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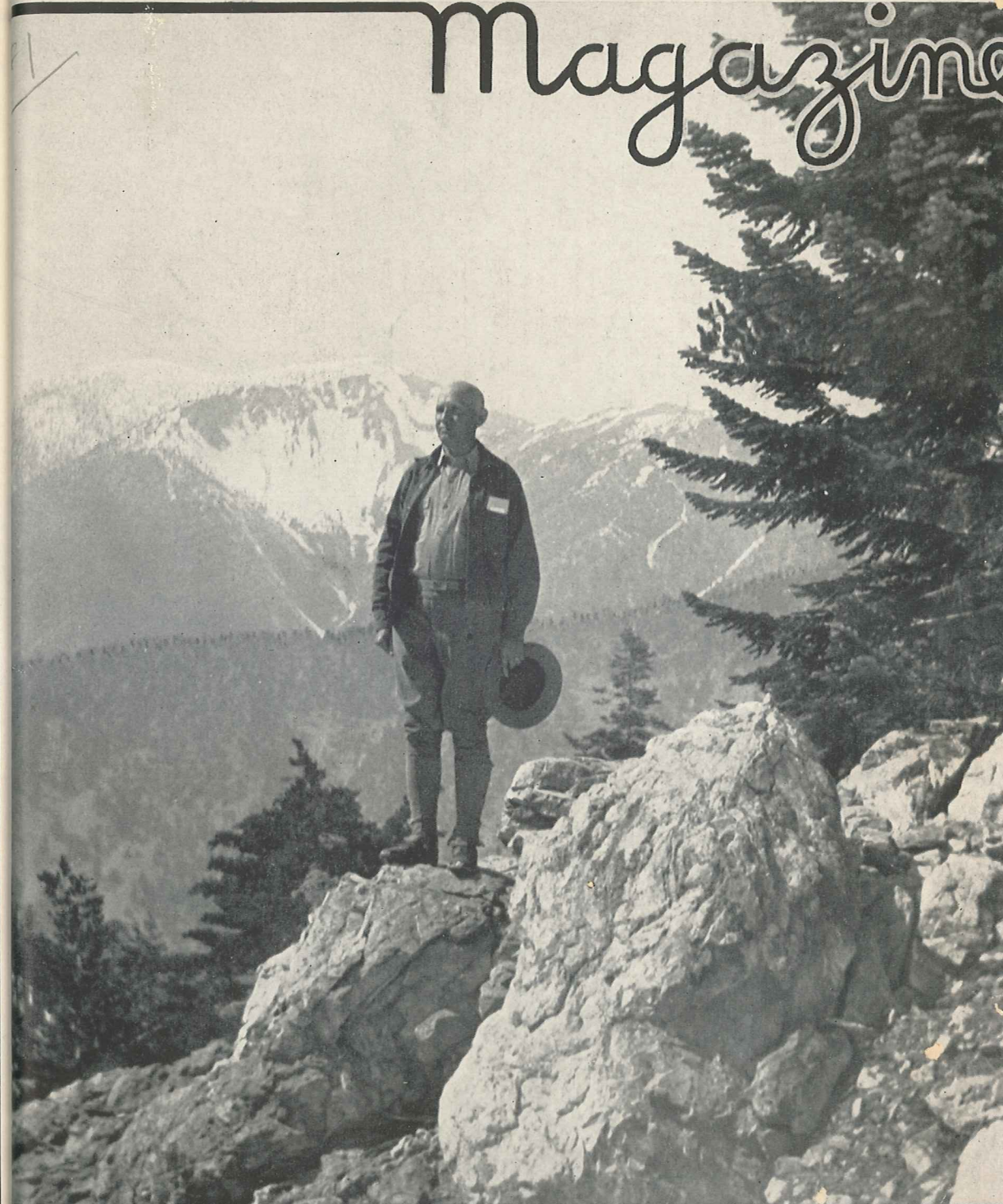
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TRAILS Magazine



T. LOWE NUMBER
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Trails Magazine

VOL. 6

SPRING, 1939

NO. 1

Published Quarterly by
THE MOUNTAIN LEAGUE
of Southern California

WILL H. THRALL
Editor and Business Manager
400 South Garfield Avenue
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FIRES OF 1938

Again, friends of the mountains, you came through as I was sure you would, with the lowest record for all time in fire damage and acreage burned, that is up until November when during the driest time ever known in our mountains we had two bad fires; one in the United States Forest and one in the County, both started by persons with which this department has no contact and neither, by any stretch of the imagination, could be called "friends of the mountains."

The loss to County forested areas, up to November, had been a little greater than last year, but the Angeles Forest more than made up for this with only 65 acres burned and a loss of only \$3860.

The report for the Angeles Forest follows: Total of 61 fires—47 man caused, 14 lightning. Man caused fires were as follows: 4 campers, 17 smokers, 2 debris burning, 2 incendiary, 22 miscellaneous. Total acres burned, 3335. Total damage, \$23,630. Of this amount 3270 acres and \$19,770 is for the San Antonio Canyon fire, caused by a carelessly thrown cigarette, thrown after midnight from a car parked about a mile below Camp Baldy.

Again we thank you, friends, for a fine record, but it can and must be better.

GOOD-BYE FRIENDS

This is the closing number of Trails Magazine and the finish of the splendid mountain information service so carefully built during the past six years. On December 1, this important public service was ordered discontinued by the County's Chief Administrative Officer.

We have hoped, because of the great need of the many thousands of our people depending on it for their leisure time recreation and the splendid results of this program of mountain education, that the order would be rescinded. We have tried to find some way by which it could be continued independently, but without success. It is a public service and there appears to be no way except under County sponsorship.

We wish to thank you, our readers, for your splendid cooperation in our efforts for the protection and preservation of our mountain playground, yours and mine. May we urge on you the necessity for continued vigilance, may we hope that you will keep up the good fight until man-caused fires are no more, water pollution is unheard of and every one leaves their picnic ground as they like to find it.

If I and Trails Magazine have been in the least instrumental in helping to save our wonderful forest playground; if we have helped to bring you a greater measure of enjoyment; if we have added to your appreciation and understanding of the mountain areas of Los Angeles County, then the effort has been well worth while.

