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DEL
PUEBLO DE NUESTRA SENORA
REINA DE LOS ANGELES

Yesterdays of Los Angeles



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HOWARD AUTOMOBILE *Company*
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IN THE rush of modern Los Angeles we hurry by, perhaps unknowing, those historic spots with which are associated the early events that brought government and great civic growth.

That the motorists, in seeking new objectives of interest, may enjoy moments of retrospect and better appreciate the significance of places where Los Angeles' colorful groundwork was laid, the *Howard Automobile Company* of Los Angeles presents this booklet.

The historical data from which most of the pages are written, was supplied by Mrs. A. S. C. Forbes, chairman of the Committee on Landmarks of the Historical Society of Southern California and author of the splendid books, "California Missions and Land Marks" and "Mission Tales in the Days of the Dons."



Where Mexico's Flag Last Flew



IT WAS AT La Hacienda del Rancho Paso de Bartolo Viejo, now known as "the Pico Home," that the Mexican flag was hauled down, thus terminating Mexican official administration in California. This historic event occurred August 10, 1846, one month and three days after Commodore John D. Sloat became the first American military governor of California.

As the Mexican rule faded so did the glories and breadths of the home and ranch which the easy-going Pio affectionately called "El Ranchito." Although El Ranchito stretched over 8,000 acres, this was just one of the smallest of Pico's holdings in those days of power.

The Pico home of thirty-three rooms built around a brick-paved patio was filled with imported furniture and fineries and was proudly pointed out as the first two-story adobe house in California. The main house was built in 1826.

In the large gardens were rare trees and shrubs. The blue ash still thriving in front of the main entrance and planted by the old Don himself is one of the few of this species in the state. The greater portion of these gardens and some of the house itself was swept away in the great San Gabriel flood of 1867.

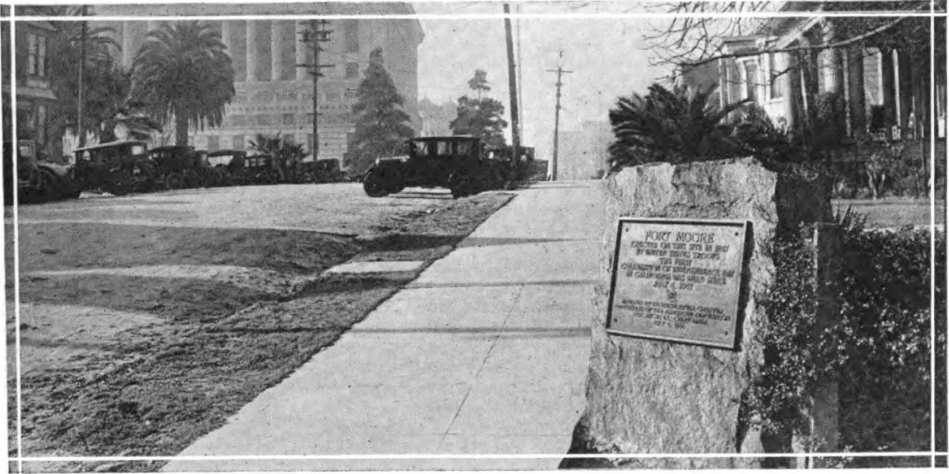
Pico's administration was short—a little more than two years—but in that time, historians charge, he despoiled the missions by indiscriminate sales and apportionment of them to political adherents.

The Pico home today stands just off of Whittier boulevard, two miles northwest from Whittier, within a few feet of the Whittier waterworks, and is publicly owned.

John Goodman, 3rd



Fort Frowned on Hill



AT THE corner of North Broadway and Fort Moore street—directly above the Broadway tunnel—is a bronze tablet imbedded in a granite boulder. Here is historic ground, for he who reads the inscription may learn:

“Fort Moore erected on this site in 1847 by United States Troops. The first celebration of Independence Day in California was held here July 4th, 1847.”

