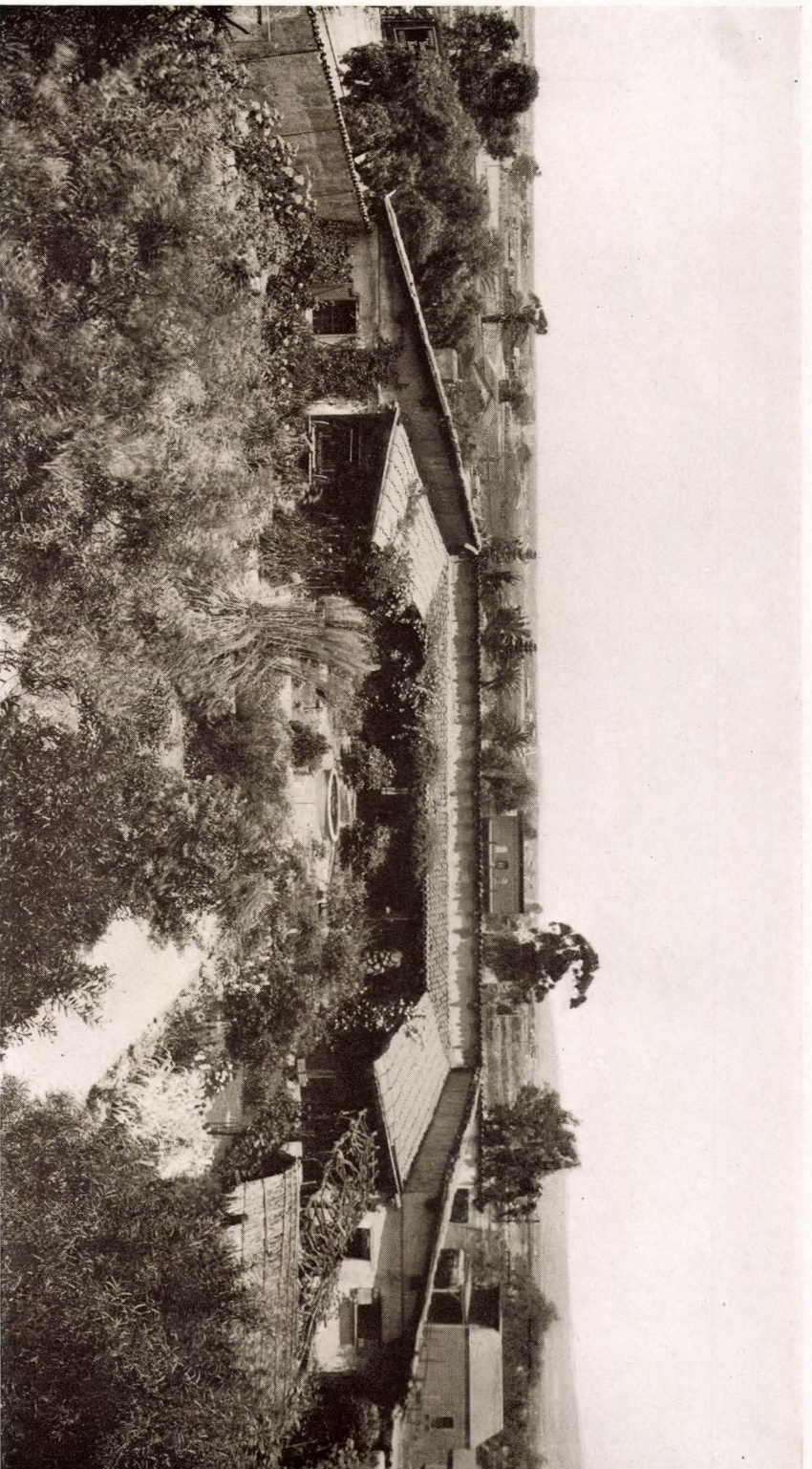
97. A Spanish California Carreta

Transportation in the days of pastoral California was slow and crude. This picture shows an old ox-cart which still remains from that period. The great wheels were sawed out from the trunk of a tree and were not always absolutely circular. The axles were also of wood and quickly became worn. Tallow was applied at very frequent intervals and yet the squeaking of the wheels was always a part of the ride. For pleasure trips the floor of the cart was covered with straw and a top was provided as protection from the sun.



98. Wash Day on the Rancho

To do her washing the California housewife of a century ago had to travel to a creek or a river. It was customary, therefore, to hold back the articles that might need laundering until the accumulation justified the trouble. When washing time occurred, all the clothes including those of the neighbors, were gathered up, piled on a carreta and taken to the place for washing. Here the family resided for a time. When after a few days the wash was all done they returned home. A young calf was slaughtered and a feast accompanied by song and dance closed the occasion.



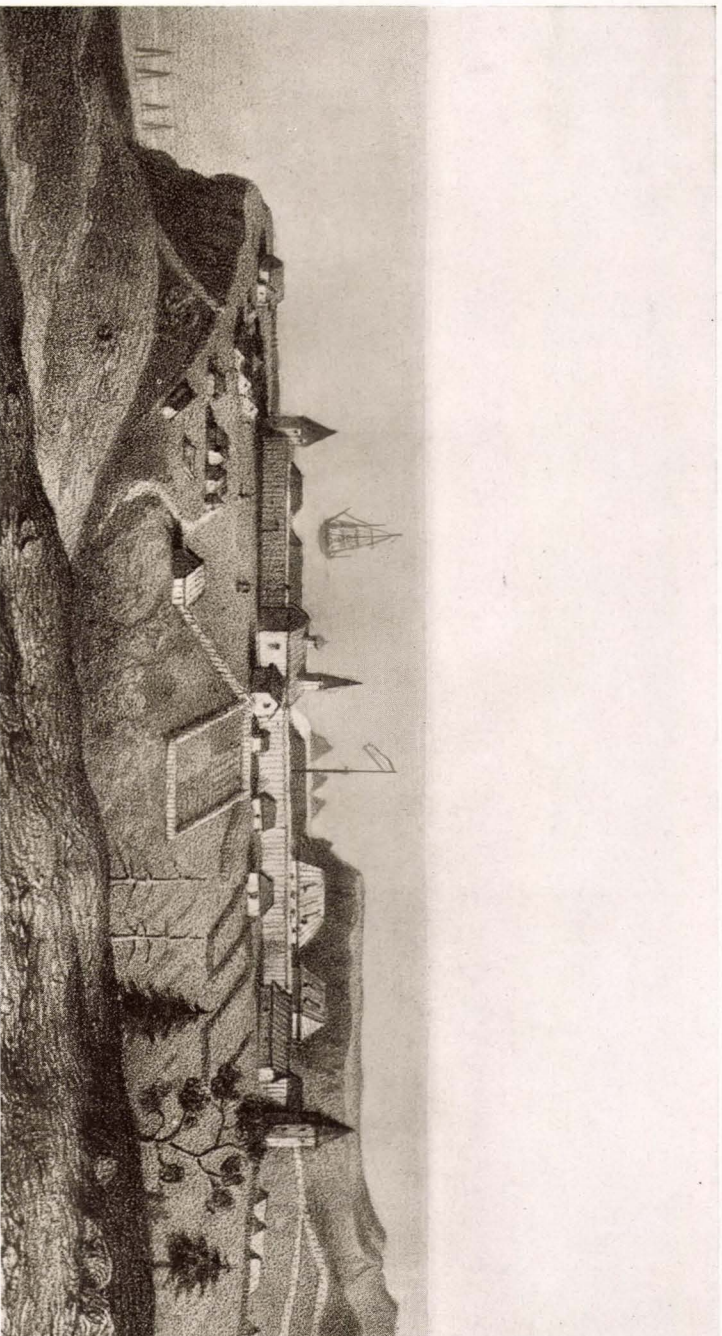
99. Patio of Spanish California Residence

Following probably the old Roman idea of an inner court in their homes, the Spaniards brought to California the *patio* as a part of their domestic architecture. This court, usually equipped with a fountain, afforded a meeting place as well as a work place for the family. The outer buildings not only gave a secluded effect but afforded actual protection in case of attack and kept out the loose cattle that roamed the fields in hundreds.



100. Presidio De Monterey, 1794

In addition to the missions, the Spaniards had also the pueblos at San Jose and Los Angeles and four presidios. The presidios were located at San Diego, Santa Barbara, Monterey, and San Francisco. The Presidio of Monterey, founded in 1770, the same time as the Mission, held first place as the military and social capital of California. In recent years, the United States Army has reoccupied the old presidio grounds as a military post under the old name.



From a Contemporary Print

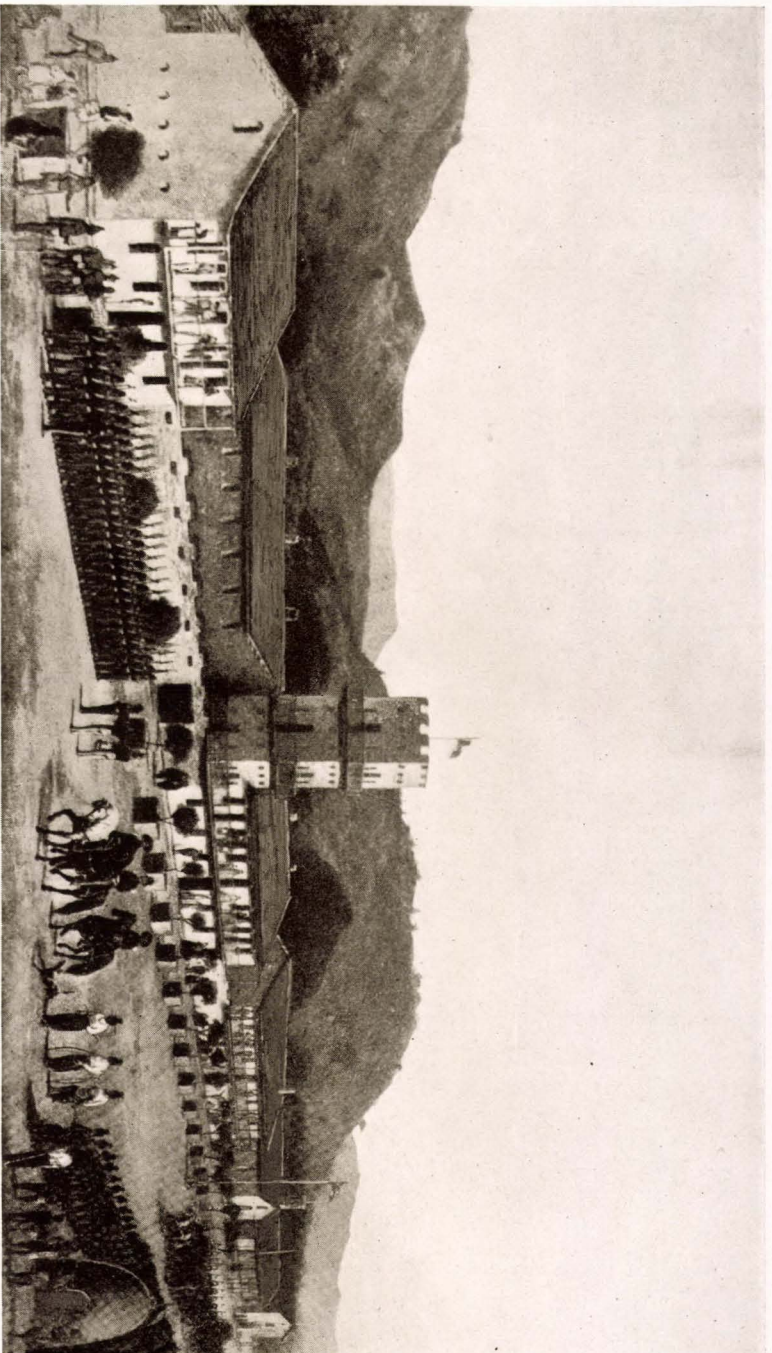
101. Fort Ross About 1830

Fort Ross, located upon the coast of Sonoma County about ten miles north of the mouth of the Russian River, is a reminder of the part California played in world politics. Beginning in the days of Peter the Great, about 1700, Russia expanded rapidly not only toward Europe but across Siberia. By 1800 she had established her colony at New Archangel (Sitka) and was looking southward for a warmer climate and more fertile fields. In 1812 a colony was established at Fort Ross. Here they raised grain and produce for the Alaskan colonists and from here they hunted for seals and sea-otters. But by 1822 the sea-otters were exhausted, so when President Monroe declared emphatically that the United States was opposed to the extension of European colonies in America, the Russians decided to withdraw. In 1841 they sold their property to John A. Sutter.



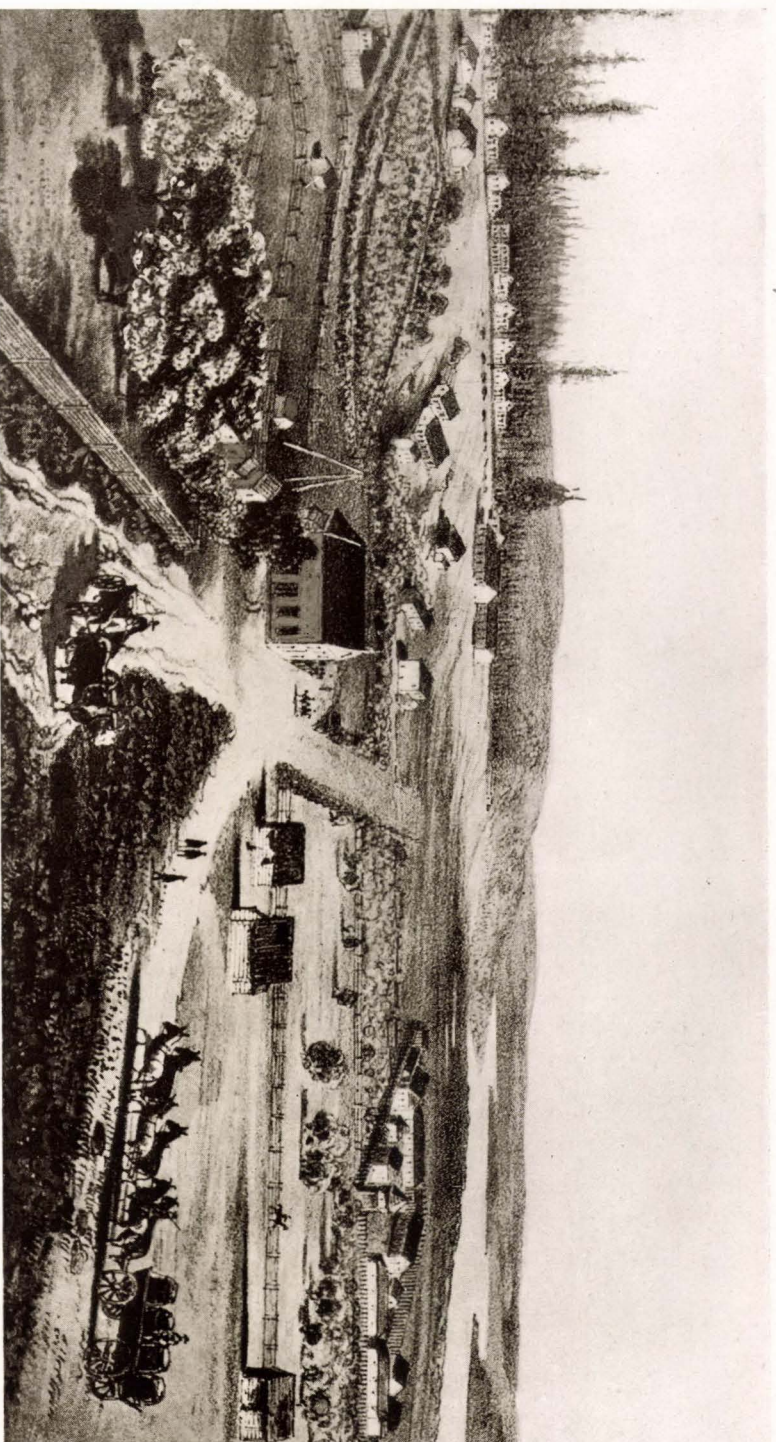
102. The Greek Church at Fort Ross

As the result of an appropriation made by the State Legislature in 1925, efforts have been made to restore Fort Ross to its original condition, including the old Russian Church. Services under the authorities of the Greek Catholic Church were held there on July 4, 1925. This church marked the most distant outpost of the extension of the Eastern Catholic Church from Constantinople; there it came in contact with the Western (Roman) Catholic Church which had come around the world westward.



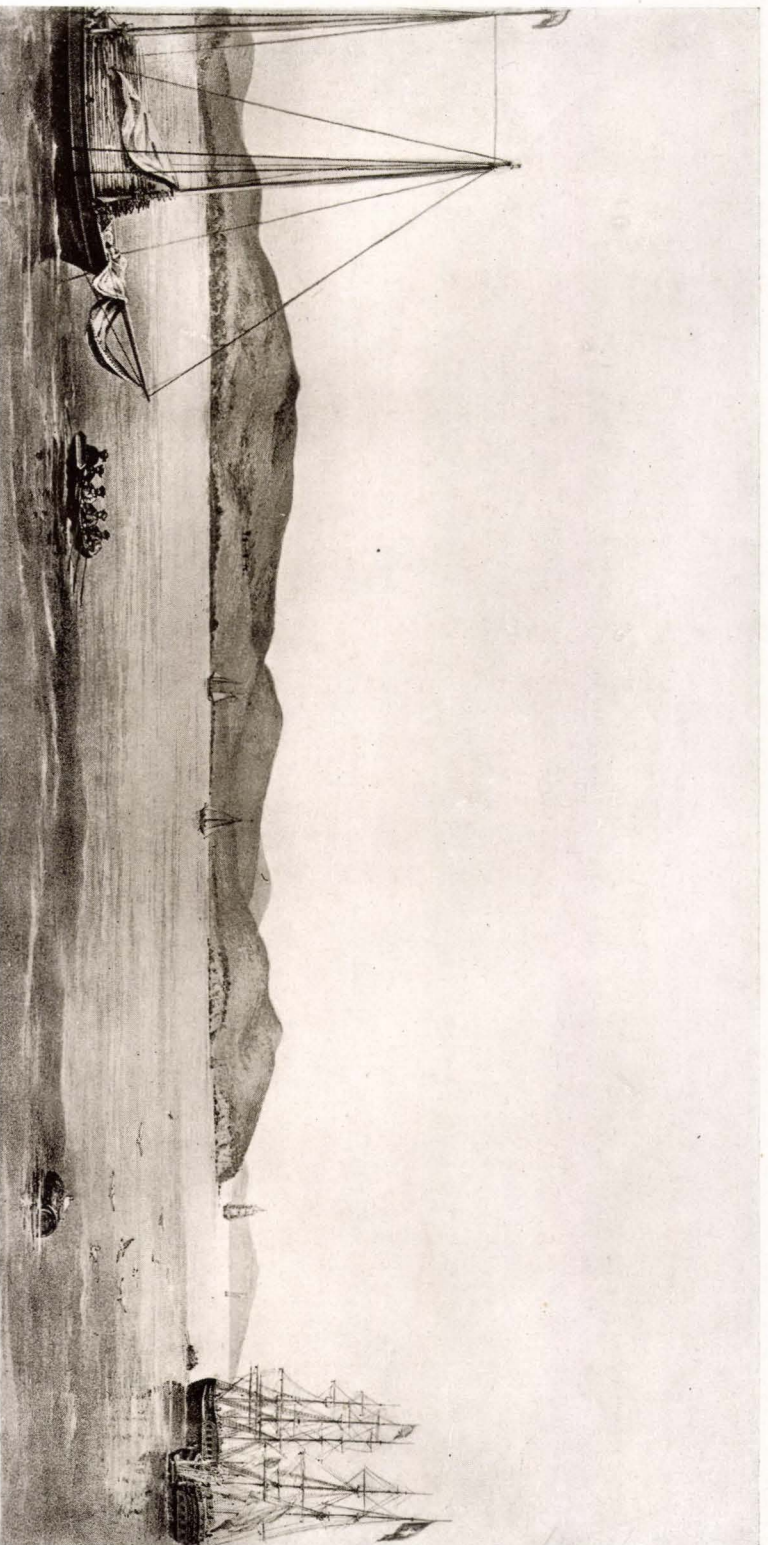
103. General Vallejo's Troops at Sonoma, 1836

Sonoma was considered by the Mexican rulers as a frontier outpost. In fact, it seems to have been established in 1823 in an effort to stop further advance of the Russians. General M. G. Vallejo, with headquarters here, was in charge of La Frontera del Norte. This reproduction from an old painting represents General Vallejo reviewing his troops upon the Plaza at Sonoma.



104. Fort Vancouver, Headquarters of the Hudson Bay Company

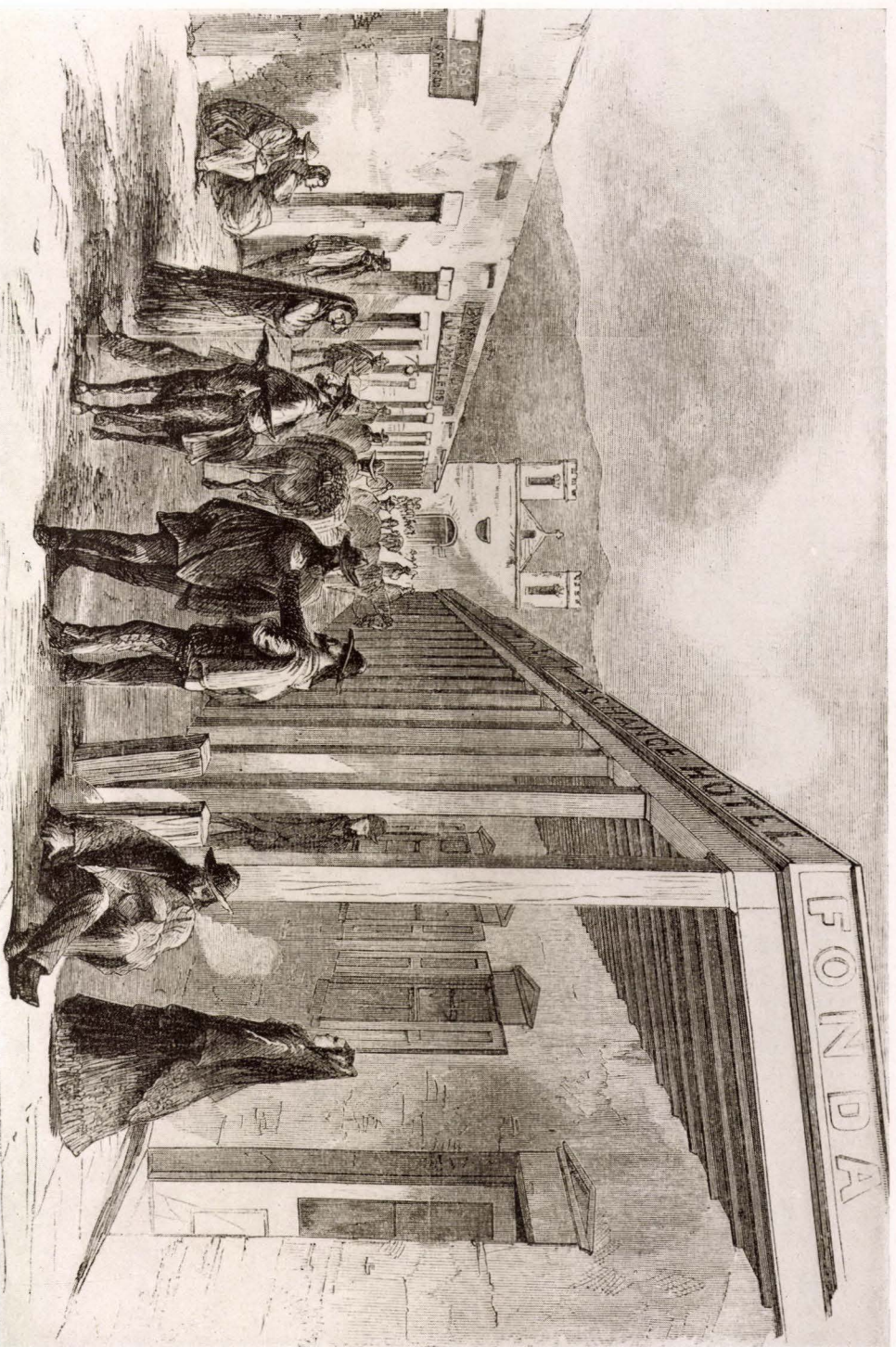
The Hudson Bay Company took an important part in the history of California during the thirties. In 1826, Jedediah Smith, a fur trader, was the first American to come into California overland. During the summer of 1828, while making their way northward, his party was attacked by Indians in southern Oregon. Smith and two others escaped and made their way to Fort Vancouver where they were kindly received by Dr. John McLoughlin the agent of the company. Following back upon Smith's trail to rescue his stolen furs, McLoughlin's men reached California. During the next decade annual expeditions were made to California for furs. Taking part in them were many French-Canadians. Their stopping place was called French Camp. The Buttes of Sutter County, Cache Creek and McCloud (McLeod) River, are names surviving from this era.



From Drawing by J. J. Voigt

105. Yerba Buena in 1837

The present city of San Francisco, strictly speaking, began in 1835 as a small village at the landing place known as Yerba Buena Cove. In that year Jacob P. Leese erected the first building. It soon attracted other settlers so that by 1846 it became a village, composed in large part of Anglo-Americans.



From an Old Print

106. Many Reached California Through Santa Fe

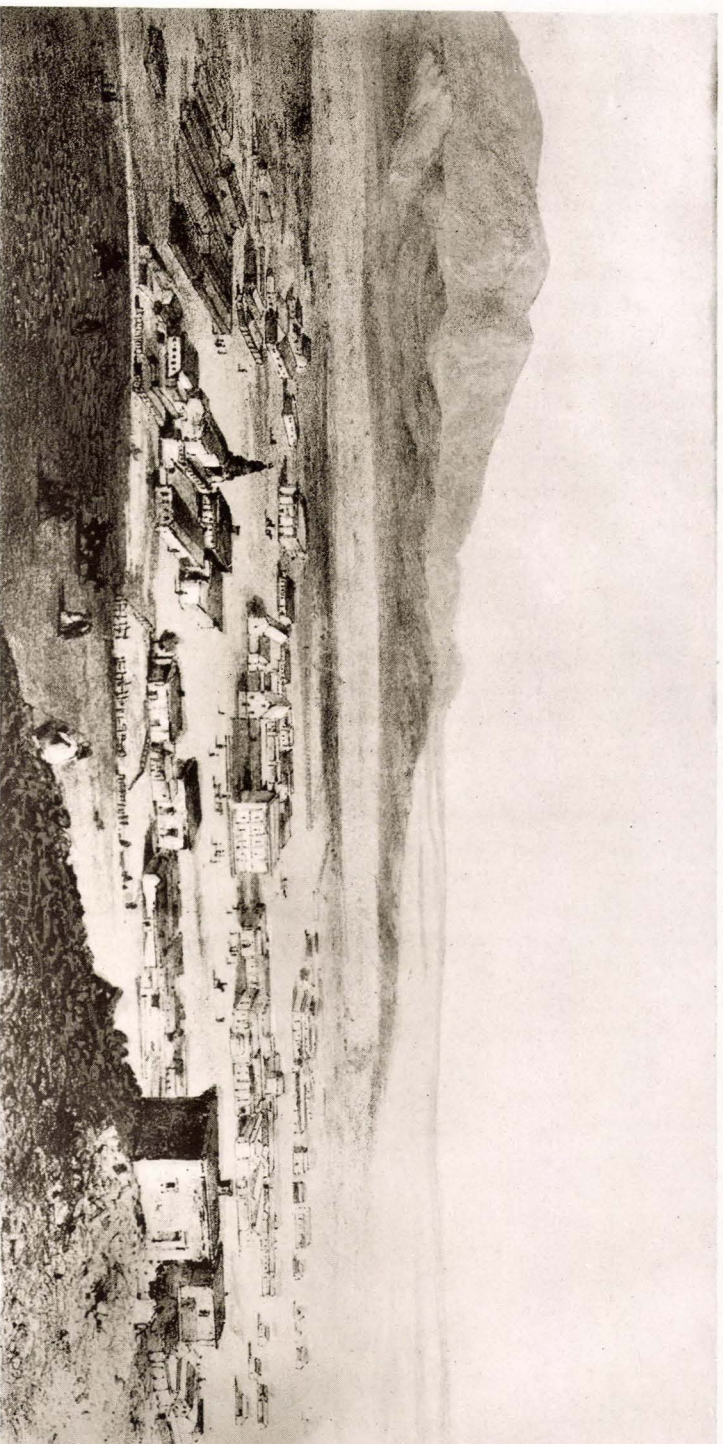
Santa Fe, New Mexico, founded by the Spaniards in 1598, was located far from Old Mexico up towards the Mississippi Valley. With the expansion of the American settlements, trade sprang up between the people of the two nations. Later this trade was extended on into California, so that by 1841 there was a continuous trail from the Missouri settlements to California by way of Santa Fe.



Photograph by Putnam Studios

107. Mount Rubidoux Near Riverside

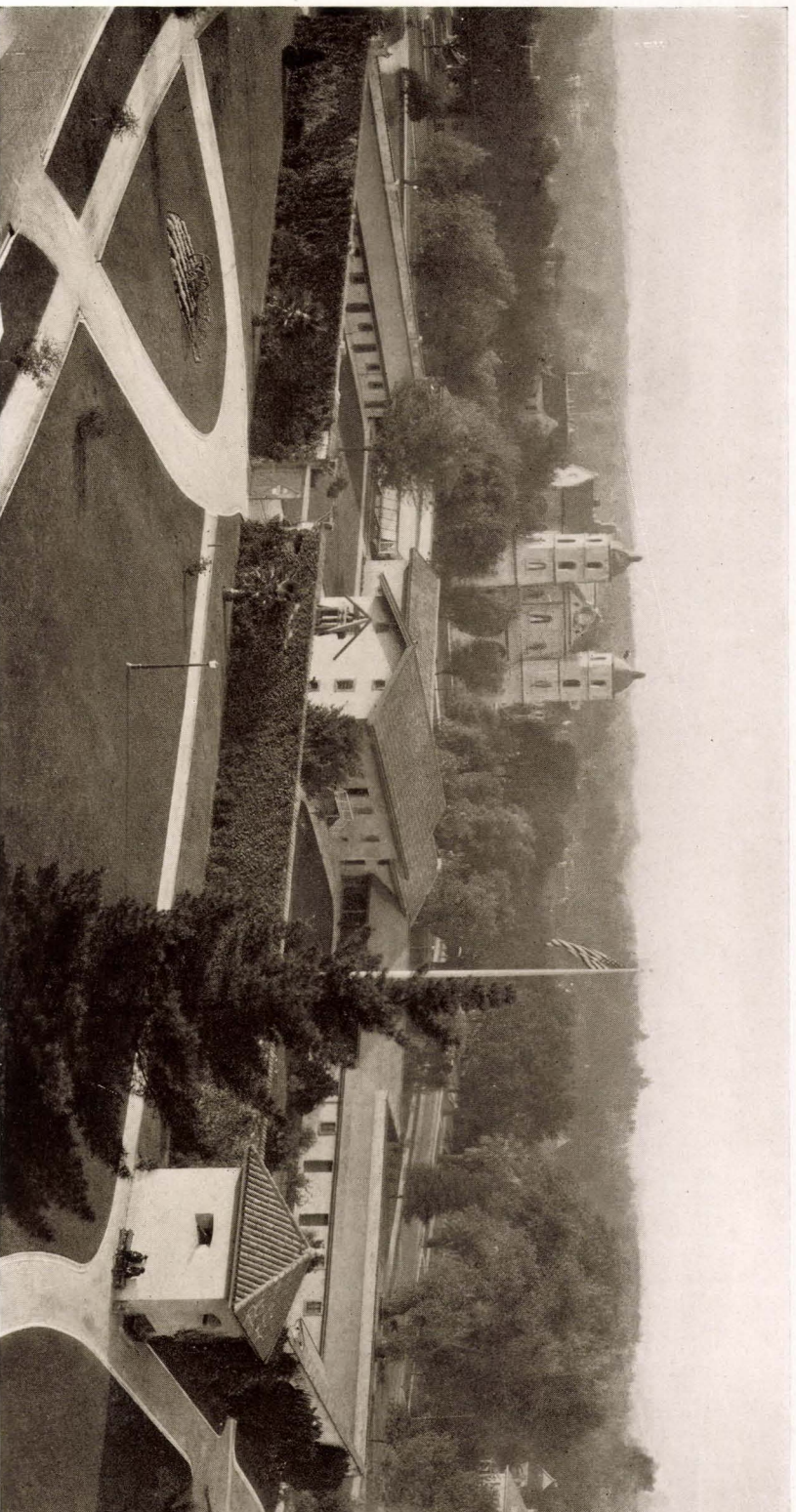
In this picture of the beautiful valley at Riverside the cross and bell commemorate the activities of Father Serra and the other missionaries who, in the eighteenth century, began work among the Indians. The name calls to memory the pioneer brothers active in the early fur-trading days, one of whom became a settler in this valley.



From an Early Print

108. Los Angeles in the Early Fifties

This is a view of Los Angeles looking east across from the plaza from Fort Hill. To the extreme left is a rectangular group of buildings which formed the plaza of the original pueblo. A flood in 1820 caused the church to be removed to higher ground. It is shown nearer the center of the picture. Just beyond the church and to the right is the home of Vicente Lugo, one of the largest land owners in the Los Angeles district. The building in the foreground at the extreme right is the old Mexican jail.



Photograph by McCurry

109. Sutter's Fort as it Appears Today

John A. Sutter was born in Baden of Swiss parents and came to California in 1840 after having spent some years in the eastern states. He had conceived the idea of establishing a colony in California. From Governor Alvarado he obtained a grant of land in the Sacramento Valley and proceeded to set up a semi-military, semi-feudal establishment, known as New Helvetia. It was equipped with materials purchased from the Russians who were then leaving Fort Ross.

Sutter's Fort, as it was usually called, the headquarters for the non-Mexican elements in California before the conquest, came into greater prominence with the discovery of gold upon the river above the fort. Sutter's Fort is now within the limits of the city of Sacramento.



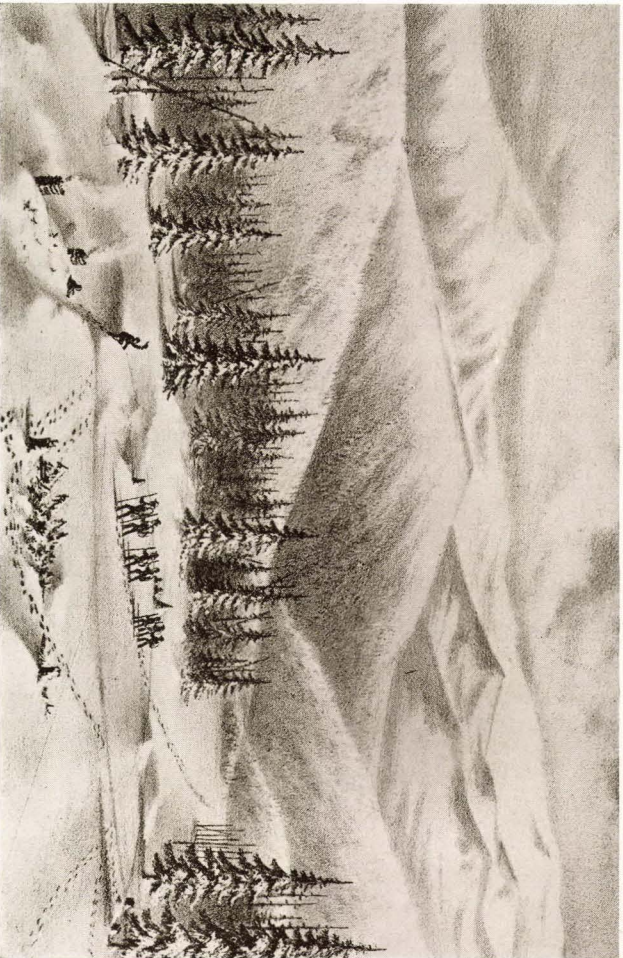
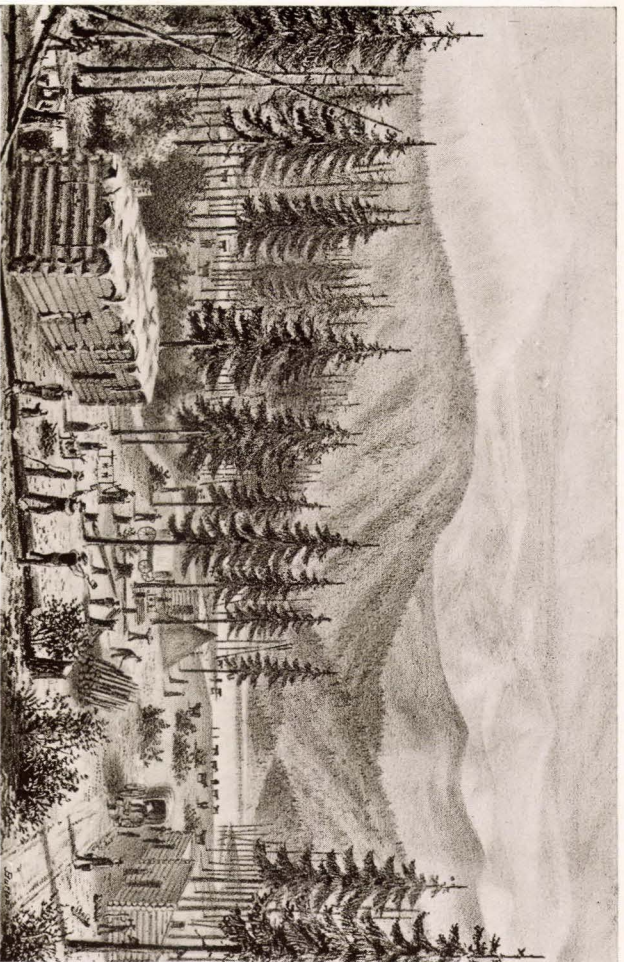
Many of the frontiersmen not only looked like Indians but were able to support themselves and live almost as independent of the ways of civilization as the Indians themselves.



Photograph by McCurry

111. Mount Lassen in Eruption, 1914

Mount Lassen in Tehama County is the only active volcano in continental United States. For many years after the coming of the Americans, it lay dormant although hot springs were in evidence as upon many other California mountains. In 1914 it suddenly renewed its activities as shown in this photograph. The mountain was named for Peter Lassen, a Danish pioneer who arrived in California about 1840.



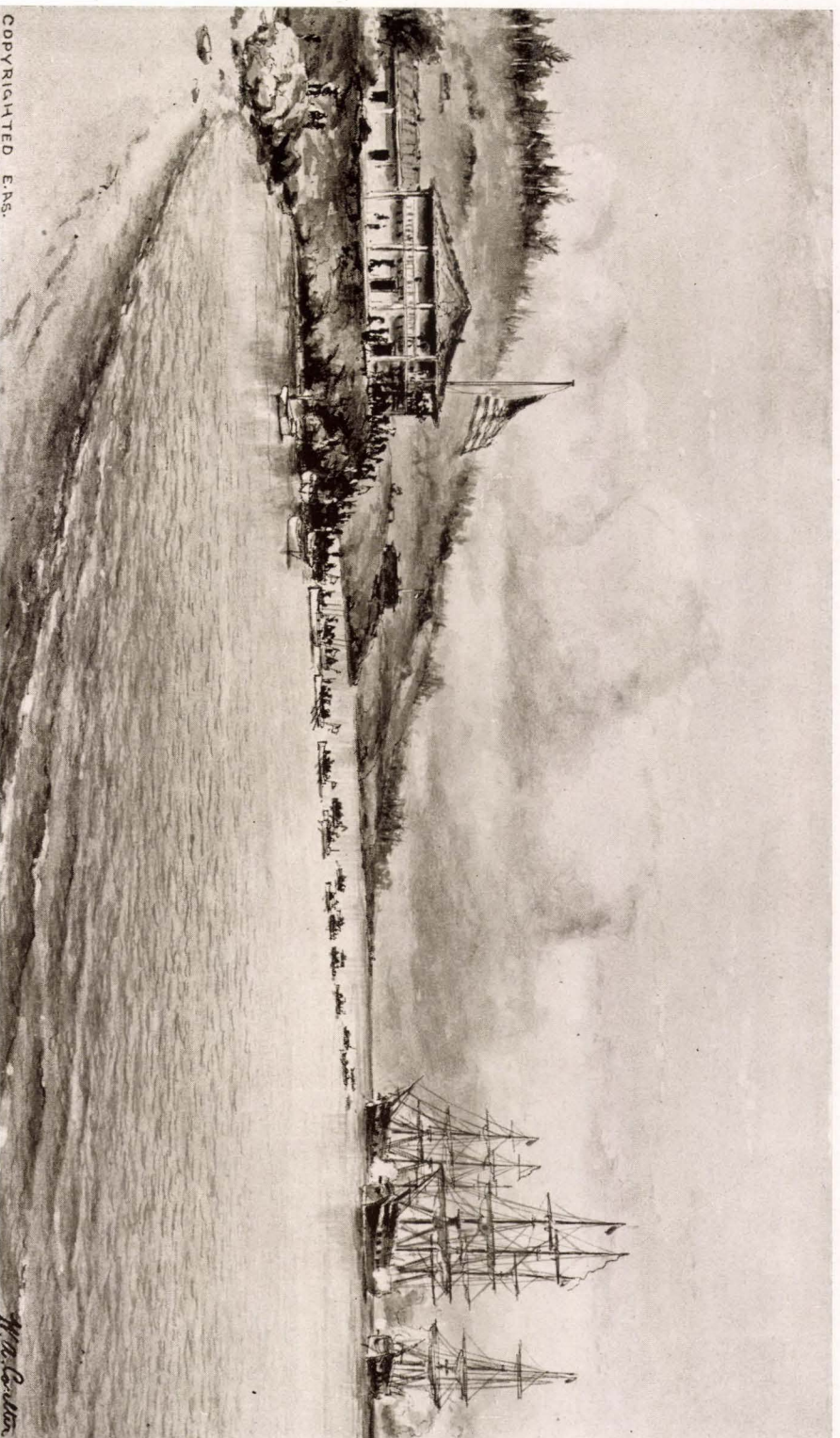
112. The Donner Party

The Donner Party left Illinois in the spring of 1846 and advanced without mishap until at Salt Lake they took what was represented to be a shorter route and were delayed when time was important. Difficulties led to discontent and a difference in opinion: Reed, one of the group, was banished from the party. When the party endeavored to cross the Sierras they were caught in the early snows and forced to camp for the winter. Reed had hastened on and with help from Sutter's Fort he returned to rescue his family and others. Of seventy-nine members of the party who went into camp, only forty-five survived.



113. The Bear Flag, June 14, 1846

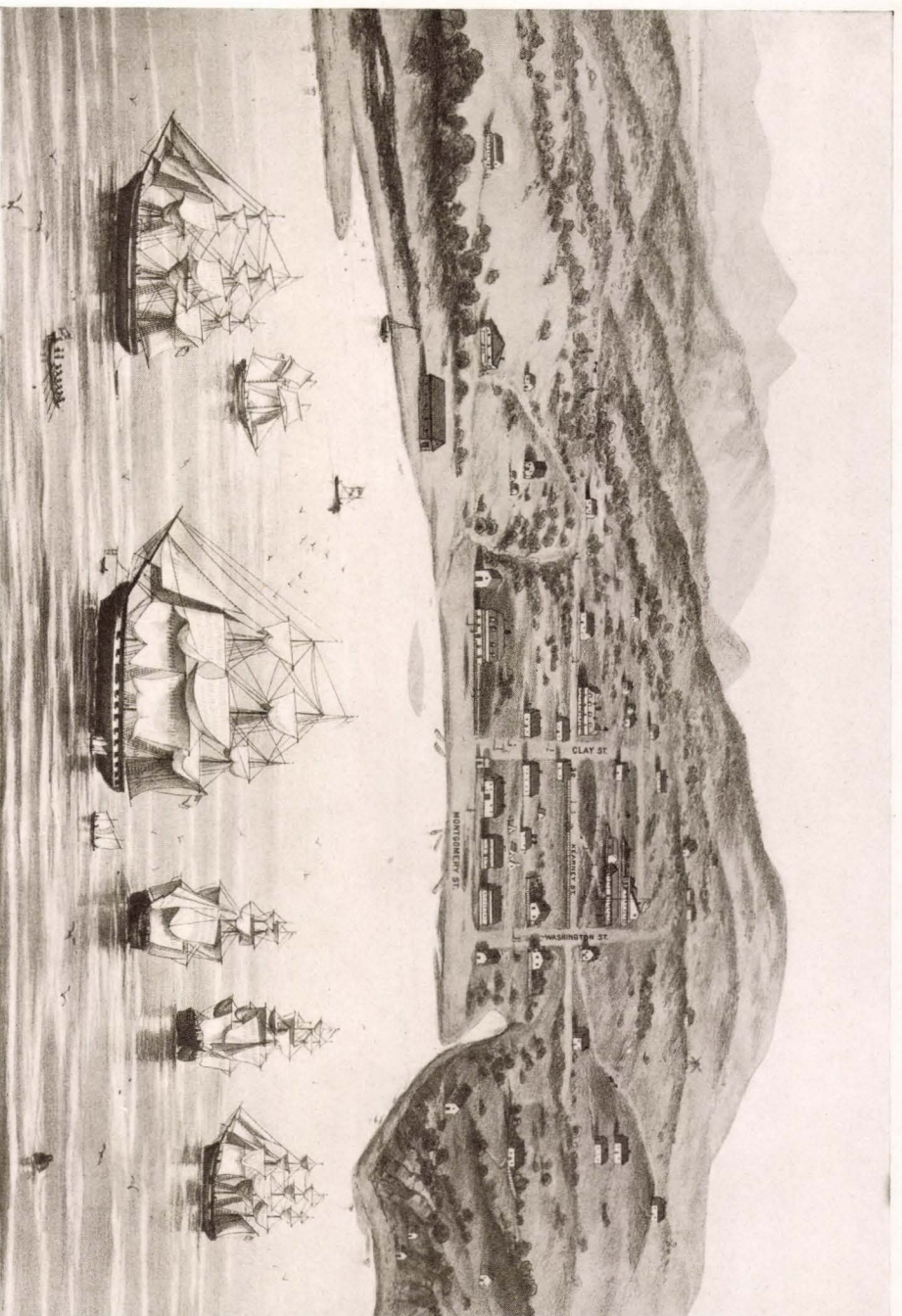
During the spring of 1846, many of the American settlers in the Sacramento and neighboring valleys felt there was real danger of their being driven from the country by Castro, the commander of the Mexican army. Encouraged by Captain John C. Fremont of the United States forces, they seized the town of Sonoma, taking General M. G. Vallejo and two other officers prisoners to Sutter's Fort. This was an act against the Mexican Government and hence revolutionary. As they did not represent the United States they could not raise the stars and stripes and therefore constructed a new flag. The base of the flag was new white cotton cloth, across the bottom of which was sewed a red strip four inches in width, taken from a red flannel petticoat worn across the plains. The star and bear were outlined in ink and filled with linseed oil and Venetian red. Because of the presence of the bear, it was known as the Bear Flag.