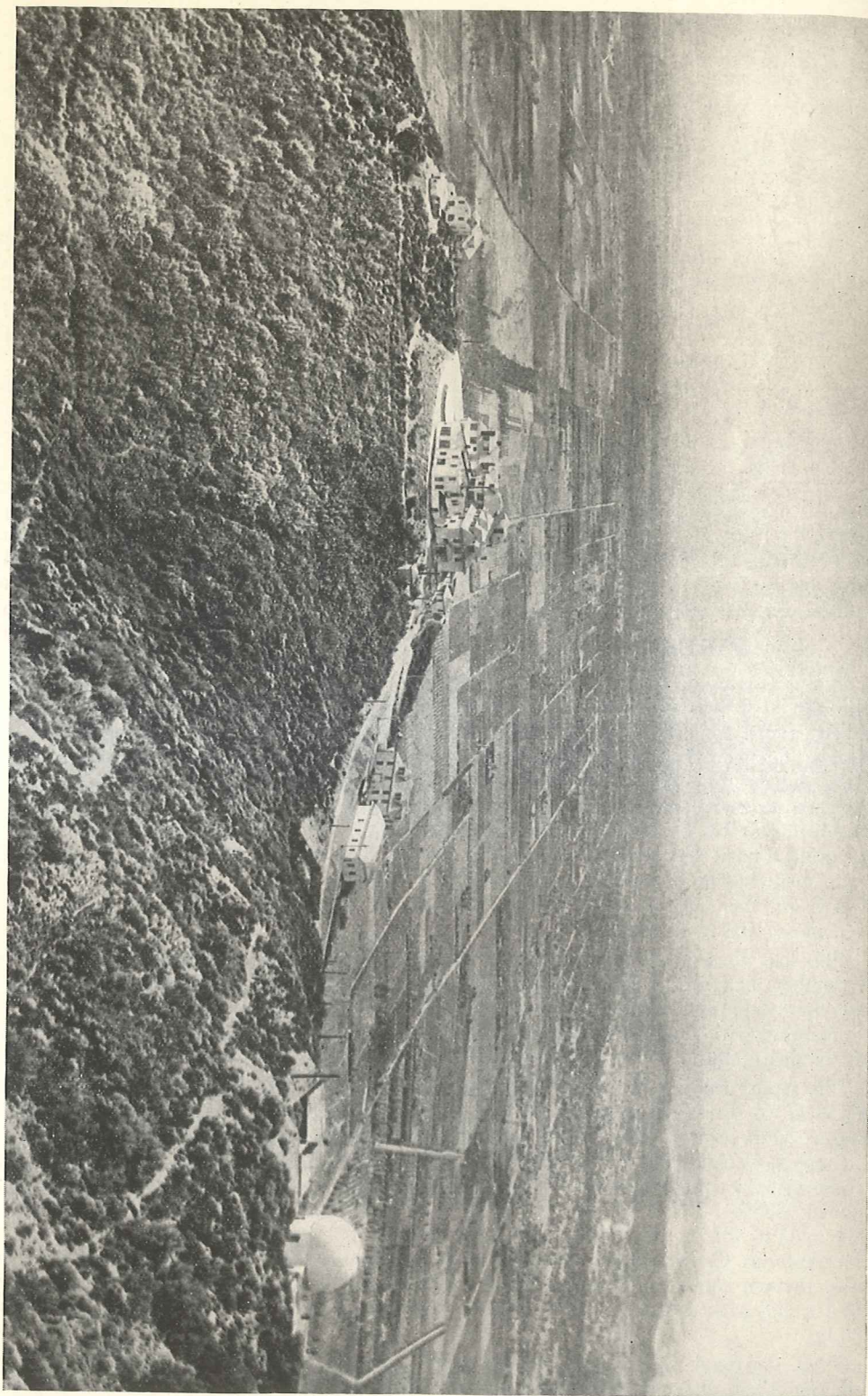
If through the publication of its colorful old history we have brought a fuller appreciation of what these mountains mean and have meant to we old-timers; if we have helped to make life fuller and more abundant to even a few of you, then we will consider ourselves well repaid.

May I ask you to read again the Editorials of the past four years, to absorb their meaning and heed what they say, that we may leave to our children and our children's children those opportunities in nature for the physical, mental and moral uplift which we have enjoyed.

I leave your service with regret that the opportunity for still greater service is denied me, but with assurance that in six years much has been accomplished and that many of you will carry on.

My friends and comrades all.

THE EDITOR.



CABIN LANDMARKS OF THE ANGELES

Though that famous hostelry Mount Lowe Tavern, or its predecessors the Chalet and Echo Mountain House, may not by any stretch of the imagination be classed as cabins, no history of the Angeles Forest could be considered complete without the story of the building of the Mount Lowe Railway, of its renowned mountain top hotels, or the remarkable man whose vision created the plan and whose enthusiasm and indomitable energy carried it to completion.

Trails Magazine is greatly indebted to the Pasadena Historical Society, the Pasadena Public Library, Mr. J. A. Vye, Charles Lawrence, S. H. Anderson and many others, for the old history and historical pictures which go to make up this story. Your Editor worked on the construction of this road between Echo Mountain and the Circular Bridge, and camped on the railroad grade. He lived in Pasadena during most of the construction and for many years after and in much of the story needed but a refreshing of the memory and verification of dates which has been generously given.

SCENIC MT. LOWE

By WILL H. THRALL

Professor Thaddeus S. C. Lowe first came into prominence as a national figure during our great Civil War when, in some 3000 ascents for the Union forces, he demonstrated beyond doubt the value of observation balloons in time of war.

He followed this success by perfecting a process for the manufacture of artificial ice and, soon after, refrigeration for long distance transportation of perishable foods. Later he invented the water gas process for the manufacture of domestic and industrial gas.

He came to Pasadena in 1888 a wealthy man, ready to retire from active work, and at an age when most of us feel that it is time to slow up, became intensely interested in the possibilities of recreation and tourist attraction in the mountains which so closely walled that community on the north.

The idea of a scenic railway up to and along those forested summits, to be powered by electricity, then becoming increasingly popular, became so intriguing that, with his own funds he financed a survey resulting in the Mount Lowe Cable Incline and Electric Railway. Here he built the first of those great projects which, almost continuously since, have attracted the attention of all the world and which contributed, perhaps more than any other internationally advertised feature, to the tremendous growth of Los Angeles and Southern California.

While his corps of engineers were breaking their hearts on the precipitous brush and timber covered slopes, searching for a passable