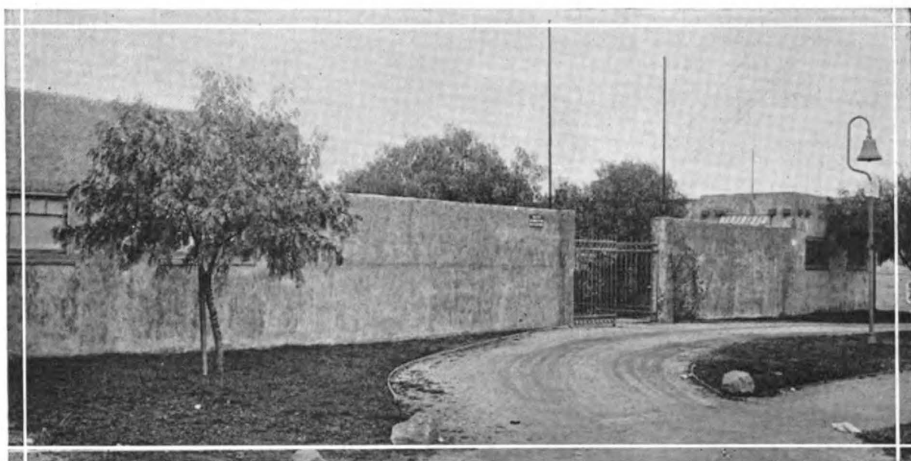
The tablet was placed by the Eschscholtzia Chapter, Daughters of the American Revolution, July 4, 1916, and is the only identifying mark in a peaceful residential section to recall the stirring military activities once centered upon the commanding elevation. The fortifications long ago disappeared with their need.

Fort Moore was preceded by an earlier protective project designed by Lieutenant W. H. Emory, topographical engineer of General Stephen Kearney’s staff. The construction was begun by sailors and marines of Commodore Stockton’s forces but never completed or given a fort name.

The second fort, dedicated July 4, 1847, by order of Colonel J. B. Stevenson, was built by the Mormon Battalion after plans of Lieutenant J. W. Davidson and named in honor of Captain Benjamin D. Moore, who was killed in the Battle of San Pasqual. The pride of the fort was a flagstaff 150 feet high, the combination of two giant trees laboriously hauled by oxen from the San Bernardino mountains. For years this pole stood before shattering in the blast of a windstorm.



California's Treaty Shrine



THE MOST historic spot in California—where on January 13, 1847, the treaty was signed that ended Mexico's resistance and gave California to the United States—is marked by the Fremont-Pico Memorial at Campo de Cauenga on Lankershim boulevard opposite the Universal studios.

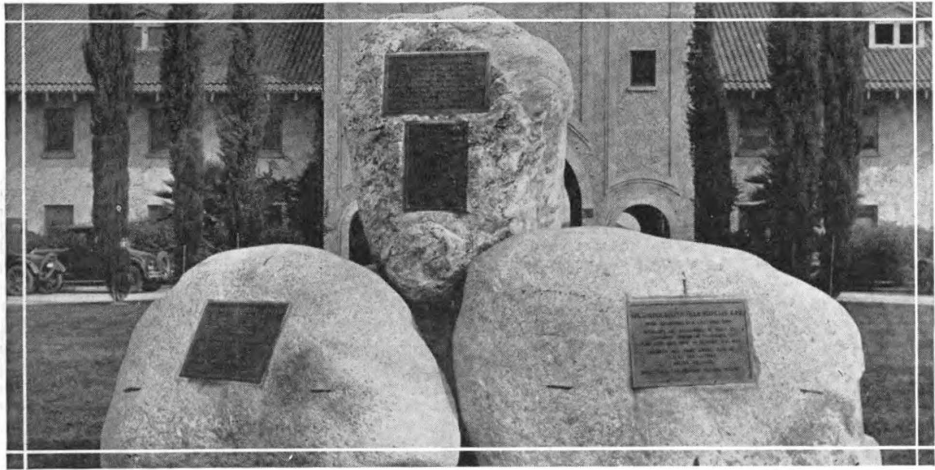
Here in the priceless collection is a photographic copy of the Treaty of Cauenga written on both sides of ordinary letter paper in Spanish and setting forth the capitulation terms agreed upon by Lieutenant-Colonel John C. Fremont and General Andres Pico, commander-in-chief of the remaining California forces and persistent revolutionist who earlier had defeated General Kearney at San Pasqual. This agreement was incorporated in the Treaty of Guadalupe Hidalgo, formally ratified by the United States and Mexico in 1848.