114. Raising of American Flag at Monterey, July 7, 1846

Courtesy of Carruth & Adamson

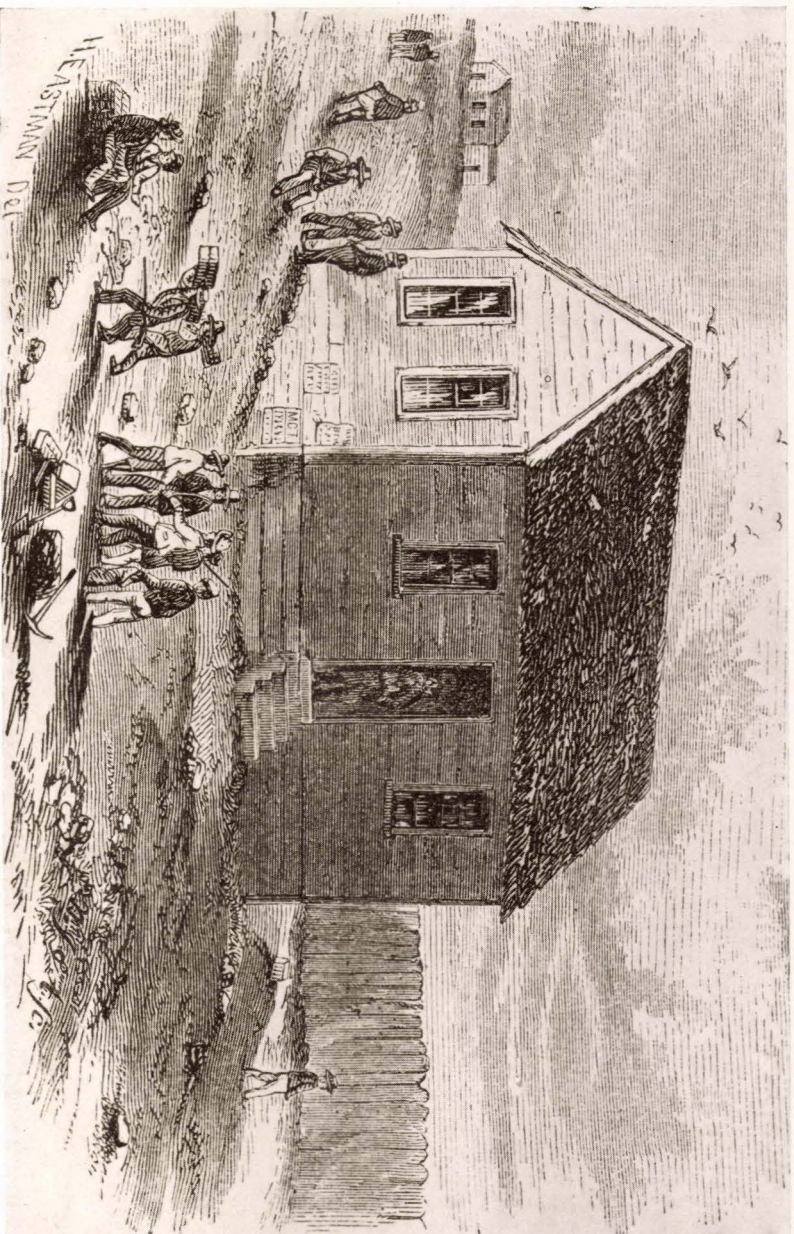
On July 7, 1846, Commodore J. D. Sloat raised the American Flag over the Customs House at Monterey. This act brought to an end the actual control of California by the Spanish speaking race. This was not the first time, however, that the American flag had been raised. In 1842 Commodore Jones, in a mistaken belief that war had been declared between the United States and Mexico, hastened to Monterey and raised the American flag, only to learn to his chagrin that the two nations were at peace. For many years there had been a strong sentiment favoring annexation to the United States. This had been carefully cultivated by Thomas O. Larkin, the United States Consul at Monterey. The people were thus prepared to accept the change of rule willingly.



115. Yerba Buena (San Francisco) in 1846

At the time of the raising of the American Flag in San Francisco, then still called Yerba Buena, it was but a small village of 300 inhabitants. The conquest brought many additional Americans as soldiers, and a company of Mormons, in the *Brooklyn* under Samuel Brannan arrived during the summer of 1846. These new arrivals gave the place most decidedly an appearance of an American town.

This picture is declared to be a faithful and accurate portrayal of the town of San Francisco as it was in March, 1847. Montgomery street is plainly shown as the waterfront. The Plaza is marked by the flagpole, just behind which is the Customs House. On Montgomery street, south of Clay street, is seen the store of Howard & Melhus, formerly the Hudson's Bay Company Building.



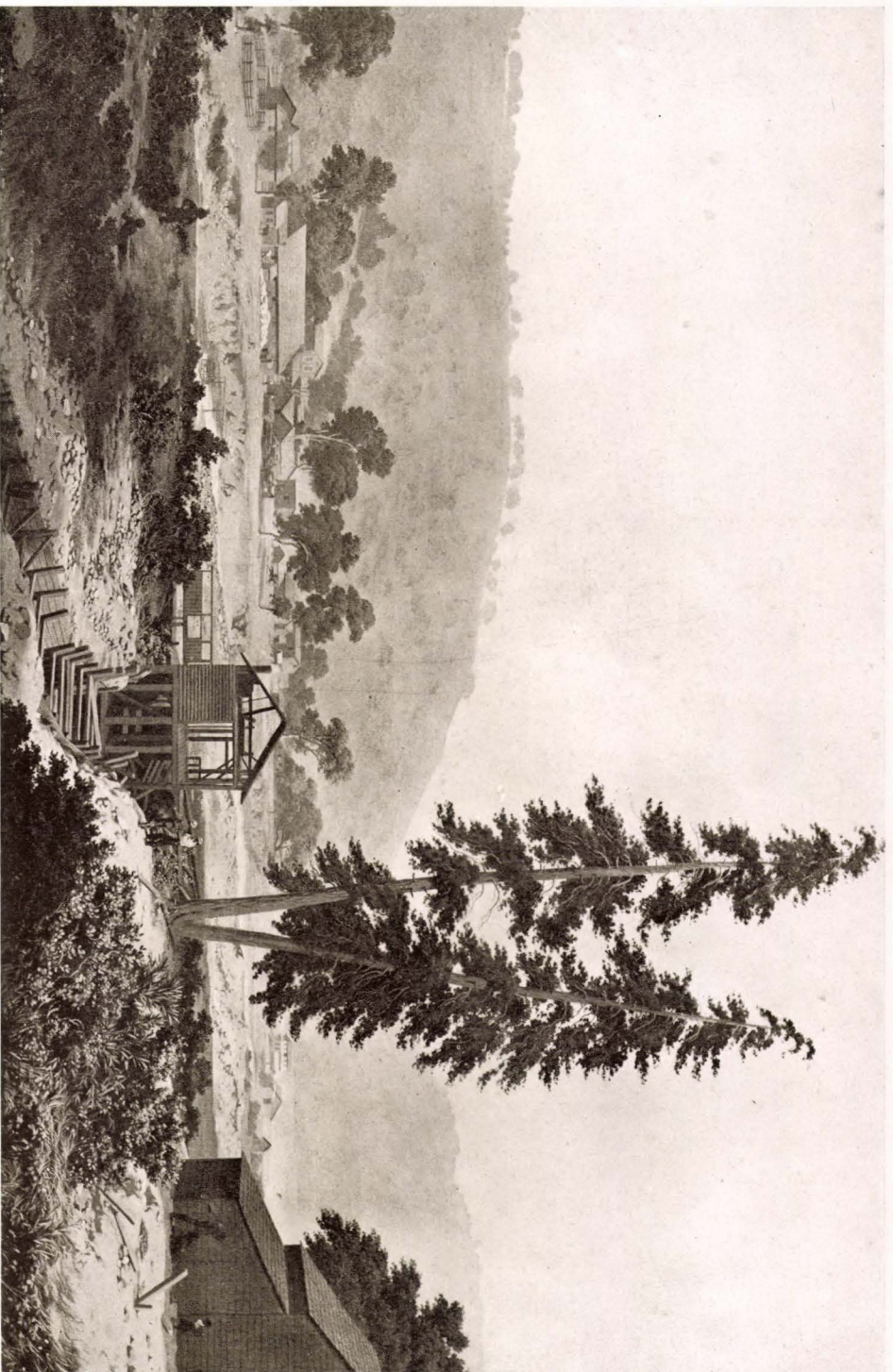
116. The Public Institute, San Francisco's First School House

The first regular American school in California of which we have record, was a private school opened April, 1847, by J. D. Marston. It had about 30 pupils and lasted several months. In October, 1847, a public school house was built upon the Plaza or Portsmouth Square. Public school was opened here April 3, 1848, by Thomas Douglas, a graduate of Yale.

The gold excitement interrupted the school soon after it was started and since the teacher had neither pupils, trustees, nor town council, he locked the door and went to "the diggings." In April, 1849, school was again opened here by Rev. Albert Williams.

The first free public school was opened here by an ordinance adopted on April 8, 1850, when J. C. Pelton was made school master. He had been conducting a private school in the Baptist Church.

The building shown in this picture was used not only as a school but also as a general meeting for religious and political matters. It was later police headquarters and jail.



From Original Painting by Nahl

117. Sutter's Mill, Where Marshall Discovered Gold

John A. Sutter, who had built a fort near the mouth of the American River, did much to assist the American immigrants. With the increased population following the conquest, he saw that lumber would be wanted for American houses. He engaged James W. Marshall, a carpenter, to select a mill site and erect a mill. The site chosen was on the American River about forty miles above the fort in Coloma Valley. While widening the tail race, Marshall discovered flakes of gold January 24, 1848.



118. James Marshall, the Discoverer of Gold

James Wilson Marshall was born in New Jersey, October 8, 1810. As a boy he learned the trade of wheelwright from his father. He came across the plains to Oregon and thence to California in 1845. He had a part in the Bear Flag revolt and served in the Mexican War.

From the time of his arrival in California he was closely associated with John A. Sutter and New Helvetia. In August, 1847, the two men signed a partnership for the purpose of constructing and operating a lumber mill. It was while building this mill that Marshall discovered the gold. Marshall died at Kelsey, El Dorado County, in 1885.

~~3~~ th Monday 24th Thursday
some kind of metal was

17th
~~discovered~~ found in the tail race that
that looks like gold & is of fine quality
and by James W. Marshall, the 8th of the mill.
Sunday 30 Clear & had been
all the last week our metal
has been tried and proved to
be good it is thought to be
rich we have picked up more than
a hundred dollars worth last
week

February. 1848
Sunday 6th the weather has been clear

119. Bigler Records the Discovery of Gold

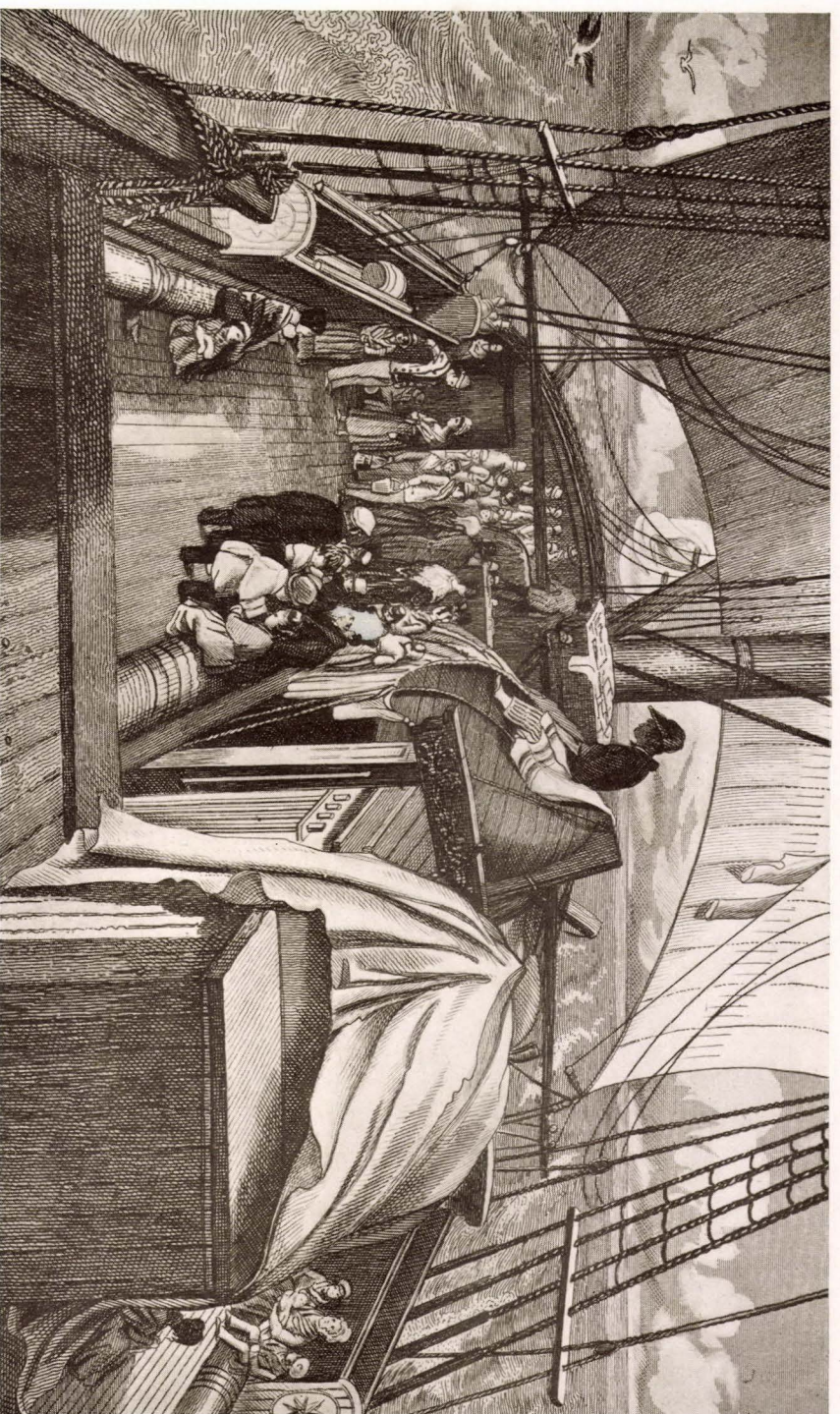
For many years the exact date of the discovery of gold was not known; in fact the Marshall Monument at Coloma until recently proclaimed a date one week too early. Marshall himself, when asked forty years later, said it was about the 19th of January, 1848. He, however, was wrong in the date, for search was rewarded by the finding of a diary kept by Henry W. Bigler, a young Mormon workman, engaged with Marshall. We have here a reproduction of a page from that diary.



From Caricature by Richard Doyle in *Punch*, 1841

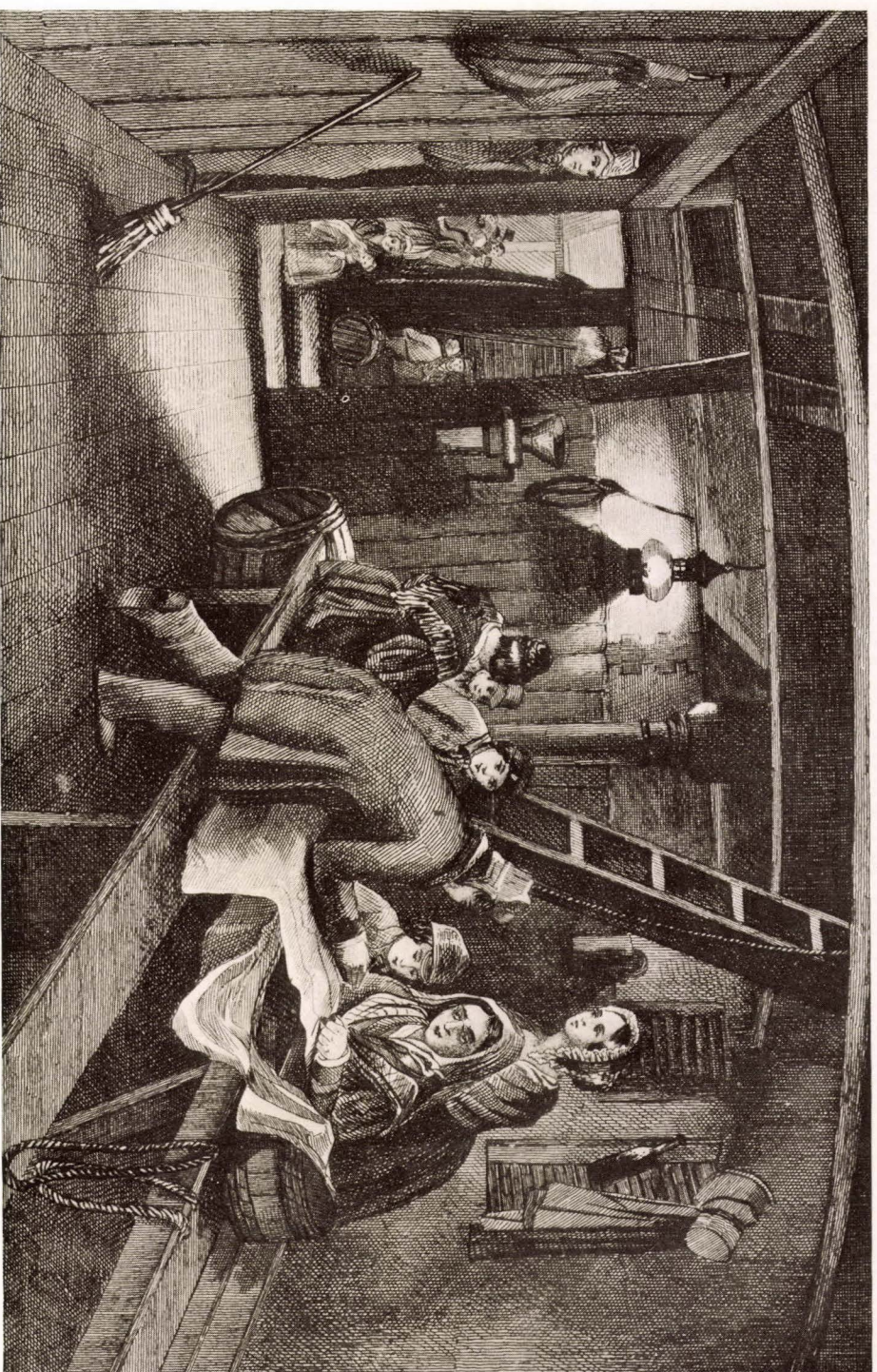
120. The Gold Rush as London Saw It in 1849

The news of the discovery of gold in California produced a stampede from all parts of the world. The report was carried by ocean vessels to the Sandwich Islands and then back to Oregon, South America, on to the Orient and around to Europe. It is said that during January, 1849, no less than five trading companies, with a capital of over six million dollars, were organized in London for the purpose of trading and mining in California. The European countries became alarmed, fearing that the accumulation of wealth might bring a world crisis. *Punch*, the London comic sheet, in 1849, printed this picture showing the effect of the gold excitement upon Europe.



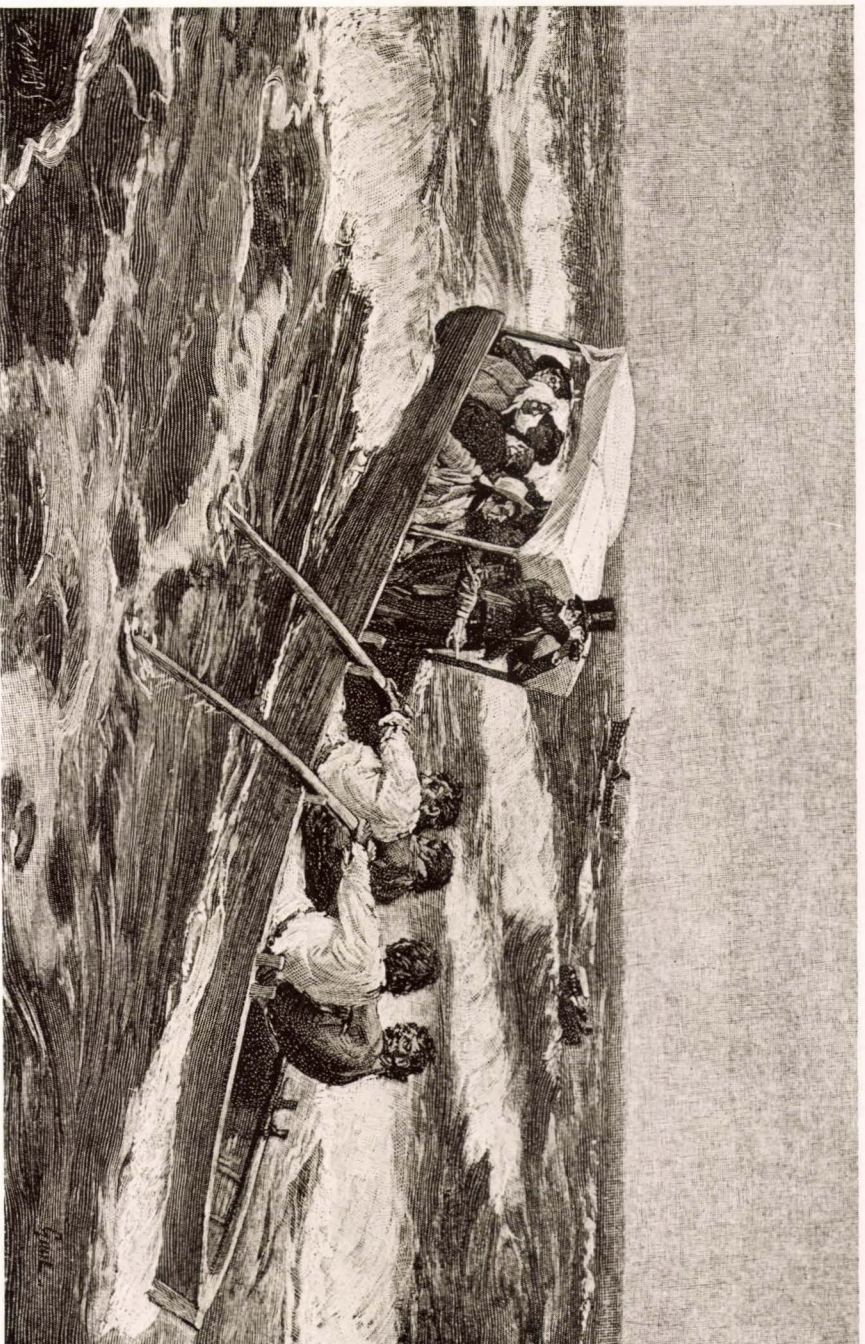
121. Around the Horn—Mid-Day—Emigrants on Deck

Long weary days were consumed in the trip around Cape Horn, usually four or five months. This was a very monotonous trip since the passengers were confined to one small ship for so long a time. There were things, however, to cause them to forget the monotony, especially when they encountered the terrible storms near Cape Horn or in the Straits of Magellan.



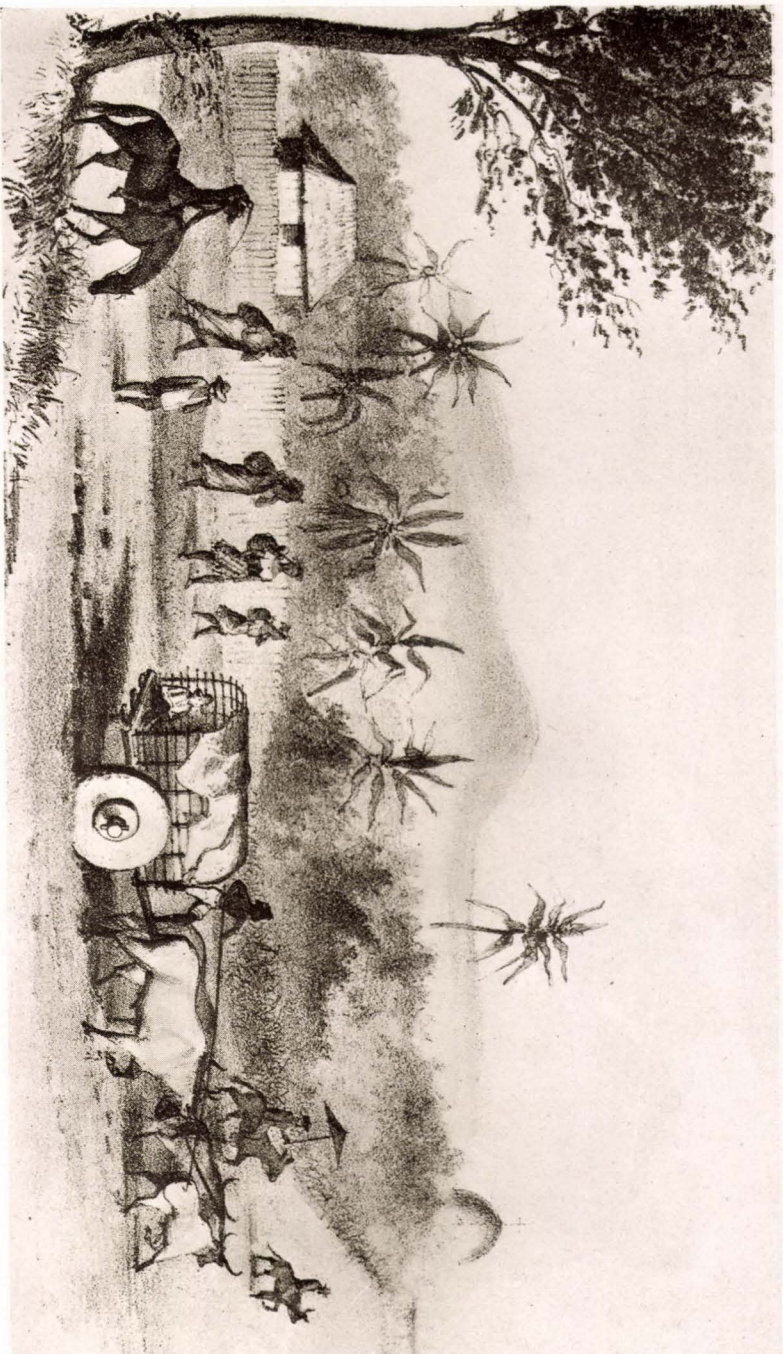
122. Around the Horn, "Night, Tracing the Ship's Course"

In the hold of a ship bringing emigrants around the Horn, the chart of the trip is spread upon the table and all take part in reckoning the ship's location.



123. Landing at Chagres

The trip around South America by Cape Horn was long and dangerous. The route across the Isthmus was much shorter and avoided the hardship of the long journey across the plains. This, however, was not without its perils. The absence of wharves made it necessary that the landing from vessels be made in surf boats.



From an Old Print

124. Crossing the Isthmus

Many of the gold seekers took the Panama route across the Isthmus; others chose the route through Nicaragua. This had the advantage of being further north but was a longer distance between the two oceans. The San Juan River offered one way of crossing but many preferred to use the ox teams as shown in this picture. The tropical life and vegetation gave a novelty to the trip but it was not without its disagreeable features.



From an Old Print

125. Crowded Steamers from Panama

The steamers coming north from the Isthmus of Panama to California were always greatly over-crowded. Before the knowledge of the gold discovery had reached New York the Pacific Mail Steamship had dispatched the *California* to the Pacific Coast to run between Panama and California and Oregon. It had accommodations for one hundred passengers. Meanwhile the gold mania took to the Isthmus great loads of gold seekers. Fifteen hundred men awaited the steamer upon her arrival on the way northward. Instead of one hundred, four hundred were given passage. That they lacked sufficient accommodations is evident. This picture gives an idea of how they met the emergency.



From Colored Print by H. S. Crocker

Courtesy of Bancroft Library

126. "On to the Gold Fields"

The journey across the plains was delayed until the beginning of May, 1849, because of snows. During April about 20,000 people from every state in the Union were gathered ready to begin the long march. Practically the whole of this number started westward during the first three weeks in May. The route led up the banks of the Platte River to Fort Laramie, then by the Sweetwater through South Pass in the Rocky Mountains, and thence to Fort Hall on the Snake River, a branch of the Columbia. Thus far the route followed the Oregon Trail. From Fort Hall, the Forty-niners turned southwest to the Humboldt River which they followed until its waters disappeared in the desert. There an alkali desert had to be crossed before the welcome waters of the Truckee slaked their thirst. Then rose before them the rugged Sierras. Many passes, however, soon became known to the gold seekers.



From Painting by A. P. Hill

127. Crossing the Plains in '49

Emigrants of '49 made their way westward across the great plains toward the California gold fields. Bayard Taylor, telling about the great numbers who came that year, says: "The rich meadows of Nebraska and Platte were settled for the time, and a single traveler could have journeyed for a thousand miles, as certain of his lodging and regular meals as if he were riding through the old agricultural districts of the middle states." Many were forced to turn back by the hardships even upon the plains. A broken wagon wheel and the skeleton of an ox by the roadside are grim reminders of probable trouble ahead.



From an Old Print

128. Emigrants on the March

Without fast pullman trains and smooth highways we are apt to fail to understand the problem of the pioneer travelers. Some parties were well organized and traveled in semi-military formation. Many were much less under control. One man brought his possessions in a wheel barrow. This old print gives an idea of the way in which people made their way westward without roads or maps. Many men, women, and children walked the distance rather than jolt over the rough prairies and mountain roads in wagons.



129. In the Buffalo Country

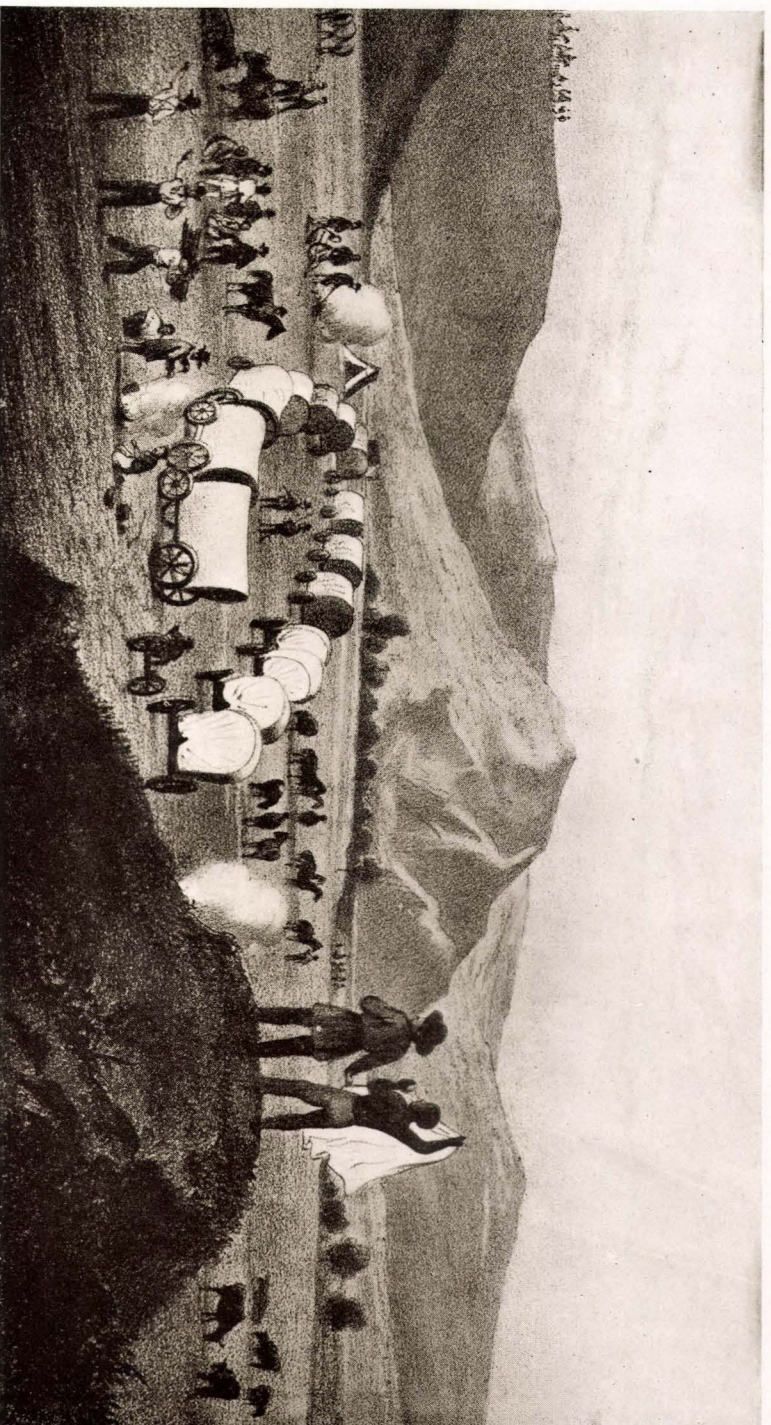
The buffalo on the western plains were an important factor before they were finally exterminated by the advance of civilization. The first European to discover those strange beasts was probably the Spaniard Coronado who in 1541 made a journey northeast from New Mexico to a country where he found "lump backed cows." The trapper, trader, and western emigrant welcomed the buffalo as they assured them of a plenteous supply of fresh meat. The careless manner in which those noble beasts were slaughtered for sport or for their hides was most unfortunate.



Courtesy of Historical Society of Southern California

130. Advance of the Pale Face

During the early part of the great rush of 1849 the Indians were not particularly troublesome. The whites came in such large numbers that they did not know how they could effectively make a stand against them. They therefore prudently kept their distance.



131. Emigrants in Camp, 1849

It was the usual custom in the Indian country to drive the wagons of the train around into a circle forming an enclosure within which the animals might be safely corralled and from within which the men could more easily defend the train in case of sudden attack. Coöperation and harmony were very necessary among the large emigrant trains when in the Indian country. They were, therefore, often fully organized under semi-military discipline.



From a Contemporary Print

132. Emigrants in Camp

This picture, taken from a periodical contemporary with the days of the covered wagon, furnishes a more intimate idea of the life in a camp on the overland journey. Camp was usually made about 5 o'clock in the afternoon to permit the preparation of food and defense for the night. At daybreak activity began and all were on the march by 6 o'clock. This train was probably of great size, judging from the number of wagons shown in the picture. It was not uncommon to find wagon trains of from one hundred and fifty to two hundred and fifty men traveling together under a captain chosen by themselves.



133. Indian Attack on Overland Camp

The emigrants experienced long weary marches, mountains without roads, deserts without water, and hostile Indians along the way. When in danger from Indians the wagons were brought together in a circle with the people and stock within the enclosure for protection.



From Drawing by Frederic Remington

134. Attack of the Red-skin

Although at first awe-struck by the vast hordes of white men moving through their country, the Indians later became more bold and determined to oppose the white man's advance. Their attacks were sudden and often very cruel. Furthermore, they had their own methods of warfare with which the white man had to become familiar.



Photograph by Putnam Studio

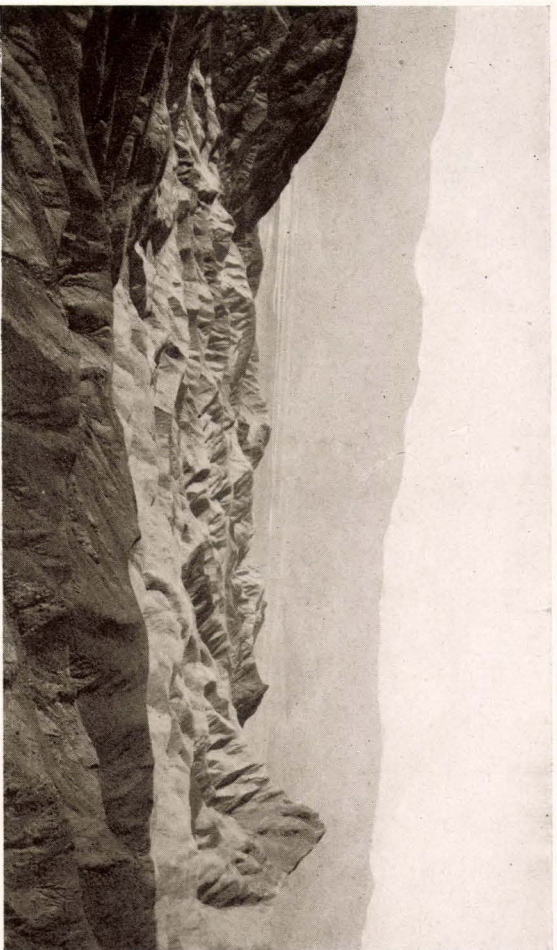
135. To California by Desert Trail

The central route was the one most used, but it was by no means the only overland route to California and even it had many variations. The snows of the Rockies and Sierras prevented the use of this route except during the summer months. On the other hand, the southern route, known since the early fur-trading days, was open all the year. The people from Texas and the other southern states came to California by the southern route.



136. Yuma, at the Edge of California

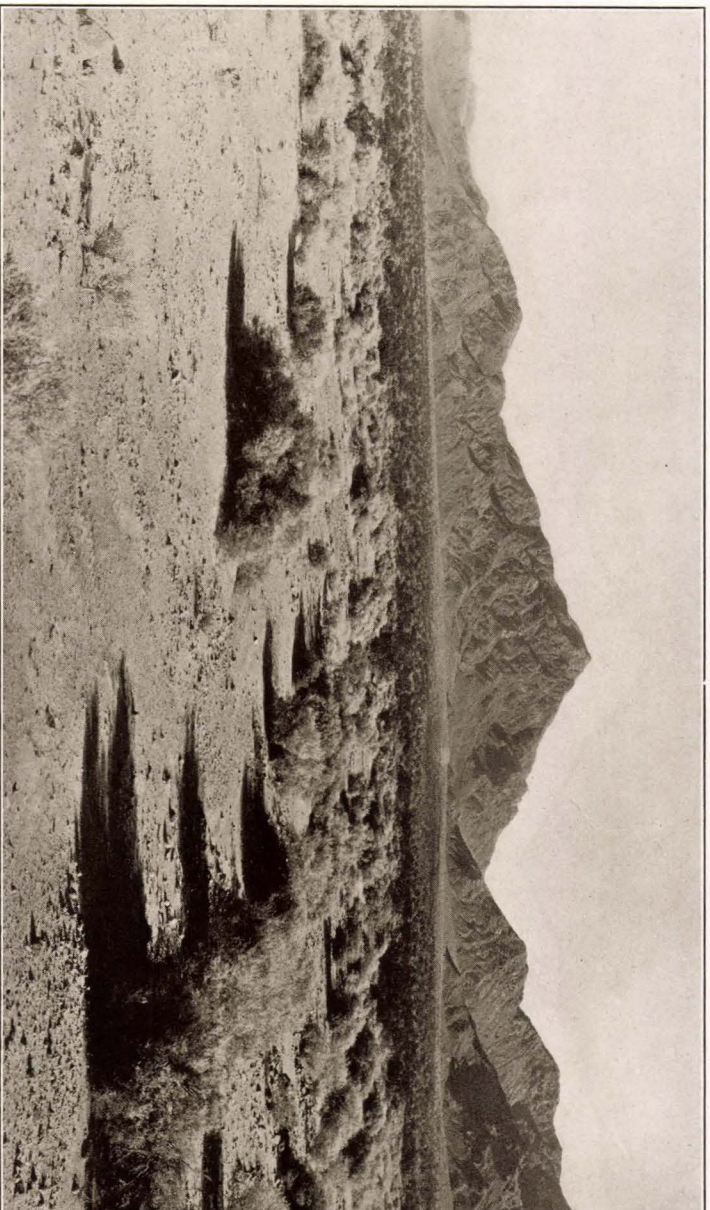
The Gila River was a favorite route from New Mexico and Arizona into California, and was followed by many southern emigrants. At the mouth of this river was a ferry. Indian difficulties led to the establishment of a United States military camp near there, around which grew up a town which subsequently took the name of Yuma. The photograph shows this town about 1875.



Courtesy of Charles Brown, Shoshone

137. Death Valley

During the dry summer months the alkali desert between the Humboldt River and the Sierras took heavy toll, while the fate of the Donner Party was a sombre warning to any who attempted to cross the summit after the fall of snow. Some chose a southern route; others finding themselves belated at Salt Lake turned southward in order to avoid the Sierra snows. Little did they know that between them and the California settlements lay barren mountains and waterless deserts. Because of the experience of one of these parties in 1849 Death Valley received its name. The upper scene is overlooking the valley from a distance. Note the barren mountains in the foreground. The lower picture shows the salt and alkali deposits in the valley itself.



138. On the Floor of Death Valley

Death Valley, lying two hundred and fifty feet below the level of the ocean, is the lowest point in the United States and yet it is in sight of Mt. Whitney, practically the highest point. Nearly three miles difference in altitude is here found in a short distance of sixty miles. The high mountains between Death Valley and the ocean take nearly all the moisture from the clouds so that this valley is practically rainless. The emigrants who crossed the valley in 1849 gave it the name it now retains because of their severe experiences.



From a Contemporary Print

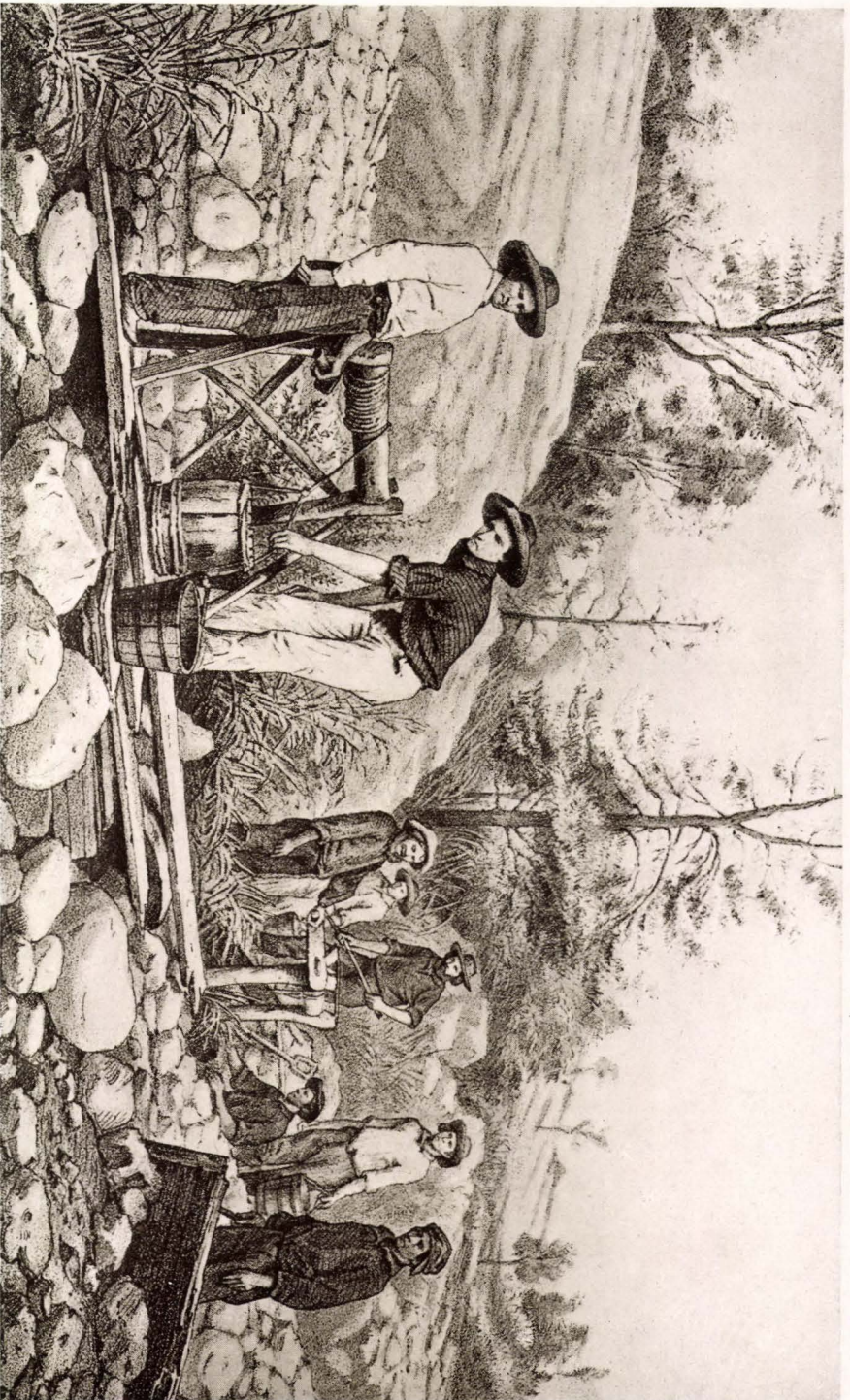
139. Mining Methods of Early Days

This picture portrays most of the methods used by the miners in 1849. In the foreground and to the left is the man with the *pan*, the simplest of mining equipment. Further behind is the *rocker* or *cradle*. In the foreground to the right is shown a further development—the *long tom* which permitted more extensive operations. The next development was the *sluice*, shown in the rear right. This a device for washing out the gold based upon the fact that gold is heavier than the other substances found with it. When the gold was not on the surface, it became necessary to sink a *shaft* or well, as is seen in the center of the picture, or to dig into the mountain side. Three men are shown excavating roughly in what was described as *coyote diggings*, because of the resemblance to animal holes. A *tunnel* with timbers and tramway is shown to the rear left.



140. The Arastra, or Primitive Quartz Mill

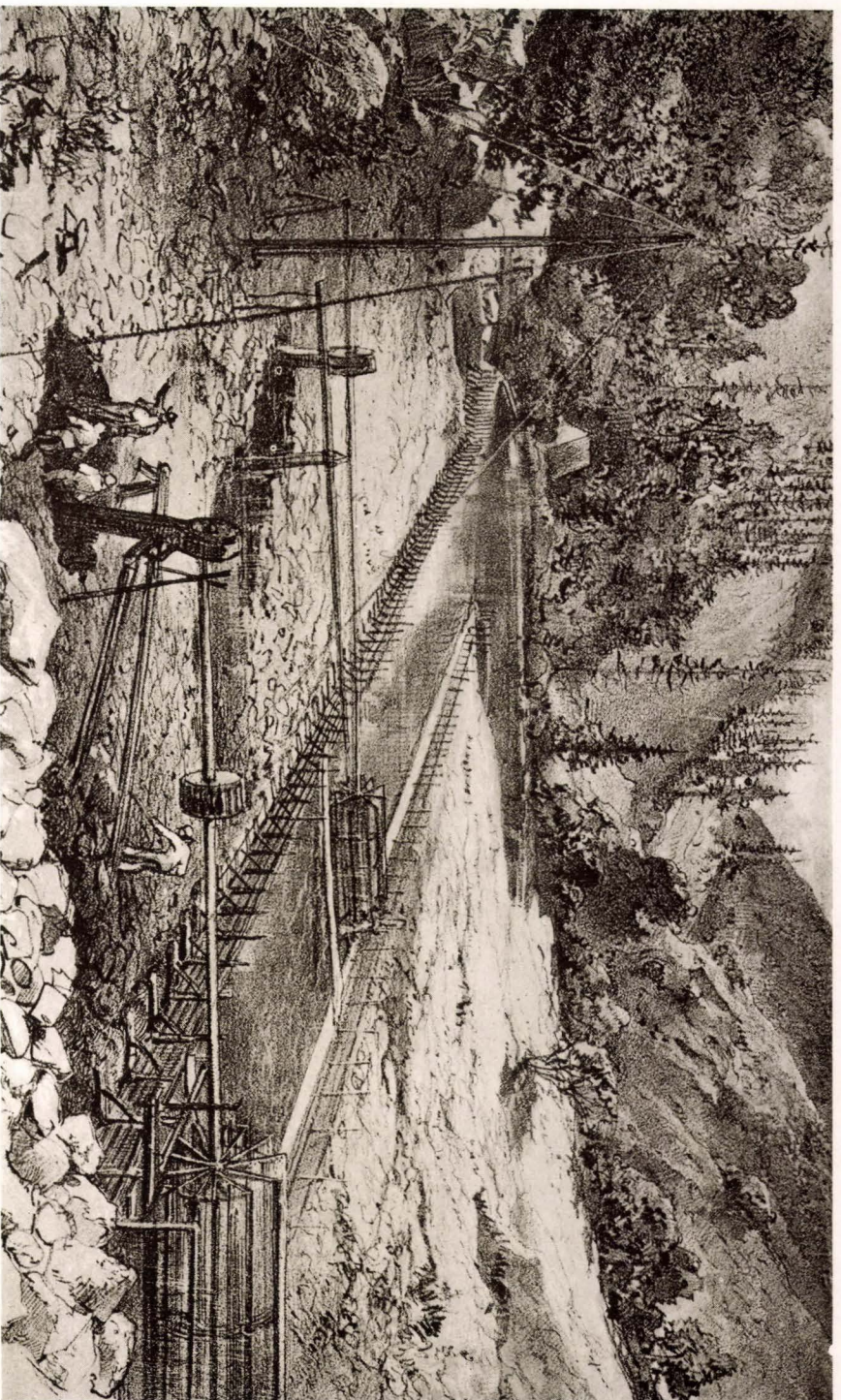
Gold which had been ground up by the action of the rivers was deposited in the gravel and sand bars. These bars contained *rich dirt* which was gathered and panned or washed out by one of several methods. When, however, the gold was found in its natural condition in veins of quartz rock, it became necessary to grind the rock to a fine powder in order to separate the gold. The Mexicans used a machine as shown here to grind the rich mineral bearing quartz. The gold was then readily obtained by washing.