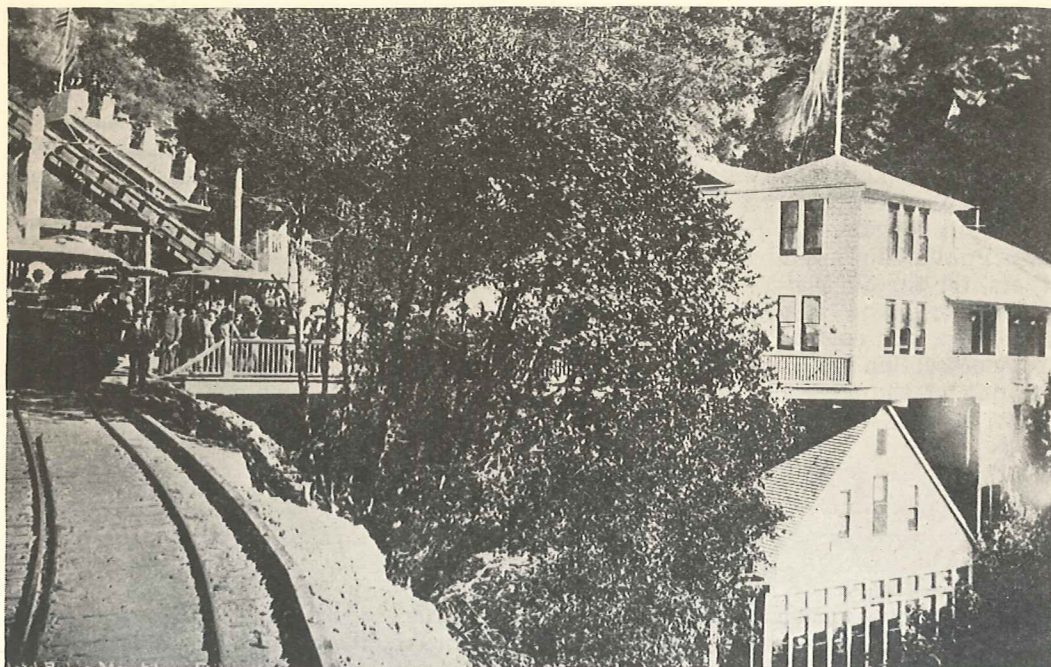
route by which to reach the summit of Echo Mountain, he was studying the ridge which led directly there from Rubio Canyon and soon startled them and all of Pasadena by proposing the cable incline as the simplest, most direct and most economical solution.

The original plan had been to build to Mount Wilson, but that mountain top was already occupied by interests who had their own plans for development, as told in Trails Magazine, Winter and Summer numbers of 1937. Difficulties in securing a suitable location decided Professor Lowe to build towards Mount Lowe and the little forested valley at Crystal Spring seemed ideal as a site for the hotel which he proposed to build in the forest, to be followed later by one built from the native granite on the summit of the towering peak.

Pasadena and Mount Wilson Railway Company

This was the name under which the company was incorporated on June 3, 1891, and although it was popularly called the Mount Lowe Railway, it was planned to finally build around the crest to Mount Wilson, and so this remained the official name until the reorganization some years later.

The officers were: President, Professor T. S. C. Lowe, of the Los Angeles Safe Deposit and Trust Company; Vice-President, Hon. P. M. Green of First National Bank of Pasadena; Secretary, A. P. West, Cashier of Columbia Savings Bank of Los Angeles; Treasurer, T. W. Brotherton, President of the Citi-



RUBIO JUNCTION—Foot of the Incline, Rubio Pavilion, Hotel below

zens Bank of Los Angeles. On the Advisory Board were: Hon. H. H. Markham, Hon. Joseph Medill, Hon. A. G. Throop, Andrew McNally, F. D. Stimson, G. G. Green, J. W. Hugus, C. W. Brown, A. C. Armstrong and T. P. Lukens.

The first section of the railroad started at the intersection of Lake Avenue and Calaveras Street and ended at the foot of the Incline, well into Rubio Canyon. Construction began late in 1891 and during 1892 was being rushed on both this lower section and the incline at the same time. A good part of the roadbed in the canyon had to be blasted out from almost perpendicular cliffs and its construction was both difficult and dangerous. Along much of this section the rock men were suspended on ropes down the face of the cliff.

The only way either workmen or material could reach the construction in Rubio or that along the route of the Incline Railway was by the steep mountain trails. A pack train of thirty-six burros and mules, operated by two young mountaineers, Frank Robinson and Harry Roche, packed supplies, material and equipment from the valley during 1892 and 1893, while work was proceeding simultaneously at three places, Rubio Canyon, the Incline and on Echo Mountain. Later when construction was pushed on into the moun-

tains to the head of Grand Canyon and Crystal Spring the sure-footed burros of Robinson and Roche kept the advance crews supplied with food and material from Echo Mountain and with water from Crystal Spring. In places too tough for even the burro it was carried on the backs of men.

After the roadbed grade was completed to the foot of the Incline, first wagons and, later as the rails were laid, cars were pulled by horses. On December 28, 1892, a construction cable weighing 3000 pounds was pulled up the incline and that same day heavy timbers for the trestle and bridges were going up the grade on temporary rollers. Over this temporary way and as soon as the trestles were completed, heavy machinery for the power house and material for construction on the summit of Echo Mountain followed in continuous procession up that 3000 foot long elevator.

Once the rails were in place and substantial machinery installed at the head of the Incline, then the transportation of material and supplies was easy and the city on the mountain top began its mushroom growth. When the first load of passengers came up the Incline on July 4, 1893, they found much of interest and the first hotel, The Chalet, completed, equipped and waiting to serve them.

On May 13, 1893, the first car was operated with regular equipment from Mountain Junction in Altadena to the foot of the Incline, and on June 21 the regular cars on the Incline were first operated by electricity. July 4, 1893, the Incline was opened for passenger service and Pasadena was telling the world of her greatest accomplishment. About five miles of difficult construction had been saved and the time of reaching the summit of Echo Mountain advanced by at least a year. All funds for the construction of the first two sections, including Rubio Pavilion, The Chalet, Echo Mountain House and all improvements to the summit of Echo Mountain had been financed from the private resources of Professor Lowe.

The lower terminus and power house were at Lake Avenue and Calaveras Street in Altadena and this was known as "Mountain Junction." Passengers and guests were brought to this point by Tallo-Ho Coaches from depots in Los Angeles and Pasadena and the Los Angeles Terminal Railroad, which had then built into Altadena, also brought its quota.

Rubio Pavilion and Hotel

Like everything else with which Professor Lowe had anything to do, Rubio Pavilion was ready on time and to those who arrived with the first car on May 13, 1893, it seemed as though some magic had dropped it ready-made among the trees. Itself a beautiful canyon resort, as well as depot and transfer point for the mountain road above, it was the scene of many a notable gathering in the old days and will be remembered with pleasure by thousands of visitors from all over the world.

Placed in a beautiful little glen in Rubio Canyon, at the junction of the electric road from the valley with the Incline, it occupied a double-decked platform which spanned the narrow gorge from wall to wall. A long series of falls, cascades and crystal pools brought a tumbling stream to and under the Pavilion and it was splendidly shaded by great trees which grew up from the bottom or overhung from the canyon walls.