On January 12, Fremont and 450 men, on a forced march from the north, arrived at Newhall, where he was met by a messenger saying that Los Angeles three days earlier again had come into the possession of Commodore Stockton and General Kearney. The latter, however, had been unable to deal with the leaders of the revolution who, with remnants of the army, had rallied in the San Fernando Valley.

Fremont marched through the Pass of San Bernardo (now Newhall Pass) expecting resistance. But the Californians fell back across the valley toward Cahuenga Pass. That night Fremont sent a messenger with overtures for surrender to General Pico's camp and, as he later wrote in his memoirs, "the next morning, accompanied only by Don Jesus Pico, I rode over to the camp of the Californians and in a conference with Don Andres the important features of a treaty of capitulation were agreed upon."



Battlefield of the Mesa



HERE ARE four granite boulders with bronze tablets to mark the field of the Battle of the Mesa. Although this engagement was fought without a death it takes its place in history as the last armed clash in the Mexican resistance to the occupation of the American troops.

On January 8, 1847, Commodore Stockton and General Kearney, marching from the South to re-take Los Angeles, had advanced against the Californian's stand on the bank of the Rio Hondo, near where Montebello now stands. The Californians, under Generals Flores, Pico and Carrillo, kept up a harrassing fire as they fell back.

The following day the Californians made their final show of fight in an attack on the Americans who had camped on the mesa. The Americans drove them off and then next day marched direct to Los Angeles to take possession, which thereafter was never relinquished.

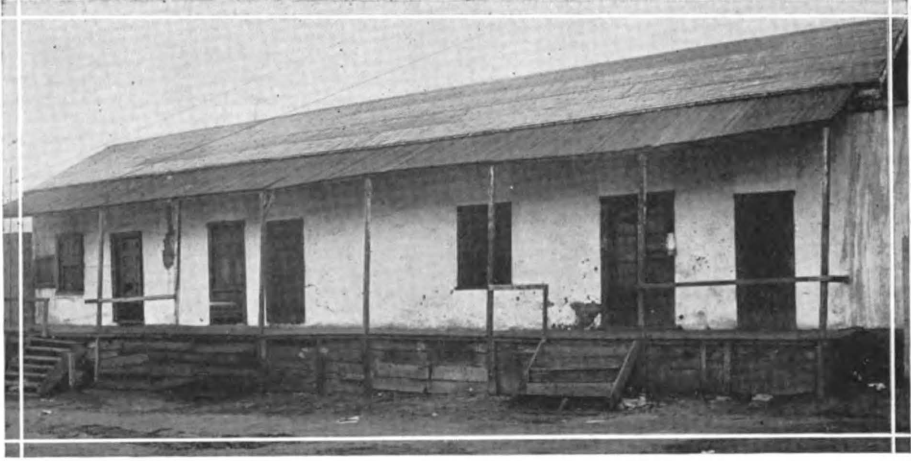
A sketch of the battlefield made by Lieutenant-Colonel W. H. Emory at the time of the engagement and preserved as a part of government records was used to definitely locate the historic site. The markers were placed by historical societies and the Los Angeles Union Stock Yards Company.

The surrounding area is now built up with teeming plants of the Central Manufacturing District, a contrasting monument to the growth and activities of the Los Angeles of today.

The most direct route to the historic site is on Santa Fe avenue south to Twenty-sixth street and then eastward to Downey Road which, followed southward, goes directly in front of the monument.