From a Contemporary Print

141. Miners at Work

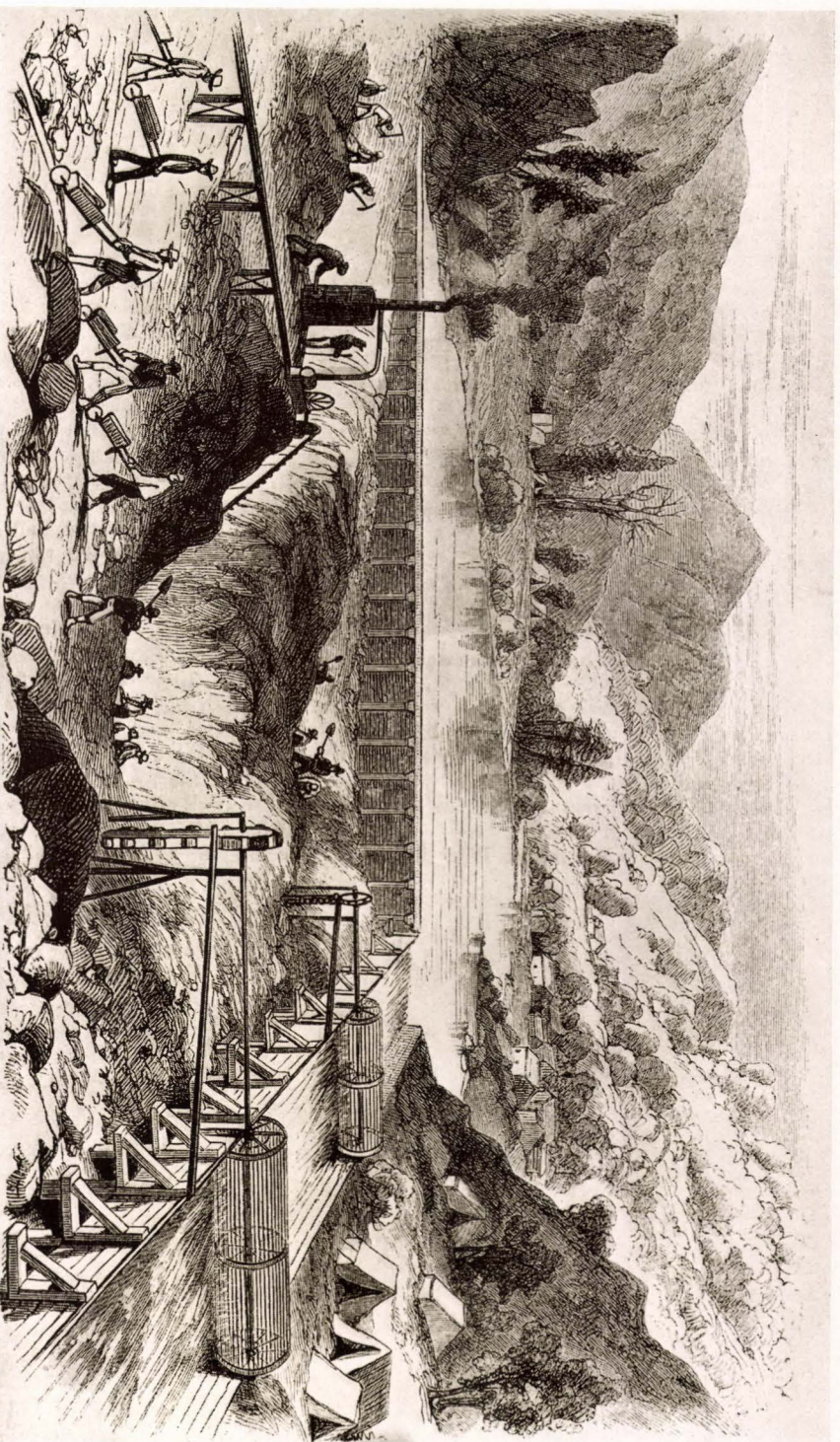
We now think of mining as an industry requiring great capital and costly machinery. So it is, for obtaining gold now is costly. In the days of '49 the methods were crude.



From a Contemporary Print

142. Flume on the Yuba River

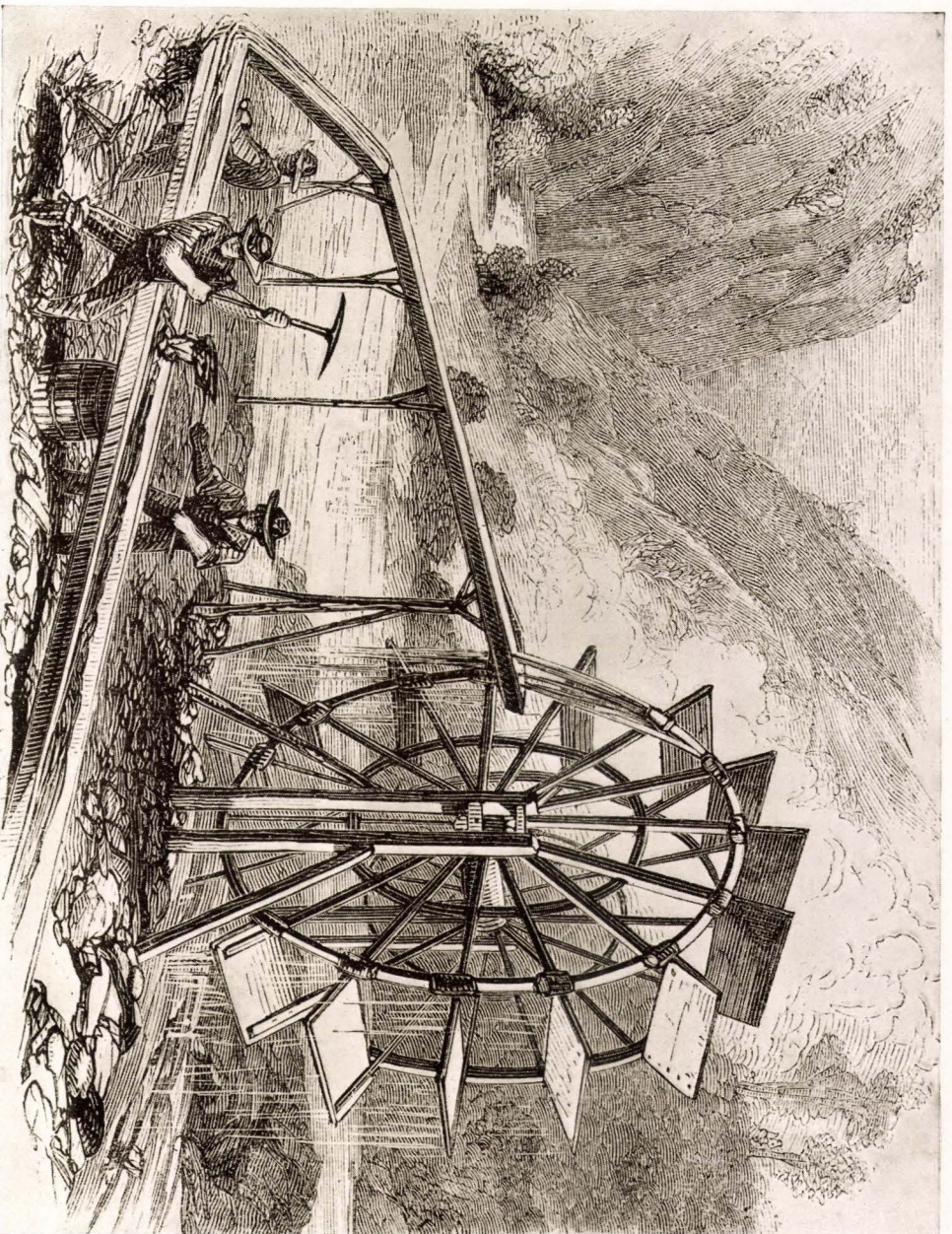
The rivers washed great quantities of gold down into the canyons and valleys and deposited it on the river banks. The miners soon learned to turn aside the river current for the purpose of obtaining the gold deposits in the river bed. In this manner the main rivers were cleaned of their gold during 1849 and the early fifties. The force of the river current was being used here to hoist gravel and water out of the pits being dug into the rich river bars.



From a Contemporary Print

143. River Operations at Murderer's Bar

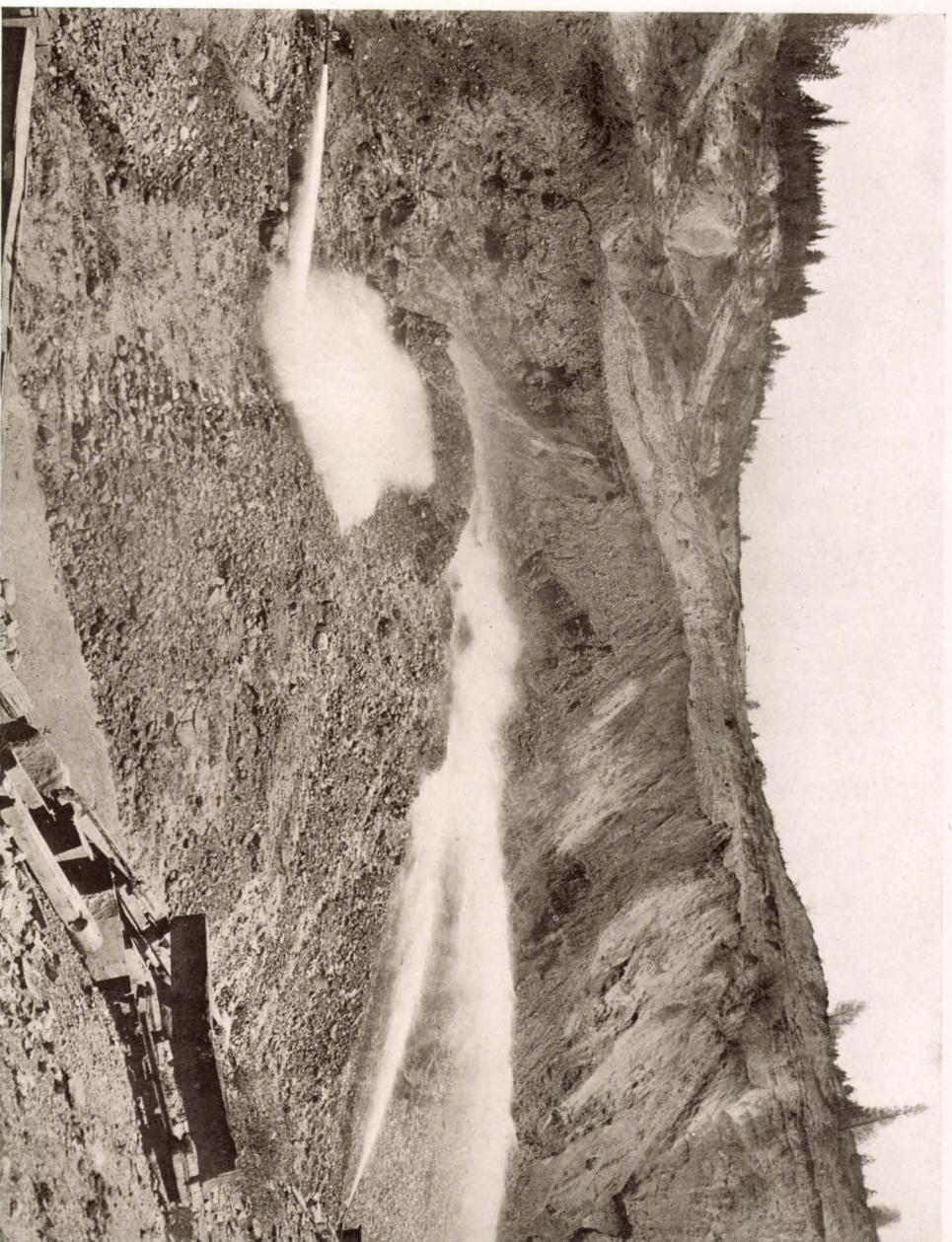
In this picture the river has been confined to a small flume on one side of the canyon, making it possible to clean the river bottom to bedrock. In order to do this large numbers of miners had to coöperate, for much work was required and rapid action necessary since a sudden rise in the river would destroy all they had done.



From a Contemporary Print

144. Flutter Wheel on the Tuolumne

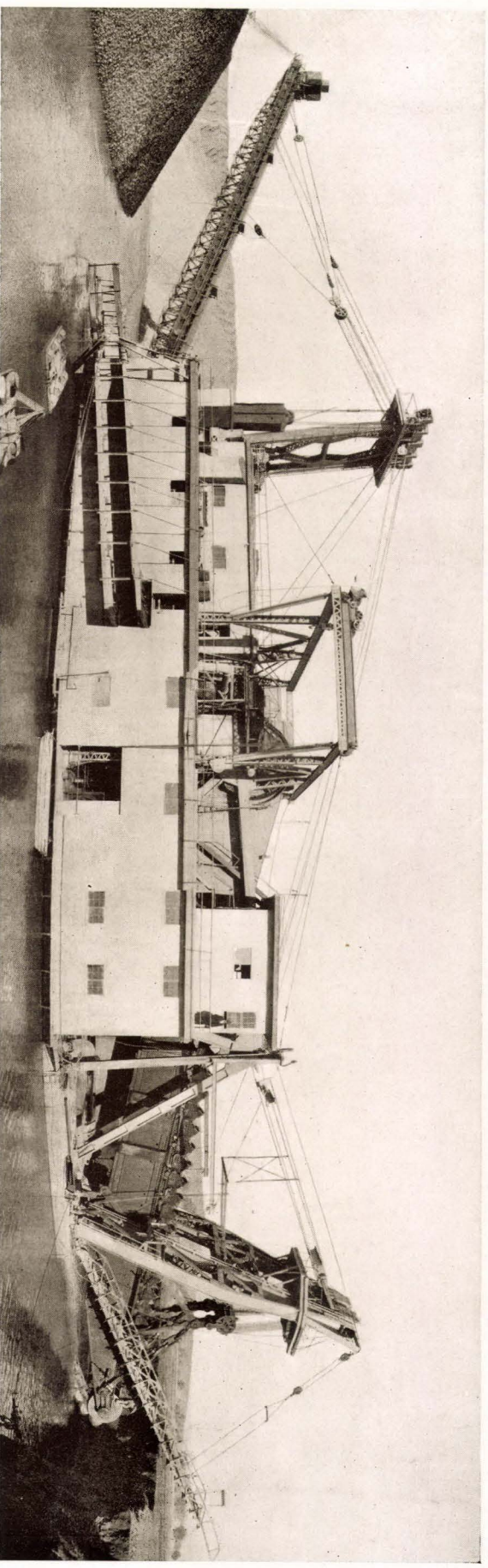
Yankee ingenuity was early applied to the problems of mining. Here a waterwheel equipped with dippers was constructed to raise water to operate a sluice.



Photograph by McCurry

145. Hydraulic Mining

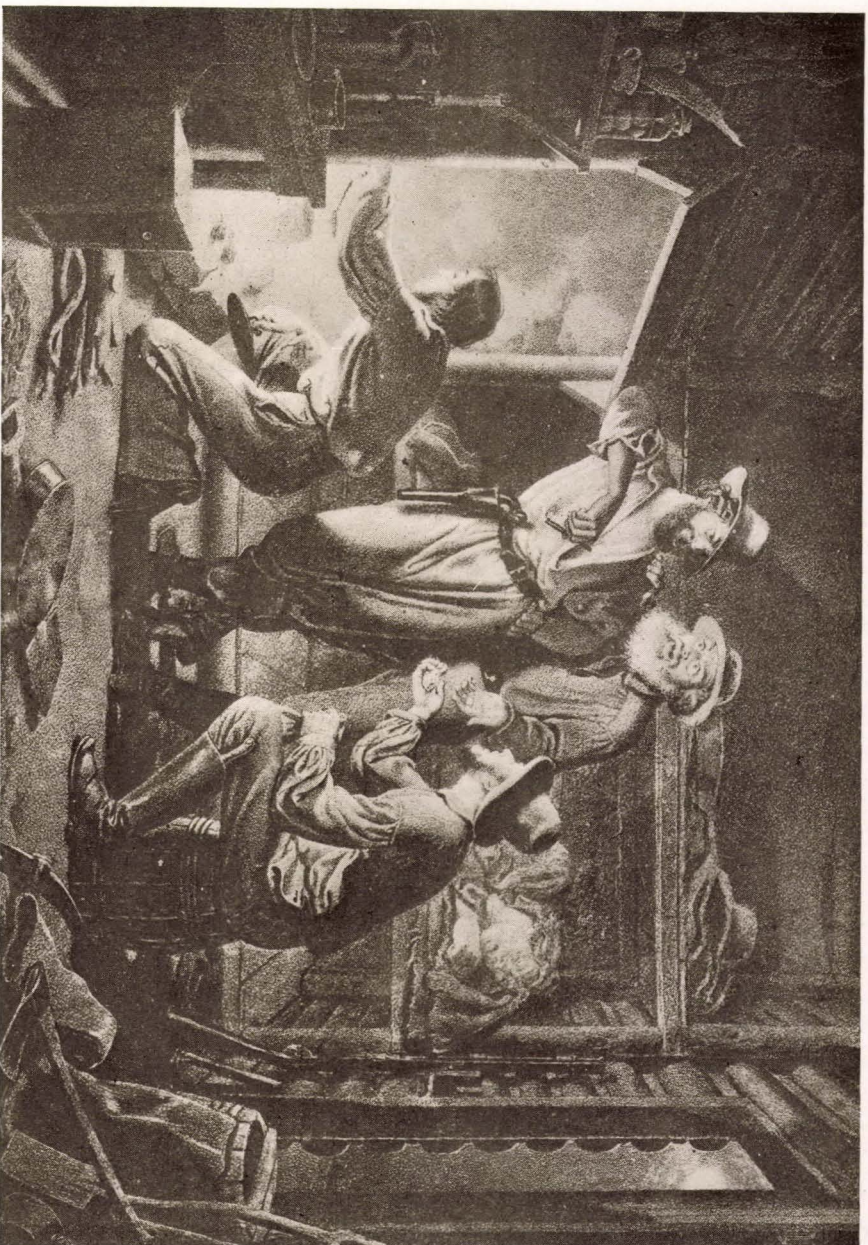
As early as 1852 it was discovered that gravel banks could be washed down and the gold-bearing rock caught in a manner similar to that of the sluice boxes already in use. Although economic and effective, hydraulic mining was not only destructive to the landscape but it washed great quantities of mud and rock down the streams filling river channel beds and causing them to overflow. For this reason the government practically prevents the use of this method except in the Trinity and Siskiyou region.



Photograph by McCurry

146. Gold Is Now Obtained by Means of Dredges

The rivers flowing from the gold regions have been washing down gold for countless ages. Much of this now lies below the rich alluvial soil of the Sacramento Valley. This picture shows the method now used to obtain the gold from the soil. The huge machines are operated at great profit but unfortunately transform pasture lands, grain fields, and orchards into heaps of barren rock and gravel.



From a Contemporary Lithograph

147. Interior of Miner's Cabin

Often tents or mere brush huts furnished shelter for the miners. This is one of the better class of cabins built of logs. A large fireplace served for cooking as well as heating. Sleeping quarters were provided upon the bunks arranged one above another along one side of the cabin. The ground served as a floor, doors were scarce, and glass windows were almost unknown.

GOOD NEWS FOR MINERS.

NEW GOODS,
PROVISIONS, TOOLS,
CLOTHING, &c. &c.

GREAT BARGAINS!

JUST RECEIVED BY THE SUBSCRIBERS, AT THE LARGE TENT ON THE HILL,

A superior Lot of New, Valuable and most **DESIRABLE GOODS** for Miners and for residents also. Among them are the following:

STAPLE PROVISIONS AND STORES.

Pork, Flour, Bread, Beef, Hams, Mackerel, Sugar, Molasses, Coffee, Teas, Butter & Cheese, Pickles, Beans, Peas, Rice, Chocolate, Spices, Salt, Soap, Vinegar, &c.

EXTRA PROVISIONS AND STORES.

Every variety of Preserved Meats and Vegetables and Fruits, [more than eighty different kinds.] Tongues and Sounds; Smoked Halibut; Dry Cod Fish; Eggs fresh and fine; Figs, Raisins, Almonds and Nuts; China Preserves; China Bread and Cakes; Butter Crackers, Boston Crackers, and many other very desirable and *choice bits*.

DESIRABLE GOODS FOR COMFORT, AND HEALTH.

Patent Cot Bedsteads, Mattresses and Pillows, Blankets and Comforters. Also, in Clothing—Overcoats, Jackets, Miner's heavy Velvet Coats and Pantaloon, Woolen Pants, Guernsey Frocks, Flannel Shirts and Drawers, Stockings and Socks, Boots, Shoes; Rubber Waders, Coats, Blankets, &c.

MINING TOOLS, &c.; BUILDING MATERIALS, &c.

Cradles, Shovels, Spades, Hoes, Picks, Axes, Hatchets, Hammers; every variety of Workman's Tools, Nails, Screws, Brads, &c.

SUPERIOR GOLD SCALES.

MEDICINE CHESTS, &c.

Superior Medicine Chests, well assorted, together with the principal Important Medicines for Dysentery, Fever and Fever and Ague, Scurvy, &c.

N.B.—Important Express Arrangement for Miners.

The Subscribers will run an **EXPRESS** to and from every Steamer, carrying and returning Letters for the Post Office and Expresses to the States. Also, conveying "**GOLD DUST**" or Parcels, to and from the Mines to the Banking Houses, or the several Expresses for the States, insuring their safety.—The various **NEWSPAPERS**, from the Eastern, Western and Southern States, will also be found on sale at our stores, together with a large stock of **BOOKS** and **PAMPHLETS** constantly on hand.

Excelsior Tent, Mormon Island,
January 1, 1850.

WARREN & CO.

ALTA CALIFORNIA PRESS

From Original

Courtesy of Bancroft Library

148. Mormon Island Emporium, Excelsior Tent

This reproduction of a broadside extolling the wares of the Excelsior Tent, the emporium of Mormon Island, enables us to get a close glimpse of the problems of shipping and trade in the days of '49. Note the nature of the articles listed, some of which have been imported from the Orient. Note also that this emporium served as an express, mail, and banking institution.



From Original Painting

Courtesy of M. H. de Young Museum

149. Luck of Roarin' Camp

The scarcity of women and children was keenly felt by the men in California in the days of '49. The theme of Bret Harte's "Luck of Roarin' Camp" is founded on this condition. The picture portrays an episode related in the story. The mother had died, leaving a baby to be cared for by the miners. The hat placed alongside the infant brought forth generous offerings from the rough miners who trooped in to see a real white baby.



150. A Dance in the Mines

The absence of women in the mining districts was a feature noted by almost all who described the life of the times. The federal census shows that in 1850 there were twelve or more men to every woman in California. In the mountain districts there was an even greater difference. Weaverville, Trinity County, had over two hundred men and but one woman. Beals Bar had nearly four hundred men and no women residents. In spite of this, the miners seemed to enjoy the Saturday night dances, as shown in this picture.



From Original Painting by Nahl

151. Sunday in the Mines

Courtesy of A. B. Crocker Art Gallery

Sunday was observed in the mines but not strictly according to Puritanic standards. For many it was a day of recreation in which drinking took an important part. It was usually a time for cleaning out the sluice boxes to determine the week's profit. The weekly washing had to be done and letters should be written to the family or sweetheart far away. Religious observance, although crowded out, was not entirely neglected and whenever a minister was on hand to preach, he found an attentive and appreciative audience.



From a Contemporary Print

152. Chinese in the Mines

At the time of the acquisition of California there were very few Chinese in the territory. The knowledge of the gold discovery reached China just when the country was suffering from one of its famines. The transportation companies made capital of this with the result that Chinese immigration increased until the Chinese population was four thousand in 1851 and thirty-five thousand in 1860. Many more were imported to hasten the construction of the Central Pacific Railroad. Opposition developed early and culminated with the Federal Exclusion Act of 1882.



From Contemporary Prints

153. Spring Fashions for 1849

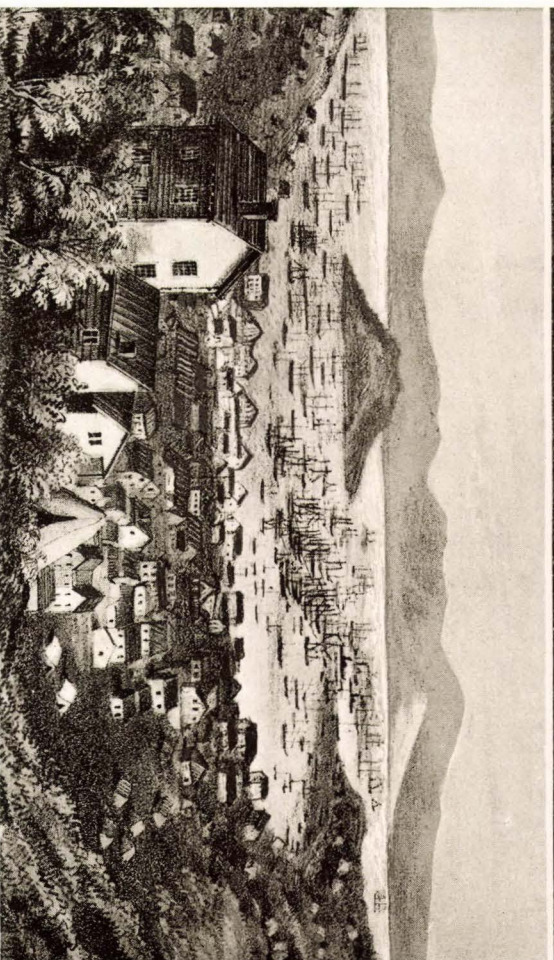
The dictates of Dame Fashion concerning the proper garb for the spring of 1849 called for dark-colored fabrics—tulle and gauze for evening wear, satin for day wear. Skirts were very full and without decoration other than the material itself, which for walking costumes should be brocaded satin. Mantles were of satin trimmed with velvet or brocaded. Sleeves were very full, with the cuff drawn in tight. Bonnets were round and wide in shape, the size depending upon the wearer, with quilling inside and out of the poke. They were worn on the back of the head, with two wide lapels of tulle falling from either side. The hair was worn in Pompadour or Charlotte Corday style.



From Contemporary Prints

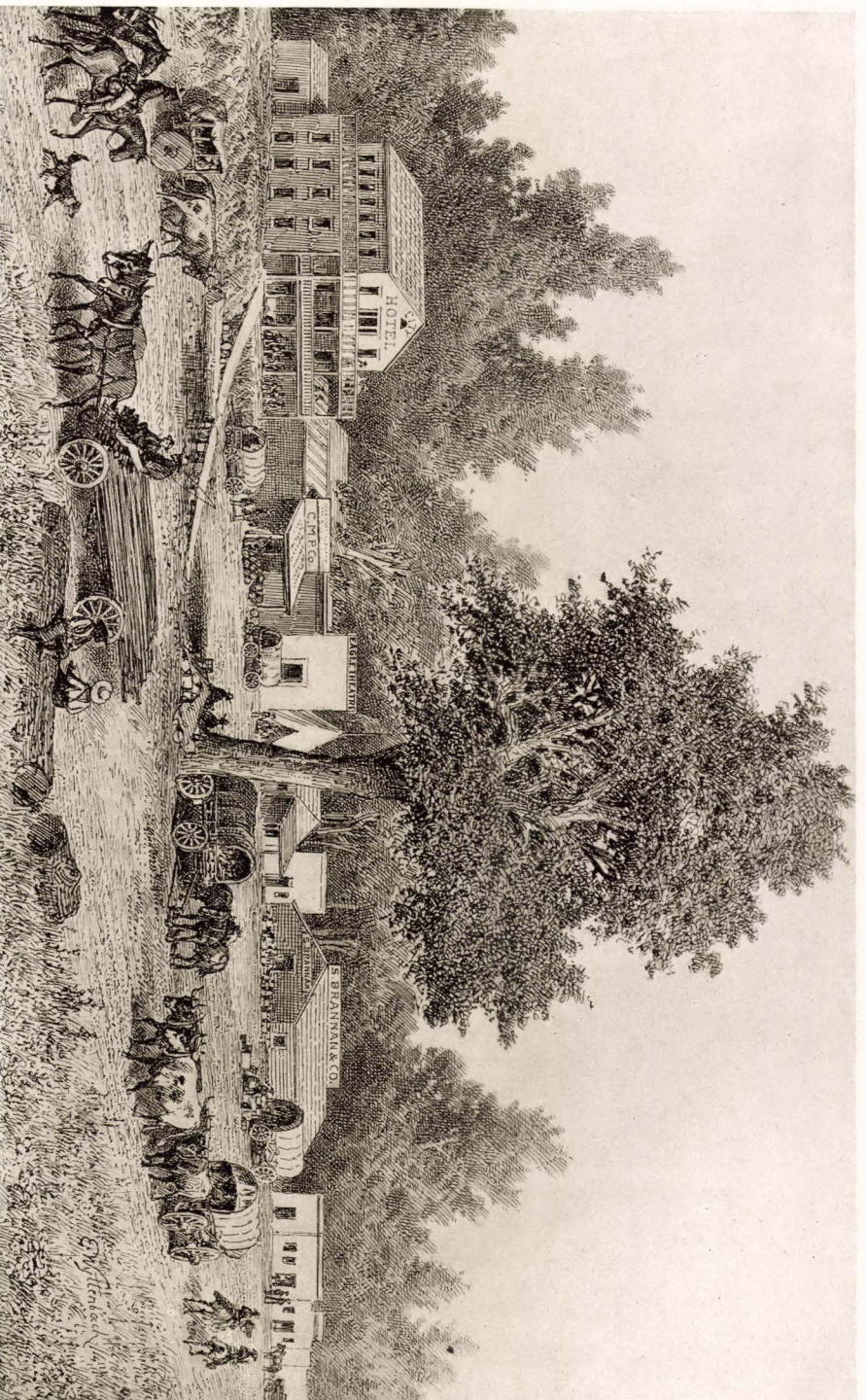
154. Fashions for Summer and Fall, 1849

Although the materials worn in fall were less gay and of heavier material, the styles themselves were not very different from those followed earlier in the year, except for the flouncing on the skirts. Morning dresses were often made with a long collar of stiffened cambric fastened in front with chased gold buttons or emeralds, etc. Mantles were cut out so as to show the front of the dress, and were made of silk, trimmed with double rows of deep lace. They also were worn short and close to the figure. Small collars were worn. Children were dressed in blouses of plaid taffeta, trimmed with broad velvet top and bottom, cut square at the neck and with full sleeves. Under this they wore cambric shirts fastened up close to the throat and with full sleeves drawn in at the wrists. Their hair was cut a la Edouard. The men wore jackets buttoning close to the neck and top hats. The trousers were medium full.



155. San Francisco, 1848 and 1849

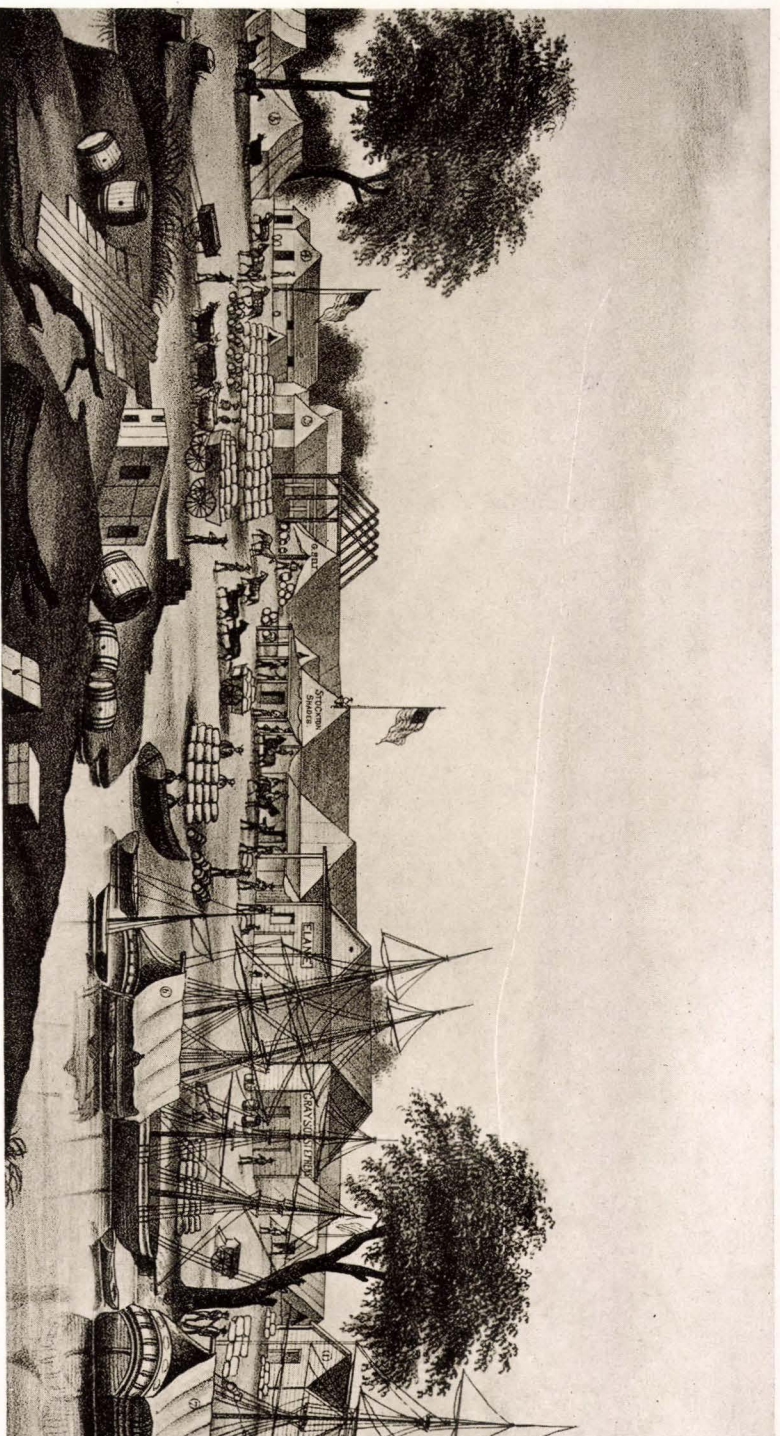
At the time of the gold discovery San Francisco was a small town of 800 inhabitants; as soon as the importance of the discovery became known every man who could do so left town for the gold mines. This, however, was only a temporary condition for people soon began to gather from all parts of the world. It is reported that by December, 1849, more than 700 vessels were lying at anchor in Yerba Buena Cove. These two prints taken from books of that period indicate the change.



From Original in State Library

156. Sacramento in 1849

This is a view of Sacramento at the foot of Jay street. The river lies just to the right of the picture. At the time of the gold discovery there was no settlement at the embarcadero. Sutter's Fort was quite a busy place, and Suttersville, three miles down the river, was a rising town.



From an Old Sketch

157. Stockton in 1849

Stockton takes its name from Commodore Robert F. Stockton, who was Military Governor of California in 1846. It was first established by Capt. C. M. Weber in 1847, and was known as Tuleburg. After the gold discovery it grew rapidly as the depot to the southern mines, that is, the mines along the tributaries of the San Joaquin River.



158. Sacramento in 1850

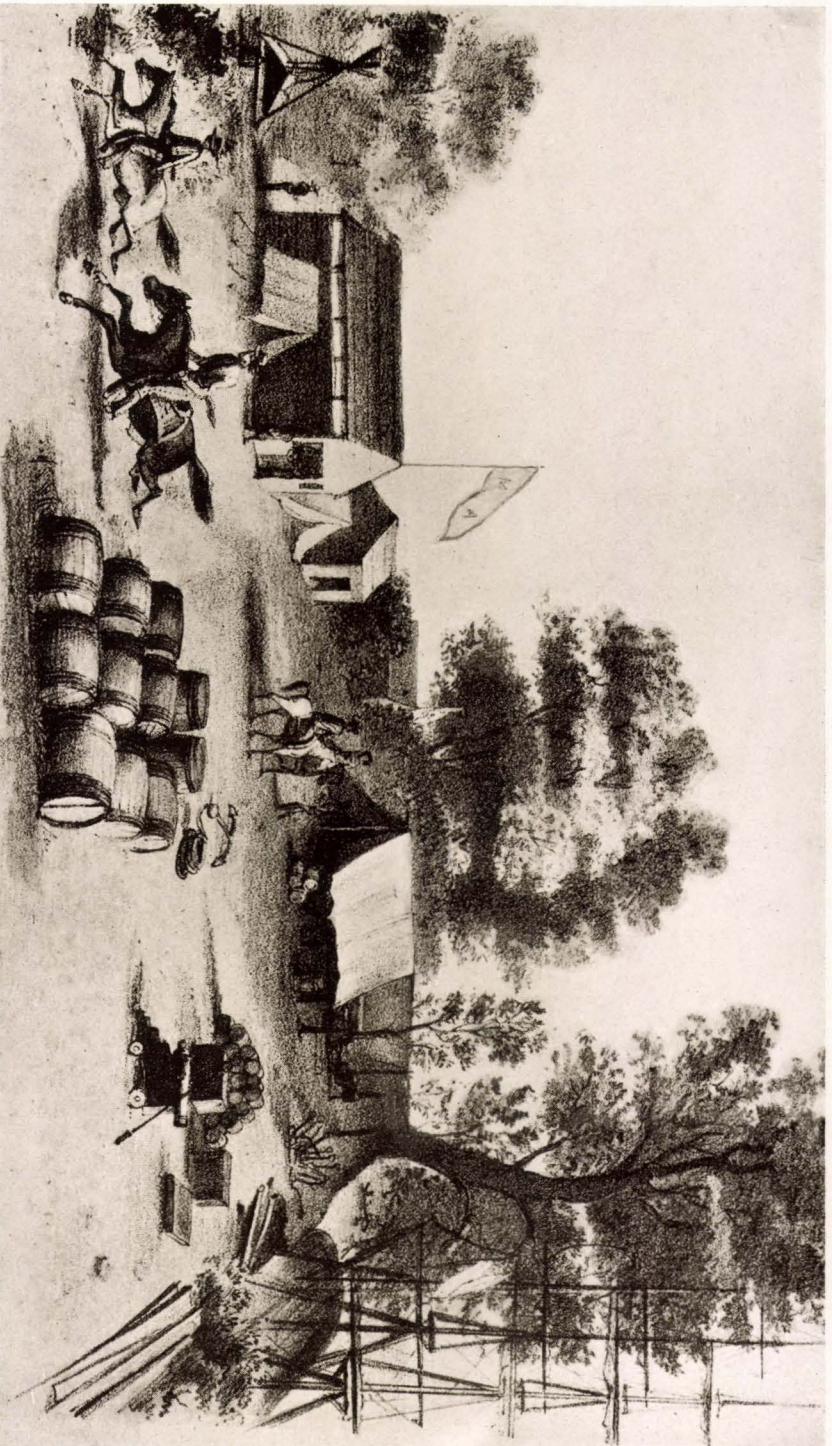
Sacramento began as a squatter's town at the junction of the American and Sacramento rivers. Sutter desired to build up Suttersville—three miles below upon higher ground. But in spite of all, a city grew up which was destined in 1854 to become the capital of the state.



From a Lithograph by Sarony, 1850

159. Flood at Sacramento, January, 1850

The winter of 1849-50 was one of the most severe winters in the state's history. Thousands of men had just arrived in California and naturally were not prepared for any condition so abnormal. Twelve and one-half inches of rain fell at Sacramento during December. The river rose rapidly. On January 10, 1850, the new city of Sacramento found itself under water for a mile or more back from the embarcadero. This picture was made from a sketch made at the time. The people of Sacramento were not dismayed by this apparent calamity but began the construction of great levees to hold back future floods.



160. General Sutter Boosted for Suttersville

Among the towns rivalling Sacramento was Suttersville, located about three miles below the mouth of the American River. This town had been established by John A. Sutter early in 1846 on high ground adjoining the Sacramento River. A sloop ran from the embarcadero there to Yerba Buena (San Francisco) and brought supplies for Sutter's Fort, three miles away.

NICOLAUS.

HEAD OF NAVIGATION!!

DEPOT FOR ALL THE NORTHERN MINES!

The advantages of this Town are now too manifest to be any longer denied or doubted. From actual survey on Saturday last, it was ascertained that the Bar which was last year at the mouth of Feather River had entirely disappeared, and that the only obstruction to navigation was half a mile above the mouth, where there was a narrow bar, on which was found in the most shallow passage, *three feet and two inches of water*. Between the Bar and Nicolaus there was not found in any place less than five feet of water in the channel; and as the river is now within six inches of its lowest stage last season, assurance is rendered "double sure" that boats drawing twice as much as the popular steamers Gov. Dana and Lawrence, can ply here constantly without the slightest obstruction.

The close proximity of Nicolaus to the rich *placers* on the Feather and Yuba Rivers, Deer, Dry and Bear Creeks, and the Forks of the American, ensures its continuance as the depot for the supplies for all the Northern Mines.

Four lines of Stages are constantly running hence to and from Marysville, passing through the projected Towns of ORO, EL DORADO, PLUMAS and ELIZA.

Tri-weekly Stages run to and from Washington, distant 60 miles, Nevada City, 42 miles, Rough and Ready, 35 miles, Auburn 25 miles, Nye's Crossing on the Yuba, 32 miles, and to the American Fork, 35 miles; in addition to which, Coaches can always be obtained to transport passengers to any other point.

Teams are in readiness on the arrival of every steamer to convey freight on the most reasonable terms to any of the Towns above, or to any of the Mines.

Nicolaus is located on the tract of land for many years known as "Nicolaus' Rancho," which has always been regarded as the most healthy point in California. It has never, in the recollection of the Chief of the Rancheria, been invaded by the turbulent stream which gracefully winds its devious way before the Town. That the climate is salubrious is evidenced in the fact, that, though several hundreds of persons have resided here for the last six months, none of them have been attacked with any of the diseases incident to other parts of California, and that there has been but one death in the neighborhood for several years.

To the Merchant, the Speculator, the Trader, the Mechanic and the Miner, we unhesitatingly assert that Nicolaus presents greater advantages than any other place in California. We offer the unsold Lots at original prices, and invite all who are desirous of secure comfortable homes, or acquiring rapid fortunes, to visit the Town, judge for themselves, make their investments before the most eligible of the unsold Lots are disposed of.

CHARLES BERGHOFF, Cor. Front and Sutter Sts., N.Y.
JOSEPH GRANT, Tehama Block, Cor. Front and J St.
Sacram

Nicolaus, August 4, 1850.

Agents for the S

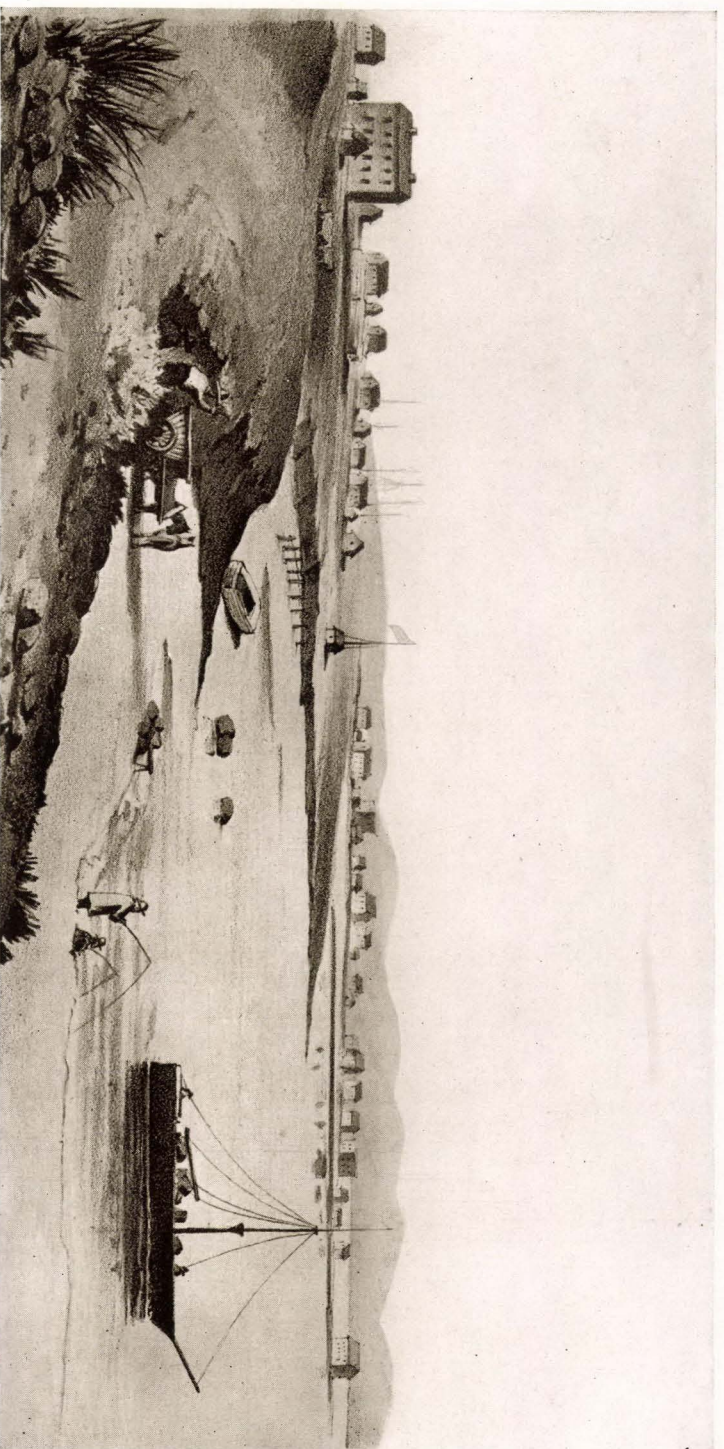
"Sacramento Transcript, Print."

From Original Broadside

Courtesy of Bancroft Library

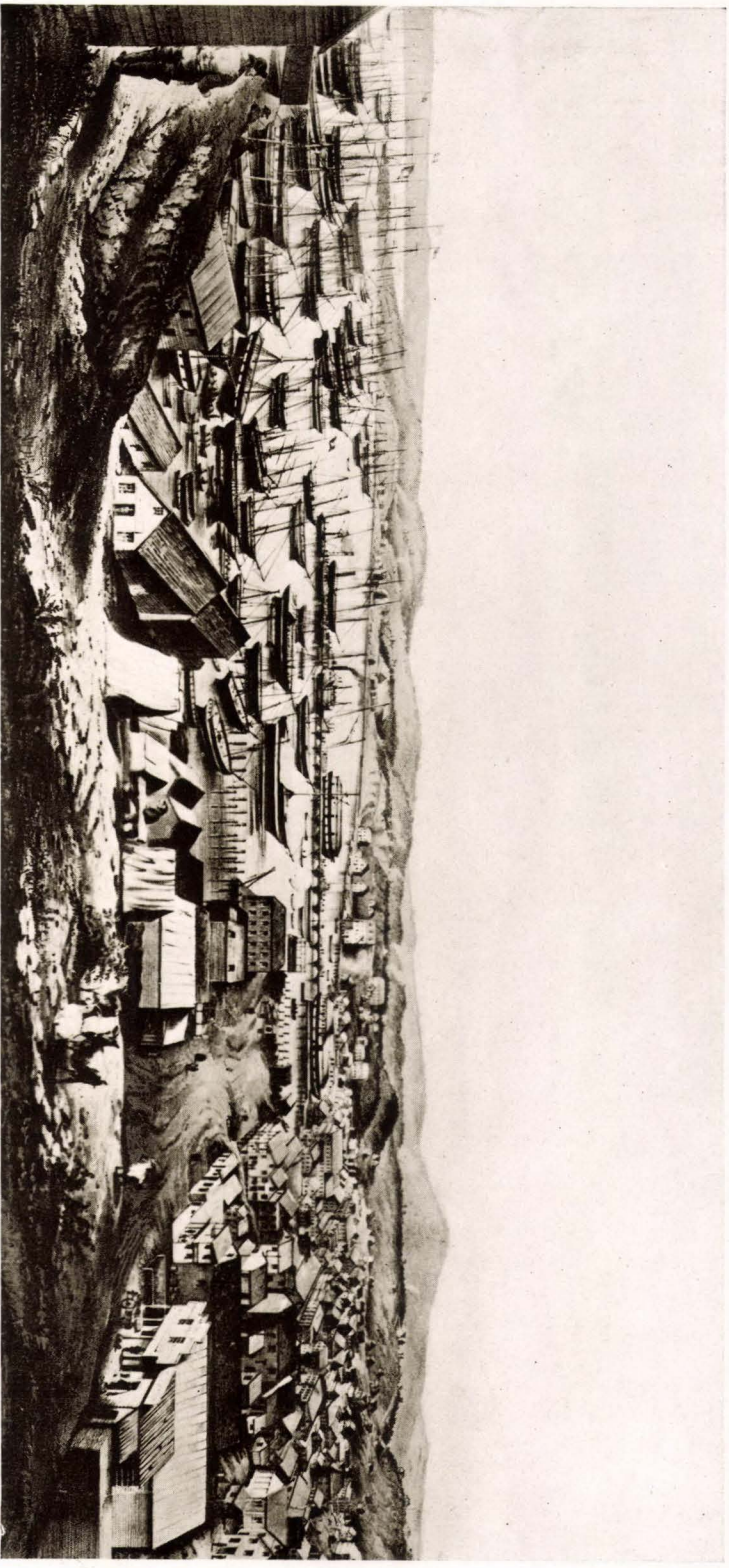
161. Nicolaus Bids for Leadership

This broadside preserves for us an idea of the intense rivalry between the new towns established in 1849. Nicolaus, now almost forgotten, here is seen presenting her claim to "Better advantages than any other place in California." Benicia, New York of the Pacific, Webster, Suttersville, Washington, Vernon, Nicolaus, Oro, Eldorado, Plumas City, and many other equally ambitious towns were located along the rivers leading to the mines. Stockton, Sacramento, Marysville and Red Bluff, however, were early developed as the leading centers on the rivers.



162. Benicia, the State Capital in 1853

The town of Benicia was founded during the winter of 1846-47 largely through the efforts of Dr. Robert Semple. The name first selected was "Francisca" in honor of the wife of General M. G. Vallejo. For a time its boosters expected it to be the metropolis of San Francisco Bay. The rivalry became so keen that the town of Yerba Buena felt it necessary to change its name to San Francisco. This caused "Francisca" to change to Benicia, the other name of Mrs. Vallejo. In March, 1849, the United States Army headquarters were established at Benicia. In 1853 it became the state capital, a distinction it enjoyed for one year.