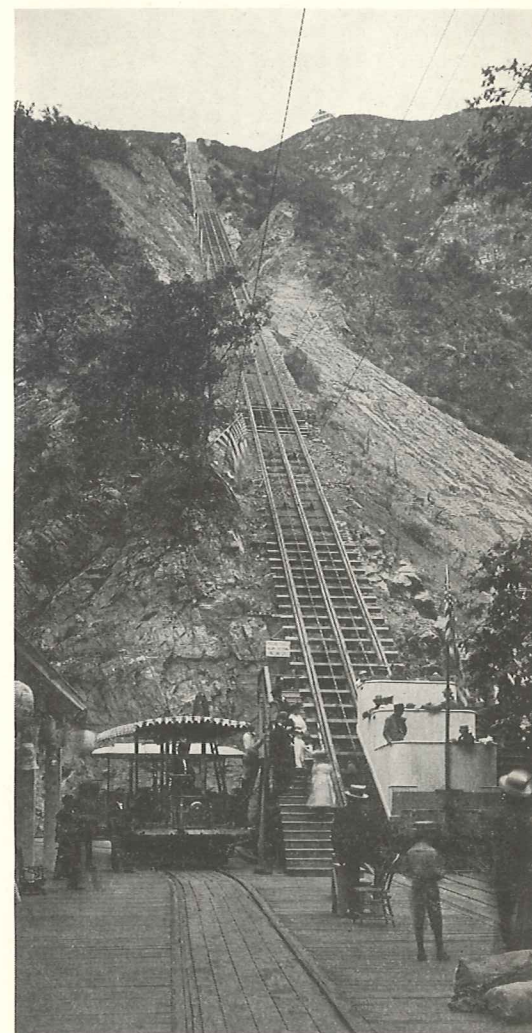
Trails, bridges, plank walks and stairs took one over and around the stream, cascades and falls for half a mile through the beautiful gorge and on week-ends and gala nights 2000 Chinese lanterns turned stream, trees and towering walls into a fairyland of light and color. The upper platform carried, besides the double tracks of the electric road, a spacious

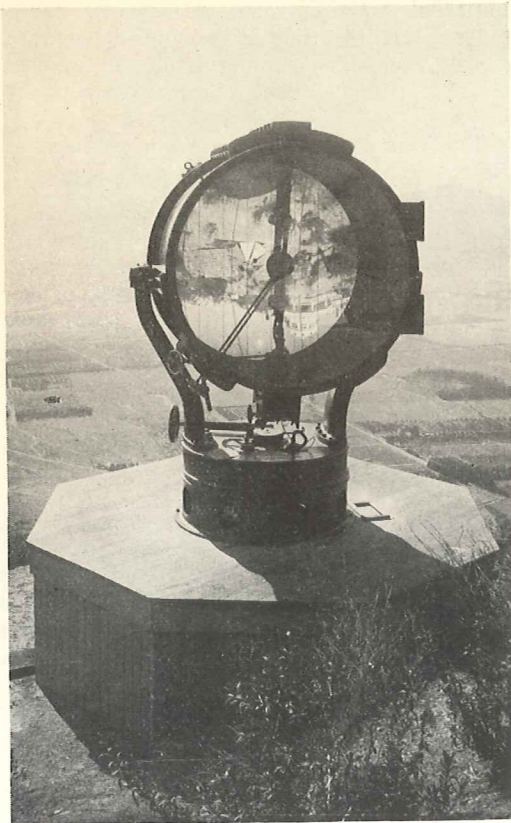
music hall and ball room, refreshment stands and ticket office, while in the hotel underneath was a commodious dining room, 35 by 110 feet in size and without a post to obstruct the view.

The following quotation from an issue of the Pasadena Star in 1894 fits very appropriately right here:

"Up Stairs to Sleep"

"One day last week Hotel Rubio had more guests than it had sleeping rooms for, so they were sent up stairs one thousand and eight hundred feet to delightful sleeping apartments. At 8:00 o'clock in the morning one incline car brought them down to breakfast, while the

THE INCLINE—1893
The Chalet on the skyline



THE GREAT SEARCHLIGHT

other one took the chamber maids up to put their rooms in order. After breakfast they returned to their upstairs rooms as the maids took the other car down. And that beats the world. A hotel that can feed its guests in first class style, then send them with ease and comfort one thousand eight hundred feet upstairs to sleep, does not exist on the face of the earth except at Pasadena. But at Hotel Rubio it is now a commonplace everyday affair."

But tragedy came to Rubio, and the only violent death to the road, so far as the author can learn, in its long years of operation. At noon on Friday, February 12, 1909, as Fred T. Drew, the manager, his wife and four children were seated at lunch, some large stones came crashing against the building and the two little daughters, 8 and 10 years of age, were frightened and ran out. Before the rest of the family could move, an enormous mass of rock from the steep slope above, dropped against the hotel, carrying it, a tangled mass of wreckage, to the canyon bottom, taking the life of one boy and seriously injuring the other

members of the family.

Now all is changed; the hotel underneath was never rebuilt and, since the abandonment of the road and following the storm and flood of March 2, 1938, the platform which carried the great music hall, the refreshments stands and ticket offices, all are in ruins; the walks, bridges and stairs, which made a half mile of the gorge accessible and a joy to many, are in ruins and unsafe.

The Incline

The mechanism of the great incline was the invention of Andrew Smith Hallidie, who had previously engineered some of the steep cable railways over the hills of San Francisco, and it was built under the direct supervision of D. J. Macpherson of Altadena. Some team was this; two Scotchmen with their traditional thrift, deliberateness and thoroughness, teamed with the driving, dynamic, may we say reckless, Thaddeus S. C. Lowe, on a job which was the marvel of its day and which stood the test of time and the elements, with never a serious failure of service until partially destroyed by the great storm of March 2, 1938.

The Incline was 3000 feet in length and, from the 2200 foot level of the Rubio platform to 3500 feet at the unloading platform on Echo Mountain, a total lift of 1300 feet. The grade varied from 48% to 62% and exactly half way up was an automatic turnout where the cars, permanently attached to the endless cable, passed as they went up and down. Its construction did away with the building of about five miles of railroad grade which would have been necessary to reach the same point.

Work on the Incline was definitely under way on April 13, 1892, with D. J. Macpherson in charge of engineering and construction. The great cable, one and one-half inches thick and weighing more than six tons, tested to many times its greatest load, was first moved by electricity on June 21, 1893, the first event of its kind in history, and the first regular incline passenger cars went up and down on June 29. The first passengers were lifted to Echo Mountain on the day of the great opening celebration, July 4, 1893, when Pasadena told the world of the achievement, one of the greatest of its time.

August 23, 1893, was Pasadena's biggest day up to that time, a Thanksgiving Day, Fourth of July and Tournament of Roses all

in one, and a great ovation to Professor Lowe, celebrating the completion of road and incline to the summit of Echo Mountain.

The White City

The White City, or the City On The Mount, or the City Above The Clouds, as it was variously called, started before the completion of the Incline with the building of the Chalet, was a famous city of its day.

Perched on the crest of the ridge a short distance east of the head of the Incline, construction of the Chalet was well on the way before the first cable was installed, with material packed up by the burro pack-train. The first passengers up the Incline found the Chalet open to welcome them and it was up here that the overflow from Rubio was sent to their upstairs bedrooms. The building sat astride the ridge and the dining room, overlooking the valley, was served through a tunnel from the kitchen on the opposite side of the mountain.

In March, 1894, work was started on the second of the hotels, the Echo Mountain House. A large force of workmen was employed, work was rushed with the characteristic Lowe speed, and by August it was caring for the overflow from the Chalet. November 24, 1894, saw the formal opening, with a banquet and many distinguished guests from all parts of the world.