Commodore Stockton's Headquarters



TYPICAL of the finest residences in Los Angeles in 1847 was the adobe home of Dona Encarnacion Abila, now dingily hidden away on the short Olvera street which runs from Sunset boulevard to Macey street between Main and Los Angeles streets. This old home, bearing the present street numbers 16 to 24, was the headquarters of Commodore Robert Field Stockton following the battles Rio Hondo and the Mesa, fought January, 8 and 9, 1847.

Dona Abila was the widow of Don Francisco Abila of Las Cienega Rancho and mother-in-law of Lieutenant-Colonel Garfias, a cavalry officer under the Mexican general Flores. Don Abila's rancho, the San Pasqual, also furnished horses to the Mexican cavalry.

Fearing the wrath of the American troops under Commodore Stockton and General Kearney approaching upon Los Angeles, Dona Abila fled to the outlying home of a friend. She left a Mexican lad in charge who in turn deserted the home.

Commodore Stockton found the home near the plaza unoccupied and appropriated it as headquarters, with his troops camped nearby.

Although retaining its original outward appearance, the old house had fallen into such a state of decay in the interior that the health department has placarded it against inhabitation. At times efforts have been made to restore the building because of its historical associations but outside of a new roof and a few windows the Abila home has stood in later years apparently forgotten and obviously neglected.



Only Two of these "First Settlers"



IN THE Los Angeles Museum of History, Science and Art at Exposition Park is a large, unique mural painting by Charles R. Knight, graphically restoring a scene thousands of years before the Pacific dawn. The skillful artist, as a background for the parade of the skeletons which comprise the finest Pleistocene collection in the world, has pictured the animals as they were in relentless struggle for survivorship.

The gummy asphaltum pits of La Brea Rancho have been nature's treasure trove from which science has wrested the faunal secrets of the Glacial period which ended something less than 25,000 years ago after its hold of 2,000 to 5,000 centuries. Thirty separate deposits in the La Brea pits on Wilshire boulevard have yielded fossils to the amazing total of 5,000 individual animals, including mastodons, giant ground sloths, saber-tooth tigers, primitive oxen, bison, the great and numerous wolf, camels, lions, bears, horses, coyotes and foxes.

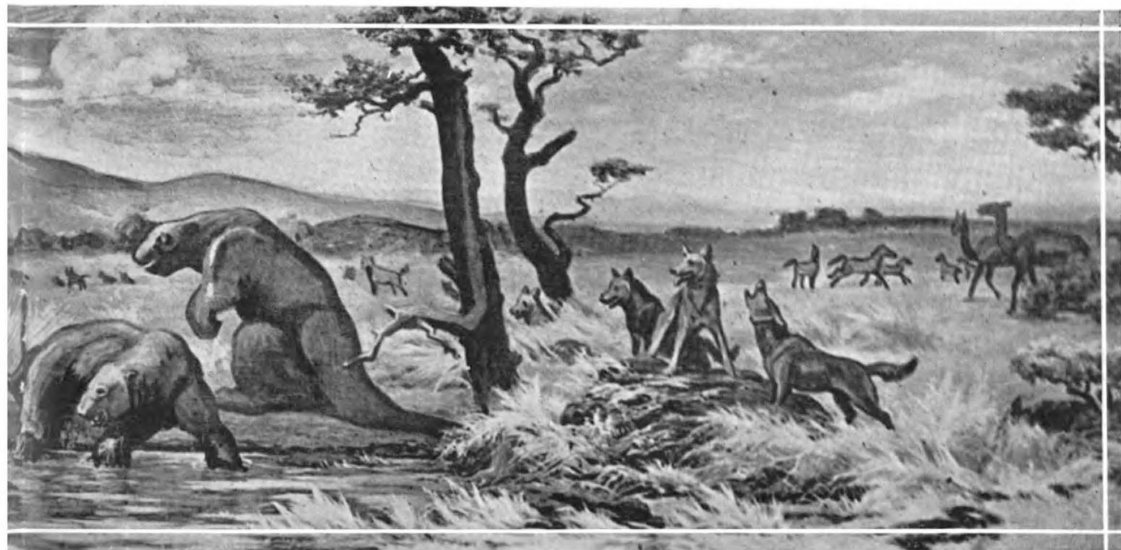
Of all these rovers of this area in the Pleistocene age, the California gray fox alone was adaptable enough to survive. And in the air the giant birds were reduced to the California condor which only now is nearing extinction because of failure to adapt claws that can catch live food.