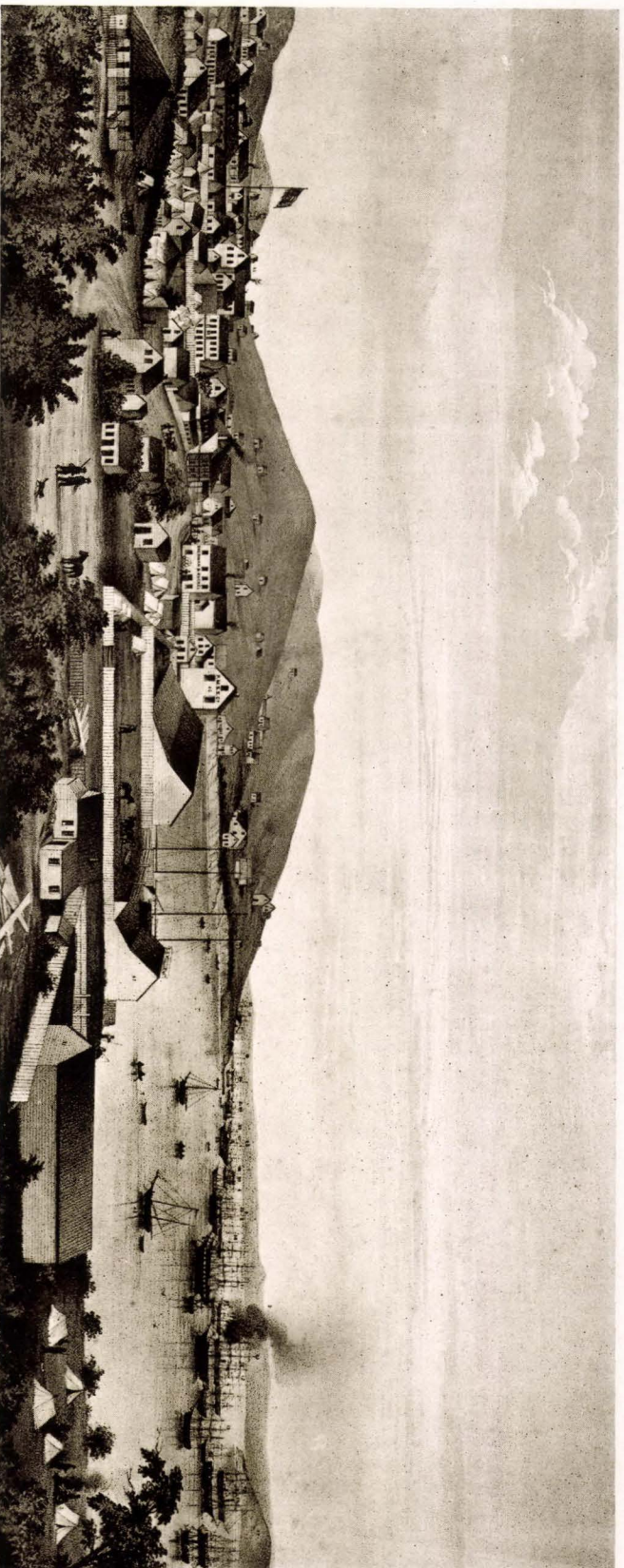


Drawing by Wm. B. McMurtrie

Courtesy of M. H. de Young Museum

163. View of San Francisco in 1850 from Telegraph Hill

This picture shows Yerba Buena Cove at an early date. In the foreground to the extreme left is Clark's Point while across the water in the distance is Rincon Point. A few buildings in Happy Valley (about Market street) may be seen along the shore this side of Rincon Point. Long Wharf (now Clay street) was then being built out into the bay. Two famous storeships are seen alongside this wharf, the "Apollo" and the "Niantic," the latter is now shown at what was later the intersection of Sansome street. At that time this street lay partly under water as the picture shows. Many other abandoned ships are to be seen in the bay.



From an Original Lithograph

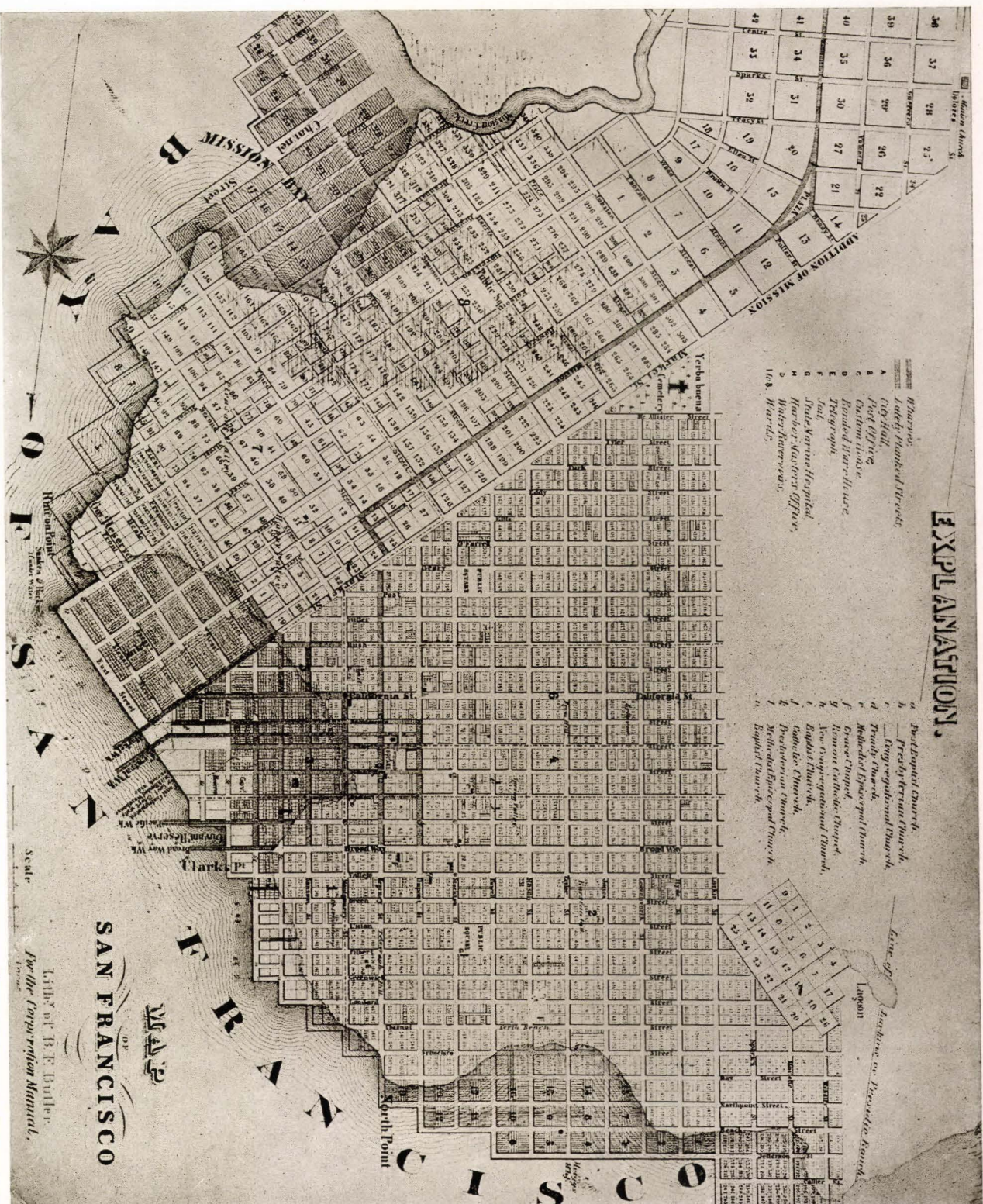
Courtesy of Bancroft Library

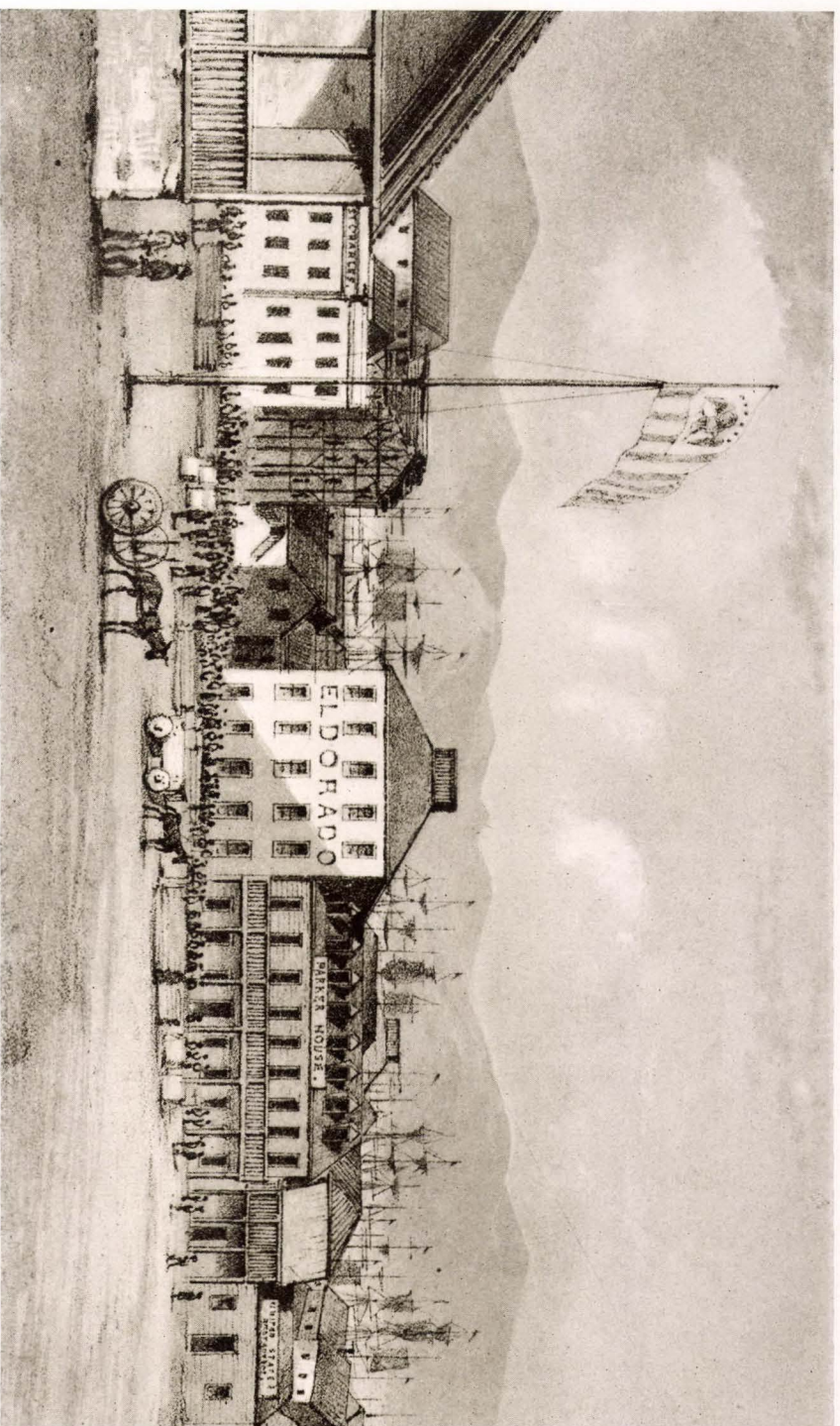
164. San Francisco, 1849

This picture gives a view of San Francisco in 1849 looking towards Telegraph Hill. The flagpole on the left stands over the Plaza. The street plainly shown to the left is Montgomery street which at Washington and Jackson was along the water's edge. In the harbor to the right are some of the ever-increasing fleet of vessels that anchored in the cove during the summer and fall of 1849.

165. Map of San Francisco, 1850

This map, which appears in the San Francisco Directory for 1851, shows us the limits of the city at the middle of the century. What is now the Civic Center was then the Yerba Buena Cemetery on the outskirts of the city. But few of the streets had been planked to prevent a repetition of the bad conditions of the winter of 1849. Already the city had begun to encroach upon the waters of Yerba Buena Cove, but the map shows us plainly the location of the original shoreline.





166. East Side of Plaza, 1849

In the days of '49 the Plaza or Portsmouth Square was the center of activity in San Francisco. Here was located the Customs House, shown in the picture to the left, and facing it were the chief hotels, saloons, and gambling resorts. The El Dorado and Parker House shown here were among the most famous. We are told that the Parker House, the lower floor of which was used for gambling, brought to its owners an annual rental of \$180,000.



167. Gambling in the Mines

The spirit of gambling was in the very atmosphere in California in the days of '49. Gold was easily obtained, prices were high, yet in almost any occupation chance played a large part. Public gambling flourished in all the saloons, yet some because of extravagant appointments were particularly popular. Many kinds of games were at hand to tempt the gold from the miner. Faro, as shown in this picture, was the favorite of Americans and Englishmen, while the Spaniards and Italians preferred monte. The stakes were often very high. On one occasion \$200,000 is said to have been at stake on a monte table at one time.



From an Old Print

168. First Presbyterian Church in San Francisco

Although there was much in California in 1849 that was rough and uncouth, suggesting an entire abandonment of religion and the refinements of civilization, this was not wholly the case. The men who came were largely young men from the average American home. Beneath the rough exterior was an honest, even a tender heart.

Not all who came to California in 1849 came to dig for gold, for on the first steamer to arrive were a number of Protestant clergymen who came as ministers of the gospel. Since October, 1848, the Rev. T. Dwight Hunt had been holding services in the public school house on the Plaza. As building materials were scarce the Presbyterians worshipped in a large tent until the arrival of a church building which was being shipped around the Horn.



169. San Francisco Post Office, 1849

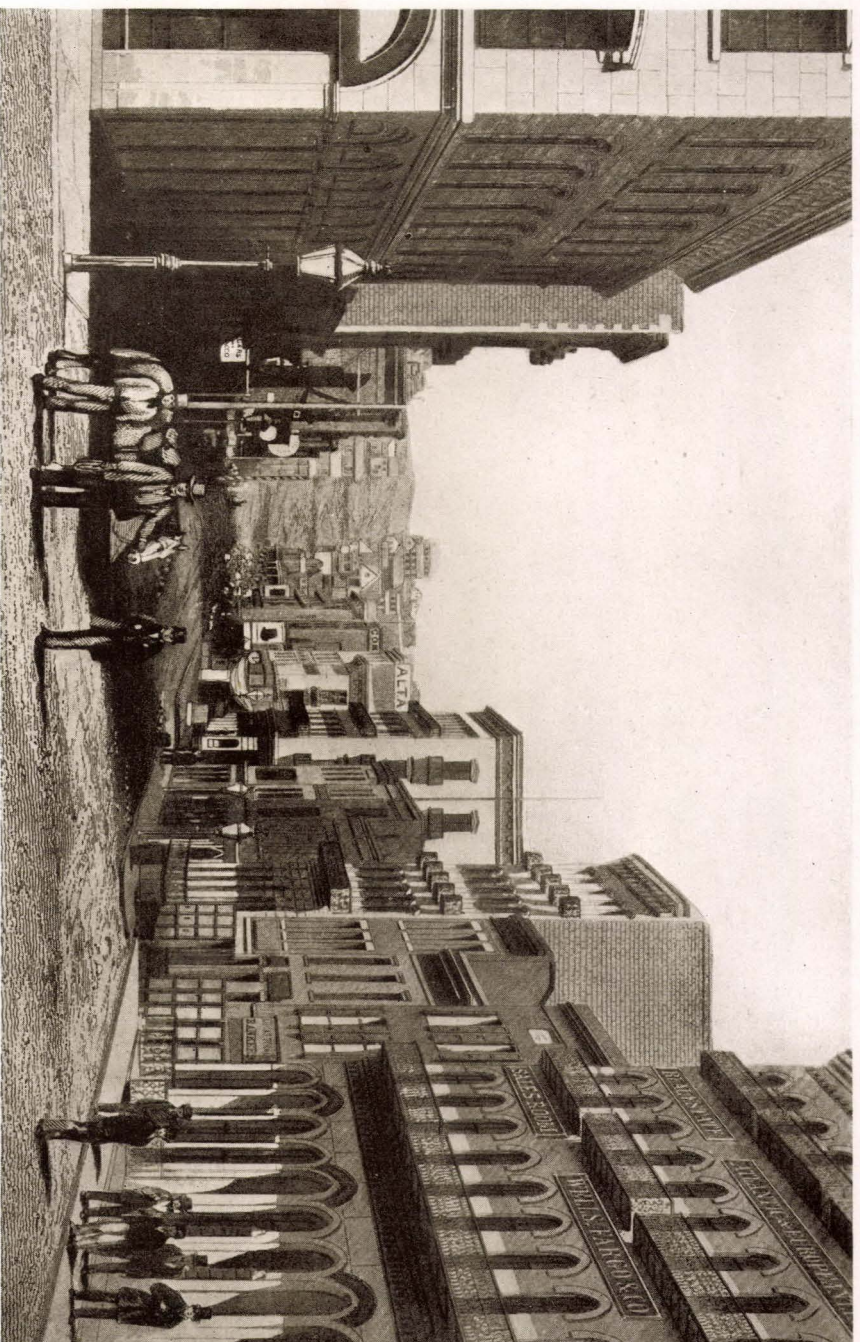
From Lithograph in M. H. de Young Museum

The post office at the corner of Pike and Clay Streets was a place of popular interest, not only for San Francisco but for all the mining district. When leaving home for the mines the only known address to give was San Francisco. So, notwithstanding the fact that the man might be two hundred miles away, his mail came to the San Francisco post office. The building was small and could accommodate but few clerks within. Outside there was little space for standing room. The mail arrived once a month. The task of sorting the mail kept the clerks busy for many hours. Meanwhile the anxious men were awaiting their letters. Often they would hold their place in line all night in the rain in order to reach the window early in the morning. The lines often extended many blocks even out into the brush-covered sand hills. Many desirous of adding to their funds would secure good positions only to be able to sell them to others with more money than time. Ten to twenty dollars are said to have been paid for positions near the delivery window. Express carriers from the mines gathered up letters for their patrons and delivered them at one dollar each. The Postmaster at San Francisco was given twenty-five cents of this amount for permitting the sorting of the mail.



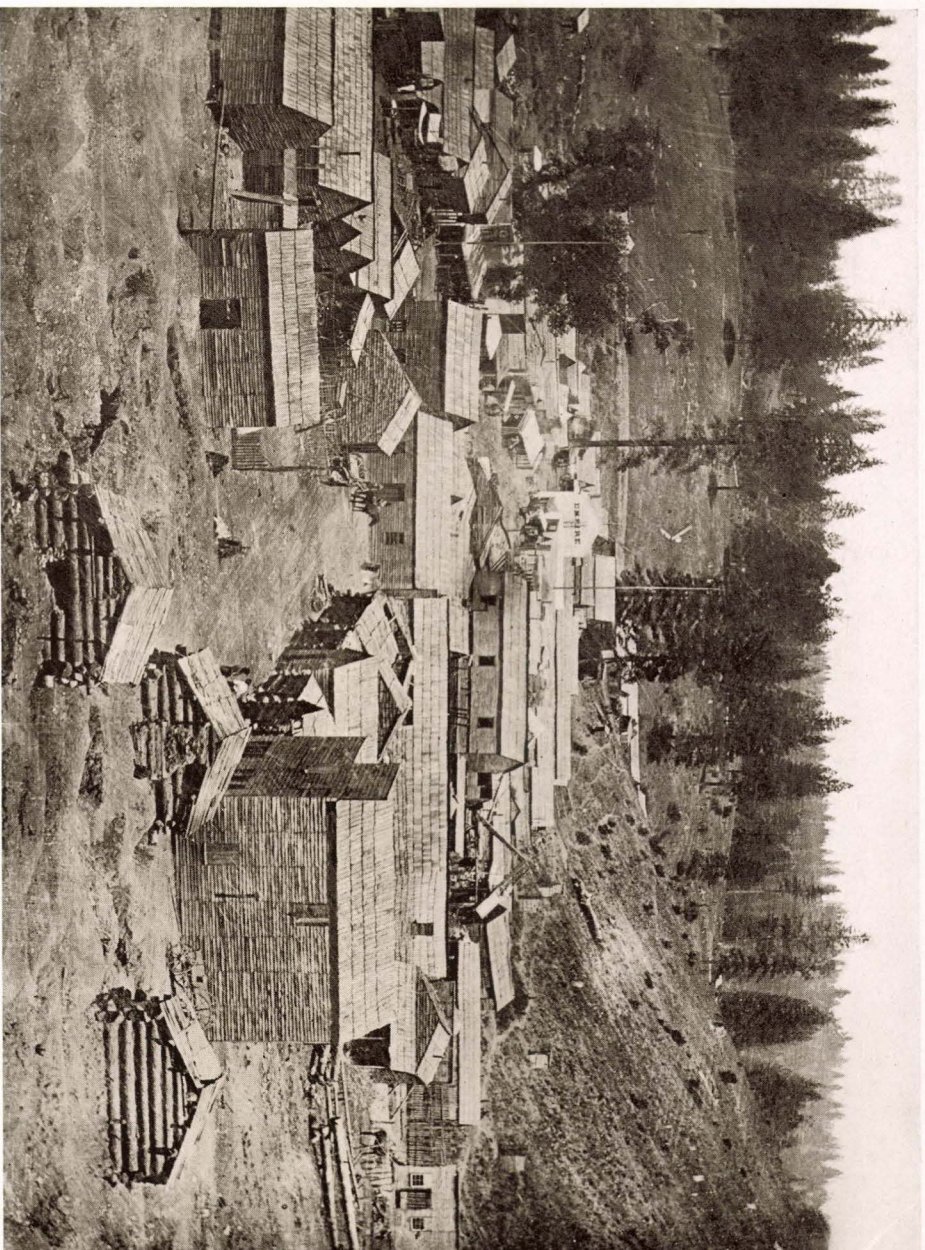
170. San Francisco Prison Brig and Store Ship Apollo

In the days of '49 buildings in San Francisco were few in proportion to the population and building materials were scarce and expensive. On the other hand hundreds of deserted ships lay at anchor in the harbor. One of the first official acts of the San Francisco council was to appropriate money for the purchase of the Brig Euphemia which was converted into a prison. The store ship Apollo was anchored in the cove some distance from the beach but later was brought alongside a wharf and converted into a lodging house and saloon.



171. Montgomery and California Streets, San Francisco, 1856

This picture, published in 1854, gives an idea of San Francisco's main street at that time. During the winter of 1849-50 Montgomery, as well as other streets, was impassable but during the summer of 1850 many of them were paved with planking. The buildings shown here were the first of the permanent type of business buildings erected in San Francisco. On the right is shown the Express Building erected by Samuel Brannan. Wells Fargo and Co., bankers and express brokers, occupied part of the first floor; the fourth story was the home of the Society of Pioneers. Across the street may be seen a portion of the Parrott Building, constructed of granite prepared in China and put together here by Chinese workmen. A portion of the sign of the "Alta California," one of the leading newspapers, is to be seen down the street.



From an Old Daguerrotype

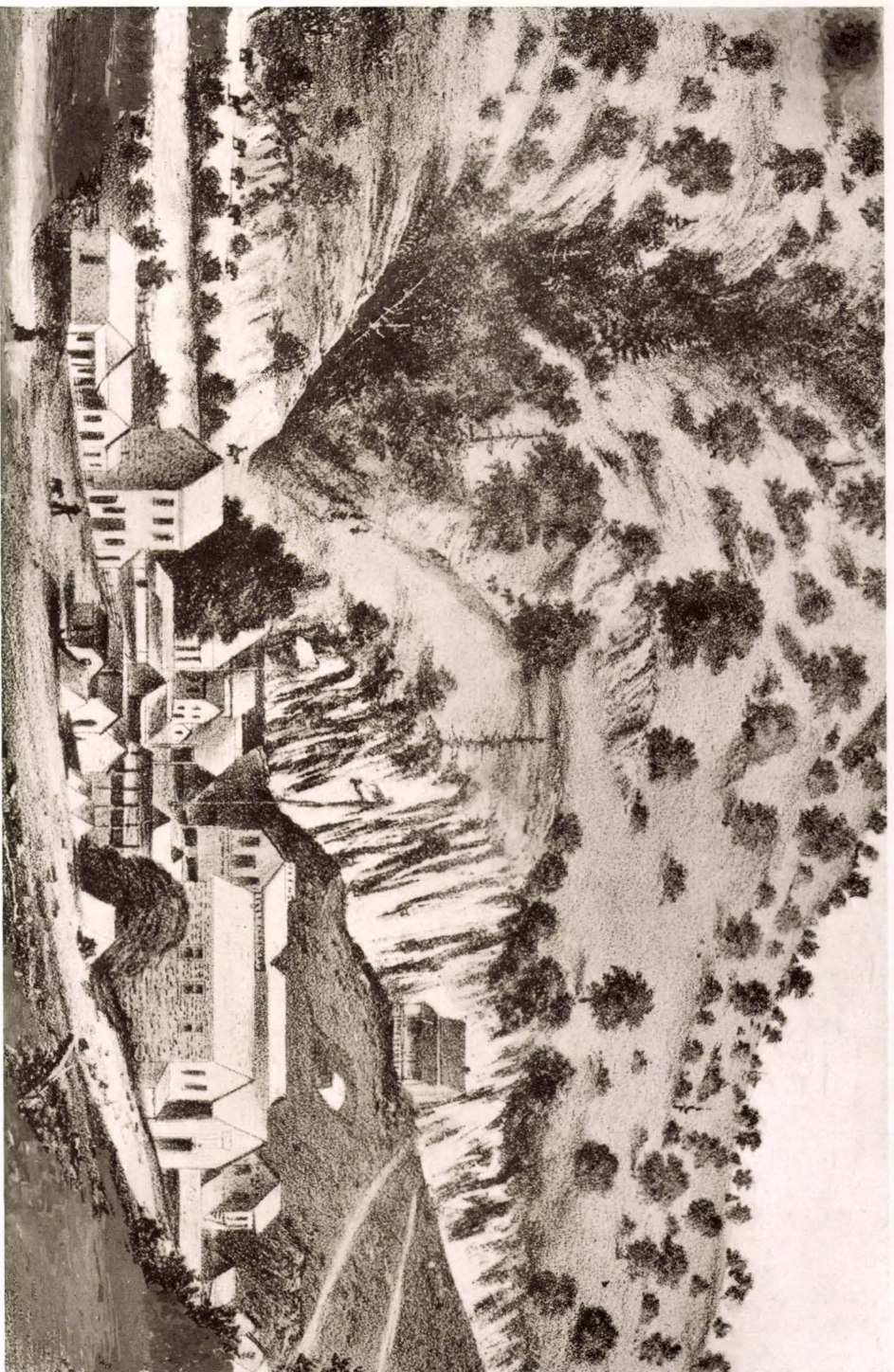
172. Placerville in the Early Fifties

Placerville soon attracted many of the gold seekers previously drawn to Coloma. It was first found to be a gold producing center in the summer of 1848, and for a time was known as "Dry Digging" because of the scarcity of water. In 1849, because of prompt action in enforcing the miners' code, it was early given the name of "Hangtown." As it was on the overland route by which immigration flowed in through the Carson Pass, it was one of the first mining camps reached by the gold seekers. It became the county seat of El Dorado County in 1857.



173. Coloma

This old lithograph shows the site of the gold discovery. The mill was located in the river to the right of the picture. A portion of the old mill race is still in evidence. During the excitement of the early flush mining days Coloma grew to be a town of considerable importance and was the county seat from 1850 to 1857.



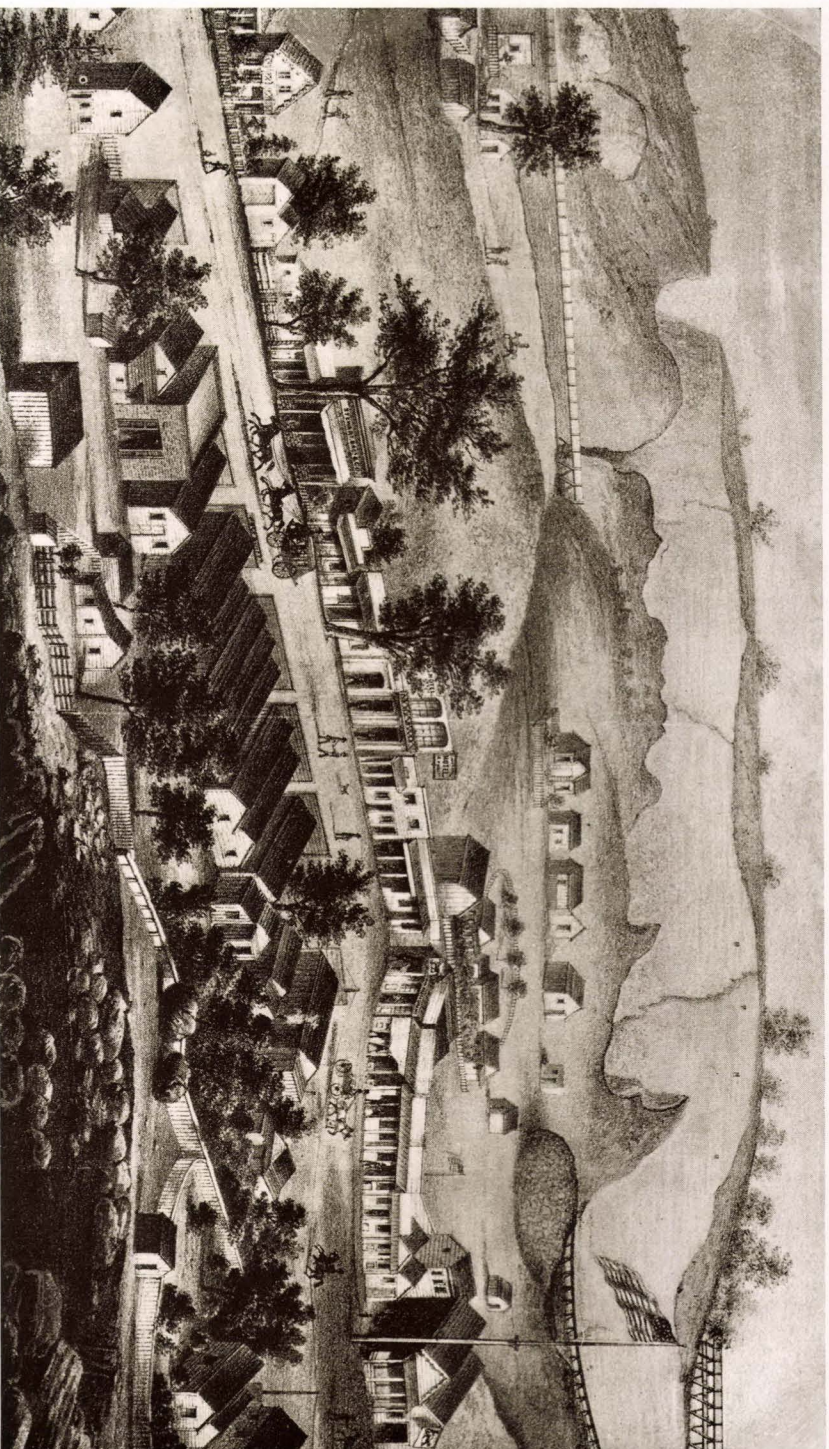
174. Bidwell Bar, 1854

Among the places where gold was found during 1848 was Bidwell Bar on the middle fork of the Feather River. It was named for John Bidwell who came to California in 1841. In 1850, with a population of 600 it was the county seat of Butte County. In 1853 it claimed a tributary population of 2000 people and again became the county seat for a period of three years. In 1856, Oroville, formerly known as Ophir, assumed the leadership as a mining town and also had the advantage of being on a navigable stream. In that year the county seat was transferred to Oroville.



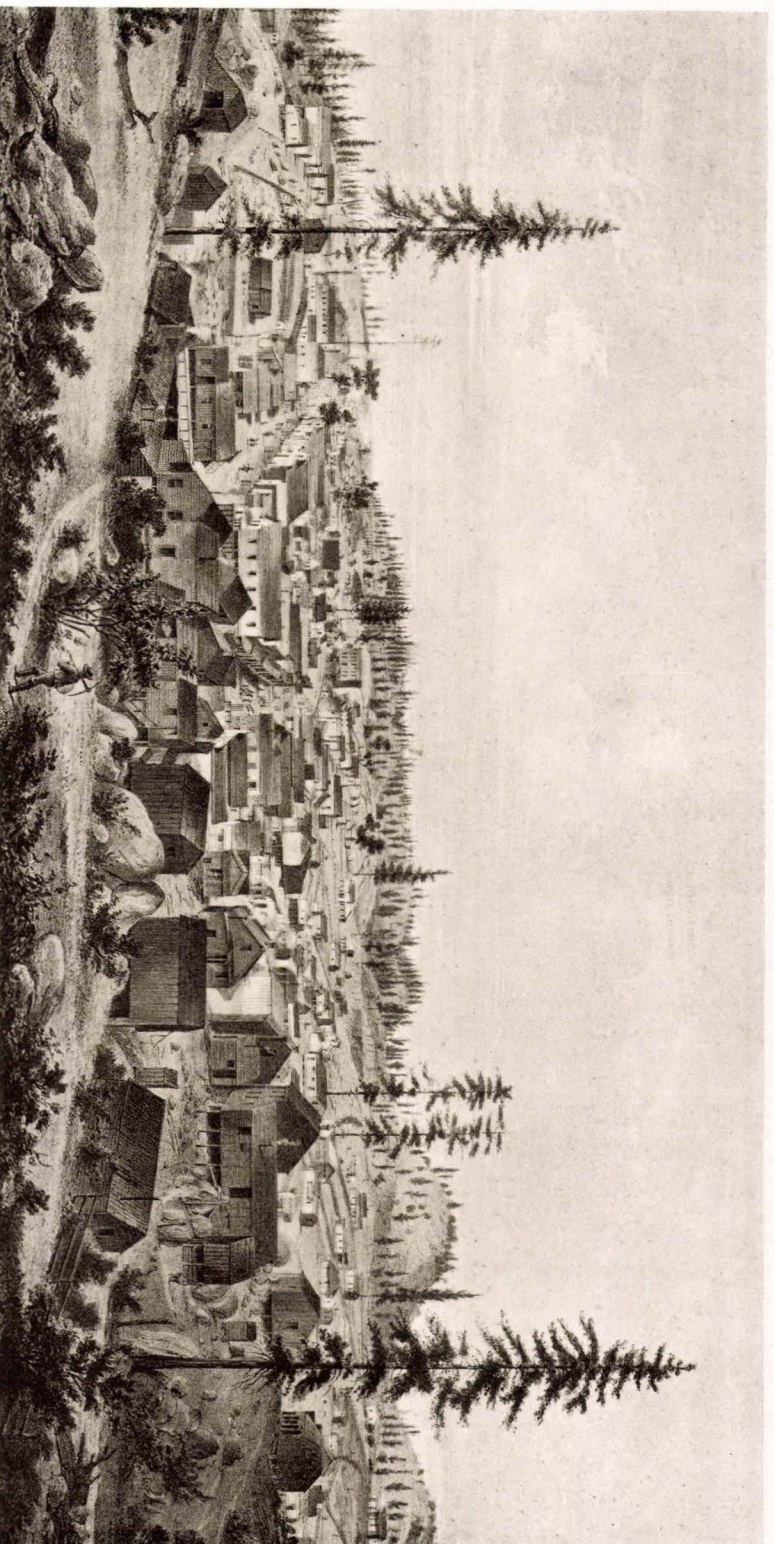
175. Downieville

Downieville, named for Major William Downie, was founded in February, 1850, and grew to importance due to the mining operations around about. It was originally known as Yuba Forks, because of the fact that it is located at the junction of the branches of the North Fork of the Yuba River. Mining operations were still being carried on in the bed of the river at the time this picture was made. When Sierra County was created in 1852, Downieville became its capital.



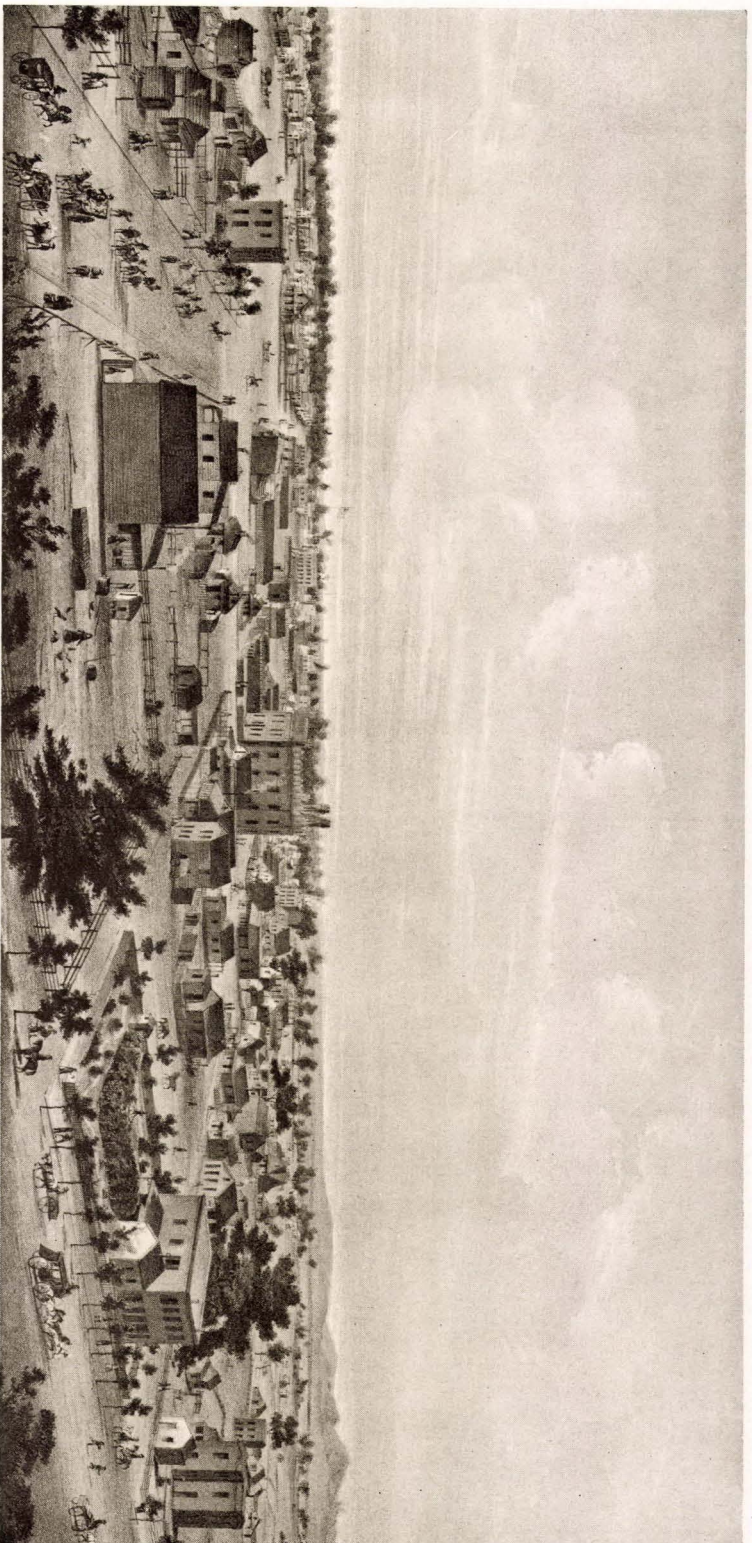
176. Timbuctu

This was one of the mining towns of the days of '49. Its name is one of the many picturesque and romantic names given by the men of that period. The hill behind the town shows the effects of hydraulic mining.



177. Nevada City in the Fifties

Nevada City, one of the early mining towns, is located at a place where gold was discovered September, 1849. It was first known as Deer Creek Diggings and later as Caldwell's Store. In 1850 it took the name of Nevada or Nevada City. When Nevada County was created in 1851, it was made the county seat and has so remained. Quartz mining developed here at a very early day and is still extensively carried on.



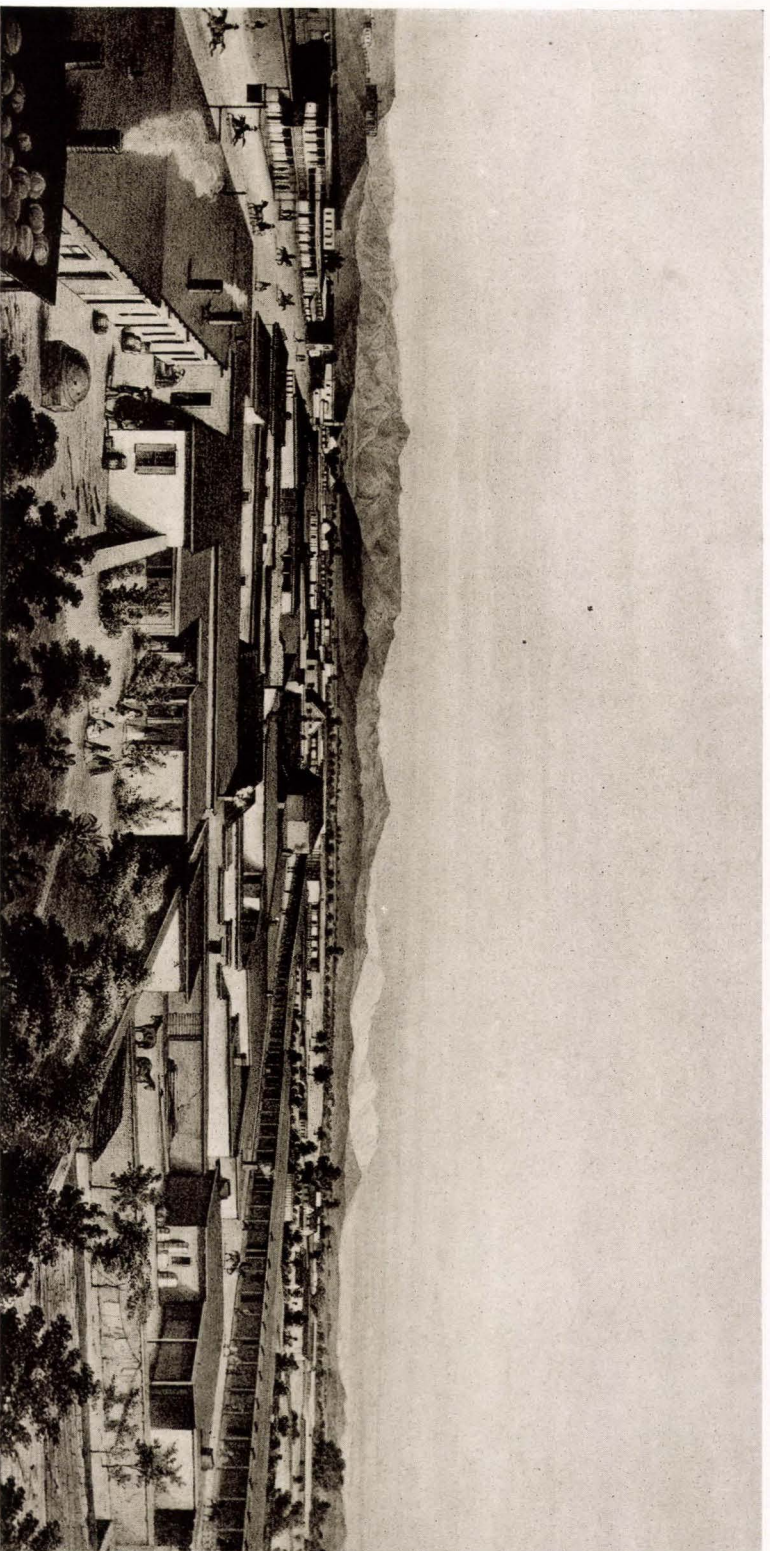
178. Marysville About 1856

Before the gold discovery Thomas Cordera established a trading post, known as New Mecklenberg, on the Yuba River near its junction with the Feather River. It was later purchased by M. C. Nye and became known then as Nye's Ranch. Before extensive hydraulic mining had caused the filling of the river beds, the Feather River was navigable to this point and a large population gathered here. The name Marysville, for Mary Murphy Covilland, the wife of one of the founders of the town, was assumed in 1849.



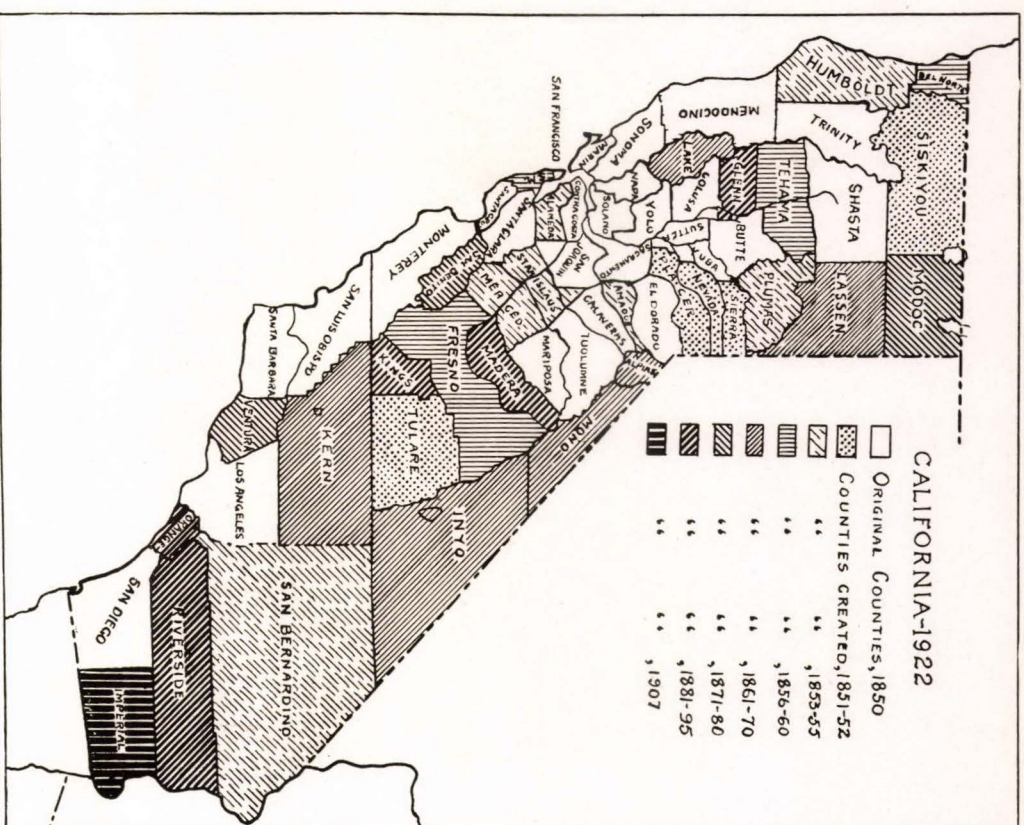
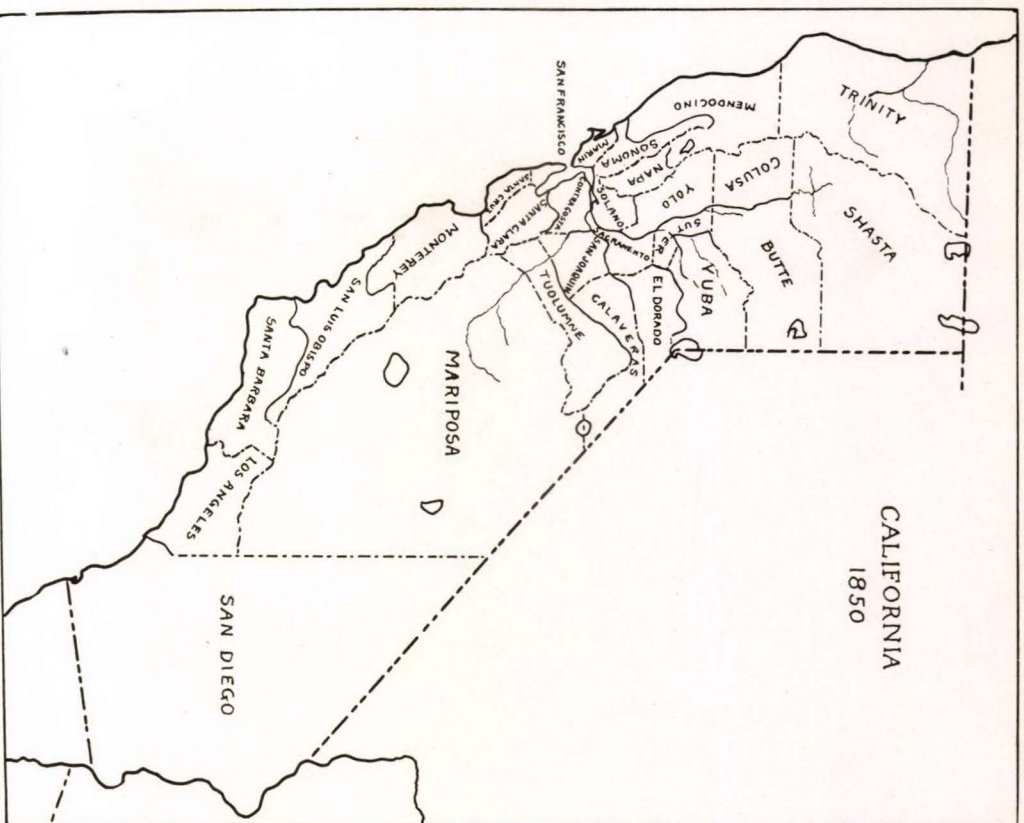
179. San Jose From the City Hall, 1858

This very rare and interesting picture shows San Jose, the capital of California (1849-51), as it was in 1858. Market Street is the principal street shown. The intersecting street upon which the four-horse stage is shown is Santa Clara Avenue. The old City Hall from whence this picture was taken was on the site of a building now owned by the city and used as an engine house. The flagpole stands upon the site of the Capitol Building where the first sessions of the state legislature were held.