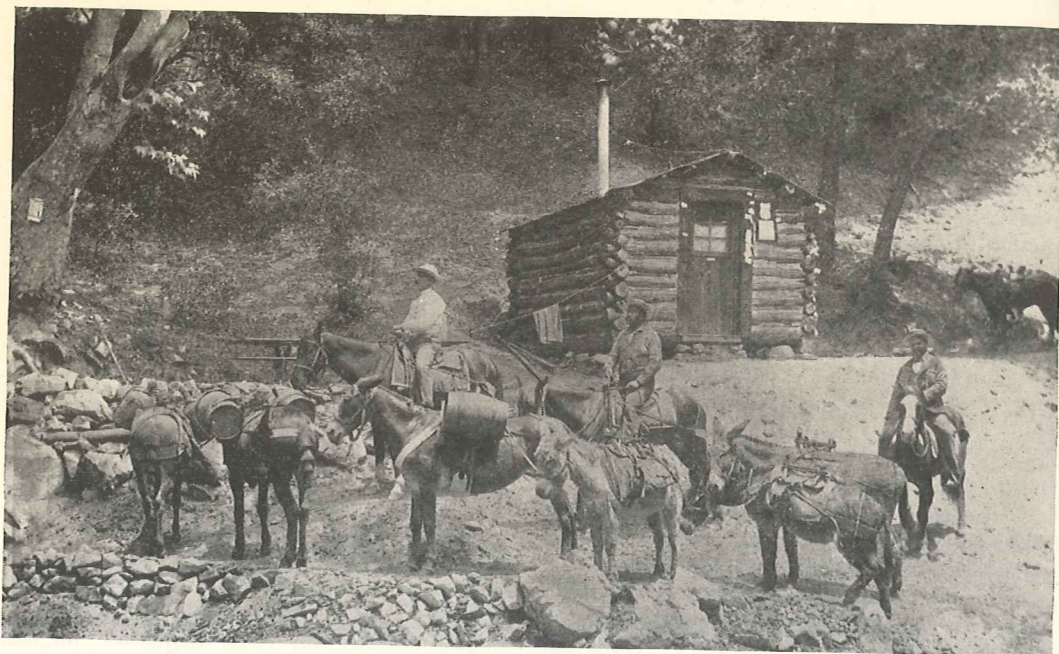
Echo Mountain Post Office had been authorized on November 10, 1893. On Monday, March 12, 1894, the Daily Mount Lowe Echo issued its first number with G. Wharton James as editor, the weekly edition starting on the following Saturday. A complete printing plant had been set up in Rubio Pavilion with the presses run by water power.

Professor Lowe was much interested in the monster search-light of the Chicago World's Fair, one of the greatest attractions of that great exposition, and when the exposition closed, had it shipped and installed in September 1894 as one of the attractions of his City On The Mount. It stood eleven feet high and weighed 6000 pounds. Its lens weighed 800 pounds and its 3,000,000 candle power light, projected each night to all points of Southern California, was visible for 150 miles.

One of Professor Lowe's greatest ambitions was to make Mount Lowe the astronomical center of the world and as soon as he was well established on Echo Mountain he had constructed the observatory. He installed there a refractor type telescope with a 16-inch lens, forerunner of the great telescope which was later to go on the summit, and with this there was accomplished by Drs. Swift and Larkin, some very famous work in the Heavens.



Prof. Lowe (center) and party on summit of Mt. Lowe



The little log cabin at Crystal Spring—1893

First, in 1894, came Dr. Lewis Swift, from the Warner Observatory of Rochester, New York, already famous as the discoverer of many comets. Dr. Swift remained in charge until August 11, 1900, when his place was taken by Professor Edgar L. Larkin. Professor Larkin died in 1924 and his place with the telescope was filled by Charles Lawrence, who had been his assistant since 1912.

The observatory was open to guests of the Mount Lowe Railway and by its 16-inch lens many thousands of Southern California residents and visitors had their first close-up of the surrounding universe. After weathering gales and escaping fires until long after the destruction of the rest of The White City, it was destroyed by a gale of wind on February 9, 1928.

The year 1894 also saw the construction of the power house, dormitory, machine shop and the menagerie, the landscaping of the grounds and building of many scenic trails.

Before daylight on a quiet winter morning, February 5, 1900, the central figure of The White City, Echo Mountain House, caught fire high up under the roof from defective wiring and by 8 o'clock both it and much of its splendid equipment were a heap of smoldering ruins.

On Saturday, December 9, 1905, a wind of

hurricane force swept the mountain top for twenty-four hours, leaving little except ruin in its wake. At the height of the storm a blast more terrific than the rest, struck the Chalet and that heavy building crumbled as though built with cards and the entire roof, turning as though on a hinge, went sailing through the air to fall on top of the power house at the head of the Incline. Fire broke out immediately and the howling gale whipped it across the mountain crest to the remaining buildings of The White City.

Burning brands, carried far out along the mountain-side, started dozens of fires and all buildings, except the Observatory, were consumed.

That building, partly wrecked by the gale, was expected to burn at any minute and the lens of the telescope, valued at \$6000, was carefully removed, wrapped in blankets and made ready to be lowered under the water of the reservoir, but fortunately the flames were kept away.

The great Incline cable, its connection with the upper car burned away, slid hissing down the 3000 feet of incline to land in great coils about the car which stood at the foot and on the platform at Rubio. The car at the top, held by the emergency cable, did not move.

Mount Lowe

Now our story takes us back to four years prior to the beginning of the Mount Lowe Railway, when on October 11, 1887, Owen and Jason Brown, sons of John Brown, the Liberator, and Calvin Hartwell, later to be for many years Coroner of Los Angeles County, erected a monument and flag pole on this then unnamed peak, raised the stars and stripes and left a written record proclaiming this to be John Brown Peak. When they later transferred their interest to the peak farther west, which now bears the name, Mount Lowe came to be called Oak Mountain.

Sometime in those early days the Brown boys planted on this lofty summit a Pinon pine. Caring for the tiny shoot as best they could, they carried water to it at every opportunity, and this stranger in a strange land, the only Pinon pine tree on this side of the range, so far as known, flourished and grew strong and sturdy and after 50 years is still there, a fine healthy tree, though not yet very large.