The first fossils, it is learned from the excellent reports prepared for the museum by L. E. Wyman, were uncovered at shallow depths fifty years ago by workmen digging out asphaltum for commercial purposes. It was little realized at that time what a priceless collection awaited in the preserving strata below.

Scientific exploration of the field began in 1906 when Dr. J. C. Merriam of the University of California made important discoveries that attracted other scientists and institutions. The searching activities were restricted in 1913 to Los Angeles County for a period of two years to obtain a wide range of specimens for the museum. In 1924 G. Allan Hancock, owner of La Brea lands, donated twenty-five acres to the county for park purposes.

It is characteristic that the fossils have been found in groups, ten of the thirty deposits yielding the greater part. For instance, nearly all of the ele-

ers" of California Remain Today



phants were uncovered in one area fifteen by twenty-five feet, at a depth of from four to thirty-five feet. One pit contained 268 saber-tooth tiger skulls and 185 of the great wolf, a heavy, powerful-jawed beast that outnumbered all of the larger animals of his day.

Also a human skull was found and given the name of "the Angeles man." This discovery created a sensation as it was believed that here was direct proof of man's greater antiquity. However, it was the opinion of Dr. Merriam that the skull "belonged distinctly to the modern age of evolution, measured in thousands of years but probably not in tens of thousands" as in the case of the great beasts whose fossils were found nearby.

A theory of the entrapping of the animals, especially as the fossils have been found in apparent "funnels," is that treacherous wells were caused by huge gas bubbles. These "wells" filled with oozing asphaltum that held even the giant elephants even as fly-paper entangles the diminutive insect.

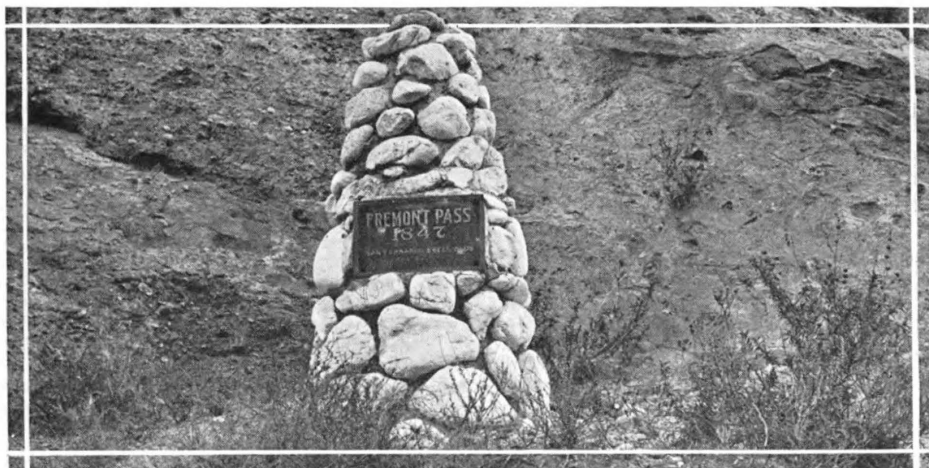
The cries of the floundering animals brought the voracious carnivora to feed. And the attackers in turn frequently were caught in their greed. After them came the carrion-feeders of the skies, often to be carried down into the mire of the ages. This is the story revealed by the fossils.

The most spectacular of all the animals were the mastodons, forebearers of the elephant family. The mastodon was widely traveled, as fossils found at various places in the United States indicate. The Imperial elephant was the giant of them all, averaging twelve to fifteen feet high at the shoulder.

The camel, the fossil history reads, originated in America and was numerous in the early Pleistocene period in this part of the world. The horse, too, was a distinct American product and had evolved to the one-toed stage at the time the La Brea pits were gathering their records to be read thousands of years later.