180. Los Angeles, 1857

The view here is looking north from the east side of Main Street about one block south of Reguena Street. At the left is Main Street, the signboard marking the United States Hotel. The two-story adobe across the street is on the site of the present post office. The Lafayette Hotel, just beyond, may be distinguished by means of its roofed porch. Further down the street is the tower of the church. To the right of the picture is Los Angeles Street. The adobe buildings seen along this street were the residences and stores of the Jewish merchants. The two-story building at the end of this row of buildings was the headquarters of Capt. Fremont during the period of the conquest.



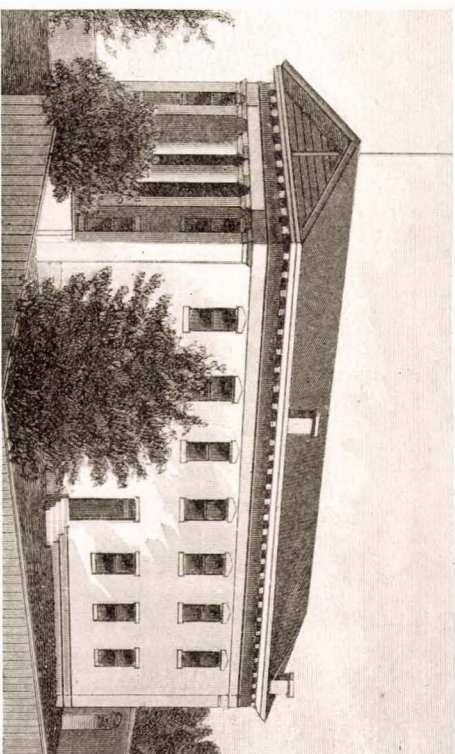
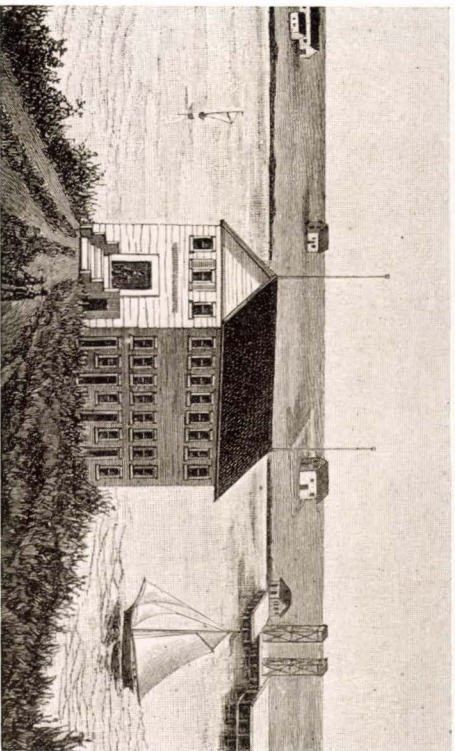
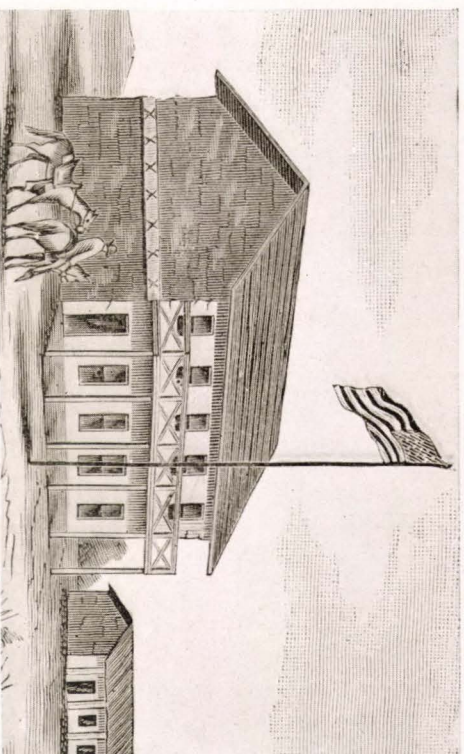
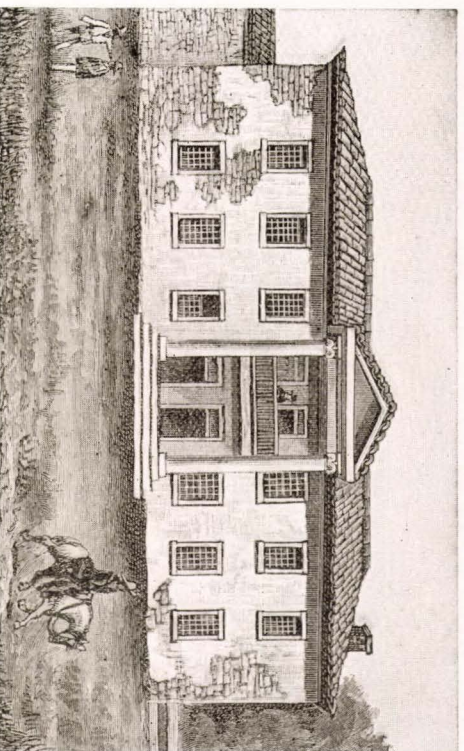
181. California Counties, Then and Now

The first counties in California were created by an act signed February 18, 1850. At that time they numbered twenty-seven, but several were combined with one county seat, as for example Shasta and Trinity, Sonoma and Mendocino, Butte and Colusa. Mariposa contained area that is now divided among a dozen counties. The map on the right shows the present counties and indicates the period during which they were created. It will be noticed that the growth in numbers was large during the first decade, whereas during the past three decades there has been but one new county.



182. The Great Seal of California

The Great Seal of the State belongs properly to the office of the Governor as chief executive, but it is in fact in custody of the Secretary of State through whom official documents are usually issued. The chief figure represents the Goddess Minerva who sprang full grown out of the brain of Jupiter. This symbolizes the new state which was fully organized at the time of her admission to the Union in 1850. The grizzly bear was added to represent strength and also because he belongs essentially to this region. In the background are to be seen the miner, representing the leading industry of the state, and behind him the ships of commerce upon the waters of a great harbor. Lofty mountains representing the gold laden Sierra Nevadas are in the distance. The Greek word "Eureka" (I have found it) expresses surprise and satisfaction at having found the wonders of this great state. The stars represent the thirty-one states in the Union after the admission of California.



183. The State Capitols, 1849-1853

The illustrations on this page show us four of California's early capitol buildings. The one to the upper left is Colton Hall, Monterey, the building in which the Convention met in September and October, 1849, to draw up the first Constitution. The one to the right is the building in San Jose where the Legislature met for its first and second sessions, December, 1849, to May, 1851. Below to the left is the small building at Vallejo in which were held the meetings of the third session of the Legislature (1852). The building shown on the right is the old state house at Benicia, which served as State Capitol from February, 1853, to March, 1854, when Sacramento became the permanent capital.



From Painting by H. D. Nichols

184. Mount Diablo Serves as an Important Landmark

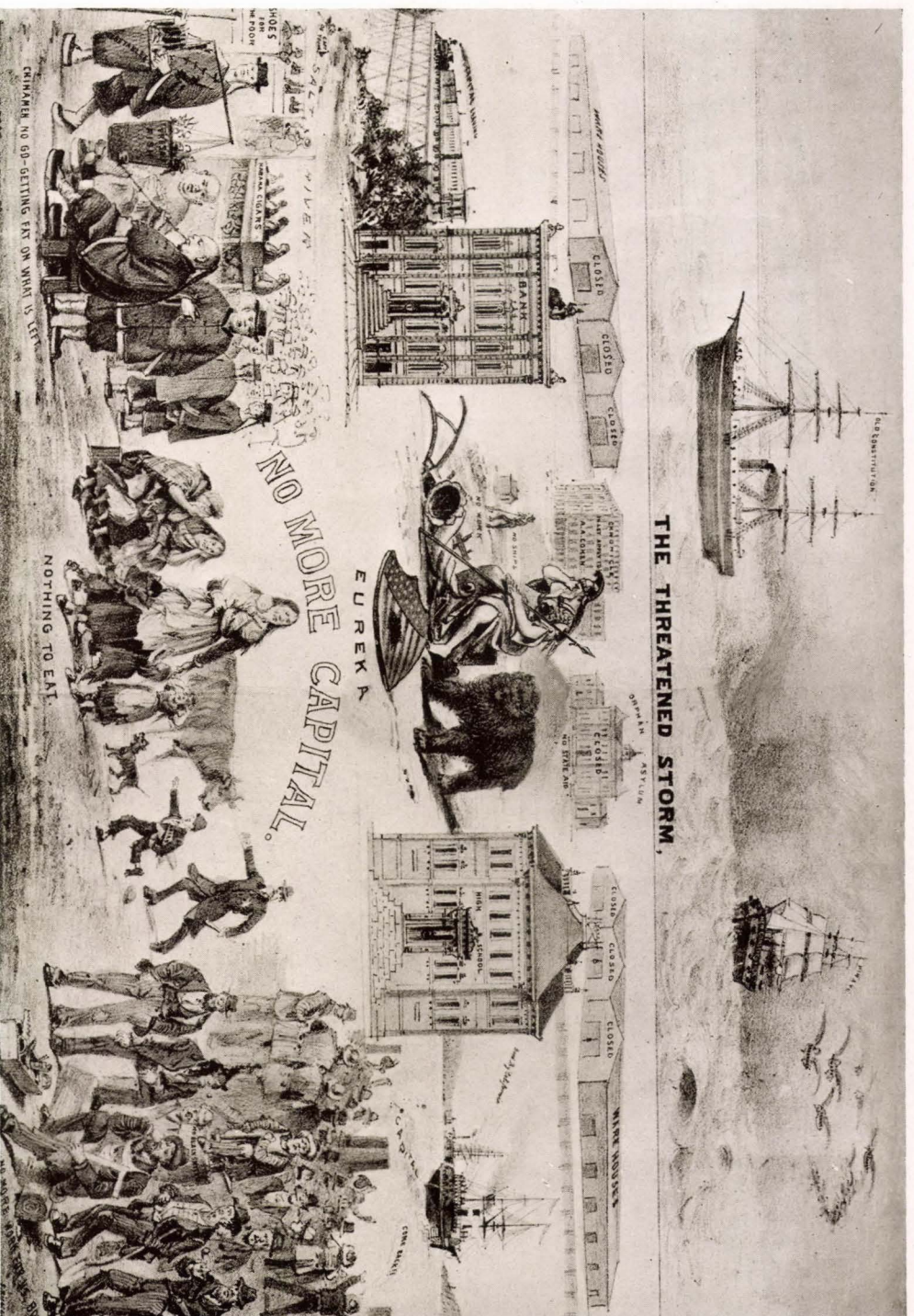
Before the United States Government could properly dispose of any of the public land in California, it was necessary that it be surveyed. The first step in making the survey was to fix upon some point as a beginning. Mt. Diablo in Contra Costa County was an ideal place, because it could be seen for such a long distance. In 1851 the United States Surveyor placed a monument on the top of this mountain and then surveyed a line north and south called a meridian line and another east and west known as the base line. Most of the land in Central California is described according to its direction and distance from Mt. Diablo. Later Mt. Pierce in Humboldt County and Mt. San Bernardino in Southern California were also selected to serve similar purposes in the northwestern and southern parts of the state, respectively.



From a Contemporary Print

185. California Did Her Part in the Civil War

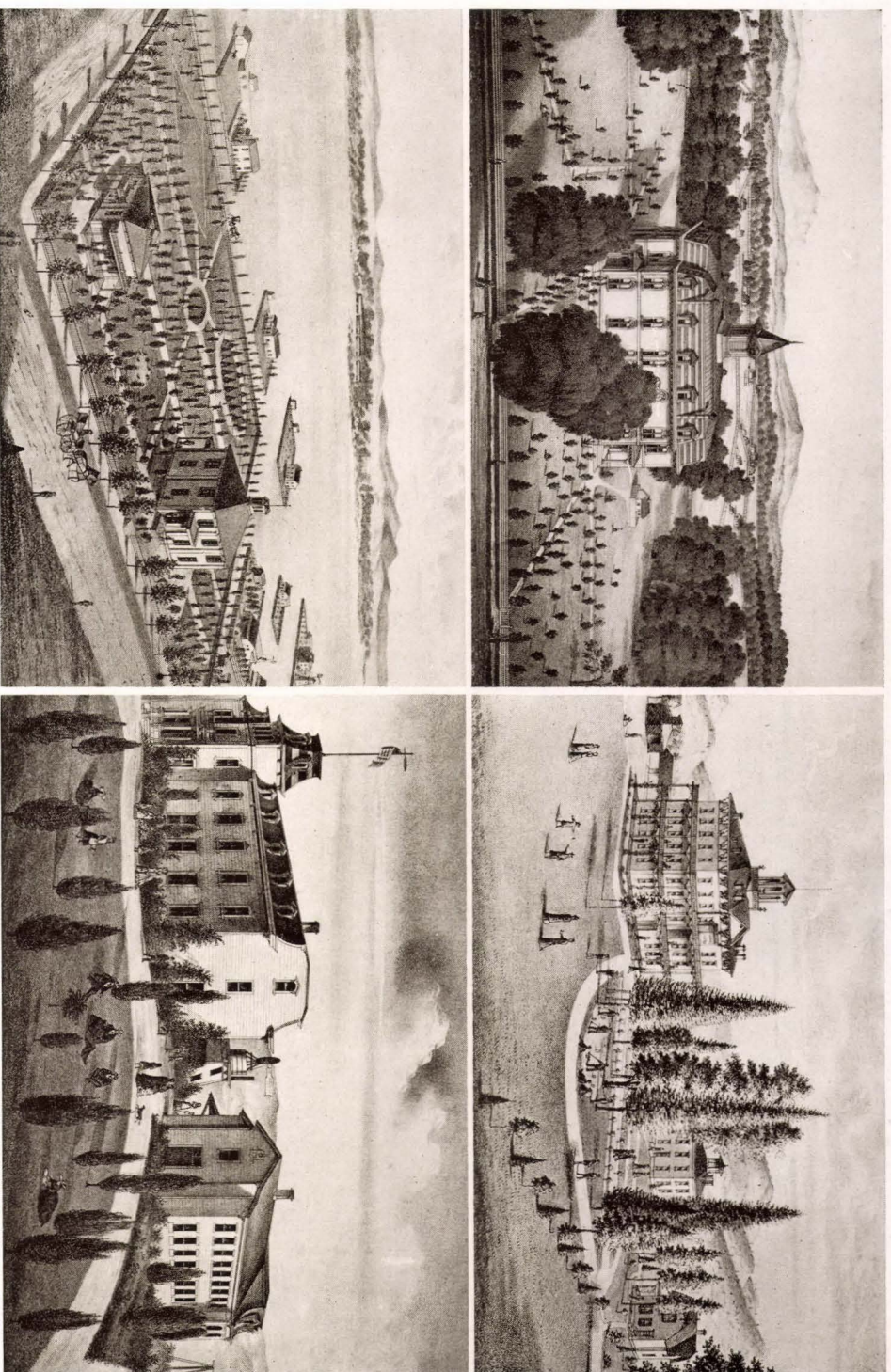
Although far removed from the seat of the Civil War, California did her part in that national crisis. In enlistments in the United States Army she exceeded her quota, although her men were used very largely within her own borders relieving the regular army men for service in the south. Her gold mines furnished wealth when the national credit demanded all that could be produced. In the work of the Sanitary Commission, the forerunner of the Red Cross, California proved herself especially generous, contributing nearly a million and a quarter dollars, practically one-third of the total amount.



186. Conservatives Feared the New Constitution

The cartoon given here was issued by the *Oakland Mirror* during the campaign of 1879 when the present constitution was being voted upon. There had been many defects in the constitution of 1849; so the legislature and people had decided upon a convention to draft a new constitution. Just at the time the members of this convention were being elected, Dennis Kearny, the agitator, was at the height of his career, with the result that there was a strong element of the dissatisfied class in the convention. It was feared by the capitalists and conservatives that the adoption of the constitution would produce the dire results shown in this cartoon.

This cartoon, very opposite in appeal from the one accompanying it, was issued in the campaign of 1879 by the *San Francisco Chronicle* in an attempt to win popular approval for the new constitution. The people of the state accepted this view and adopted the new constitution by a vote of 78,000 to 67,000. At the same time they also elected a governor and a legislature that were conservative in tendency, so that many of the more radical provisions of the constitution were quietly ignored and others were declared unconstitutional by the Supreme Court. We are still governed by this constitution although it has been amended so much it is now quite different in many respects.



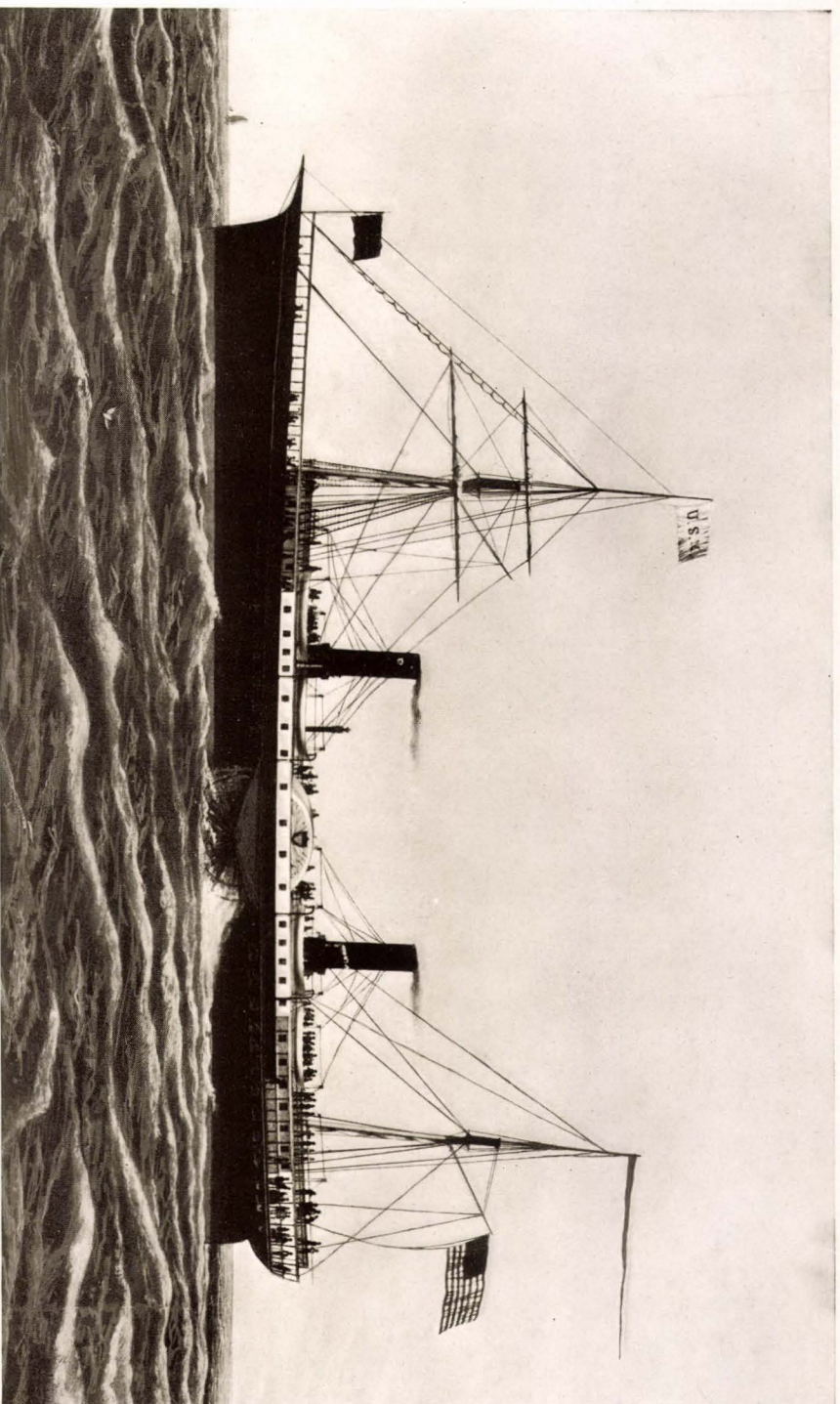
188. Some Early California Colleges

In the earlier years much of the educational work was done by private schools and colleges, largely run as church schools. In 1890 the superintendent of public instruction reported that there were then twenty-two public high schools in the state and one hundred and five private academies doing similar work. The University of California was still small, but forty-five other colleges and seminaries shared in the task of higher education in California. These colleges were distributed widely throughout the state much as our present junior colleges are. The colleges shown here are the Pacific Methodist College at Santa Rosa at the upper left, Napa College, also Methodist, at the right. Below is Pierce Christian College at College City, Colusa County, and Washington College, Irvington, Alameda County.



189. By Air Route

That air travel was seriously considered in 1849 is suggested by this cartoon. Furthermore, Sherwood's *Pocket Guide to California*, published in New York in 1849, announced that Mr. Rufus Porter had worked out an Aerial Steamboat, upon the idea of a modern airship. It announced that he proposed "to carry passengers to California for \$100 including board and a passage ticket to return."



From Original Lithograph

Courtesy of M. H. de Young Museum

190. The John L. Stephens

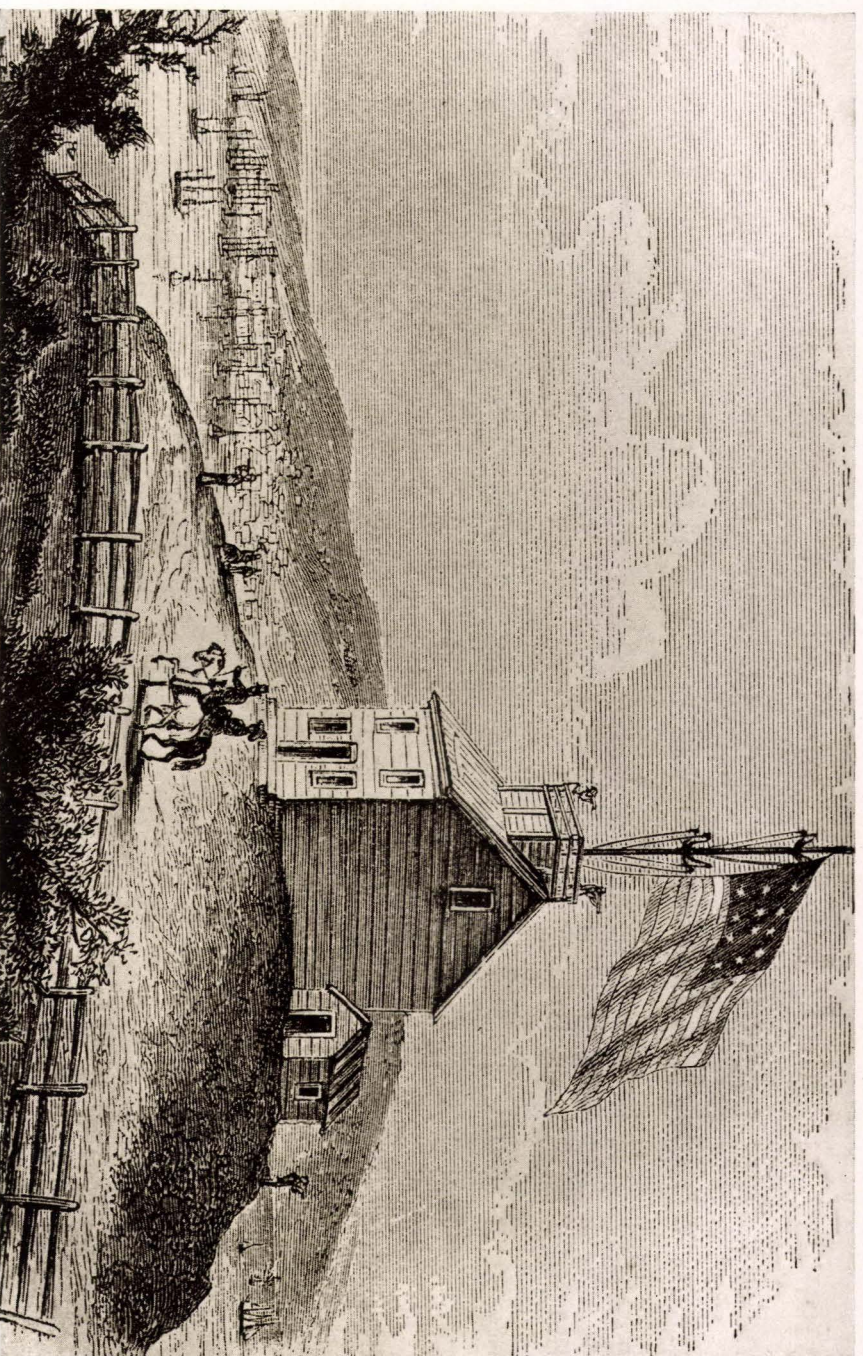
Realizing the growing importance of American interest in the Pacific Coast to follow upon the results of the Mexican War, Congress in March, 1847, passed an act permitting the subsidy of a steamer line to carry mail between New York and Oregon by way of Panama. The contract was taken by a company later organized and known as the Pacific Mail Steamship Company. They had already begun operations at the time of the gold excitement and their steamer *The California* was the first to arrive with gold seekers from the Atlantic. *The John L. Stephens*, shown here, was one of their vessels used in a slightly later period. It was named for one of the builders of the Panama railroad.



191. The Clipper Ship "Glory of the Seas"

Courtesy San Francisco Chamber of Commerce

The demand for shorter time for the passage to California around Cape Horn led to the construction of vessels especially prepared for speed. The result was the clipper ships. Previously they had been small vessels but now larger vessels with sharp bows, graceful lines and equipped with full canvas were built. These ships were not only very beautiful but were able to skim the ocean at great speed. The *Glory of the Seas* was a medium clipper ship built in 1869. It made the voyage from New York to San Francisco in 94 days. The fastest time was that made by the *Flying Cloud* in 1854, when it reached San Francisco 89 days after leaving New York.



From a Contemporary Print

192. Telegraph Hill in the Fifties

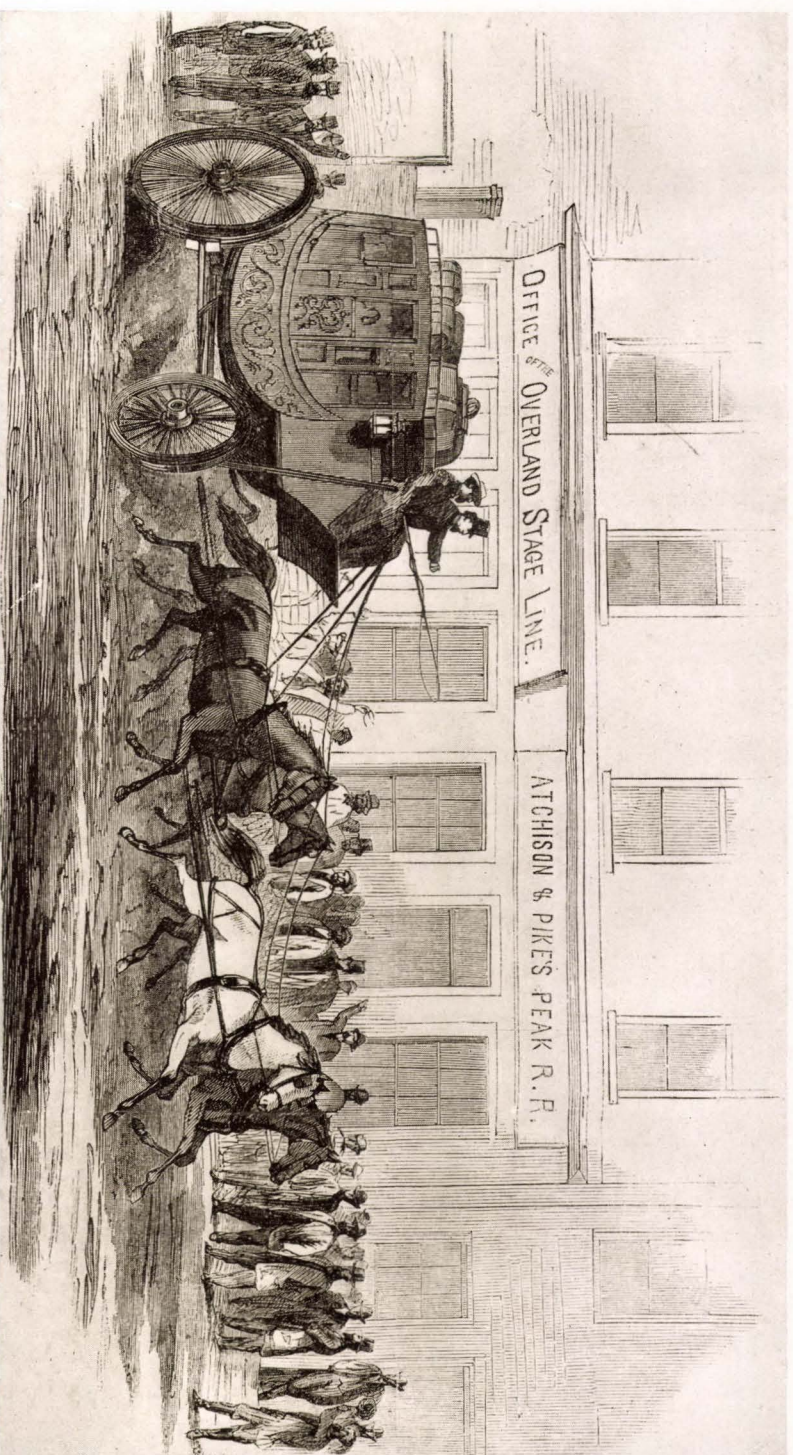
Immediately behind the new town of San Francisco arose a high hill which looked out upon the Golden Gate. As early as 1849 this hill was made use of as a signal station to give advance information regarding the approach of the mail steamers and other vessels. Another station near the Golden Gate made possible even earlier reports. The messages were conveyed by means of flags and later semaphores. On September 22, 1852, the first electric telegraph in California was opened, extending eight miles from San Francisco to Point Lobos, overlooking the ocean.



Drawing by Eduard Vischer

193. Even the Camels Did Their Share

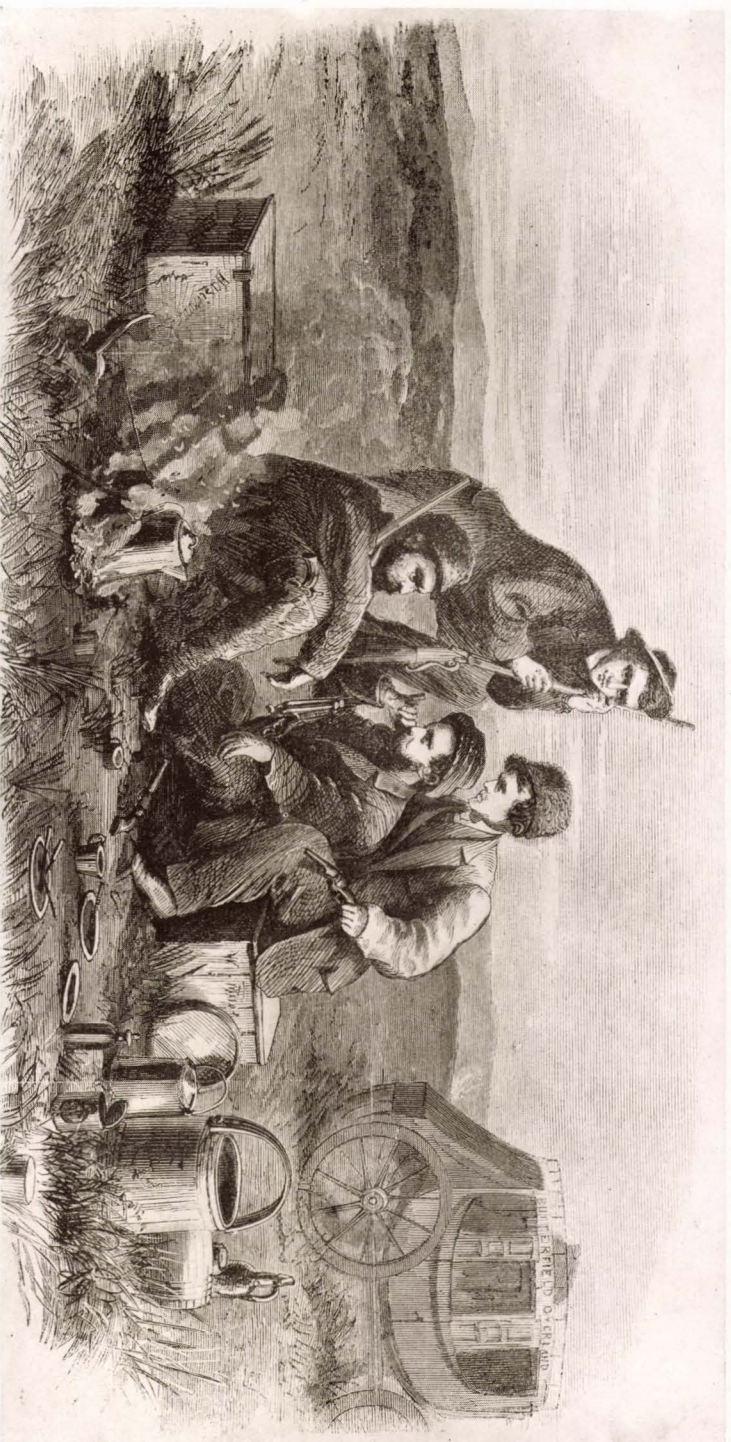
The arid deserts of the Southwest suggested the feasibility of camels as aids in solving the transportation problem. As early as 1851 Senator Jefferson Davis had urged their use. When later he became Secretary of War he secured money for this purpose. With Davis in this idea was Edward F. Beal of California. Beal was in charge of the Tejon Indian Reservation and used a number of camels in transporting supplies to his headquarters in the later fifties. The experiment was not a success, due to the antipathy of the army mule drivers to these ungainly looking beasts, which not only were of different temperament from the army mules but by their appearance caused the mules and horses to stampede whenever they met them on the trails.



From a Contemporary Print

194. The Overland Stage Leaves for the West

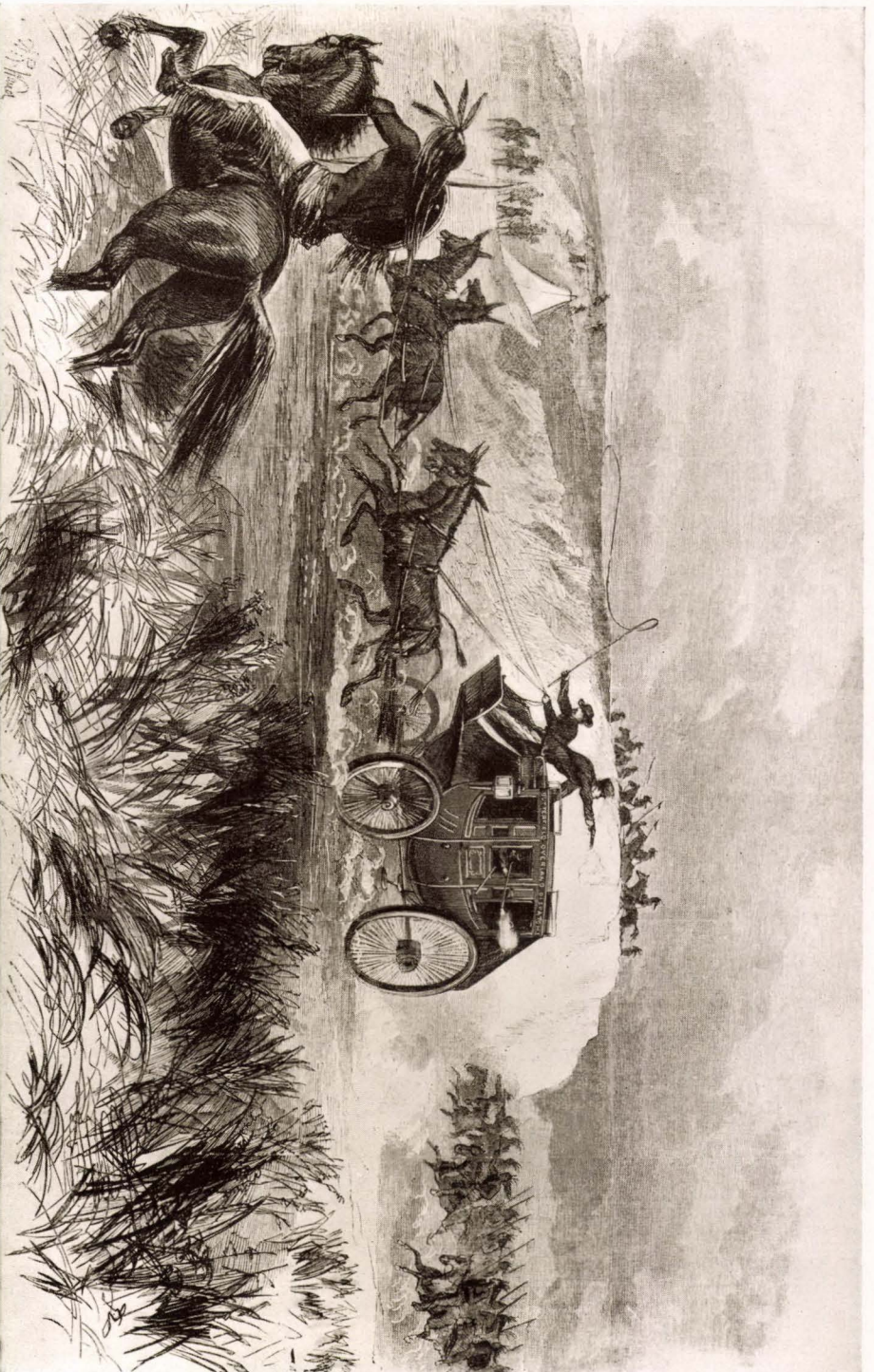
In answer to the demand for better and more rapid communication between the East and California, Congress authorized the Postmaster General to contract for carrying a semi-monthly mail at a subsidy of \$200,000. The Butterfield Overland Mail Company, secured the contract and began the service. Substantial coaches were built to accommodate three or four large sacks of mail and a half dozen passengers. Travel was maintained day and night and the entire distance from St. Louis to San Francisco was made in twenty-five days.



From a Contemporary Print

195. The Stage Coach Carried No Diner

On the stage line the fare from the Mississippi River to San Francisco was \$200, the passengers furnishing and often cooking their own meals. They were allowed forty pounds weight each for luggage. The picture taken from a contemporary publication shows a stop for the preparation of a meal enroute.



196. Indians Often Attacked the Overland Stage

The long distance, nearly 2800 miles, over plains and barren deserts was not all that the overland stage had to contend with. At times the Indians, through whose country the route ran, were on the warpath and precaution was taken to protect the stage line. Every passenger was advised to provide himself with a Sharp's rifle and one hundred cartridges, a Colt navy revolver and two pounds of balls, a knife and sheath as well as other equipment. Nearly eight hundred men were in the employ of the company, with stations, usually of adobe, at ten-mile intervals. When the Indians were hostile a guard of from twenty to twenty-five men was placed at each station.



From a Painting by R. F. Zolganum

197. The Highwaymen Collect Toll

In the early days when population was sparse holdups as shown in this picture were not uncommon. Usually the main object of the robbery was to obtain possession of the express box which contained valuable treasure, but the possessions of the passengers were not overlooked.



From a Painting by Frederic Remington

198. Important Messages Were Sent by Pony Express

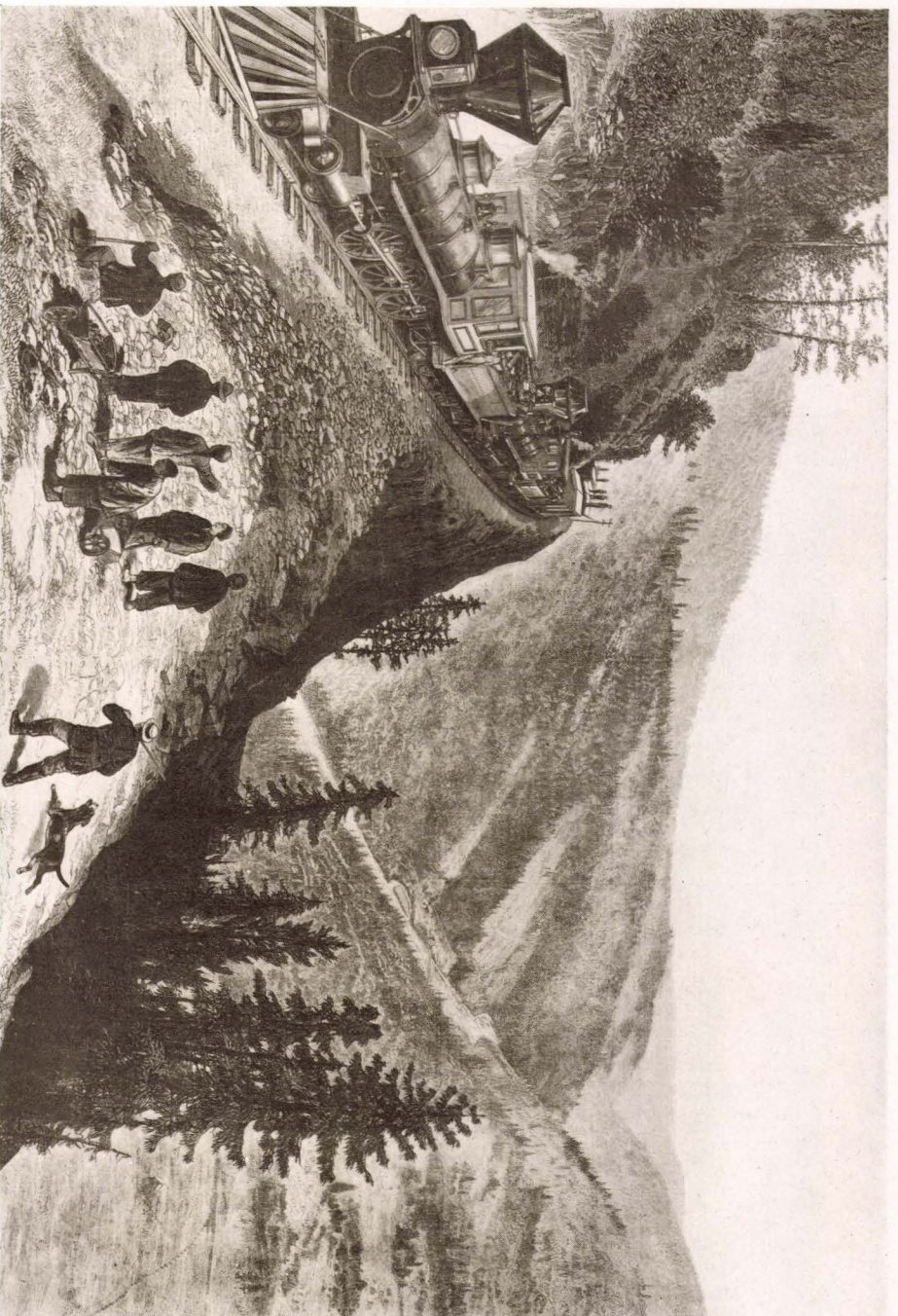
The Pony Express furnishes material for one of the dramatic episodes in the history of the Far West. The Overland Stage reached California by a southern route. This was not entirely to the liking of many of the northern men. Russell and Company undertook the task of running a fast express from St. Louis, Missouri, to California by a central route. The first trip was made April 3, 1860. Eighty light daring riders and five hundred of the fastest horses were provided. In a dash of seventy-five miles the rider changed horses from seven to ten times. Often the riders encountered hostile Indians but the fleetness of their horses usually brought them through. When the transcontinental telegraph was completed, October 25, 1861, the pony's work was over. But he had performed an important service in giving the West rapid news from the East just at the greatest of the nation's crises—the outbreak of the Civil War.



Sketch by Eduard Vischer

199. The Railroad Reaches Palo Alto

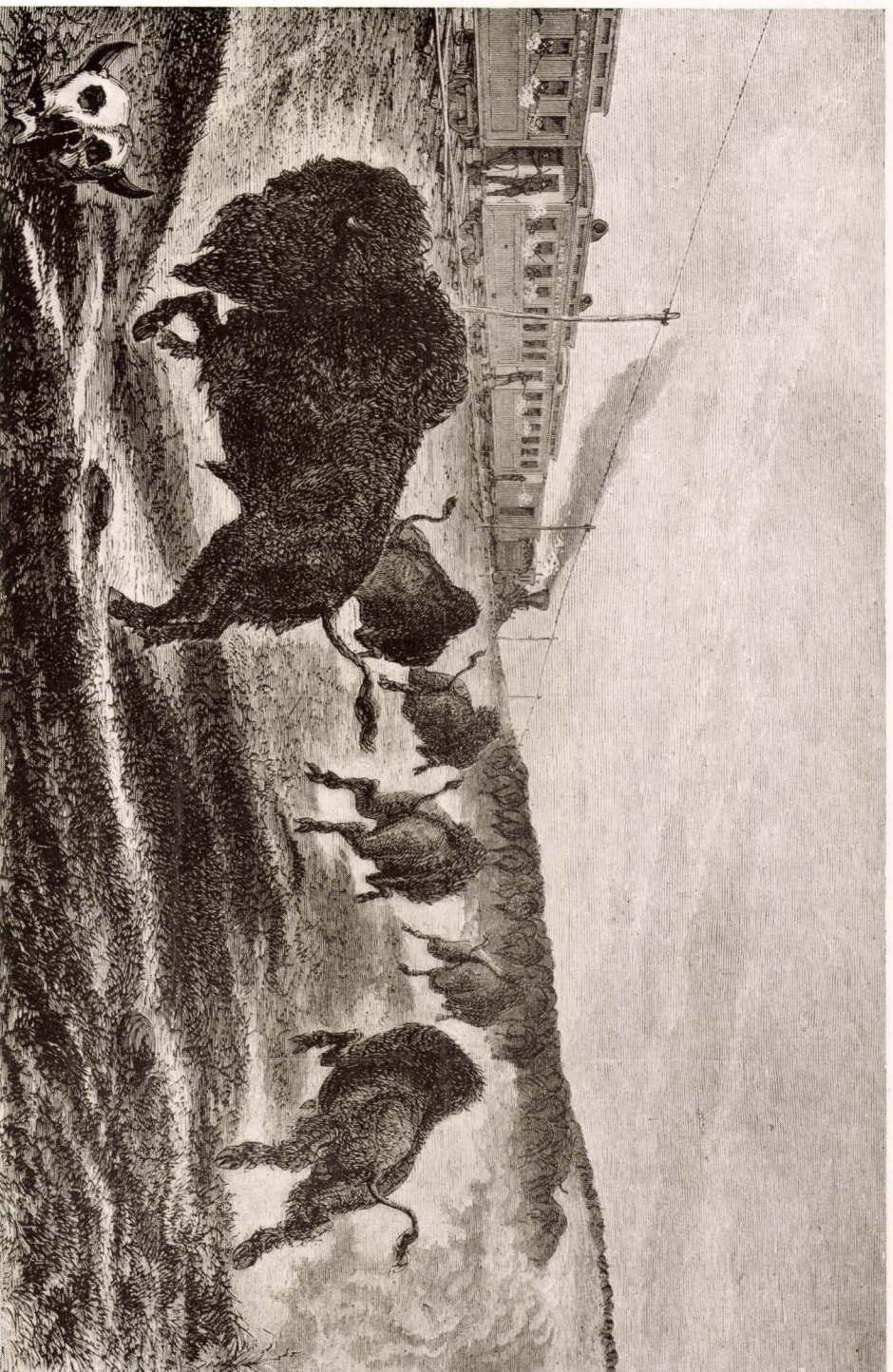
A railroad from San Francisco to San Jose was one of the first railroad projects attempted in California. It was proposed as early as 1849. Early in 1851 the sum of \$100,000 had already been subscribed and later in the year the survey was begun under the name of Pacific Atlantic Railroad Company. The first attempt was not successful; so a reorganization took place in 1853, another in 1859, and still another in July, 1860. In October, 1863, the road was open to Mayfield, and reached San Jose on June 16, 1864. The train is here shown crossing the San Francisco Creek at the Palo Alto (tall redwood).