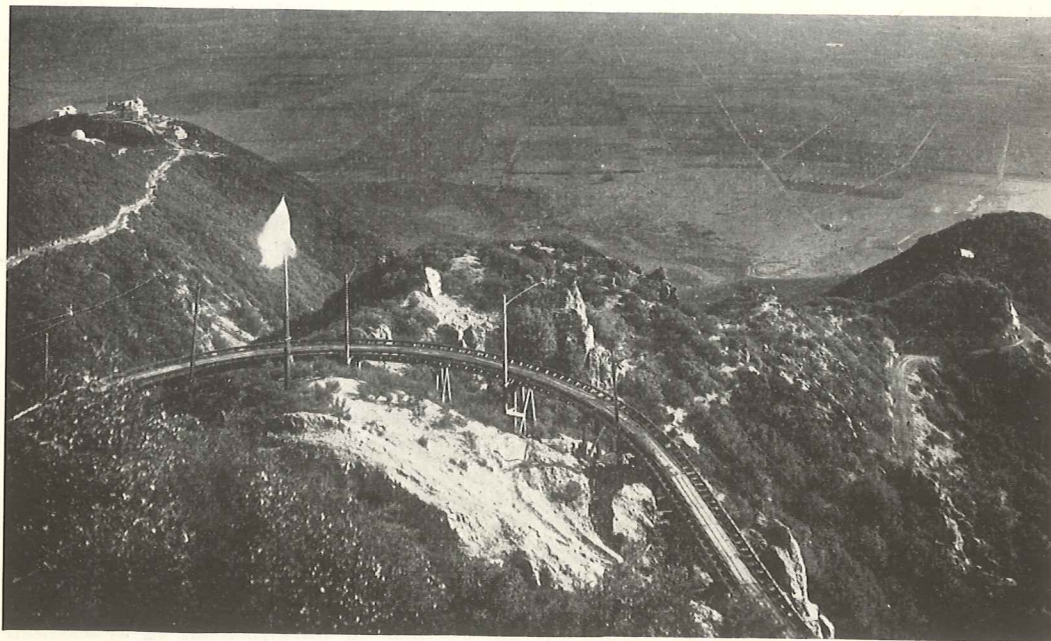
The "Brown Boys," as they were called, though both appeared old men with heavy gray beards; Owen's cut short and bristly, barely hid his neck, but Jason's covered his chest in a white mat and hung nearly to his waist. Owen helped the cook in construction camps along the grade and Jason was often seen with

the "little water train" of one or two burros, along the trail to Castle Canyon, or between the end of construction and Crystal Spring.

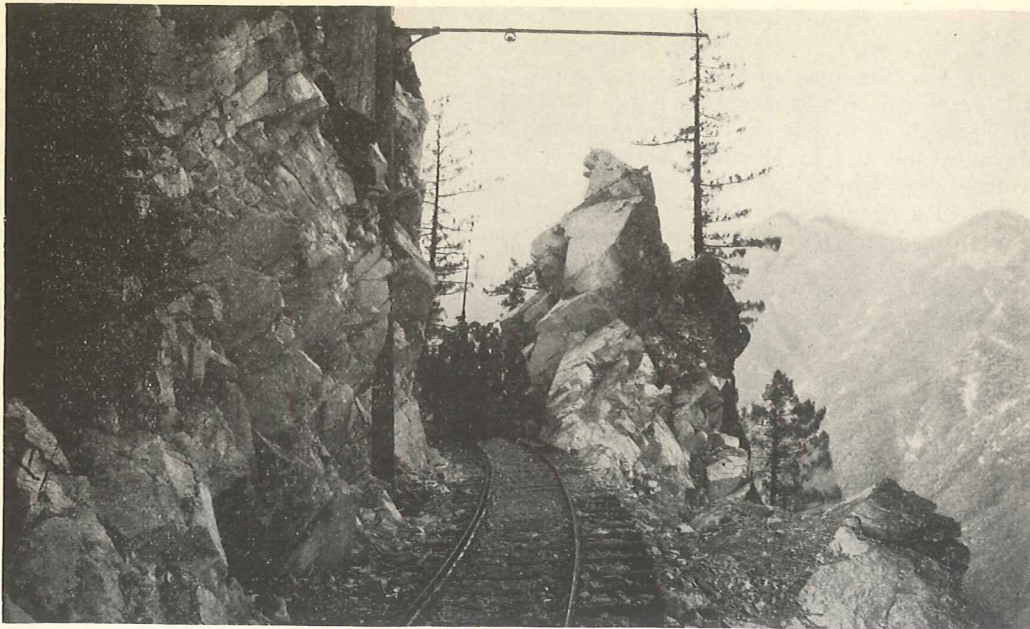
On September 24, 1892, long before the completion of the Incline, Professor Lowe led a party of friends on horseback to the summit of Oak Mountain and told them of his plans to build there the last of his four mountain hotels. In this party were Charles A. Gardner, Editor of the Pasadena Star, T. W. Brotherton, President of the Citizens Bank of Los Angeles, C. W. Brown, Vice-President of Pasadena National Bank, G. Roscoe Thomas of the Pasadena Improvement Company, Master Willard Brotherton and Thaddeus Lowe, Junior. At this time the elevation was supposed to be 6100 feet and highest in the front range, but this was later found to be a mistake. On learning that this magnificent peak had no name other than Oak Mountain, they enthusiastically re-named it Mount Lowe, the name by which in two years its fame had encircled the globe.

Alpine Tavern

At the head of Grand Canyon and 1000 feet below the summit on the south slope of Mount Lowe was a little narrow valley, beautifully forested, and fed by a fine big spring of delicious water. This delightful spot, known to many in the old days as Squirrel Spring, called by the Lowe interests Crystal



The Circular Bridge—Upper left, Buildings on Echo Mountain



THE GRANITE GATE

Spring and later Mount Lowe Spring, was selected as the site of the third of the chain of mountain hotels.

Here, long before the arrival of the railway or the building of Alpine Tavern, there was a little log cabin (1892) used as headquarters for survey crews, a shelter for trail builders, who were already building the first of the thirty miles of trails which radiated from this point and by the burro train, packing water in kegs from Crystal Spring to construction crews between there and Echo Mountain. The spot was also often used by the Lowe family and their friends as a picnic and camping ground.

This cabin was for many years after the opening of Alpine Tavern, the starting point of hiking and horseback parties to the summit of Mount Lowe and over the trails of the famous Mount Lowe Eight, which included the Sunset Trail, the Castle Canyon Trail and both the east and west trails to the summit of Mount Lowe. Many an early visitor treasures a picture of this little cabin with its front wall covered with cards, tacked there by travelers from all over the world.

In the building of this upper railroad back through the mountains to the site of Alpine Tavern, later called Mount Lowe Tavern, many seemingly unsurmountable obstacles were encountered and overcome. To one rid-

ing over the completed road it would seem as though every difficulty had been magically changed to an advantage, perpendicular cliffs to wonderfully scenic view points, an obstructing spur of solid rock to Granite Gate, an impossible curve to the circular bridge and the winding and twisting grade made to furnish an ever-changing view of the same entrancing scene.

The good luck, intuition, or actual genius of the guiding spirit, Professor Lowe, seems to stand out at every point and turn, on every mountain shoulder of the route and in the cool, heavily shaded depths of every little canyon. It took about two years to construct this four and one-half miles of railroad, and here again it seems as though the engineers and builders had accomplished the impossible.