The climate then? As no story of Southern California would be complete without a climate report, it is determined by scientists that the rainfall of that period was much heavier than now, as excavations have been made of portions of trees that today grow only in the more moistened belts further north.

Fremont's March to Peace



SHOOTING up the Newhall Grade and through the tunnel is now so easy for the modern motorist that he gives little thought to this section of the road aside from traffic and the picturesqueness. Yet it has historic and toilsome associations dating from the earliest days when it was the Pass of San Bernardo, later Fremont Pass and, in the more modern times, Newhall Pass.

Instead of travel being carried through the tunnel at an elevation of 1750 feet, the toiling way was made up through the narrow rift in the mountain top to the right. This was the one outlet to the northward. It came into the first recorded use for regular travel when the Butterfield stages operated from St. Louis, Missouri, to San Francisco just before the Civil War.

It was through this defile that Lieutenant-Colonel Fremont, with 450 American troops on a forced march from the north to aid Commodore Stockton and General Kearney's army in the subjugation of Mexican revolutionists in Los Angeles, passed on January 12, 1847. Fremont expected to meet hot resistance in the pass, which was a natural military trap, but the enemy had withdrawn across San Fernando Valley toward Cahuenga Pass. It was on the following day that the Treaty of Cauenga was signed, as is told on another page of this booklet.

Because of this association, the Pass of San Bernardo later became known as Fremont Pass and was so marked by the San Fernando Ebell Club with a cobblestone memorial and bronze tablet. This may now be seen near the south entrance to the old pass.

But locale was stronger than history and Fremont Pass became Newhall Pass.



Original Spanish Lime Kiln



BY "OUTDOOR" FRANKLIN

Famous Buick Road Scout

NEAR WHERE Western Avenue drops down from Mount Hollywood to join the River Road at the north entrance of Griffith Park is the first lime kiln operated in this section. It is marked today by a faded wooden sign reading "ORIGINAL SPANISH LIME KILNS. OVER 100 YEARS OLD."

In the construction of Mission San Fernando Rey de Espana by Padre Lausen in 1797, it was discovered that the adobe bricks made on the site, soon began to crumble when left exposed to the weather. Padre Lausen sent out scouts to the hills to search for a deposit of lime rock from which a protective covering could be made.

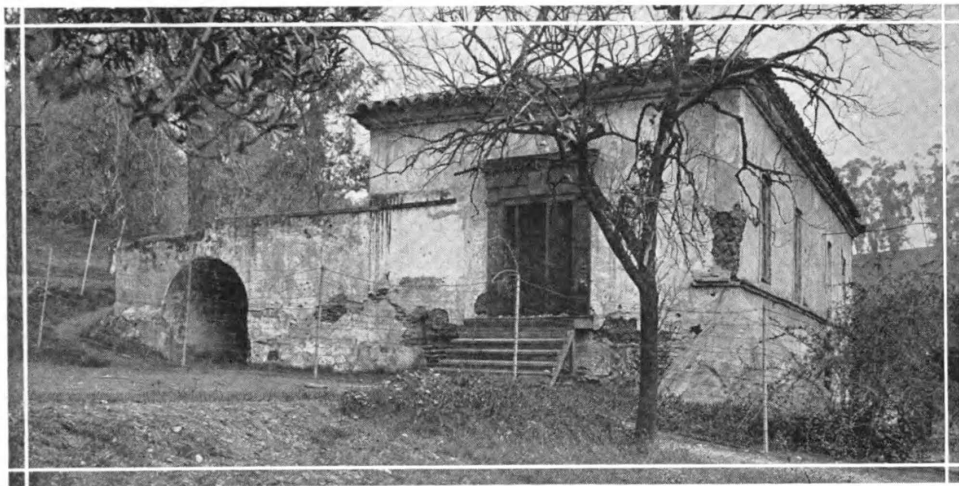
Suitable rock was discovered in the hills along the Los Angeles river. Moreover, there was at hand an abundance of wood with which to make the fires to convert the rock into lime.