From a Contemporary Print

200. The Central Pacific Railroad at Cape Horn

The construction of the railroad over the Sierra Nevada Mountains was no small task. This picture shows the train passing around Cape Horn along the canyon of the American River. In the foreground are shown some of the Chinese laborers who were employed in this task. To Theodore Judah, the engineer, is due the credit of laying out the route followed. Charles Crocker was the man in charge of the actual construction work. By force of his strong personality the difficulties were overcome.



From a Contemporary Print

201. **Buffaloes Disputed the Right-of-way**

Those constructing the eastern portion of the Pacific Railroad had their problems and difficulties in the Rocky Mountains but elsewhere their task was simpler than that of the Central Pacific which was being built eastward. The great prairies aided rapid construction as compared with the Sierra Nevada Mountains at the very beginning of the work in the West. The buffalo herds that roamed the plains also furnished an abundance of fresh meat for the construction crews. These noble beasts did not survive long after the railroad brought into their very midst the sportsman with his rifle.



202. Completion of the Pacific Railroad

The completion of the Pacific Railroad by the driving of the golden spike at Promontory, Utah, May, 10, 1869, was an epoch-making event in the history of transcontinental communication. After the passage of the act by Congress seven years had been consumed in constructing the road. The Union Pacific Company had built west from the Missouri River while the Central Pacific Company built eastward from Sacramento. The picture here given is based upon an actual photograph made at the time by A. J. Russell of Salt Lake City. It shows the clergyman pronouncing a prayer of thanksgiving for the blessings that the accomplishment was sure to bring.

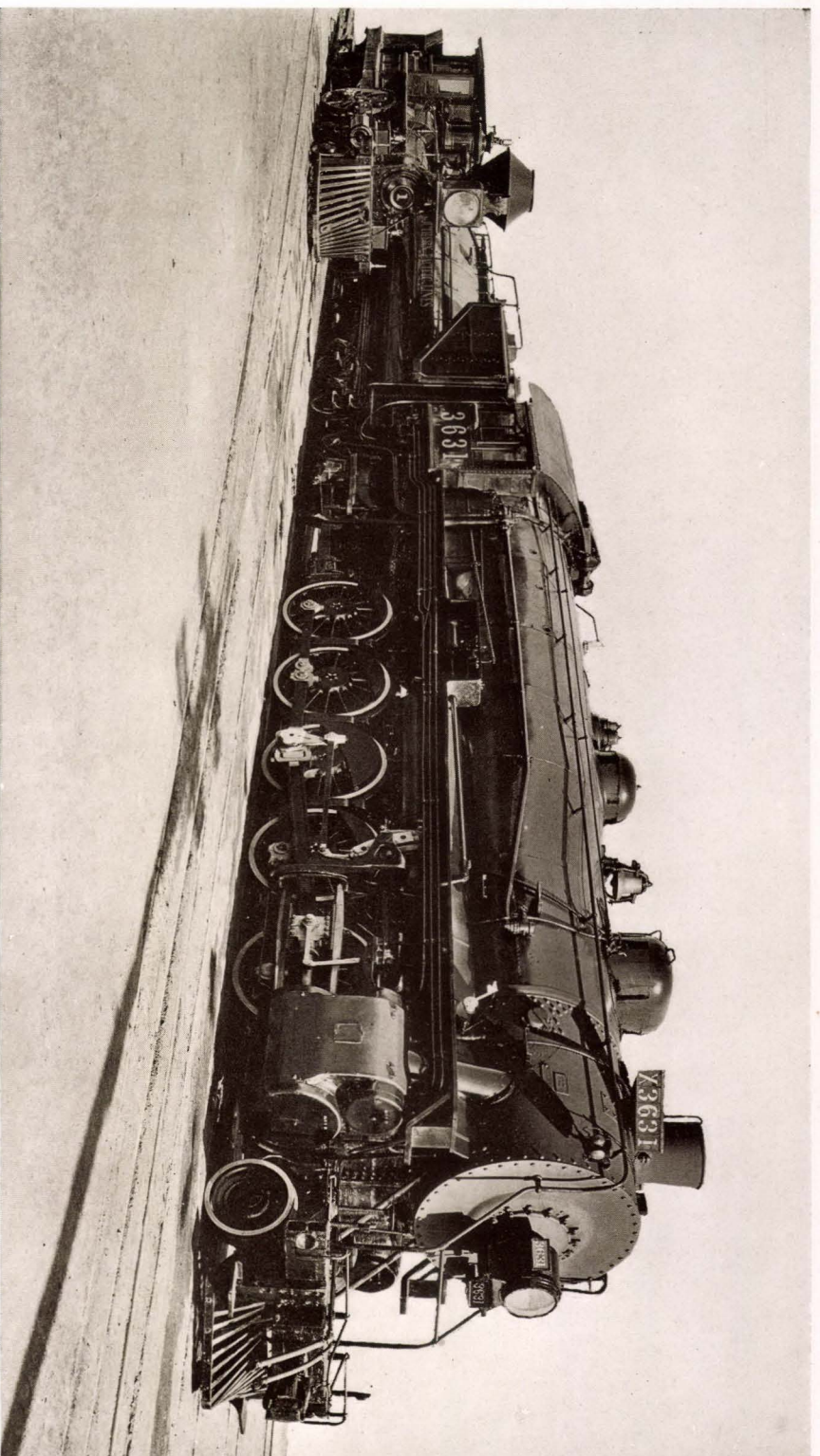


From Original Painting by Hahn

Courtesy of M. H. de Young Museum

203. Sacramento's First Depot

Sacramento was the first terminus of the Central Pacific Railroad although after a time the company purchased other roads and was able to reach San Francisco. This illustration shows the depot soon after the completion of the railroad. The old locomotive, the horse cab, and the people all make an interesting picture.



204. Modern Transportation Requires More Power

This picture shows the contrast between the "Huntington, No. 1," the first locomotive of the Central Pacific Railroad Company, built in 1863, and the new locomotives recently put upon the same railroad. The wheel-base of the smaller engine was 21 feet 2 inches as compared with 83 feet 8 inches for the new; the drive wheels weigh 18,500 lbs., and 306,100 lbs., respectively; the smaller was capable of hauling 619 tons at 10 miles per hour as compared with 14,250 tons for the larger locomotive. Yet a still more powerful locomotive has recently been introduced to meet the growing needs.



From a Painting by Frederic Remington

205. Mule Train in the Sierras

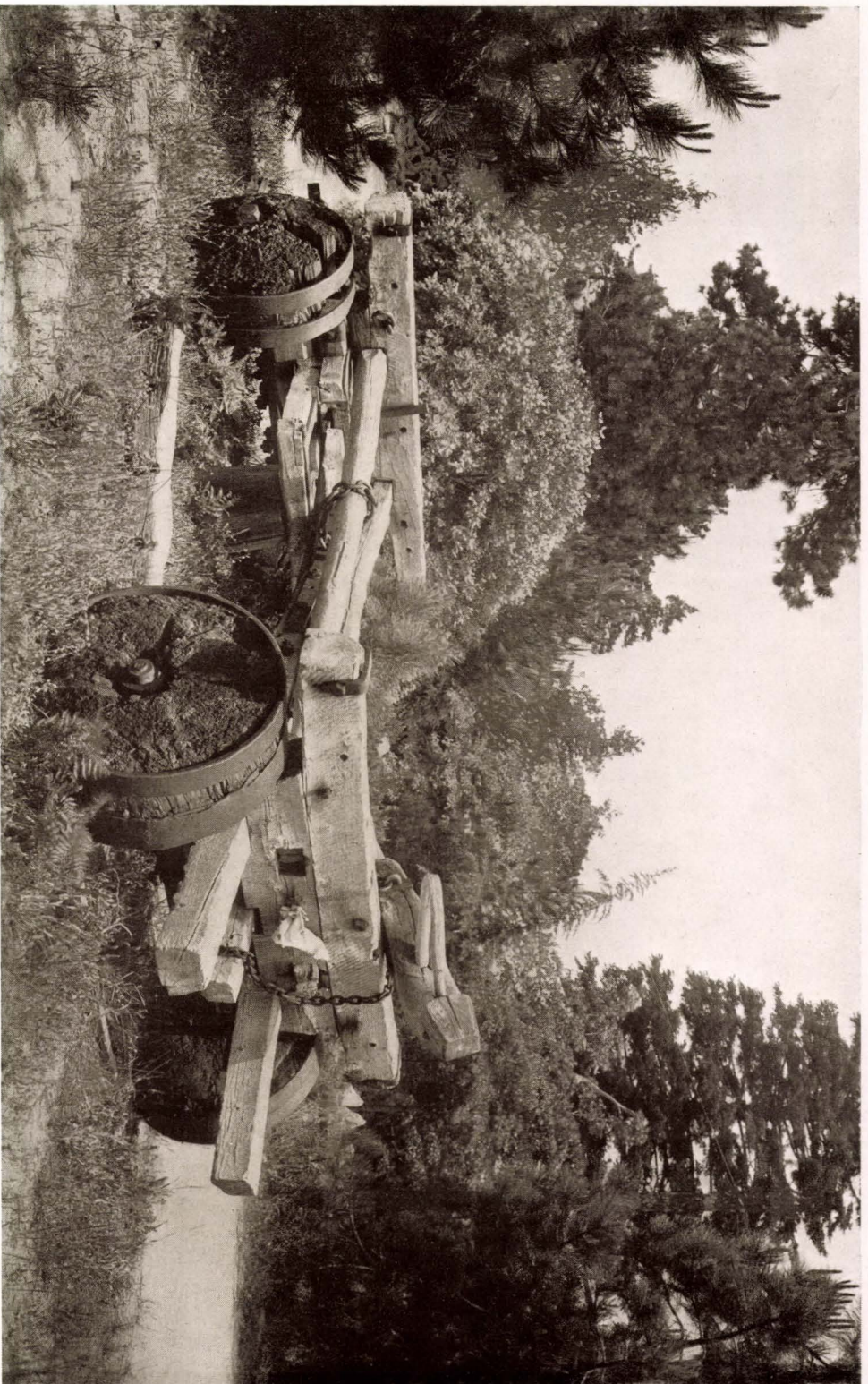
Before the days of railroads and paved highways much of the supplies had to be carried to the mining camps on the backs of mules and horses. When the trails were covered with snow and the rivers running high even the pack trains could hardly get through. This made the cost of living very high. In 1850 the people at Mariposa Diggings paid one dollar a pound to have goods brought to them from Stockton. A fifty-pound sack of flour cost them fifty dollars for delivery; now it would go by parcel post for fifty-four cents.



Photograph by Putnam Studios

206. Freighting in the Early Days Was Slow

This is a photograph of an ox-team that was being used to haul wood in the Santa Cruz Mountains some forty years ago. When we see the great auto trucks on our splendid paved highways going across those same mountains today we get some idea of the progress which has been made in transportation.



Photograph by Putnam Studios

207. Old Mormon Wagon

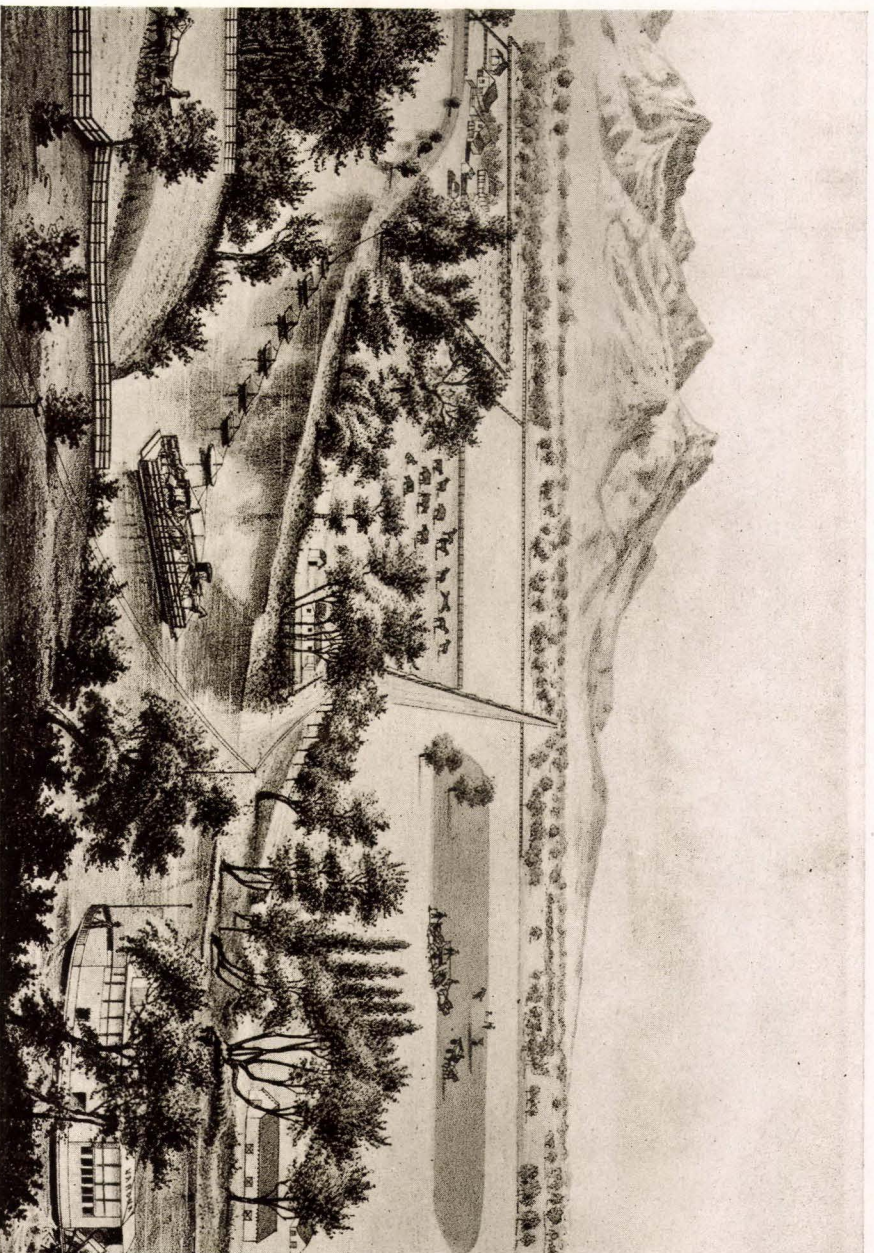
When ox-teams furnished the motive power other equipment was likewise crude in nature. This is a photograph of an old wagon used by the Mormons when they came across the plains into southern California at San Bernardino. Note the massive wheels and heavy timbers used in the construction.



Photograph by McCurrie

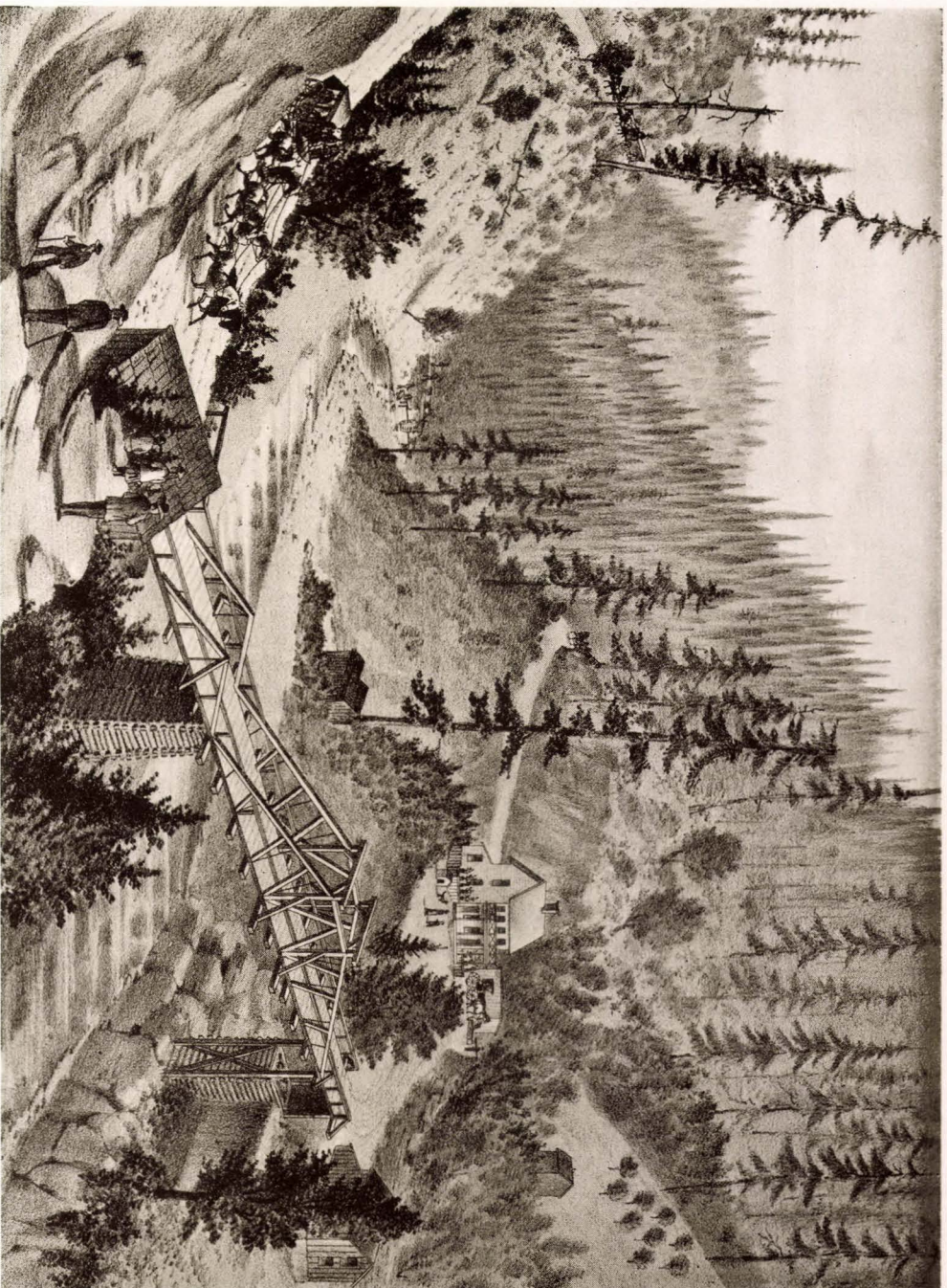
208. Mountain Freight Team

The slow moving ox-team gave place to the horse-team which could make faster time even if possessed of less strength. This picture shows a ten-horse team hitched to two large freight wagons. The driver is riding one of the wheel horses, in true early style. Often the team was directed by the use of one long line attached to the team of leaders. It was known as a jerk line because of the method used to indicate the purpose of the driver. The brake was controlled as shown here by a rope attached to a lever at the side of the wagon.



209. Moon's Ferry Over the Sacramento River

In the early days streams that could not be forded were crossed by ferries in place of bridges. Those ferries were flat barges large enough to hold one or more vehicles. They were propelled back and forth across the stream by the use of poles or the force of the current. Usually they were attached to cables stretching across the stream. Since the Sacramento River was navigable, a cable placed across the stream would obstruct river traffic; so a pontoon system was used. The ferry here has just pushed off. If the front of the ferry is pointed up-stream the current will carry it across to the opposite bank.



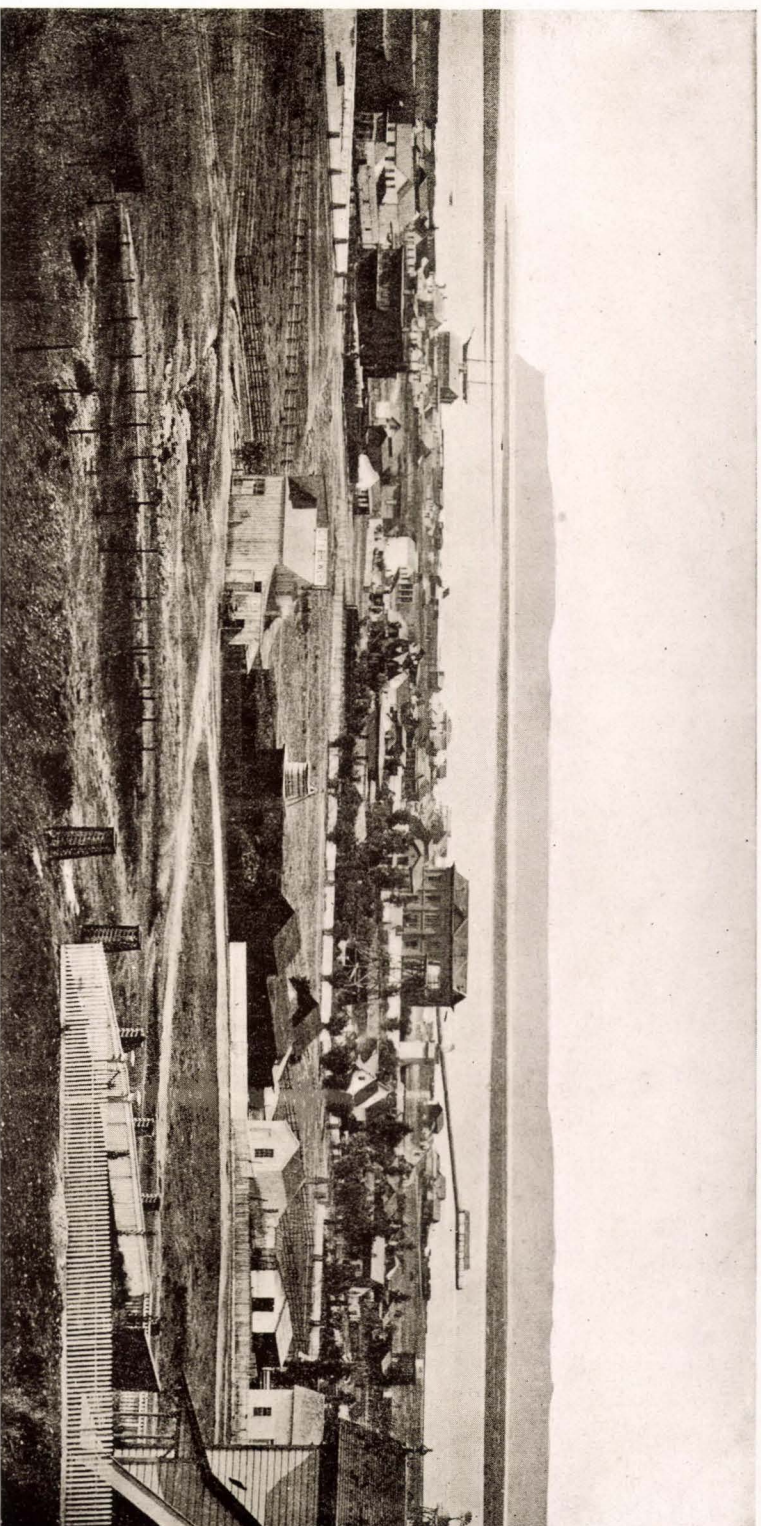
210. Edwards Crossing, Nevada County

Toll roads and toll bridges were built in the mountainous districts by turnpike companies. Since there were few good public roads, people were glad to pay for use of these private roads. Edwards Crossing was a well known place on the South Yuba River. In 1852 it had been known as Robinson Bridge. When we compare this bridge with the modern concrete structures now being built by the state and counties we see that development has been made in meeting the needs of transportation.



211. The Inland Rivers Facilitate Commerce

California does not have many navigable waterways but the two streams, the Sacramento and San Joaquin, are called upon for heavy service. Statistics recently compiled show that the per ton value of goods transported on these rivers is higher than any other river in the United States and almost twice as high as the Hudson River. The river boats shown in this picture are loaded with grain consigned to the flour mills further down stream.



212. San Diego

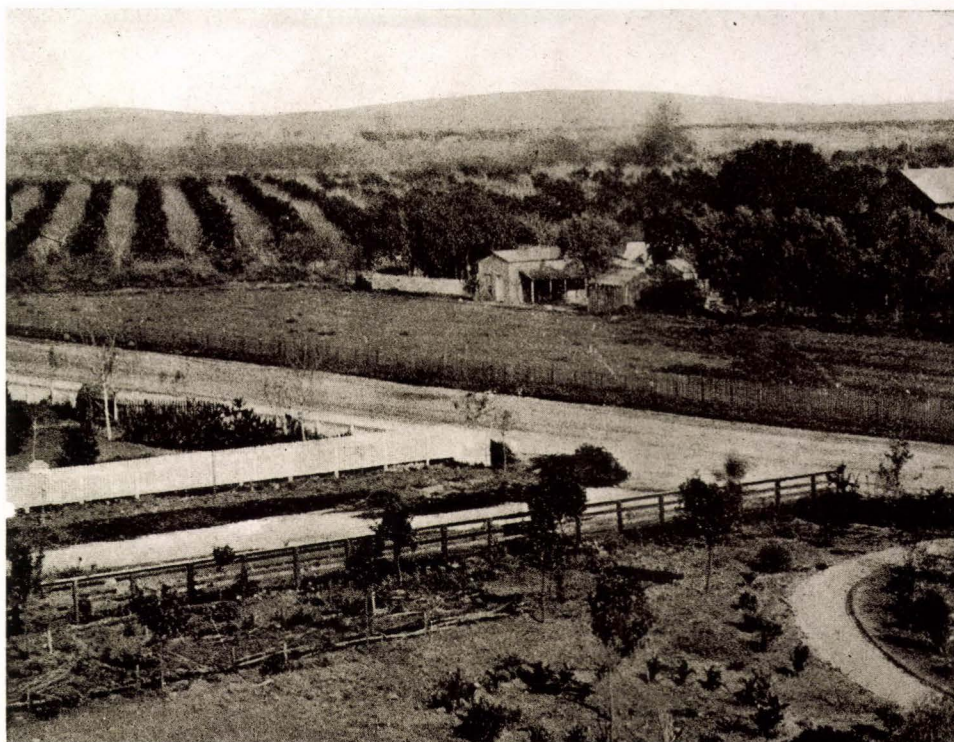
San Diego claims to be the oldest town in California, for it is a direct descendant of the mission and presidio established in July, 1769. The present town of San Diego, originally known as New Town, was established about four miles from the original location during 1851. For many years it developed slowly until about 1870 it began to grow more rapidly. The picture taken here shows San Diego as it was about fifty years ago. Marvelous development has taken place, as may be seen by comparing this picture with the activity and life of San Diego at the present day.



213. Los Angeles Views, Fifty Years Ago

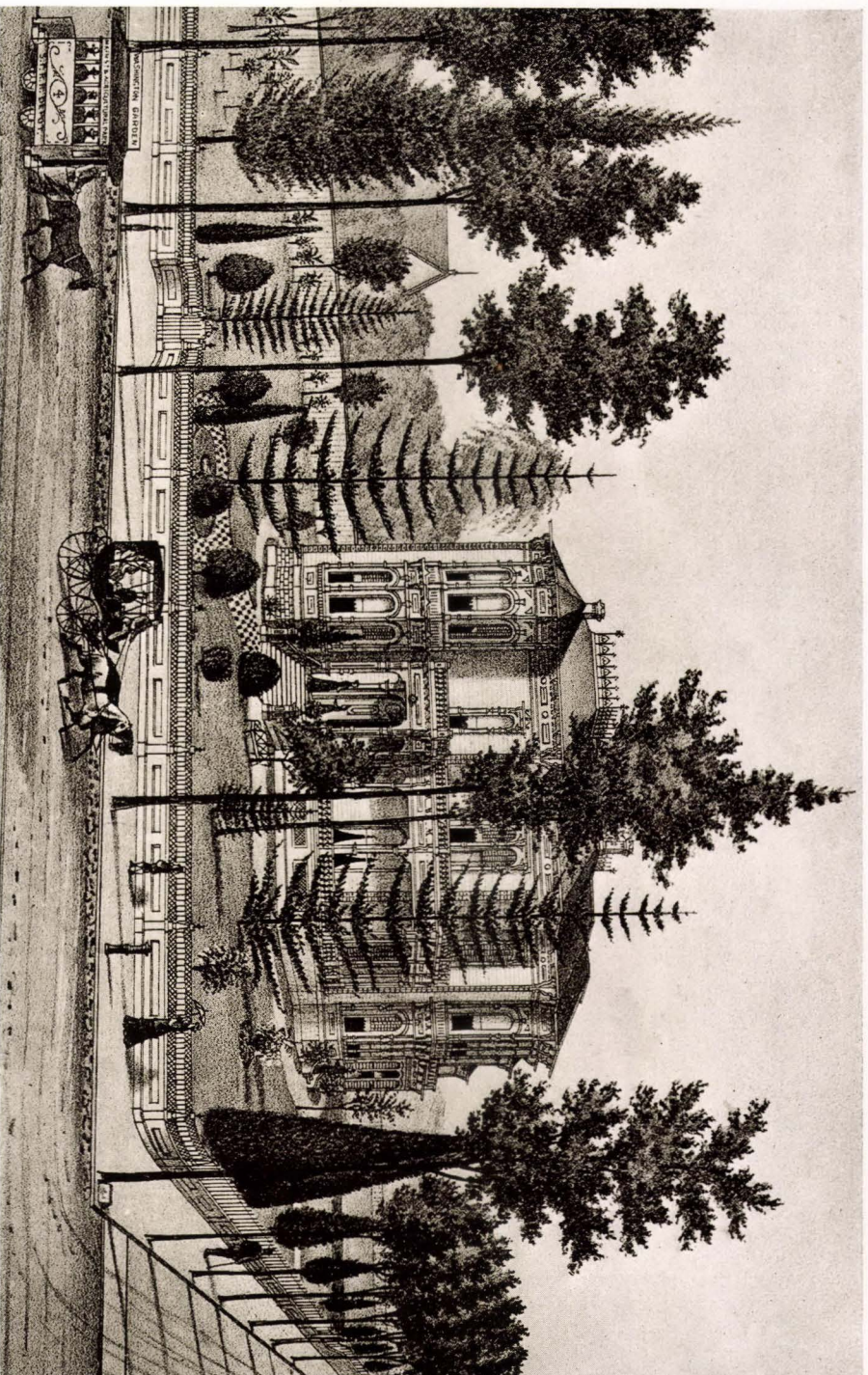
The upper picture is a view of the Temple Block, looking south. Main Street is shown at the left, while Spring Street comes in at the right. The present post office site is at the right of the picture.

The lower view is along San Pedro Street from its intersection with First Street, which lies in the foreground. The high building in the picture is the Woodward residence. It was the first modern residence in Los Angeles. It is to be noted that street improvements were not far advanced and that traffic problems were not acute.



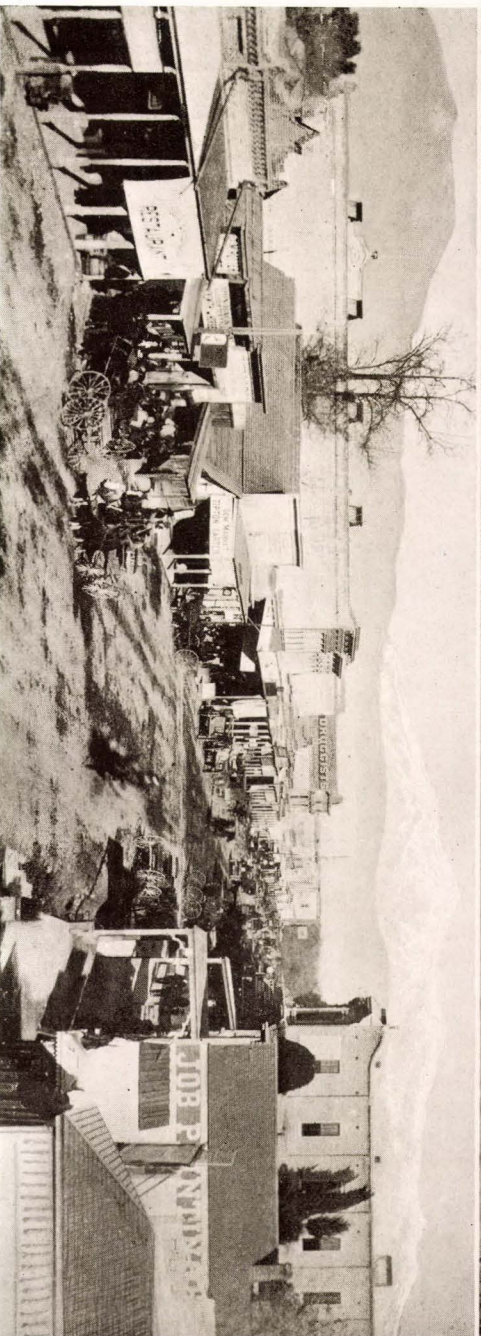
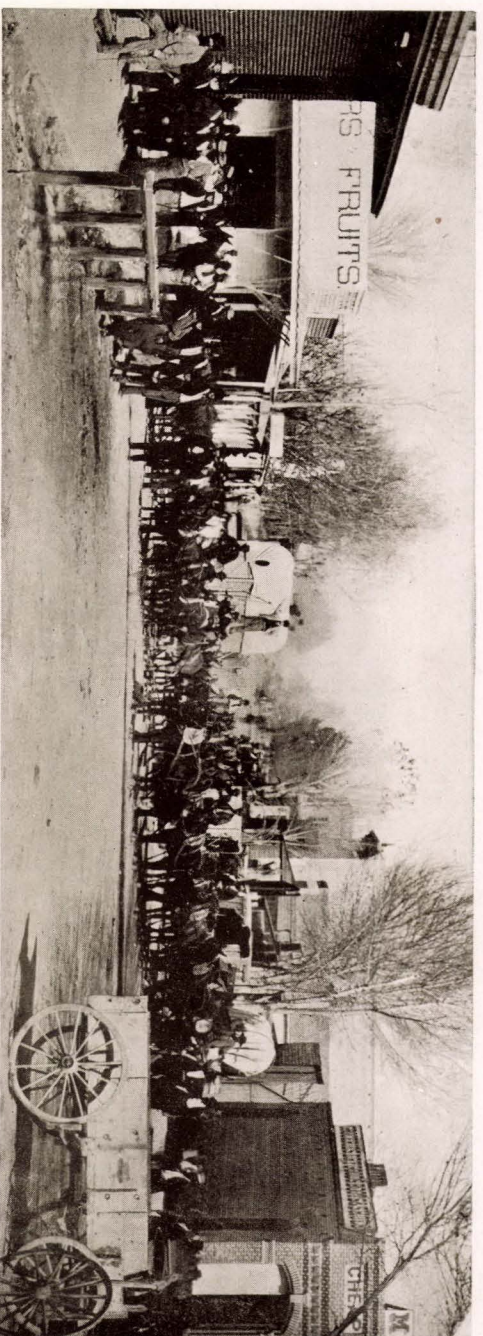
214. Los Angeles, Orchard Residence of O. W. Childs

In 1856 O. W. Childs purchased for \$1600 a tract of fifty acres on both sides of Main Street between Sixth and Ninth streets and started a nursery business. In 1884 this land was divided into city lots and sold at what was then a high figure. The view here shown gives the appearance of this locality about 1875. The camera was pointed northwest from a point near the site of the Los Angeles Chamber of Commerce Building. The residence shown below stood approximately upon the site of this building.



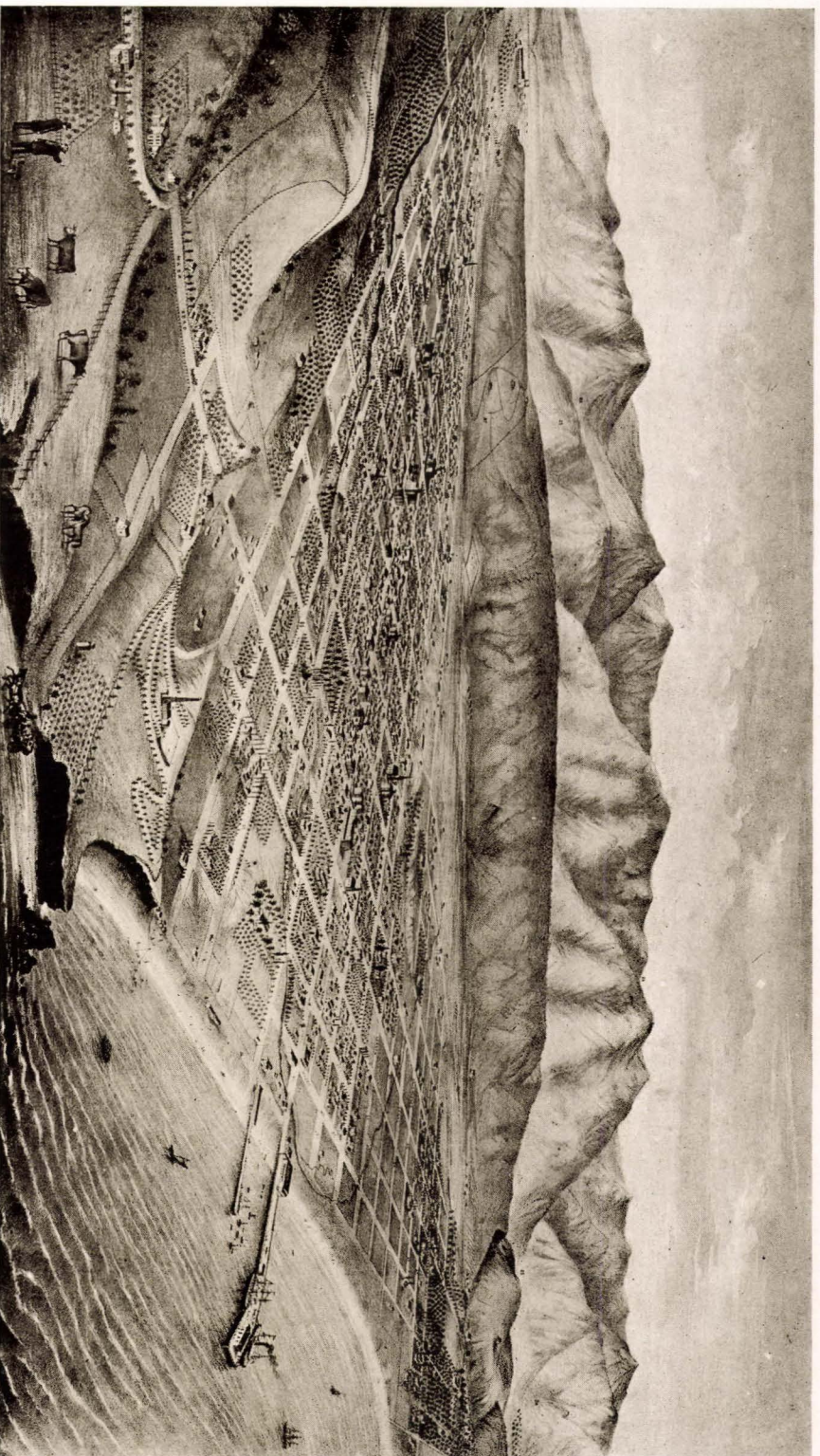
215. I. W. Hellman Residence, 1880

This picture, sketched about 1880, shows one of the better class of Los Angeles residences at that date. This residence was in the very heart of the present business district. The street in the foreground is Main Street, while Fourth Street is shown to the right.



216. San Bernardino

The town of San Bernardino owes its beginning to the Mormon colonists who came into the San Bernardino Valley from Utah about 1851. Being about three hundred in number, they were the first large American colony in southern California. Under the impetus of this population San Bernardino became the county seat of the new county of San Bernardino in 1853. After the withdrawal of the Mormons in 1857-58, others took their place, and the growth of the district has been continuous.



From Original Lithograph

Courtesy of Bancroft Library

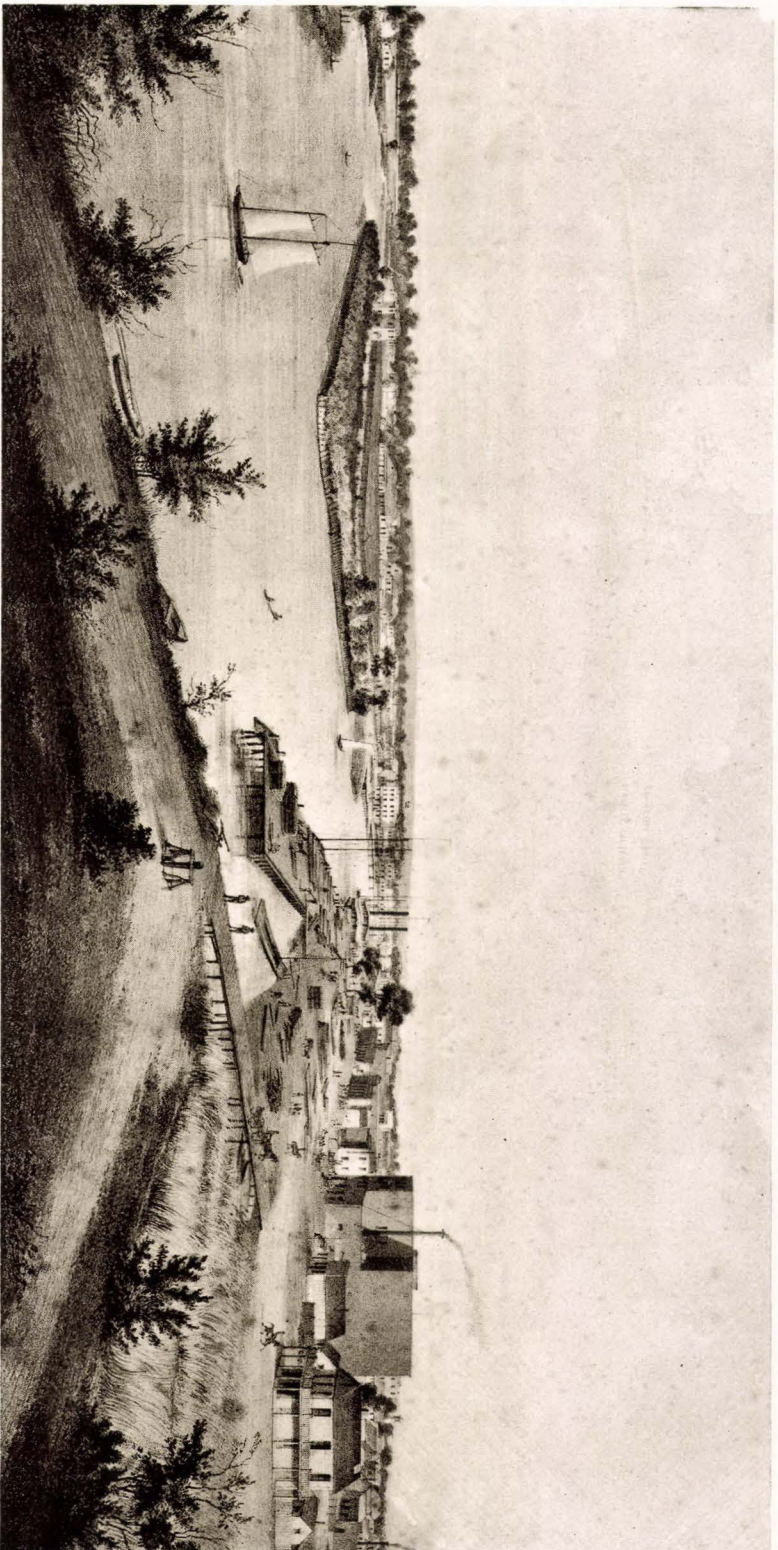
217. Santa Barbara in the Seventies

Santa Barbara owes its early growth to the fact that it was a presidial town. The Presidio of Santa Barbara was established in 1782. The mission was about two and one-half miles further in from the ocean shore, as is shown in the left of the picture. The delightful climate of Santa Barbara had much to do in making it a place preferred for residential purposes. Its growth has been gradual but steady. This picture shows Santa Barbara as it was in the seventies.



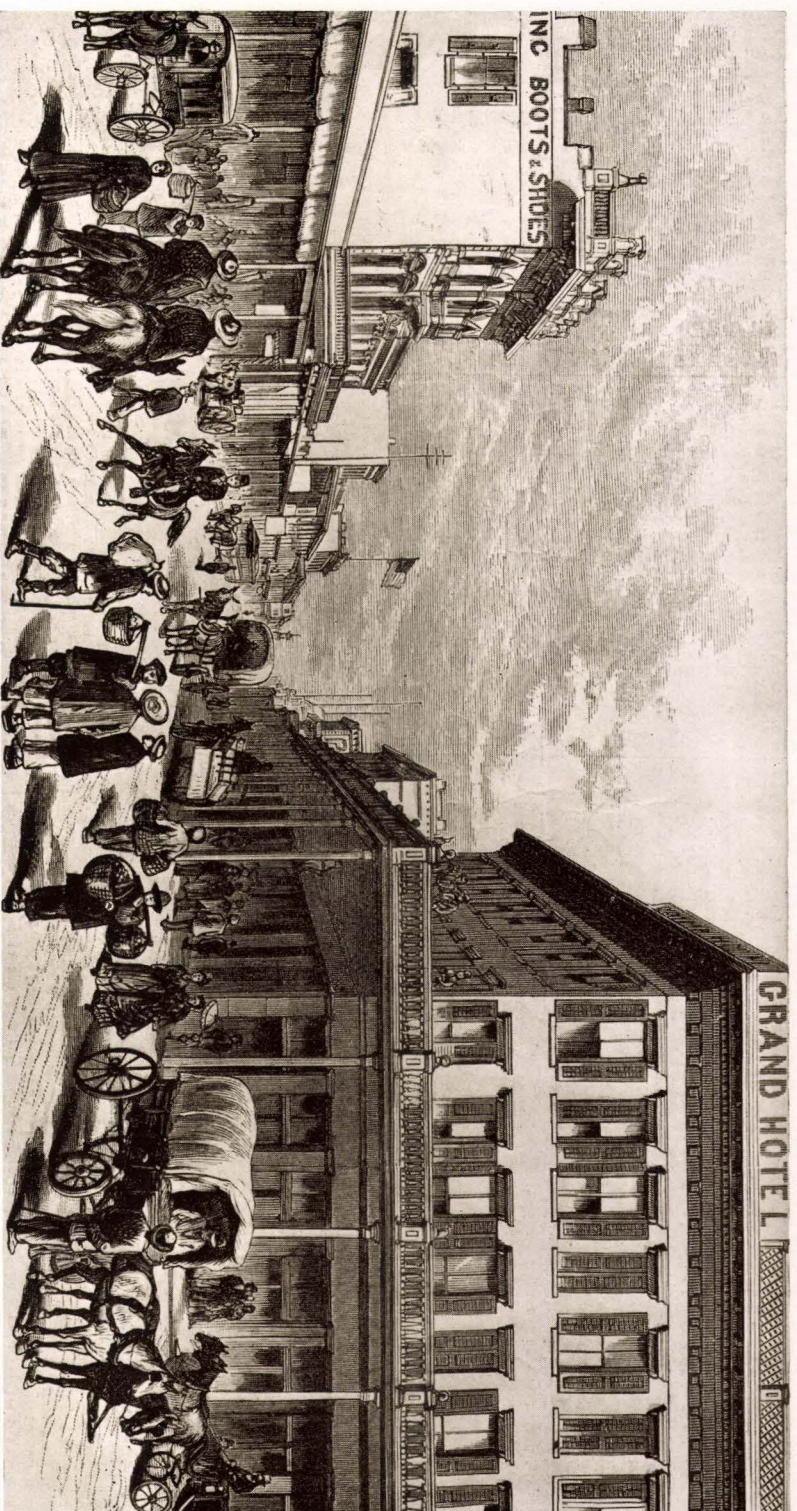
218. Millerton

Millerton, now almost forgotten, was the original county seat of Fresno County. It began as the mining camp of Rootville, located on the Fresno River about twenty miles north of the present city of Fresno. It grew up under the wing of Fort Miller, established by the United States Government in April, 1851, and for many years the headquarters for United States troops. In 1856, upon the creation of Fresno County, Millerton became its county seat, an honor which it retained until 1876, when Fresno, which had sprung up as a new railroad town, wrested this honor from it.