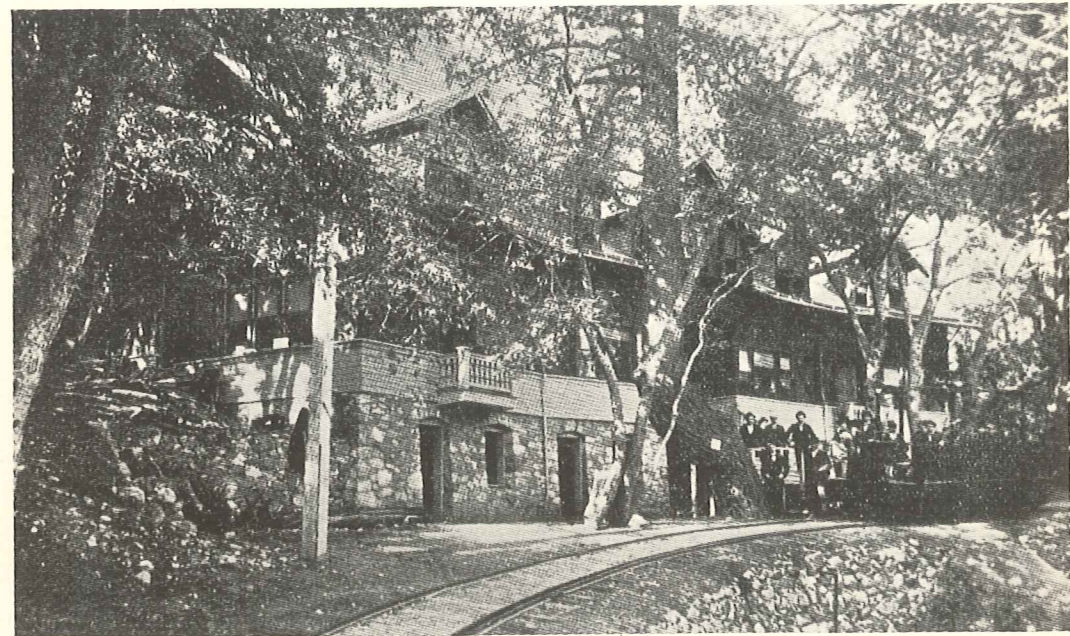
This section was built almost entirely on a shelf of rock carved from the mountain-side, and at Point Diablo and Granite Gate the cliff was spectacular in the extreme, the nearly perpendicular wall at Granite Gate being 1500 feet high. On the Circular Bridge was built a loop of the road for which there was no place on the mountain-side. This bridge defied all known principles of engineering; it was built on a circle of 75 feet radius, on a $4\frac{1}{2}\%$ grade and the upper end was 20 feet higher than the lower. From it, as one rode around the circle, could be seen a great sweep

of the mountain wall, Echo Mountain with its White City, the torturous windings of the railroad, the valley, the blue Pacific and the islands off shore; perhaps the grandest view of the entire road.

Immediately on completion of the road to Crystal Spring in August, 1895, the construction of Alpine Tavern began and it was completed and dedicated with a great party, attended by most of the famous of Southern California, on November 2, 1895. The Tavern was later much enlarged, and many separate cottages and cabins built through the forest of the surrounding slopes, made Alpine a little city in itself.

On Tuesday, September 15, 1936, the Tavern and most of the buildings about it were burned to the ground and eighteen months later, before arrangements for the rebuilding had been completed, the great storm of March 2, 1938, so damaged the railroad that the Pacific Electric Railway, which had been the owner for many years, asked and received permission from the State Railroad Commission to abandon the entire property.

Road, incline and ruins stand today as a blemish and serious fire menace on our mountains, a dilapidated and disfiguring reminder of one of the greatest achievements and greatest men of Southern California history.



ALPINE TAVERN IN 1895

OUR COVER PICTURE

This view of the highest part of the San Gabriel Range would be outstanding scenery in anyone's mountains. It is of your Editor on a rocky point near Kelly's Camp, with snow-crowned Mt. San Antonio in the background and visual proof that he practices what he preaches. Photographed with the Editor's camera.

Titles are by Will G. Norris, talented young artist with the Regional Planning Commission.

IMPORTANT NOTICE

All subscribers whose subscriptions are paid to two numbers beyond this one, will receive a post card stating the amount due them according to our books.

On presentation of this card or on its receipt by mail, accompanied by a self-addressed stamped envelope for the return, we will refund the amount so stated.

No refunds will be made after June 30, 1939.

WILL H. THRALL, *Editor*
400 South Garfield Ave.,
Alhambra, California.



Built 1893—ECHO MOUNTAIN HOUSE—Burned Feb. 5, 1900

THE CITY OF THE CLOUDS

By JAMES G. CLARK

It leans on Sierra Madre's breast,
It gleams from Echo Mountain's crest,
That city of the clouds,—
It dwells serene—while far below
The wheels of commerce come and go
And busy feet move to and fro—
That city of the clouds.

When Venus views with eyes of love,
And scattered cloudlets drift above
That city of the clouds,
Far swinging down the great incline
The isles behold the searchlight shine,
And hail from out the blue sea brine,
That city of the clouds.

When planets flash their golden lights
Upon that jewel of the heights—
That city of the clouds—
*Another searchlight points on high
To hail the bright ships of the sky
Which through the upper deep sail by
That city of the clouds.

The rich and poor come there to dwell,
The sick and weary love it well—
That city of the clouds!
Its arms embrace all beauteous things,
Trees, rocks and flowers and flowing springs,
And song birds seek with grateful wings
That city of the clouds.

Though blinding storms may sometimes rise
And veil thy glory from our eyes,
Fair city of the clouds!
We know where thy foundations stand,
We know thy builder's brain and hand
Reared thee on rock and not on sand,
O! city of the clouds!

He saw with faith's prophetic eye,
He scaled the steep and built on high
A city of the clouds;
He toiled for years the long days through,
From rising sun to falling dew—
He builded grander than he knew
That city of the clouds.

We see his face in every flower,
His strong heart throbs in all thy power,
O! city of the clouds!
In canyon, trail, and sylvan grove
His life with thine is interwove—
Thou art his last and cherished love,
O! city of the clouds.

The painter's art thy charms shall limn,
While future bards shall sing of him—
O! city of the clouds;
"It was no lust for pelf or place
That moved his royal soul to trace
That epic for a nobler race—
That city of the clouds."

*The great telescope in Mt. Lowe Observatory.

MILLARD'S CANYON

By WILL H. THRALL

One of the first canyons prominently mentioned in the stories of early Spanish days, the first name given to it in those old records was Church Canyon. Later it was called Canyon El Blanco (The White Canyon) from the great white cliffs about its head.

In the old Spanish-Mexican days an Indian trail led through its length and around back of Mount Lowe to the Red Box Divide and so to the high country. It was down Millard's by this trail that William Sturtevant brought his pack-train of forty burros, on his first trip from Colorado to Southern California, as told in Trails Magazine, the Spring Number of 1938.

Millard's was first called Church Canyon because it was here that the timbers were cut for the building of the Los Angeles Mission Church on the Plaza, by Indian workmen under Joseph Chapman, the Yankee prisoner. Chapman worked under the personal guard of Corporal Don Antonio Mario Lugo, who had brought him a prisoner from Santa Barbara. (1818 and 1819).