A circular kiln was dug in the steep sides of the cliff. The rock was piled within and covered high with wood. These fires burned for hours. That this crude method of lime producing was effective is shown by the intact covering on the remaining buildings of the old mission.

The two kilns remained intact until a few years ago when one was removed to make room for the River road, skirting at the base of the hills in Griffith Park. But the original kiln remains practically as it was when the original mission and Los Angeles builders left it more than 100 years ago.



Ground the Mission Grain



WHAT IS credited with being the first water-driven grist mill on the Pacific Coast is El Molino at Old Mill Road and Mill Lane, a half-block off of Oak Knoll avenue near Hotel Huntington in Pasadena. With walls of masonry and adobe three to four and one-half feet thick, the construction of the mill, begun in 1821 for the San Gabriel Mission, was not completed until 1824.

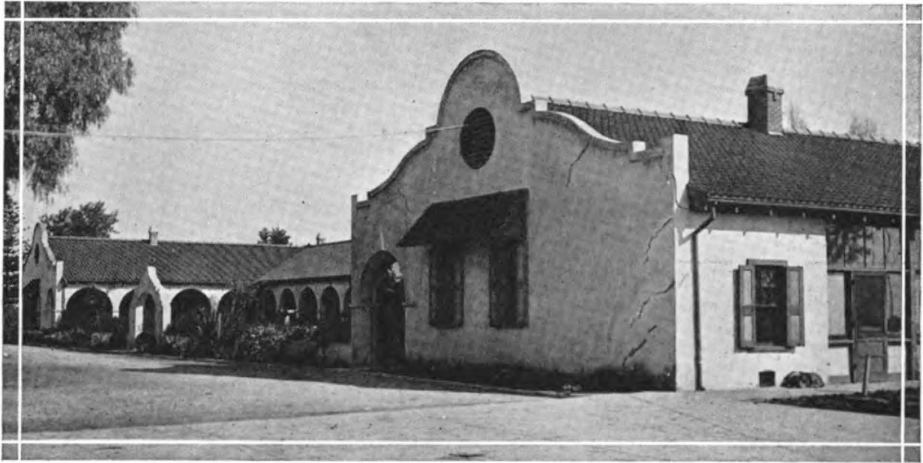
These dates conflict with the "1810" on the bronze tablet over the door. But Mrs. A. S. C. Forbes, author of the very interesting and authoritative "California Missions and Landmarks," writes that the Yankee builder, Joseph Chapman, did not arrive on California shores until 1818, when he appeared with the buccaneer, Hipolyte Bouchard. Chapman, sent ashore as peace emissary, was arrested, whereat Bouchard sailed away, deserting him. Despite this unpleasant introduction to California, Chapman became an active and honored citizen.

It was Chapman that Friar Jose Maria de Zalvidea engaged to construct the mill for the grinding of the grains raised in the mission fields where the cactus and desert growth had been beaten back.

Those visiting the modern site wonder where water was obtained to turn the two mill wheels. A flume carried the water from Los Robles canyon or Mill's Spring Creek. Passing over the wheels the waste water was carried through a cement spillway to Lake Vineyard, later known as Wilson's Lake. Near the lake also were a sawmill, tannery and wool-washing place. The latter long since have disappeared.



Historic Dominguez Rancho



THE BEST remaining example of true Spanish-California hacienda architecture is at the Dominguez Rancho which, in the original 1785 grant from Governor Fages to Don Juan Jose Dominguez, extended from the San Pedro estuary half way to Los Angeles. The property was kept in repair and partially restored along the original lines in the long occupancy of the Dominguez succession. More recently the estate was conveyed to the Claretian Missionaries, who are using the beautiful buildings as a school.

It was on the Rancho at what is now Dominguez Junction that the battle between American and California forces was fought October 8, 1846. Lieutenant Archbald Gillespie had been left with a force of fifty Americans to hold Los Angeles under military occupation following the raising of the American flag here without open opposition August 13, 1846, by Commodore Stockton and Lieutenant-Colonel Fremont. Stringent police regulations brought about a revolt led by General Jose Maria Flores who, with other leaders, broke their paroles to again harass the Americans.