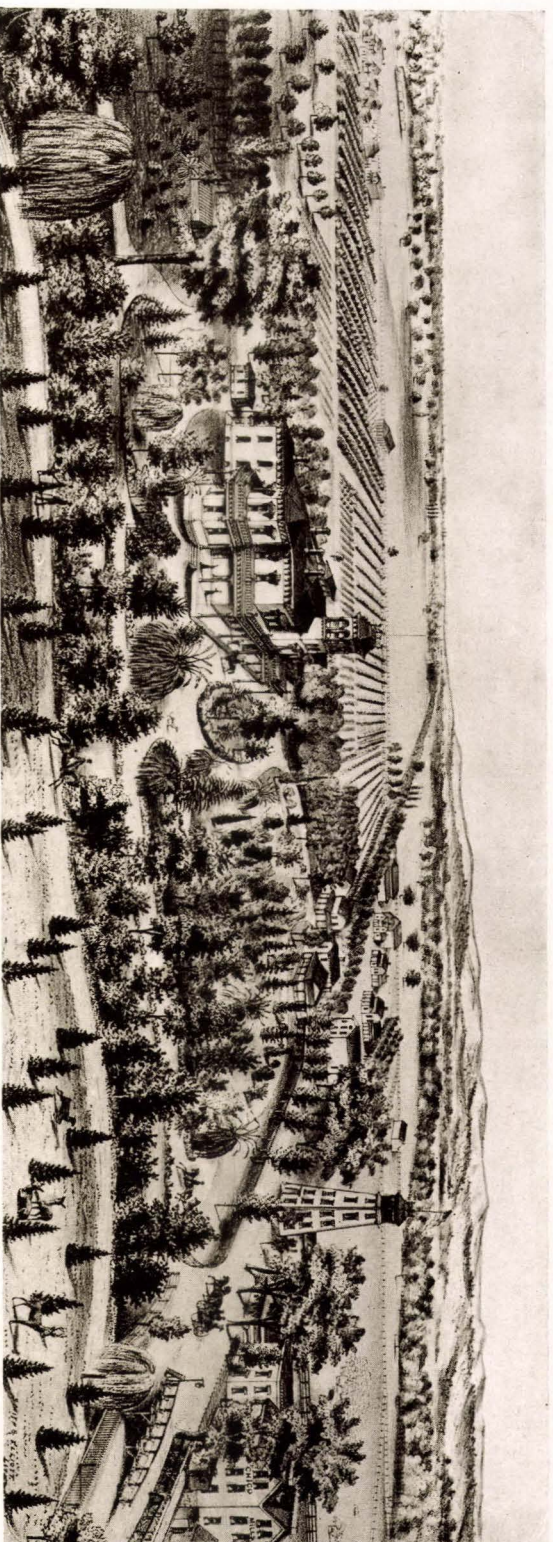
219. Stockton

Stockton, because of its advantageous position upon navigable waters, has always had the lead as a commercial town in the San Joaquin Valley. In the earlier days it was the depot for the southern mines. Later it became a point for shipment of grain and produce for the farmers of the valley round about. It has been the county seat of San Joaquin County since the creation of the county in 1850. The picture gives a view of Stockton as it was about 1855.



220. Sacramento Street Scene, 1880

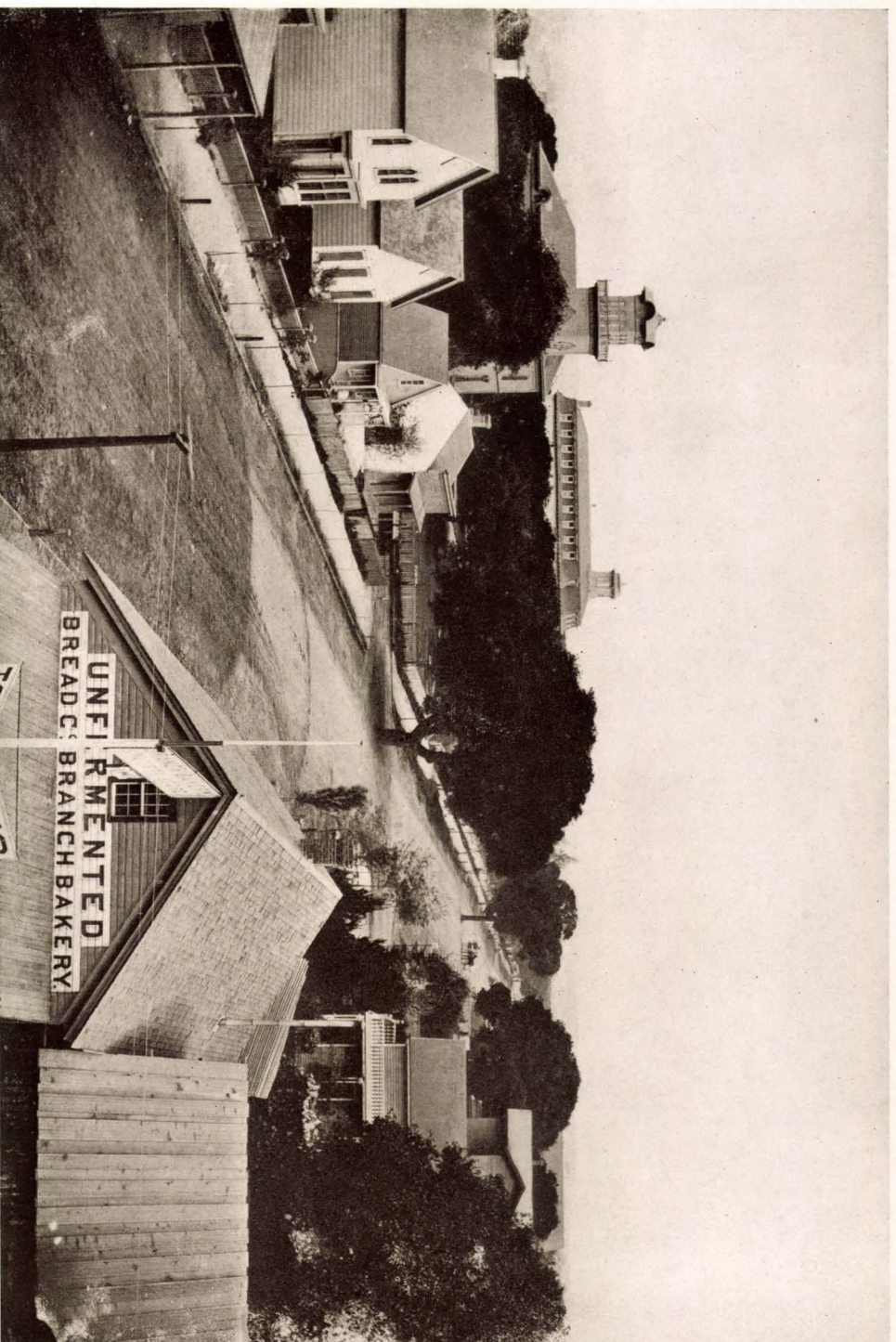
Sacramento is described as “the heart of California.” Because of its position as the capital of the state it holds a political preëminence over any other city in the state. The gold boom of '49 and the years following brought it suddenly to the fore. Since that time its development has been gradual but continuous, so that its position is well established as the commercial metropolis for the great Sacramento Valley. The street scene here is typical for many northern California cities for this period. The covered wagon is still in evidence, the horse car, Chinese merchants and many other features which now contrast with present day bustle of the city streets make this an interesting picture.



221. Rancho Chico, Residence of John Bidwell

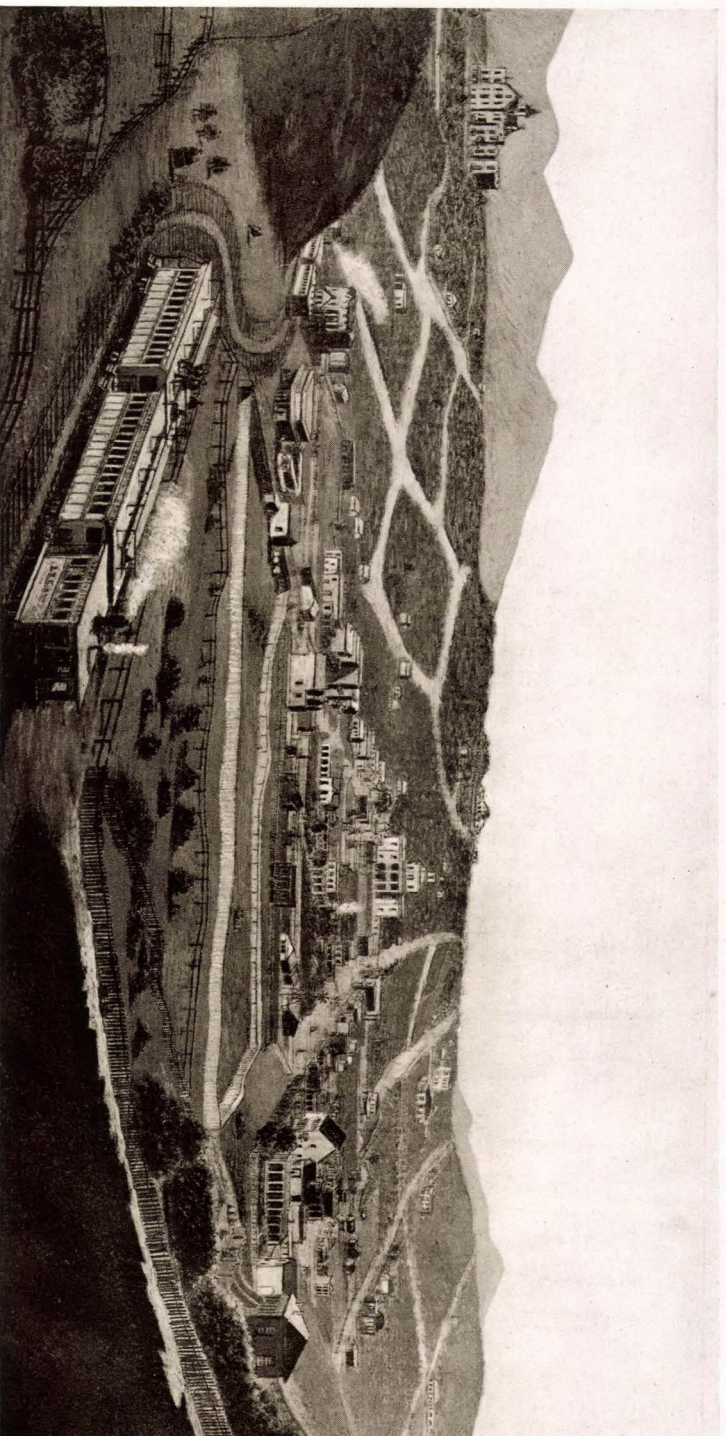
John Bidwell, an early pioneer of California, worked with John A. Sutter in the years before the American conquest. At one time he made an expedition to the northern end of the Sacramento Valley and is said to have prepared the first map of that portion of the state. His knowledge of the country caused him to select as a homeseite for himself a place upon Chico Creek. This he made his home, known as Rancho Chico.

This picture shows his place as it was about 1880, the residence of a typical wealthy California landowner. The city of Chico is now built around this site, and the State Teachers' College which stands adjacent to these grounds has been given this old residence as a girls' dormitory. In the eighties the fields around Chico were sown to grain, but now fruit orchards have been extended over practically this whole valley.



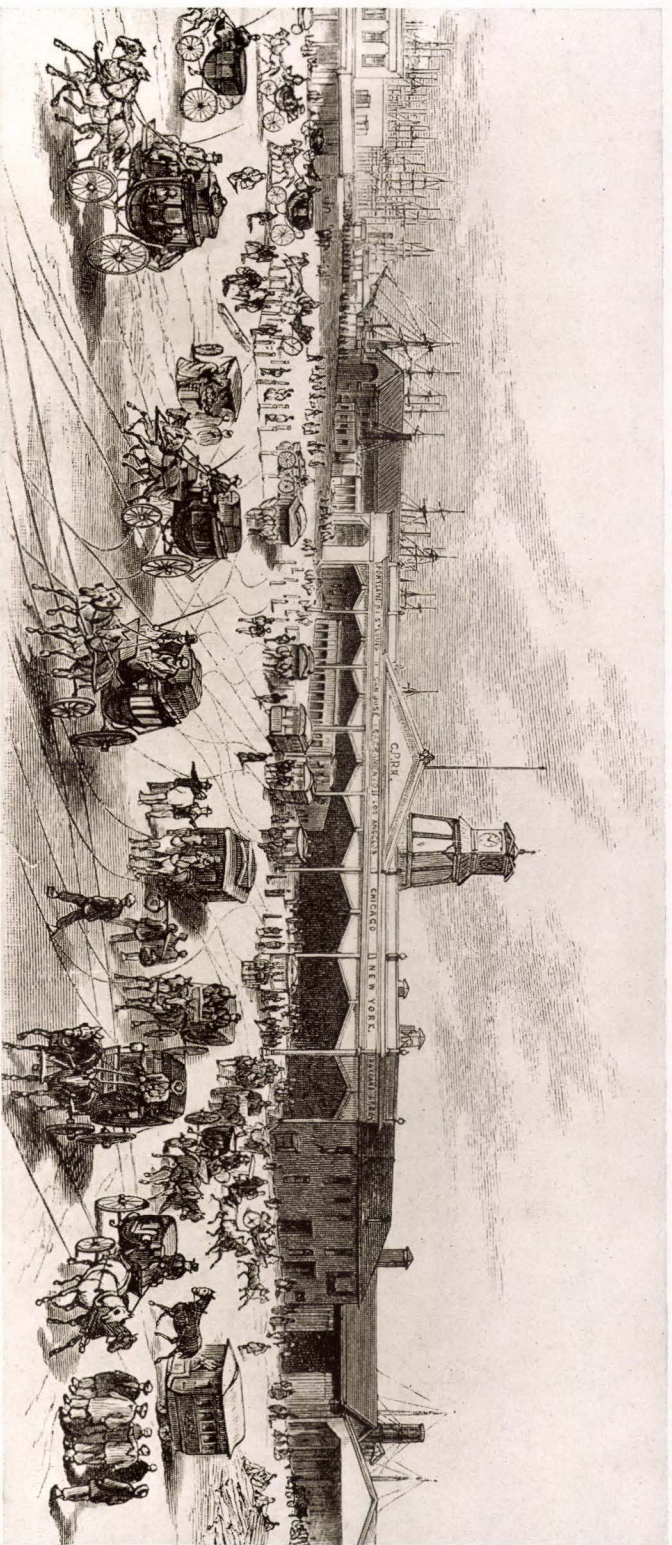
222. Oakland

Oakland, lying across from San Francisco, was started as a squatter's town in 1849, when a few men began to establish themselves near what is now the foot of Broadway. The name Oakland was given the place because of the great number of beautiful live oaks. The picture is from a photograph of about 1879 and shows a view of Oakland including the buildings of the College of California, which was the forerunner of the present state university. The street shown here is Franklin. The large oak tree stands at the intersection of Fifteenth. This is now in the heart of the business district of Oakland.



223. Hayes Valley, San Francisco

This picture, reproduced from a lithograph of about 1862, shows what was then known as Hayes Valley, lying out along the Market Street Railway. This is now better known as the Civic Center. The railroad train shown in the foreground is running on Market Street. The large building on the hillside to the left is the Protestant Orphanage. The city hall, auditorium, and other buildings occupy the site shown in the picture.



224. Ferry Building, San Francisco

This is a picture of the original Ferry Building at the foot of Market Street, San Francisco. The Central Pacific Railroad was completed in 1869 and this depot marked its western terminus. The present Ferry Building was constructed about 1898. It is to be noted that the horse cars have been followed by cable cars and they in turn have given way to electric trolleys. The motor car has almost entirely replaced the horse-drawn vehicle.



225. Palace Hotel, San Francisco

The Palace Hotel, "the model public house of the world," was formally opened in 1875. It occupied one block, two and one-quarter acres. Its general architecture was severely simple but broken by myriads of bay windows, a feature strictly typical of San Francisco buildings. Within the building was a grand central court 144 by 84 feet with both carriage and promenade entrance forty-four feet in width from Montgomery Street and expanding into a circle fifty-two feet in diameter surrounded by marble tiled promenade and tropical gardens of rare plants. The court was illuminated by electricity and had an immense glass roof. Balconies extended around the court from each of the floors. After its destruction in 1906 it was rebuilt upon the same site but according to more modern plans.



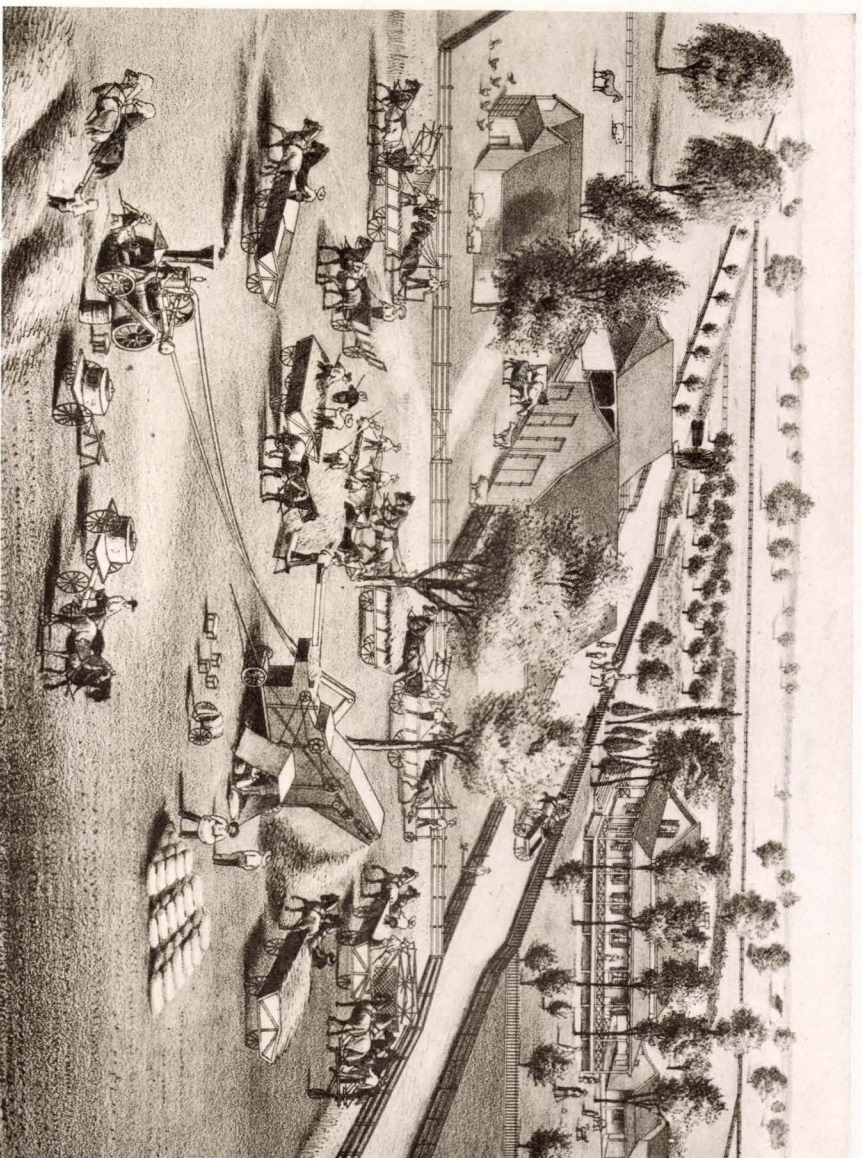
226. Market Scene on Sansome Street, San Francisco

This picture, taken from a painting of about 1880, shows something of the life of Sansome Street as it was at that time. The vegetable merchants displayed their wares upon the sidewalks and on the public streets, while the housewife came to supervise the selection of her food supply. The cosmopolitan character of the population of San Francisco is well shown by a study of the faces in this picture.



227. The Typical Residence of the Well-to-do, About 1880

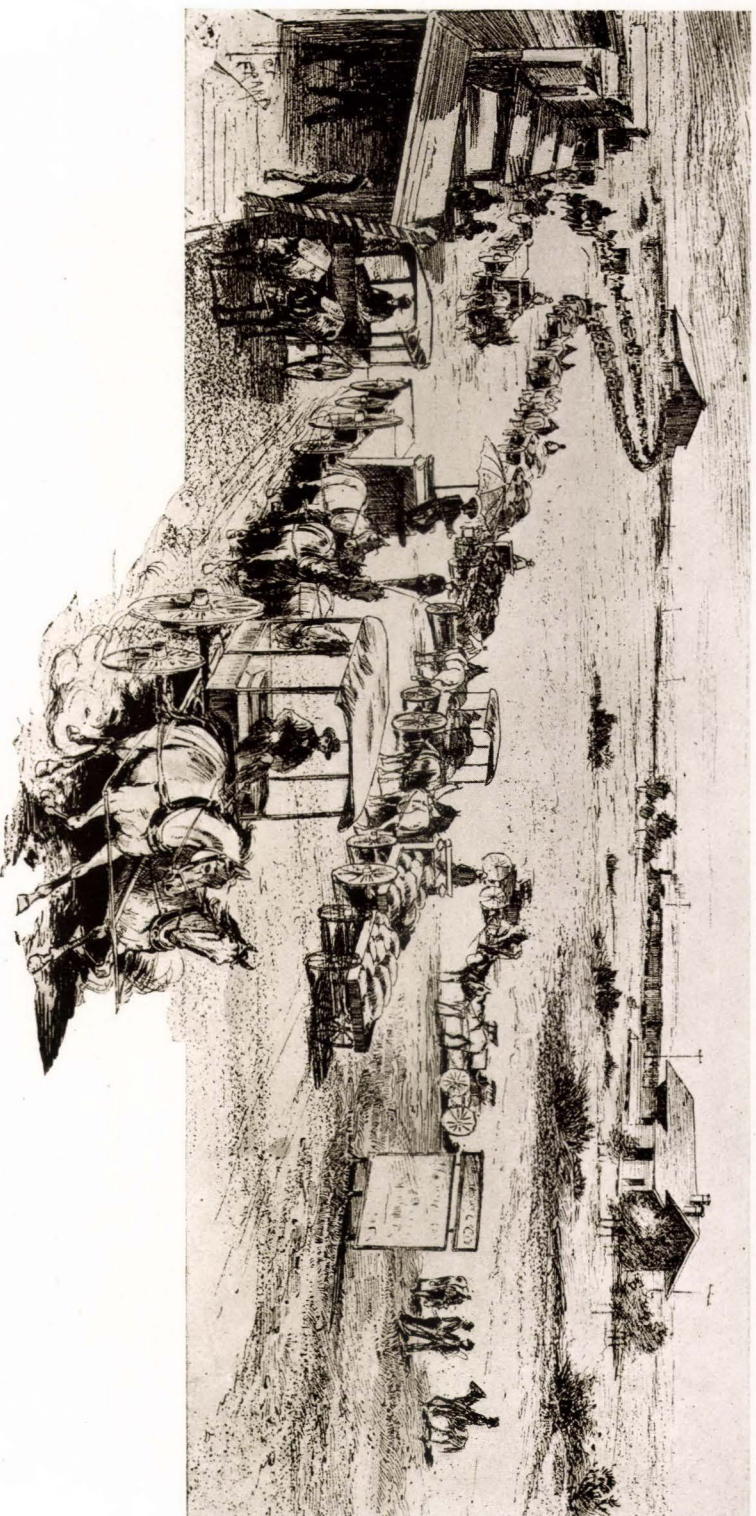
This picture, taken from a painting made about 1880, shows the grounds and residence of one of the wealthier citizens of the state at that time. The beautiful grounds with statuary and animal life give a pleasing and restful impression. The residence, at Oak Knoll, Napa County, is that of Hank Woodward, the proprietor of Woodward's Gardens, so well known to the boys and girls of San Francisco during the eighties and nineties.



From a Contemporary Print

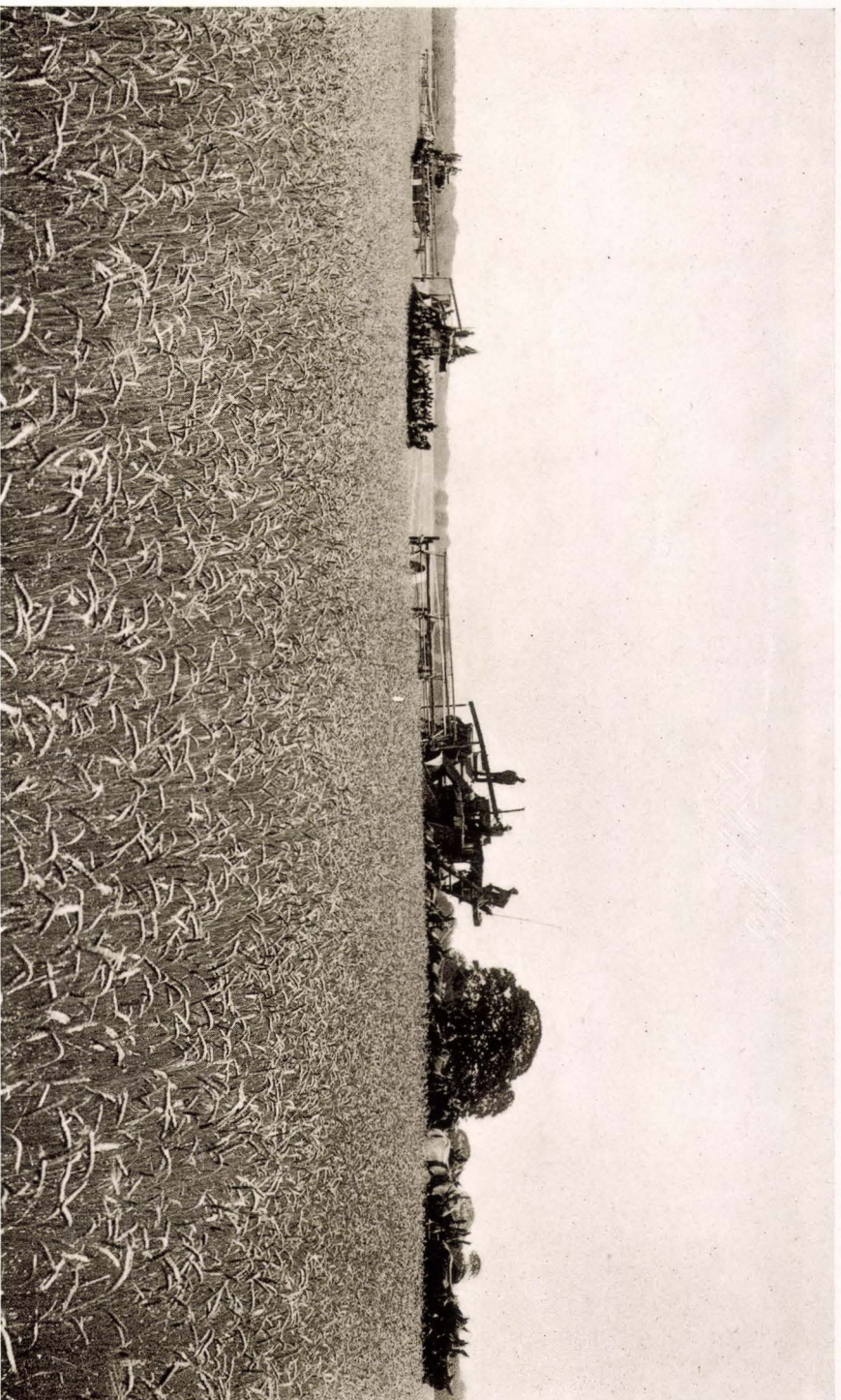
228. Harvest Scene of the Eighties

The picture here reproduced furnishes an illustration of a typical harvest scene during the eighties. Already many advances in agriculture had been made beyond the primitive methods used in the pastoral and mission days, for machinery had taken the place of much manual labor. A place would be cleared out in the center of the field and as the grain was cut it was transported in header-wagons to the central point and piled for thrashing.



229. In the Days of Wheat

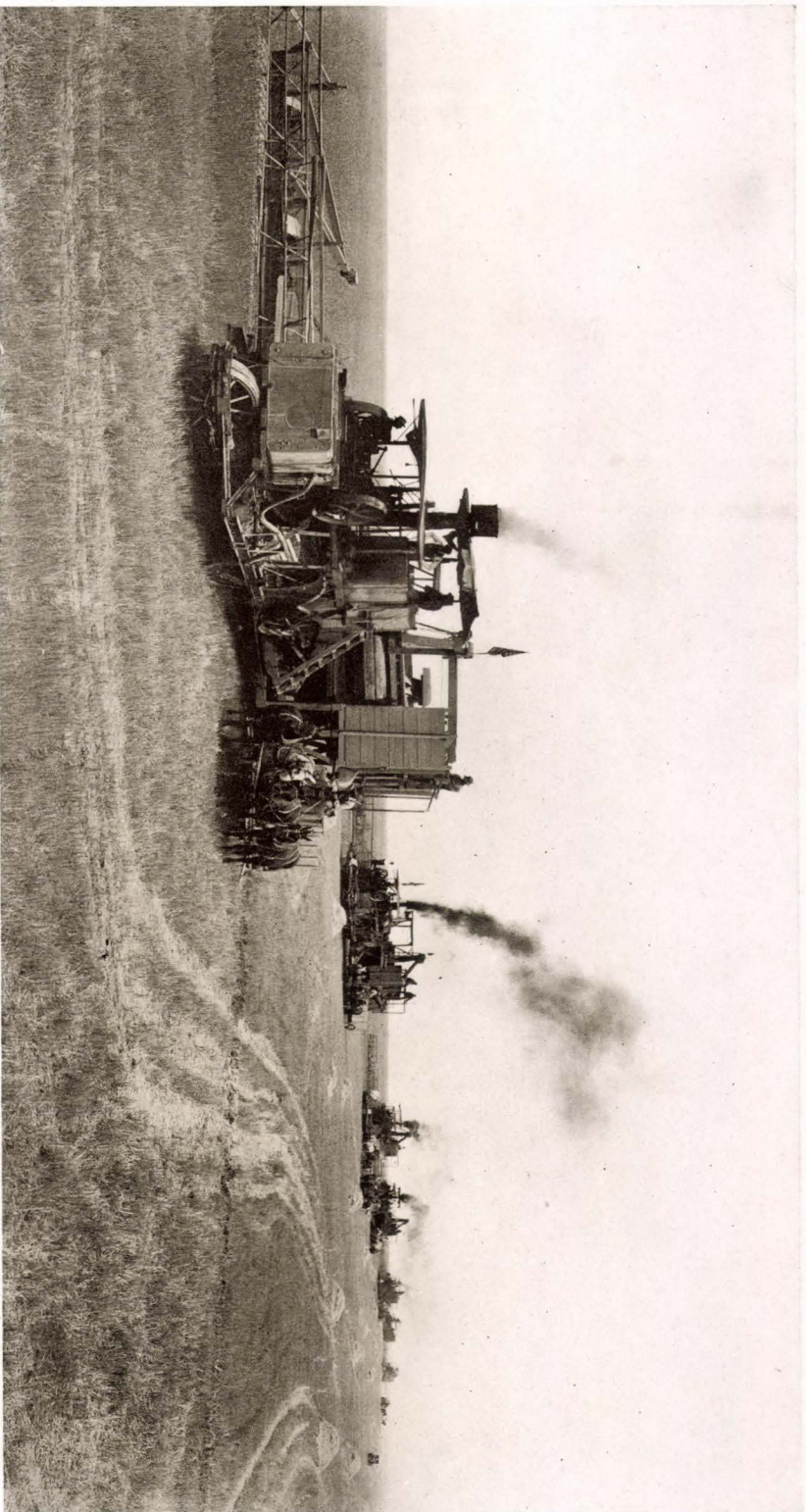
After the pastoral days and before irrigation brought vineyards and orchards, the San Joaquin Valley was a vast grain field. This picture of the town of Travers about 1885 shows grain teams waiting to unload. There were three store houses, one of 12,000 tons capacity. On occasions these wagon trains were nearly a mile long, and from one to three days might be consumed by the waiting teamsters before they had made their way to the warehouse door.



Photograph by McCurry

230. The Combined Harvesters

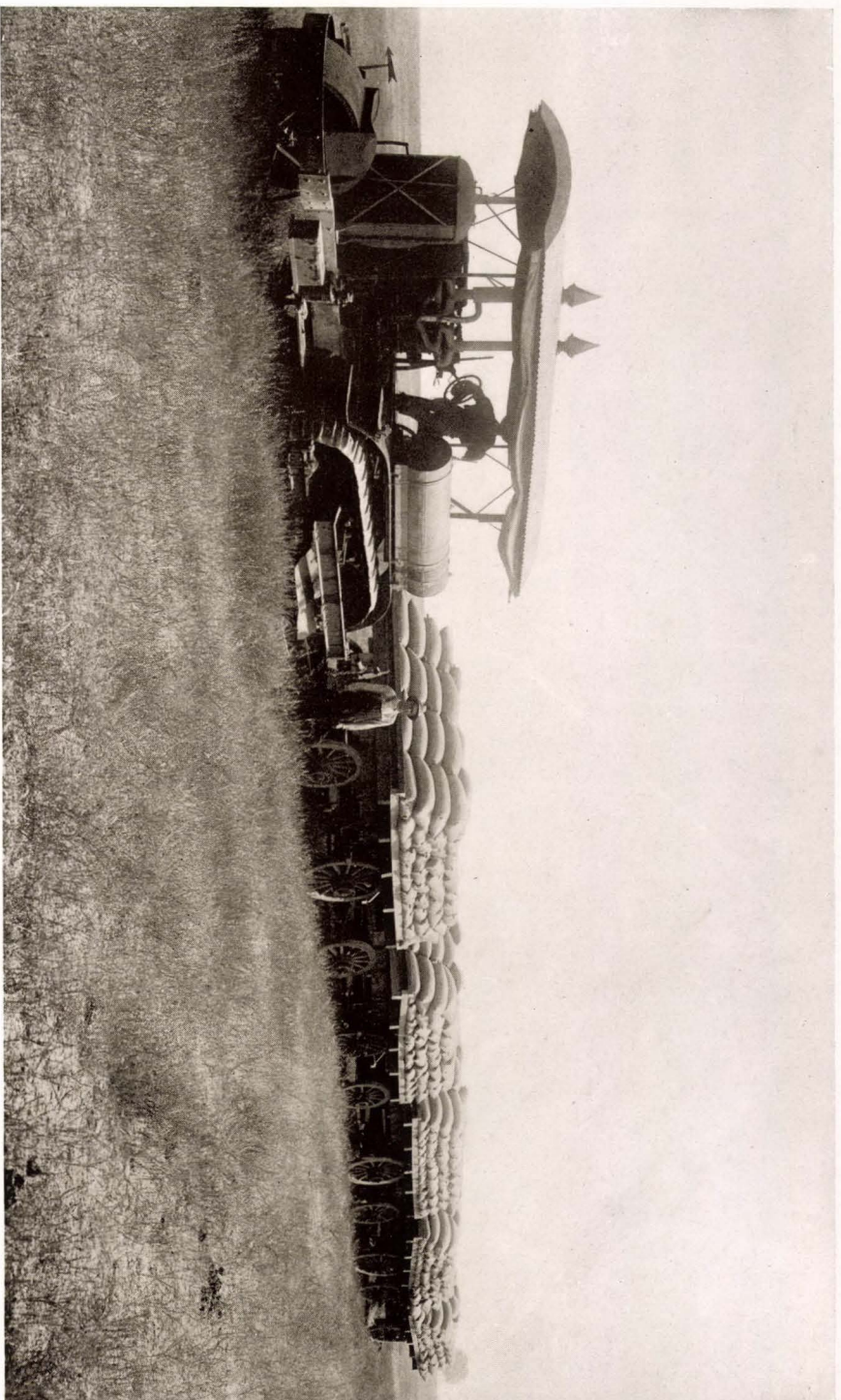
The combined harvesters did away with many of the operations in the harvest field for the grain could then be cut, thrashed, and sacked at the same time. These machines were very heavy and required thirty horses or mules to draw them.



Photograph by McCurry

231. Modern Harvester

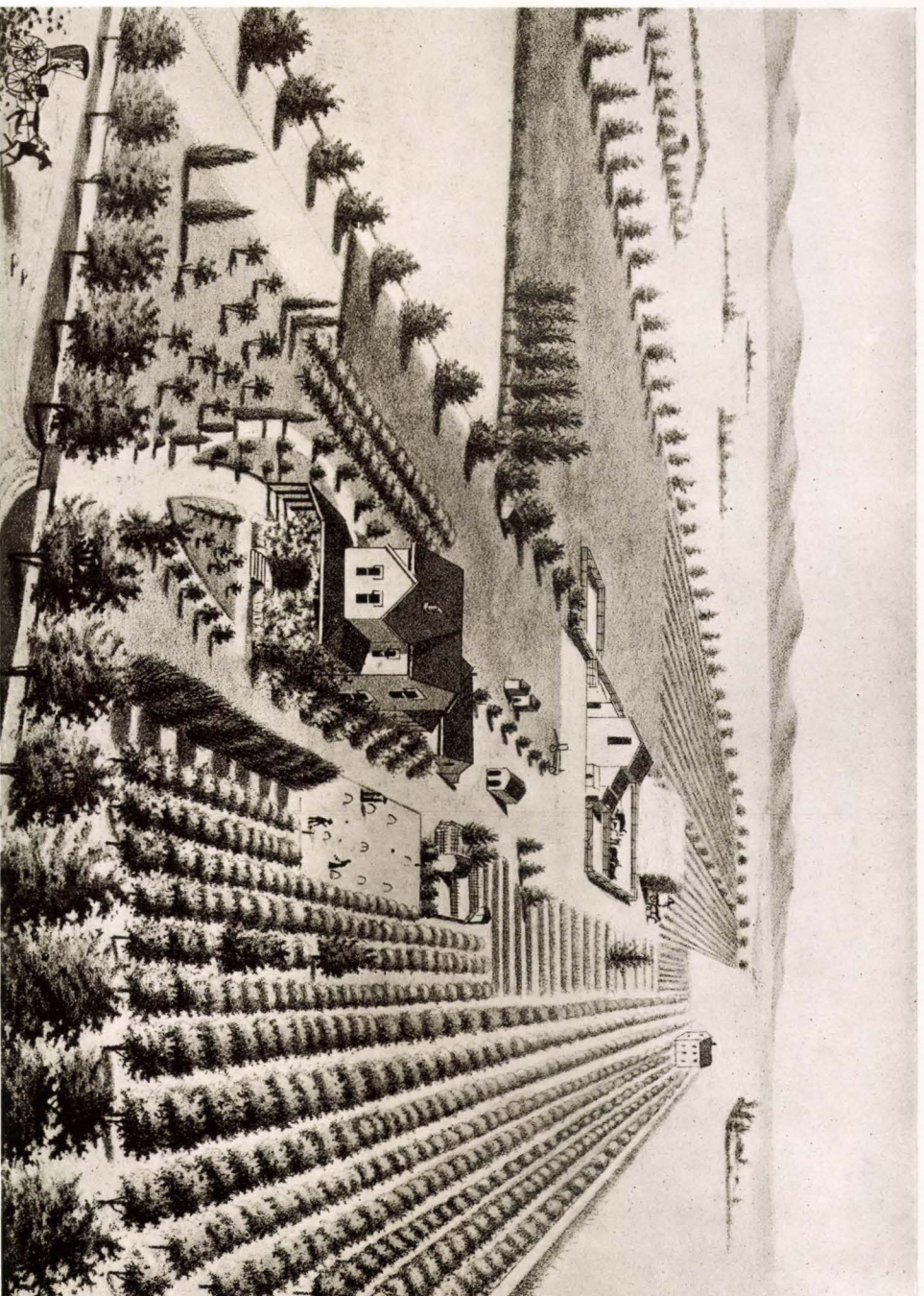
In this picture are shown seven great harvesters at work in the grain fields of the Sacramento Valley. The sickle cuts a swath fourteen feet wide. The grain is then threshed and sacked as the machine moves along. The grain wagons drive alongside and haul off the sacked grain which a few minutes before was standing uncut in the field. Compare these methods with the old pastoral days or even the methods used by our grandfathers.



Photograph by McCurry

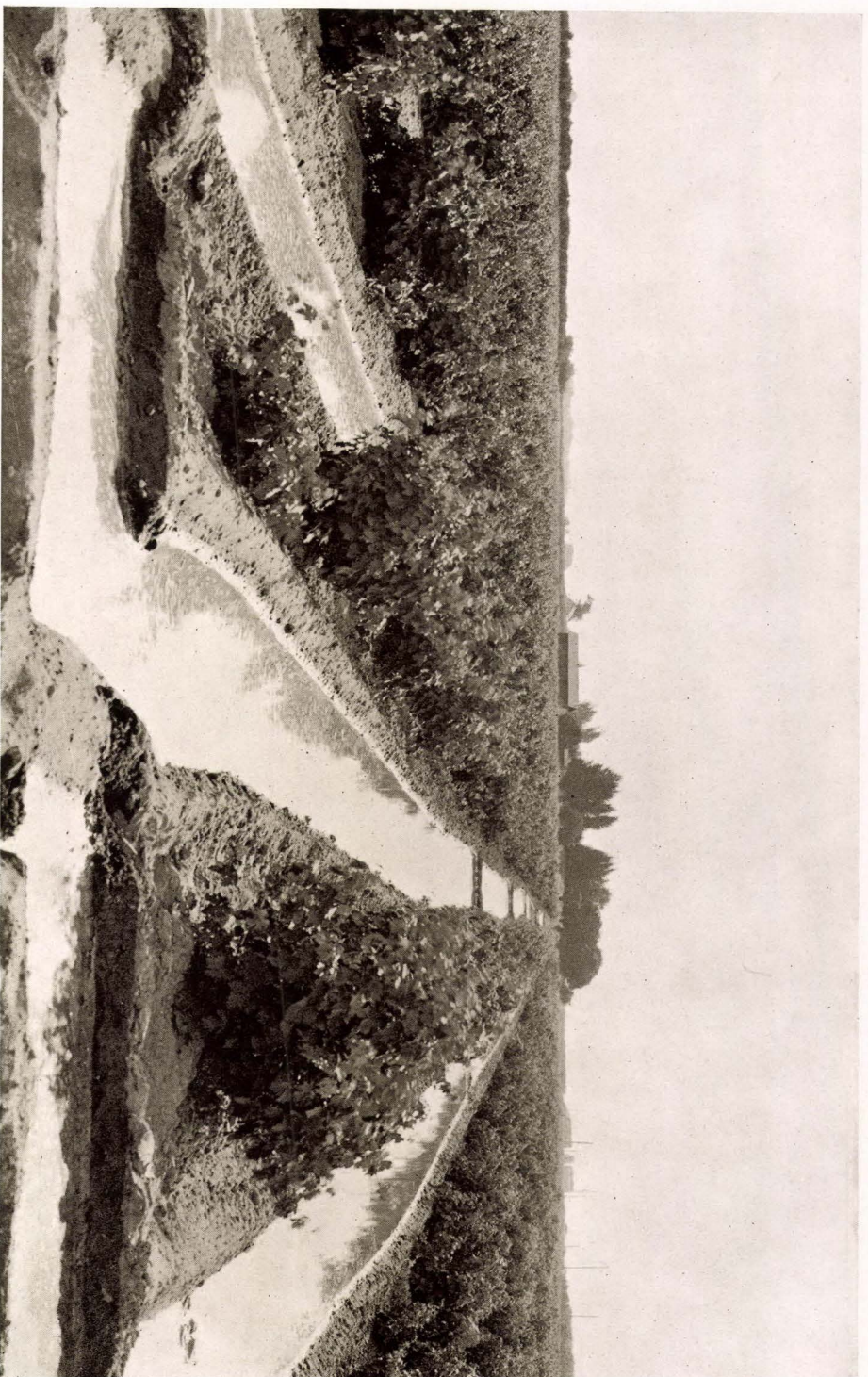
232. Caterpillar Tractor Hauling Grain

The caterpillar tractor has proved a great help in transporting heavy loads where the ground is loose or uneven. Instead of wheels the tractor rests upon a rotating belt distributing its weight over a larger surface. The ability of one of these machines in a soft grain field is shown in this picture. The two men shown here with this tractor can do the work of many drivers and teams of horses.



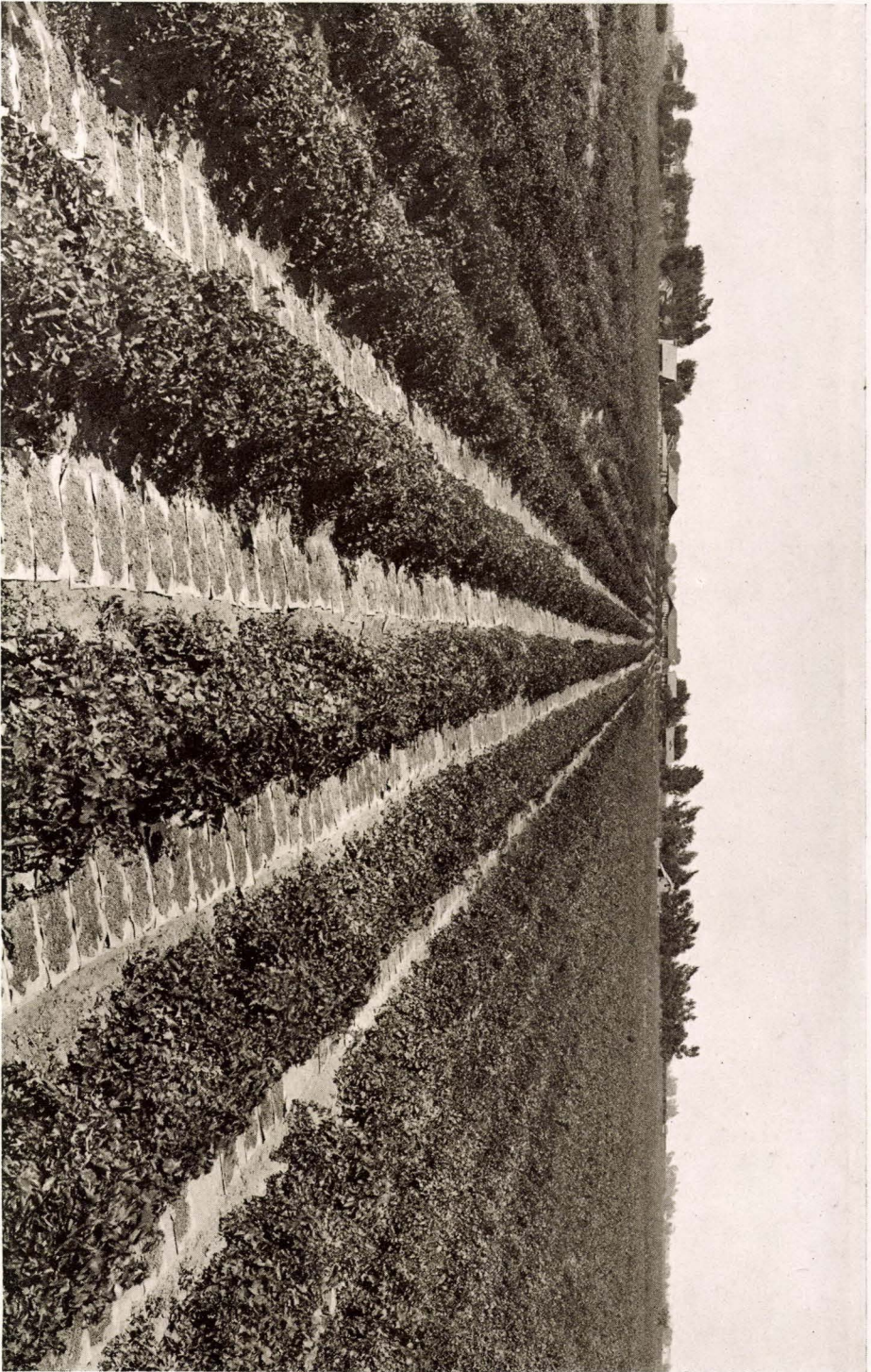
233. A Farm on the Central Colony, Fresno

The San Joaquin Valley was first used by the European settlers for cattle ranges and then became great grain fields. Later, however, it was found that with the use of water upon the land fruit could be raised readily. Irrigation, however, required different types of settlement for water can best be used in districts where the fields lie near together. The use of water also made more compact settlements possible, for fruit growing not only gave a more profitable yield per acre but required much more labor. The transformation from grain fields to fruit ranches was accomplished by means of colonies. The Central Colony was one of the first of those in the neighborhood of Fresno.



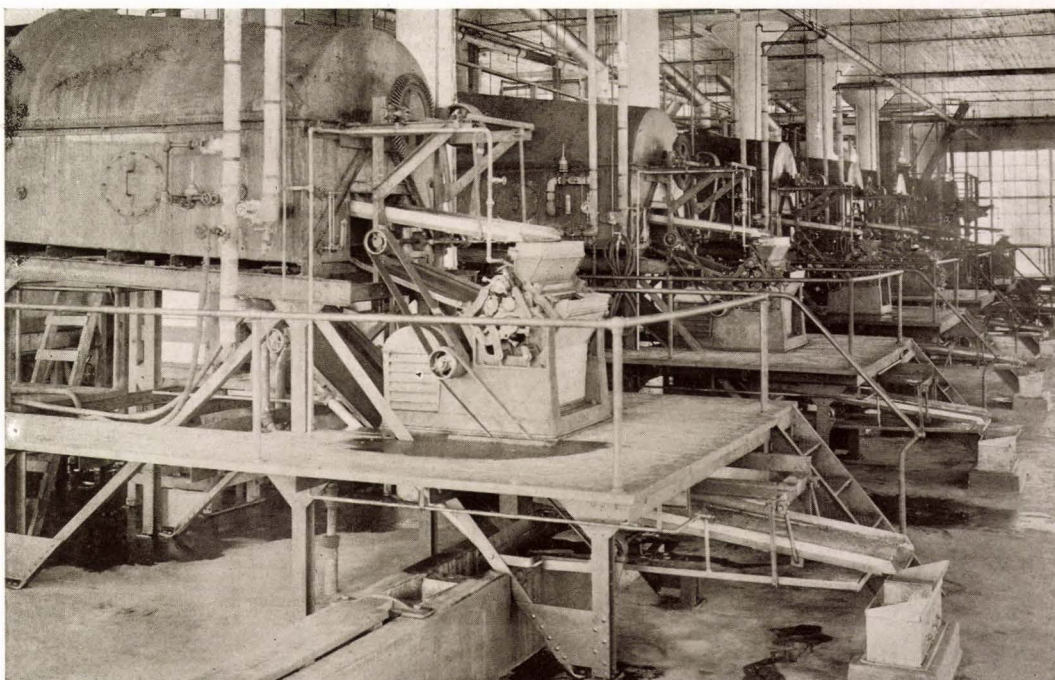
234. Water Has Made Great Changes Here

A plentiful supply of water is needed to produce the fine quality of fruits as well as raisin grapes which are grown in the great San Joaquin Valley of Central California. This water is brought to the vineyards from the snow-capped mountains which lie 50 to 75 miles east of the immense raisin district centered around Fresno. The vineyards are given a thorough soaking several times a year by allowing the water to flow in ditches between the rows of vines.



235. Drying Raisins

The annual California raisin crop amounts to almost 500,000,000 pounds, most of which are grown within a radius of 90 miles of Fresno. In the great raisin growing districts of the San Joaquin Valley it is possible to ride for miles with the vineyards stretching away on either side of the highway as far as the eye can reach. The grapes ripen during September and October of each year and are dried on wooden trays or paper mats which are laid between the rows of vines. It takes about three weeks to properly dry raisins.



236. Preparing Seeded Raisins for the Housewife

It is interesting to note that nearly all the raisins used by the American people are marketed through a coöperative association that owns and operates what is probably the largest dried fruit packing plant in the world. The picture above shows a number of great processing and seeding machines which remove the seeds from the muscat raisins with incredible speed. The raisins after being seeded are dropped to the packing tables below through long chutes as shown in the lower picture. Here they are packed into cartons while they are still piping hot.



Photograph by McCurry

237. Dairying is now a Highly Developed Business

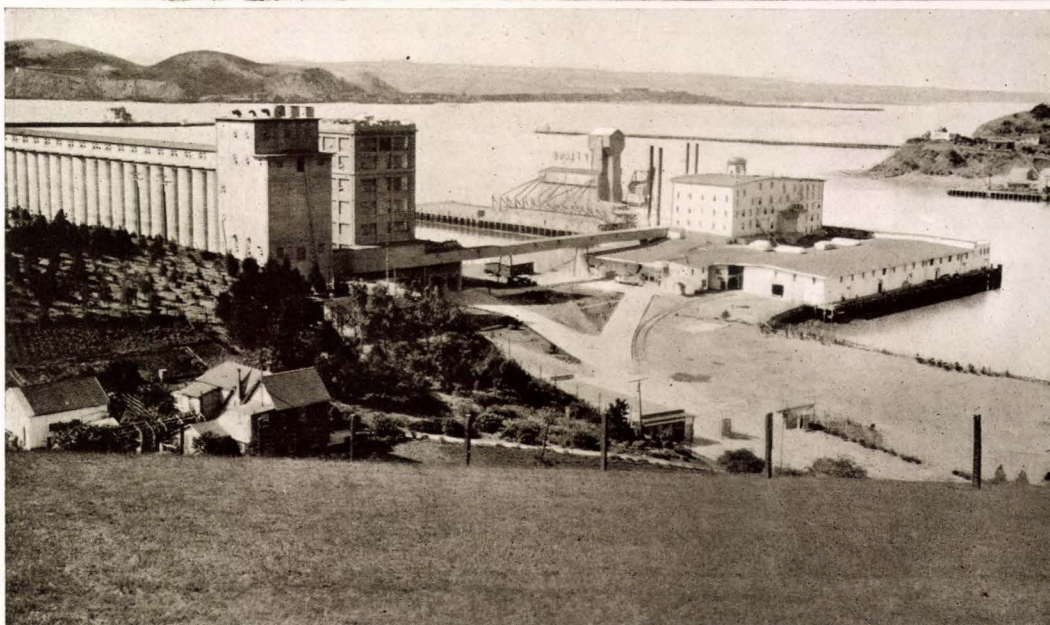
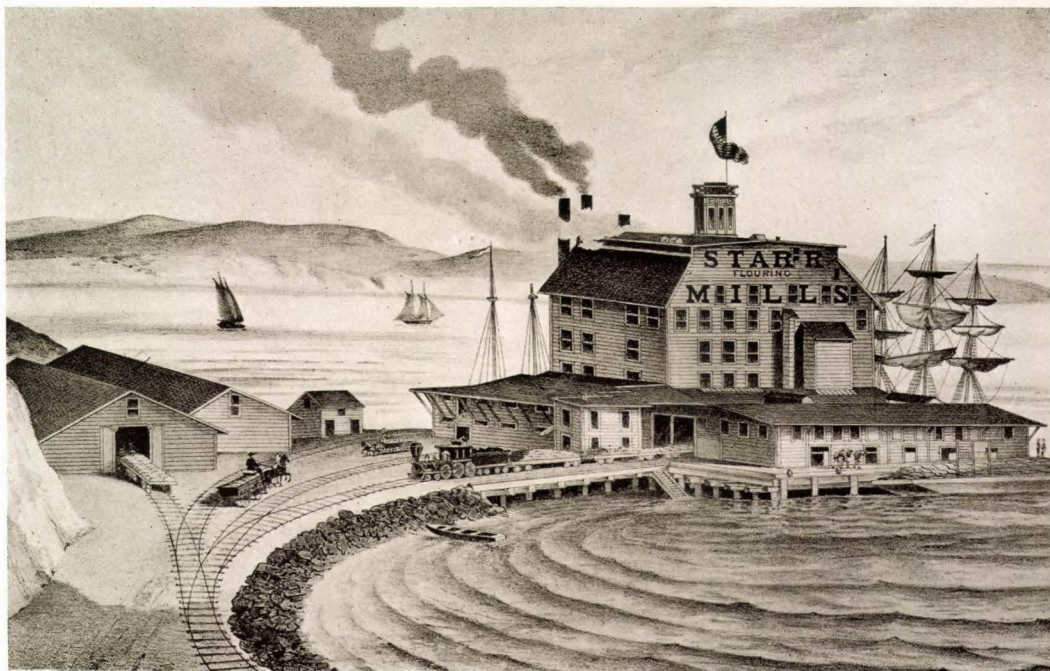
In the pastoral days of California, cattle were raised for their hides and tallow and for such beef as the ranchero's family required. He seldom milked his cows and preferred to buy his butter and cheese from the Yankee traders. With the coming of the Americans things changed. During the past few years great development has taken place in accordance with the sanitary requirements of the state and cities on one hand, and on the other the desire of the milk producers themselves to employ more efficient methods. Note the fine cattle, the near well-constructed buildings, the silo for preparing the feed, and the other up-to-date equipment used in a modern sanitary dairy.



Photograph by McCurry

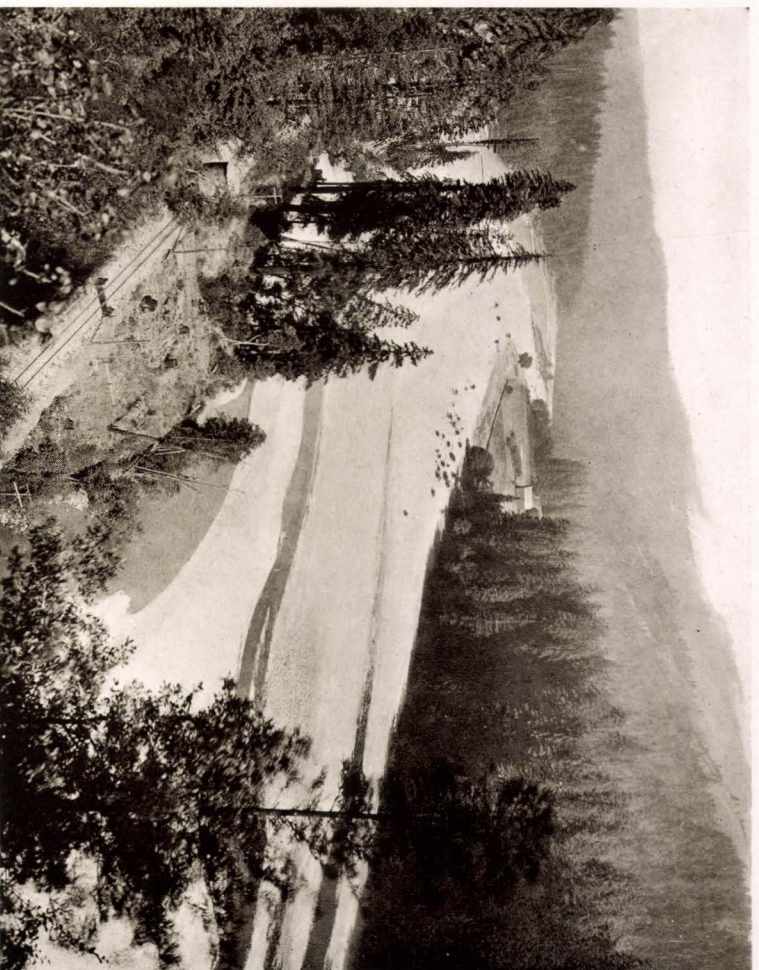
238. A Pioneer Mill

California wheat produced a good quality of flour. The Spanish Californian had produced scarcely enough grain for his own use, and was content to grind it to grist by crude mills. The Americans quickly applied water power to the mills erected in the early forties at various places. The picture is from a photograph of the old Bale Mill located in Napa Valley. This mill was erected in 1847 by Dr. Edward Bale. For many years it has remained a picturesque landmark of pioneer days.



239. Flour Mills Have Developed

During the gold days little attention was given to anything but mining. The few flour mills already in existence were taxed to their limit but still could not meet the demand for flour. Flour was imported from Chile and elsewhere. Even in later years wheat from California to New York, around the Horn, passed flour from New York to California. The manufacture of flour, however, grew under the activity of the Yankee settlers and mills sprang up in various places. Stockton, Sacramento, Port Costa, Vallejo, all became manufacturing centers for this product. A mill at Vallejo erected in 1869 was the largest at that time. It had a storage capacity of 50,000 tons and could grind 1700 barrels of flour a day. The upper picture shows the mill at South Vallejo about 1885 while the lower is the same mill at the present time.



240. Scenes Along Eel River

The dense forests of redwood trees (*Sequoia sempervirens*) are found only along the coast range of mountains from Monterey County northward to the Oregon line. The picture on the left shows the nature of the forests in this district. The trees, often two hundred or more feet in height, are crowded closely together. Huckleberry, hazel brush, and sword ferns fill the open spaces and form a heavy under growth among the trees. The picture on the right is a view of Eel River, which runs for the most of its course through these dense redwood forests.

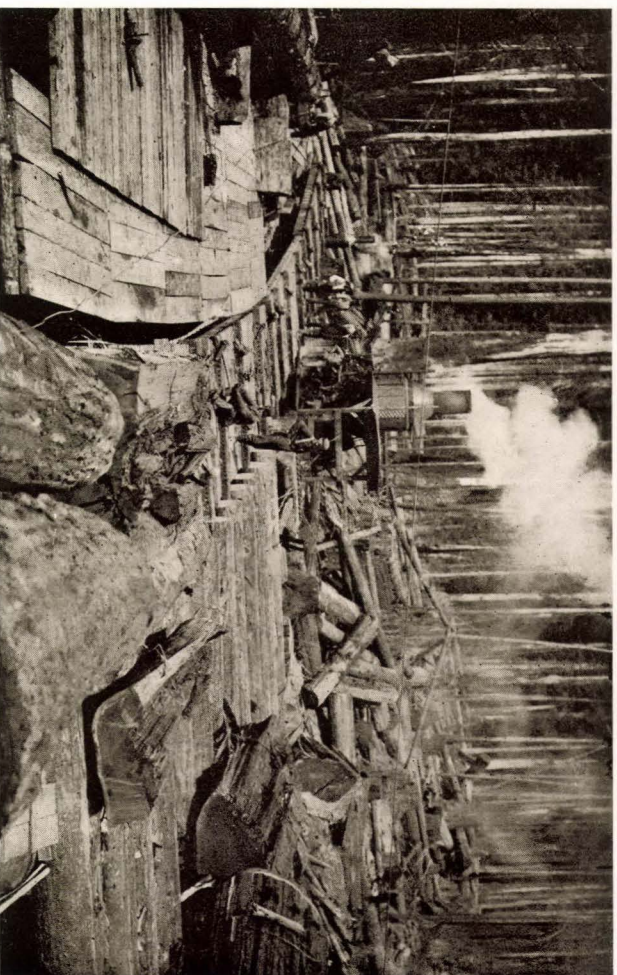


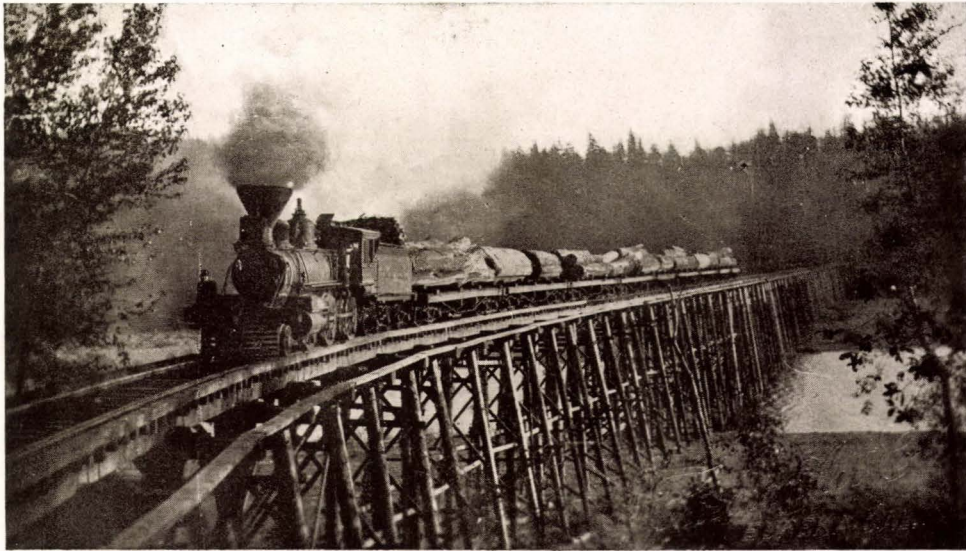
241. Loading the Logging Train

Lumbering in California began before the American conquest but it received its greatest impetus after the discovery of gold. The early methods were crude compared with modern improved methods. The early logging railroads used long saplings for rails but were an improvement over the skidroads. Oxen were used almost exclusively for bringing logs out of the timber.

242. Oxen Have Given Way to Donkeys

In the place of the slow plodding oxen the lumber man now uses the endless cable and the donkey engine. In the picture to the left is shown the method whereby the cable controlled from a stationary engine is able to bring from the woods a long line of logs. The lower picture shows a crew working with a donkey engine. The engines are on runners and may readily be moved from place to place by their own power.





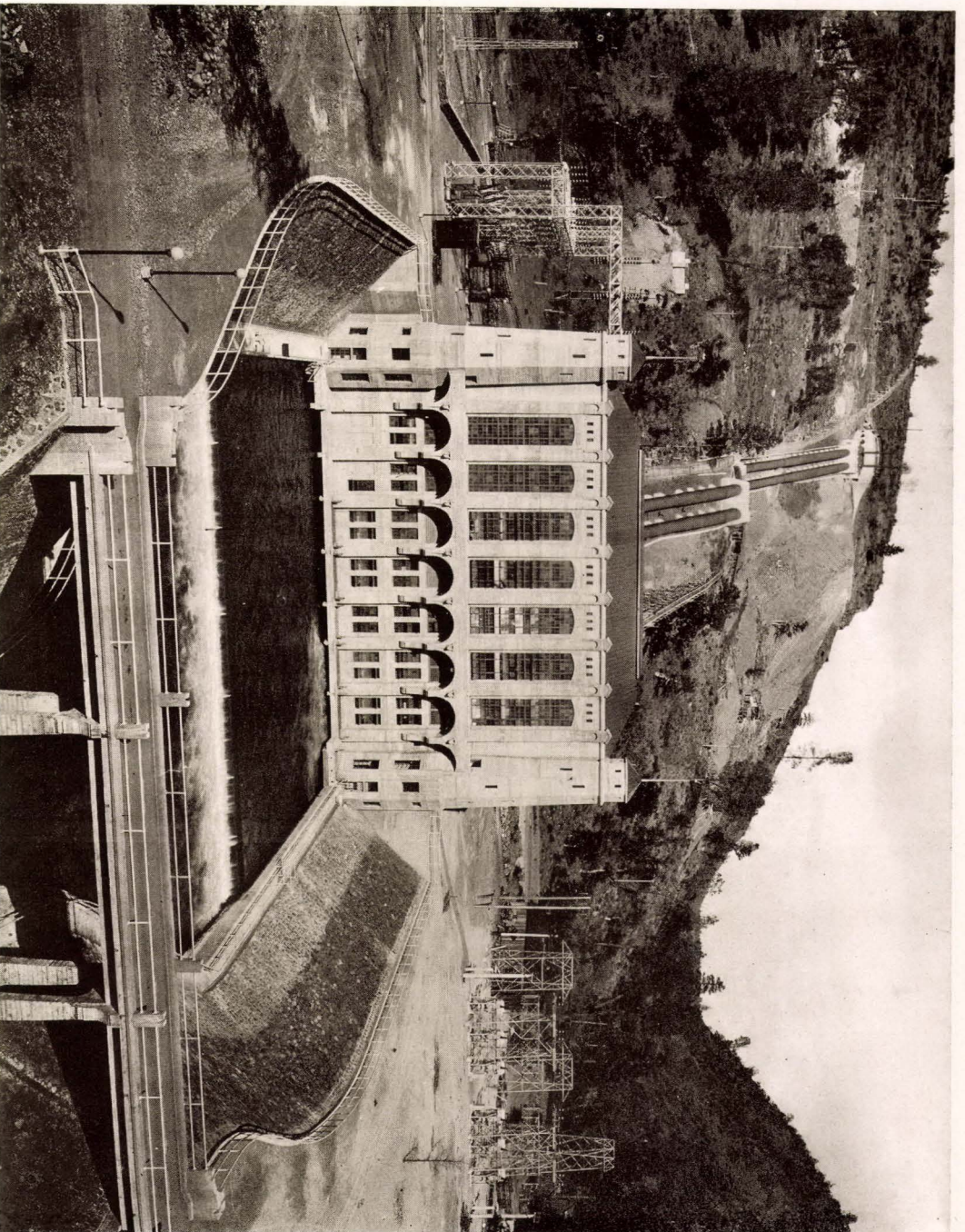
243. Logging Railway and Mill Pond

From the woods the logs are transported to the mill by means of logging trains on railroads often constructed for that purpose alone. The logs are then dumped off the cars into large storage ponds from which they are taken for use as needed. In former days logs were floated down the streams in the time of high water but the railway has been found more satisfactory.



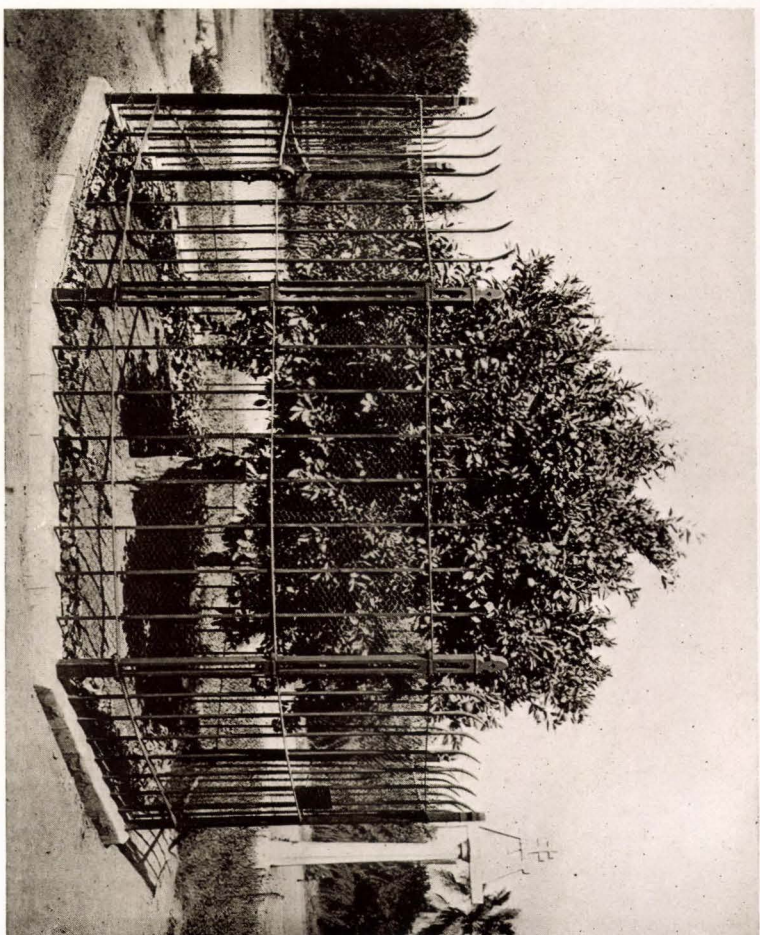
244. From the Pond to the Saw

The upper picture shows the logs being carried from the pond up the inclined plane into the mill. The lower view is that of the interior of the mill at the saw. The log is rigidly fixed to a carriage that causes it to pass back and forth before the saw.



245. Light and Power are Brought from Distant Streams

California possesses few coal mines but it is rich in other things that produce heat and power. The great petroleum fields contain vast amounts of fuel, while the mountain streams contain energy which can be transformed into electricity. In 1924 the people of California used over five billion kilowatt hours of electricity. This represents the same amount of energy as that which 3,350,000 horses would expend in working eight hours a day for the whole year.



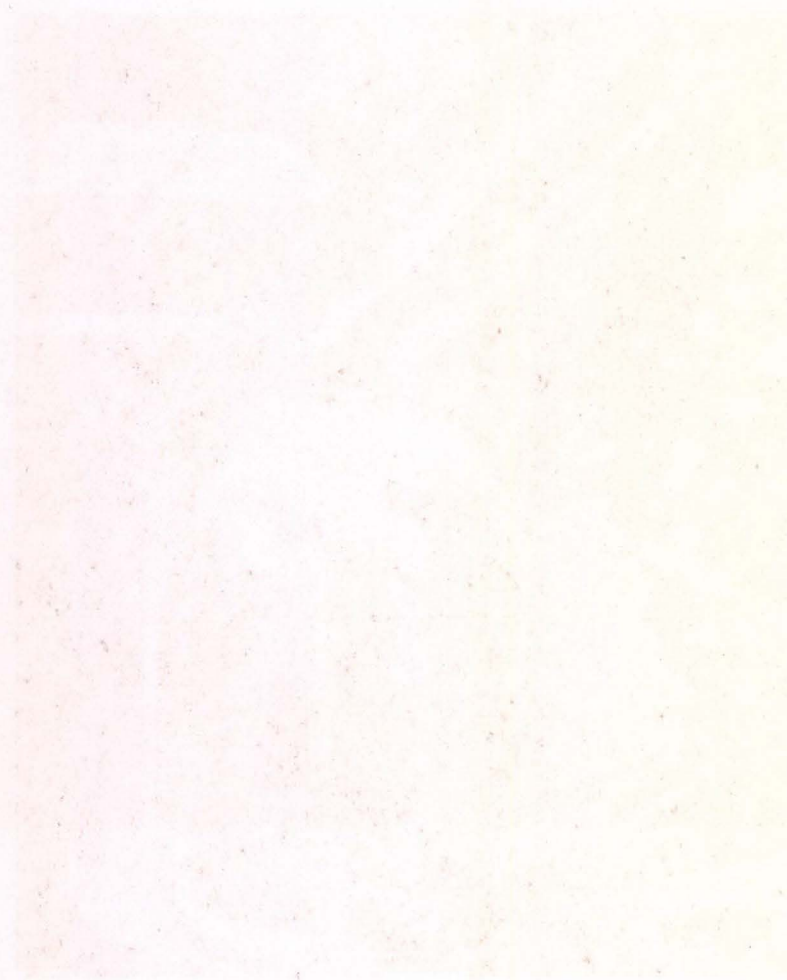
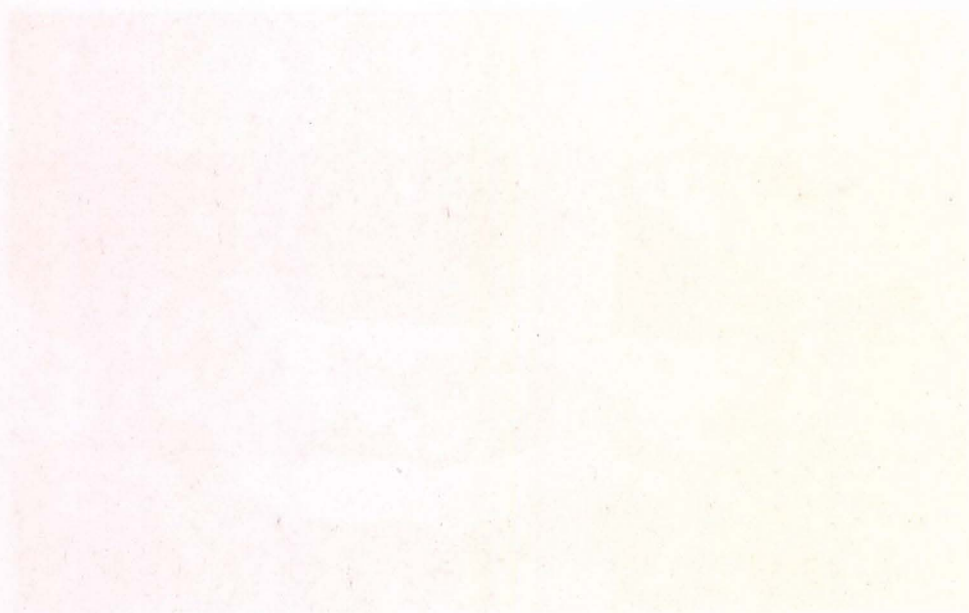
246. Mrs. Eliza Tibbets Had the First Navel Orange Tree

The first orange trees in California were probably those planted at San Gabriel Mission by the Franciscan fathers. Just when they were introduced is not known but about 1804 the first orange orchard consisting of several acres was planted at the Mission. William Wolfskill, an American pioneer, was the first to realize the commercial possibilities of orange cultivation. In 1841 he planted an orchard of 70 acres in what is now the vicinity of the Southern Pacific depot in Los Angeles. The orange most grown now in southern California is the Washington orange. In 1869 this orange was brought to Washington, D. C., from Bahia, Brazil. Mrs. Eliza Tibbets, shown in the picture, obtained from Washington cuttings of this Brazilian orange for her new home in the Riverside colony. Her two trees produced such fine fruit that nursery men were anxious to propagate stock from her trees. One of those original trees is shown surrounded by an iron fence.



247. Orange Groves and Snow-Capped Mountains are Not Unfriendly

Here are two types of climate in close proximity. During the winter months the lofty San Bernardino Mountains are often covered with a white mantle of snow, while down in the valley the orange groves are laden with their beautiful crop. The snow and rains on the mountains are welcomed by the fruit growers for they mean water for irrigating groves of oranges, lemons, and walnuts. The season for picking oranges is at its height during the winter months. This is a typical scene in an orange grove on a busy day.





248. Picking and Washing Oranges

Great care is used in handling the orange crop, so that it may be kept in the best possible condition for shipment. The fruit is clipped from the trees and placed in a specially made bag as shown on the left. The bottom of the bag permits the oranges to be rolled out into the box for transporting to the packing house. The oranges are then put through a water-bath and dried by blasts of cold air.



249. Sorting and Boxing Oranges

The fruit is carried along in the packing plant upon endless belt conveyors. The larger fruit is separated from the smaller by means of diverging rollers that permit the oranges to drop through into bins below according to their size. Skillful graders then pick out the fruit as it passes according to its quality. It should be noted that the workers who handle the fruit all wear gloves to prevent marring the fruit by finger-nail scratches, as even that defect might lead to decay. The crates are made by an automatic machine which can produce a complete crate within a few seconds.



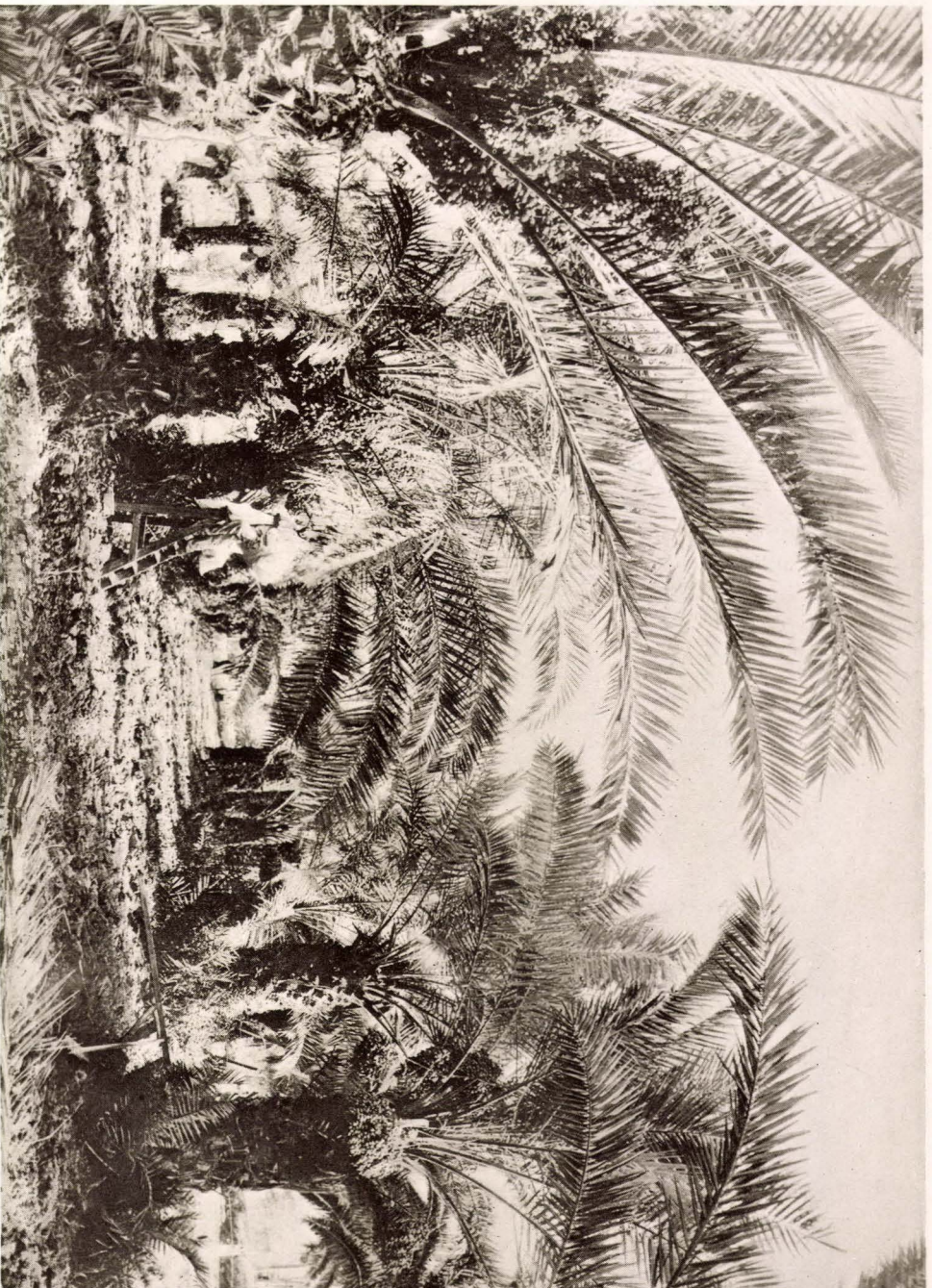
250. Packing Oranges

This is an interior view of one of the many orange packing houses. There are more than two hundred orange packing houses owned and operated by the orange growers organization—which is one of the largest coöperative market organizations of this type. Each orange is carefully wrapped in tissue paper before being packed in the box. The great number of people employed in this industry may be inferred from those seen in this one packing house.



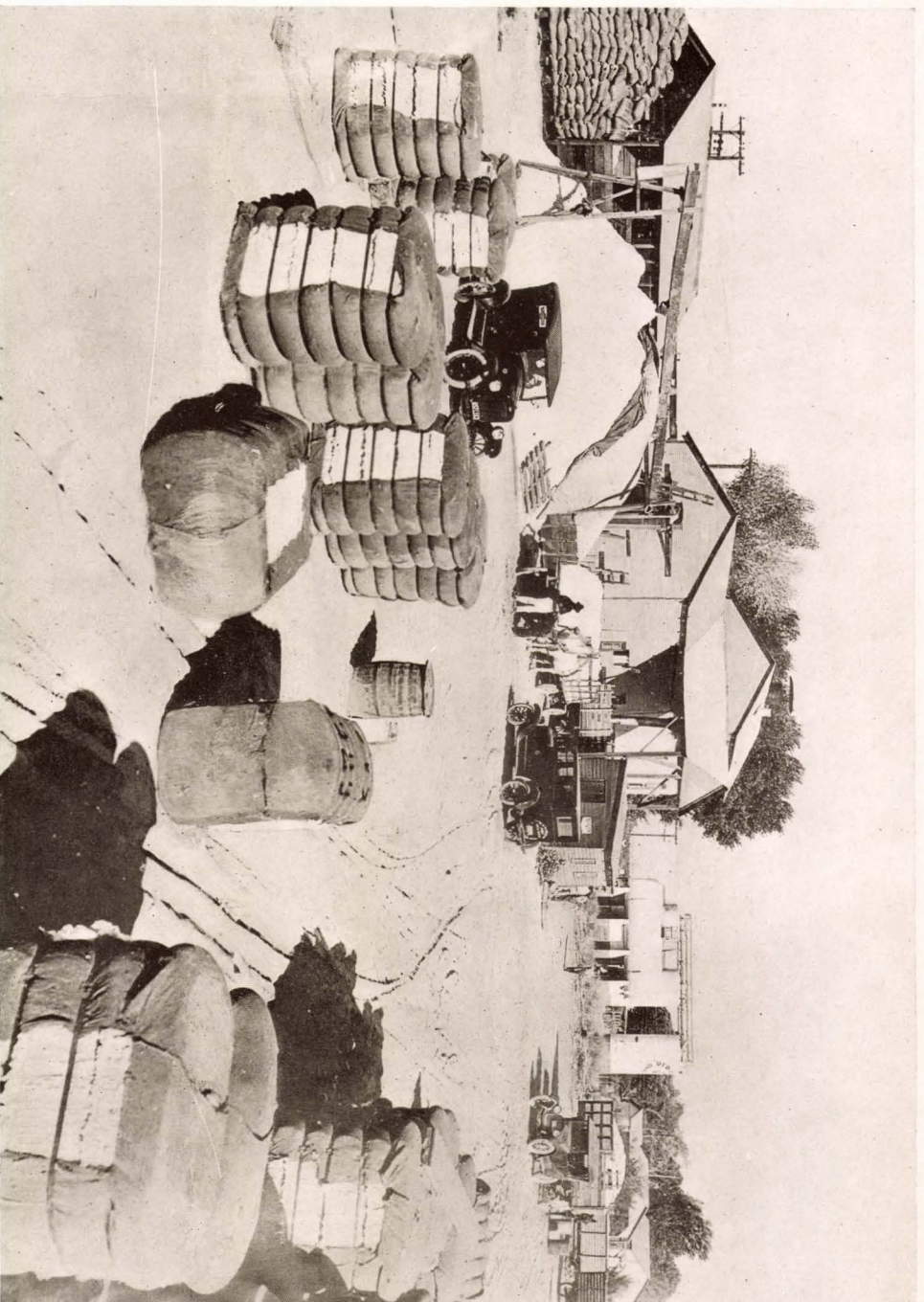
251. The Early Spring Garden, Imperial Valley

When Anza led his two hundred and forty colonists into California they suffered great hardship on the Colorado Desert. This was the former bed of the Gulf of Mexico, which had been divided by the silt from the Colorado River. The detached portion had gradually dried up and become an arid desert. About 1905 water was turned upon this land and the most luxuriant gardens began to spring up. Early vegetables, cotton, and other typical products are now grown in the Imperial Valley. It also raises excellent corn, as is shown in the picture given here.



252. Tropical Fruits Mature in the Warmer Valleys

The culture of the date has been found possible in the warm climate of Coachella Valley in southern California—the only place where dates are grown with success in the western hemisphere. The date palms are most beautiful and are used elsewhere in the state for ornamental purposes. The dates must be propagated by transporting the living trees. The United States Government through its Department of Agriculture has done much to establish this and other similar industries.



253. At a California Cotton Gin

The cotton development in California during the past few years has been most rapid. In 1914 California produced slightly less than 50,000 bales. In 1923 it produced nearly 130,000 bales. It is, however, the quality of the cotton grown that makes the crop important rather than the amount of the product. California is able to produce the same variety of long staple cotton as is grown in the Nile Valley. Imperial Valley reaching across the border into Mexico is the great cotton producing section, but cotton is also grown in rapidly increasing amounts in the San Joaquin and Sacramento valleys. The gin shown here is in Imperial County.



254. The Petroleum Industry Has Developed Wonderfully

These two pictures, from photographs of the Signal Hill oil fields, show how rapidly these fields developed, once oil had been discovered. The picture above was taken in 1921; the one below was taken from the same spot three years later. The city of Long Beach is unique in that it has profited as a municipality by this oil discovery, for much of it is on land purchased by the city for water works. The city now owns 188 acres in these oil fields. Royalties from its wells have brought great revenue to the city which is devoted to the development of parks, playgrounds, and other improvements.



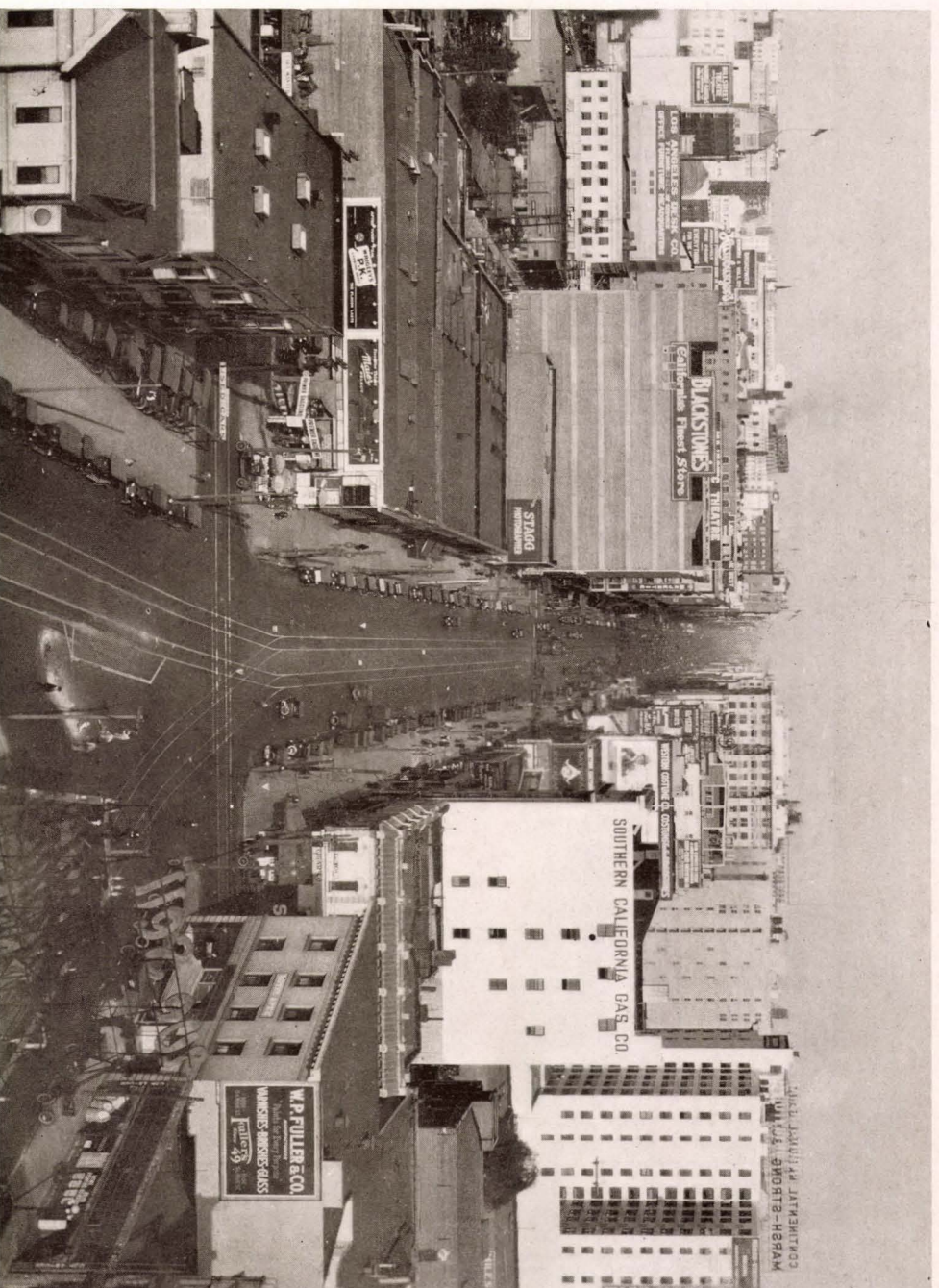
255. A Scene in the Southern California Oil Fields

The existence of petroleum or at least asphaltum in California was known very early in its history. The old Spanish settlers near Los Angeles used La Brea (asphaltum) for covering their houses. In 1856 its use as a burning and lubricating oil began in a very crude way. About 1865 there developed a decided though short-lived interest in oil possibilities all through the state from Humboldt to Los Angeles. Thirty years later developments began to show results and since then the oil business has grown rapidly, until now it ranks first among the mineral resources in California. More wealth has now been taken out through oil wells than was produced by all the gold mines since 1848. The total value of oil produced in California in 1924 amounted to \$274,652,874.



256. The Ocean Beaches Furnish Abundant Pleasure

One of the things that makes southern California so attractive to the people who have helped to make her great population is an even climate. The ocean beaches are found to be delightful both in winter and summer. This is a typical beach scene near Los Angeles.



257. Los Angeles, Broadway at Tenth

The growth of the city of Los Angeles during the past four decades has been most remarkable. Founded in 1781 as a Spanish pueblo, it grew very slowly. The gold rush which gave such an impetus to northern California had but little effect on Los Angeles. The coming of the railroad, the discovery of petroleum even within the city itself, and the acquisition of a wonderful supply of mountain water, have given this city a remarkable impetus. During the decade before 1920 its population increased over 80 per cent, exceeding the half million mark. Various estimates place its present population at about one million.



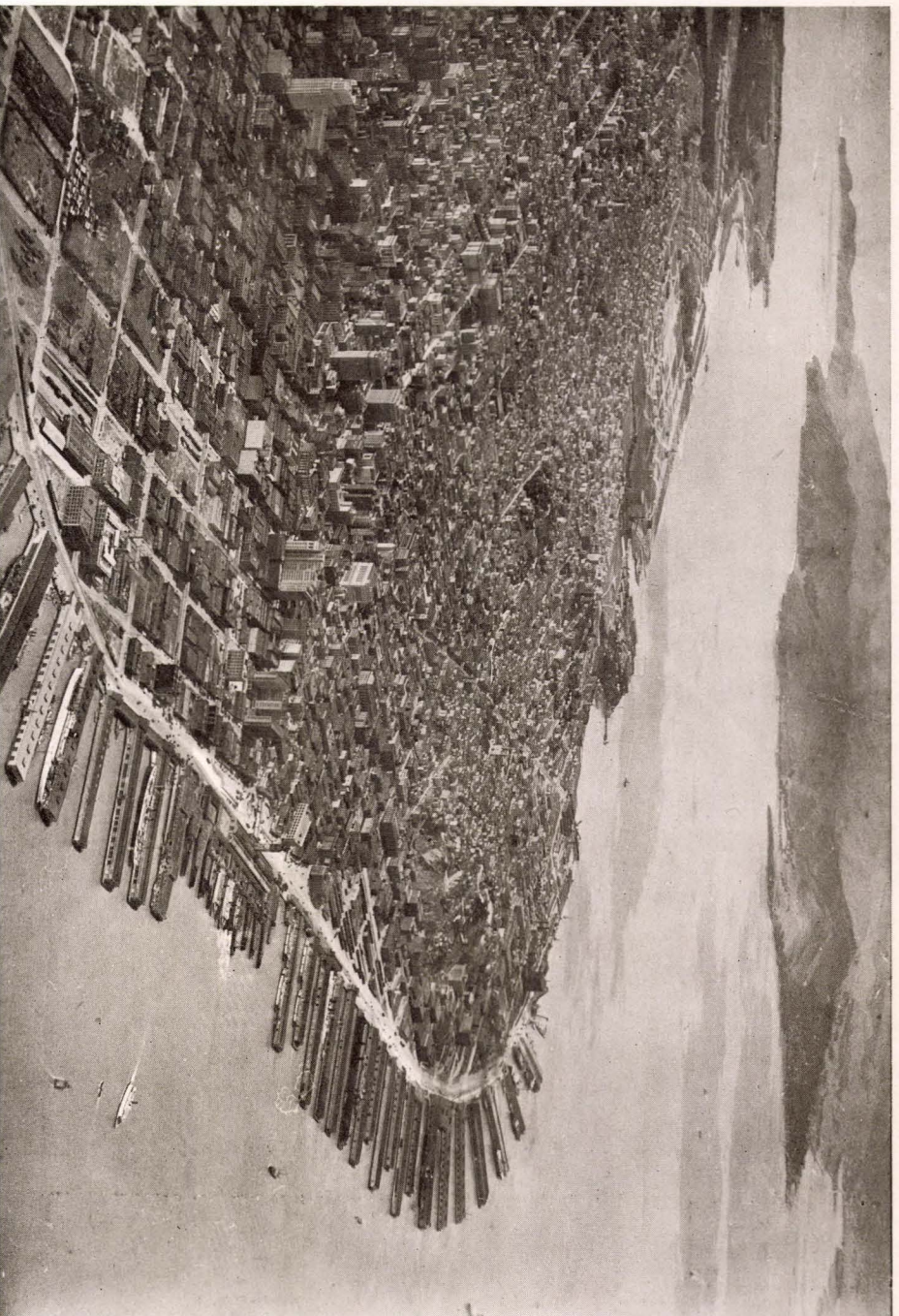
258. Southern California as Seen from Mount Lowe

Southern California developed slowly during the first three or four decades after the American conquest. But the building of the railroads into the South in the seventies and eighties greatly stimulated immigration, especially from the states of the Middle West. Great cattle ranches have been transformed by the bringing of water into densely settled fruit growing communities, and those in time have become cities. The view shown here is a picture taken from Mt. Lowe, overlooking the coast plain to the south and west.



259. The Eastbay Cities Now Cover the Old Peralta Rancho

The eastern shore of San Francisco Bay was known by the Spaniards as the Contra Costa (opposite shore) and was included in the county of that name in 1850. With the growth of San Francisco this area has also grown in population until now it rivals its neighboring city in number of inhabitants. In 1820 Luis Peralta was granted 43,000 acres of land. This is now occupied by Oakland, Alameda, Berkeley, Piedmont, and other smaller places. The close interurban train and ferry connections make the bay cities one great metropolis which includes approximately one-third the population of the state.



260. The City by the Golden Gate

This excellent aeroplane view shows a portion of the present city of San Francisco with the Golden Gate and Marin shore beyond. The Ferry Building at the foot of Market Street can be recognized by its tower. Telegraph Hill lies beyond the Ferry Building. Columbus Avenue, running diagonally towards North Beach, comes into Montgomery Street near Portsmouth Square, the old plaza. It therefore helps to show what part of the present city is built upon the early day water-lots. Due to her position San Francisco has a limited area of forty-two square miles, which is bound to limit her population. To the present she has, however, maintained the lead as the financial metropolis of the Pacific Coast.



261. The State Capitol, Sacramento

The State Capitol is the nerve center of the state government. In it are the offices of the governor and most of the head executive officers of the state. During the seventy-five years since California became a state it has greatly increased in size. The population of California in 1850 was approximately 100,000. During the first decade it grew to 379,994. By 1900 the population was nearly one and one-half million; twenty years later it was approximately three and one-half million. This growth of population has meant a corresponding increase in the amount of governmental business.

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