Gillespie, after being besieged, was permitted to retire armed with his force to San Pedro, where the Savannah, under command of Captain Mervine had arrived. With reinforcements led by Mervine, the Americans started back to retake Los Angeles and camped at the Dominguez ranch houses the night of October 7. The Californians, mounted and equipped with the historic "Woman's Gun," a small brass cannon, attacked the next morning and drove the Americans back to the protection of the ship. In the engagement six Americans were killed.



In the Old Stage Days



MOTORISTS who now whisk by the old Calabasas and Newberry Park stage stations on the Coast highway on their one-day drive to San Francisco, probably seldom pause mentally in the exhilaration of their ride, to offer up thanks to the motor car and highway builder. It is this popular combination that has revolutionized modern travel in the long-stretched Golden State and contracted the day's horizons.

In the picturesque but bumpy and dusty stage days, the average time of travel to San Francisco was between 90 and 100 hours, with frequent stops for change of horses. Calabasas, 29 miles out, was the noon halt for the "swifter" stages and the night's stop for the slower freighters. A picture of the old Calabasas stage station is shown above. At Newberry Park, 46 miles, where the old hotel stands today as it did when abandoned for stage use 40 years ago, the passengers piled out for their first night's surcease from the swaying and jolting.

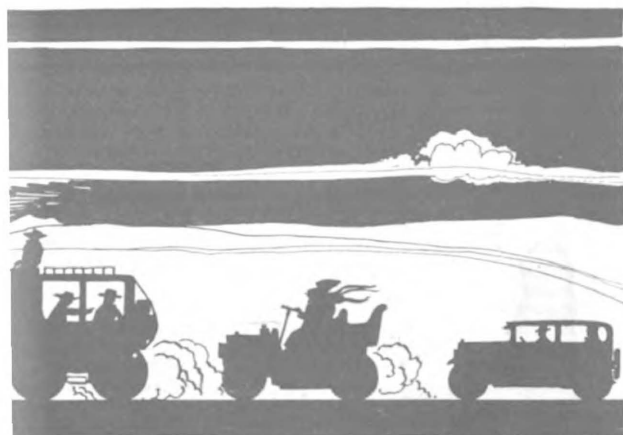
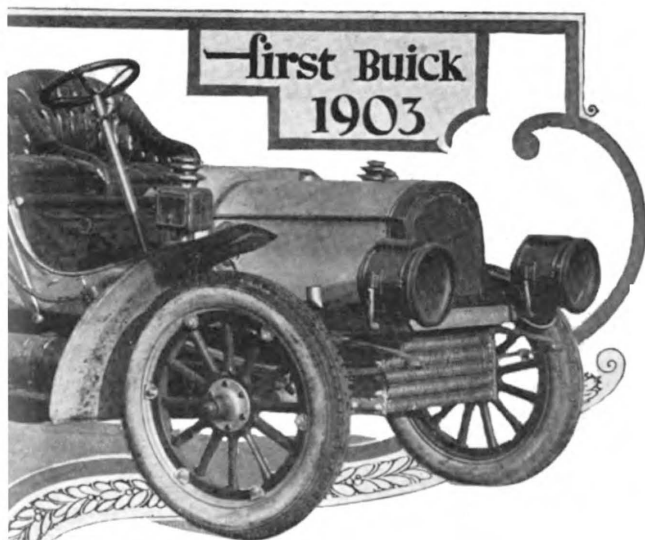
However, peaceful sleep did not always come to the wearied travelers. Bullet holes still remaining in the walls of the old bar-room tell the stories of hectic disturbances.

When the motor car first came into touring use, the hardy pioneers followed the same sort of road, for the most part, that the stage bequeathed, excepting that stretch between Ventura and Santa Barbara over Casitas Pass, as trying a collection of curves and grades as was ever devised.

The original stage road, ousted by the Southern Pacific's coast line, followed generally the present causeway route.



! Today of Motoring



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