When the Indians and Mexicans cut down a tree it fell where it would, but Chapman being an experienced logger as well as millwright and ship builder, was able to make a

tree fall where he wished it to. He had the Indians level off benches on the mountain side on which he dropped his trees, so that his hewers could stand on level ground the better and quicker to square the timbers. Mountaineers of fifty and sixty years ago, finding these irregular benches along the slopes, supposed them to be parts of a road grade and wondered why they were never connected.

The roughly squared timbers were rolled down the mountain side and dragged along the stream, wherever possible by oxen, until Millard's Falls were passed. From below the Falls they were dragged by oxen, over a rough road, well down into the valley, being occasionally turned from side to side so that all surfaces were scoured and smoothed alike. From here some were hauled on crude wagons and, no doubt, some were dragged to their destination.

Chapman's work camp had been established well down the canyon, probably near where Canyon Crest Road now crosses Millard's, and the cattle and horses were kept from straying in an adobe or mud walled corral. It is stated that one night a band of Indians—it is not known how many but his excited workers declared 1000 of them, tried to tear down the



Dawn Mine—Home of Mr. and Mrs. Michael T. Ryan

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corral wall and stampede his stock. His men were afraid to attack, so he told them to stay at camp and at his signal to make all the noise possible while, single handed, he worked his way among the enemy in the dark and suddenly laying about him with a stout club, routed them with many a broken head.

The modern history of the canyon starts with Millard taking up his abode there in 1862. He was evidently just a squatter and no one seems to have known any other name though there were two graves on the property which were supposed to have been the burial places of a wife and child. He left in 1872 and two men named Baker and Abbott filed claims, each to 80 acres. Eugene W. Giddings first came to Pasadena November 4, 1874, and, in 1881, bought the claims of Baker and Abbott and five years later received a patent on the 160 acres, which has since been known as the Giddings' Ranch.

Lower Millard's, the area about its junction with the Arroyo Seco and all of that basin above Devil's Gate, now covered by the water of the flood control reservoir, was famous hunting ground in the Spanish-Mexican days, 1780 to 1850, and from it came many of the bears for the great battles which were staged, in the Los Angeles of that time, between a wild bull and a grizzly. The last real grizzly killed near Pasadena was shot by Eugene Giddings, as it was robbing his bee hives one winter night in 1880, and it is stated that he also killed three black bears the same year.

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Dawn Mine

Without a doubt the best known feature of Millard's Canyon is the Dawn Mine, located in the most beautiful part of the canyon, a gold mine which has been producing almost continuously for the past 40 years. On July 19, 1902, the mine was purchased from the original locaters by Michael T. Ryan, an experienced miner from Australia.

He immediately started active work and as the shortest route to transportation for his ore, built the trail, well-known to mountain hikers as the Dawn Trail, along the cliffs to the Mount Lowe Railway. Here the railway company built the little shelter which they named Dawn Station and soon Dawn Mine became a favorite destination for patrons of the road. Along this narrow path the ore was carried on the backs of two sure-footed little burros, Jack and Jill, for shipment to the valley, where it could be milled.

The mine stood idle for several years following the death of Mr. Ryan, but in 1933 the widow, Anna C. Ryan, leased all the holdings to L. W. Hunter and considerable new work was started. In 1935 a small mill was erected on the property, about a half mile below the original workings, and in this the ore is now being milled. The workings consist of about 1200 feet of tunnels and shafts, with openings in several places along the canyon wall.

The Goat Woman

There is a story of the canyon which will be well remembered by all who frequented it twenty to thirty years ago, one which runs the scale from lightest comedy to near tragedy, the story of Hyriel C. Gill, "The Goat Woman" (Hyriel was said to be an Indian name meaning Rose of the Wilderness).

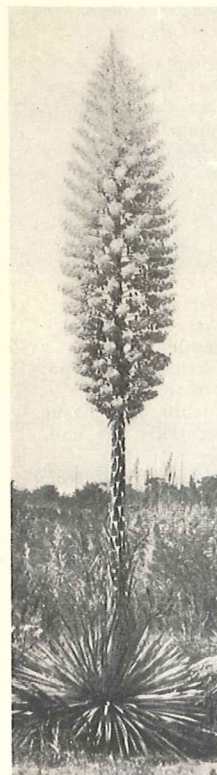
Unlike the goats of Warren Gale of Claremont, whose flock of 1000 was employed by Uncle Sam to keep the firebreaks clean, the 40 goats of Mrs. Gill roamed at will over the mountain side from Arroyo Seco to the Mount Lowe Railway, rolling stones and starting landslides, until one was not safe on the trails nor were they for long passable for any but those sure-footed goats.

For seven years she lived in the canyon, about a half mile below the falls, in a rough board shack which she built with her own hands, and defied the government to dispossess her, while everything but a company of troops

(Continued on Page 25)

FAMOUS HIKERS OF HISTORY

Father Serra Walked 18,000 Miles in Fifteen Years



And in Spring through Southern California the glorious white Candle of our Lord, "Queen of Blooms," bordered his way with beauty.

As tourists speed over El Camino Real, from San Diego into northern parts of the State, few of them realize that the great California Highway system virtually was trod out step by step by Father Junipero Serra, founder of nine of the 21 Missions of California.

He was the most remarkable pedestrian or hiker of whom there are reliable accounts in this country, according to records investigated by the Federal Writers' Project, WPA. It is estimated by Project workers that Father Serra walked 12,000 miles on regular trips, and probably 5,000 or 6,000 miles more on side trips.

Despite the fact that Father Serra was over 50 years of age at the time of his California travels, and had a bad leg, he tramped his own paths wherever he went. These roads and trails were

later to become parts of the El Camino Real, one of the finest highways in the United States. He seemed to have a knack of picking out the best routes.

Audubon, famed naturalist and ornithologist of the early Mississippi Valley period, and Daniel Boone of approximately the same time, were great walkers, but their hiking exploits are not to be mentioned in the same breath with the old padre's. Later came the famous Johnny Applesseed who, in the first part of the 19th century, wandered up and down the Ohio Valley scattering the seeds of apples and other fruit trees. He covered many miles, but they are as naught, and his expanse of territory as nothing to the long, fatiguing jaunts of Serra.

Coming to California in 1769, Father Serra only spent about fifteen years in the State, but he was always on the go, wearing the rough habit of the Franciscan monk and sleeping at night on the ground, with a stone as a pillow. These self-imposed austerities were a part of his ascetic beliefs. He never ate meat or drank wine. Old records show he walked eight round trips between San Francisco Bay, Monterey and San Diego. Horses or mules were always at hand, but he never rode them.

In 1772, to settle a problem between the civil authorities and his Mission-founding program, Father Serra journeyed to Mexico City and back. It took two years to cover the 2400 miles. He died in 1784 and was buried in the chapel of the Mission he founded at Carmel.

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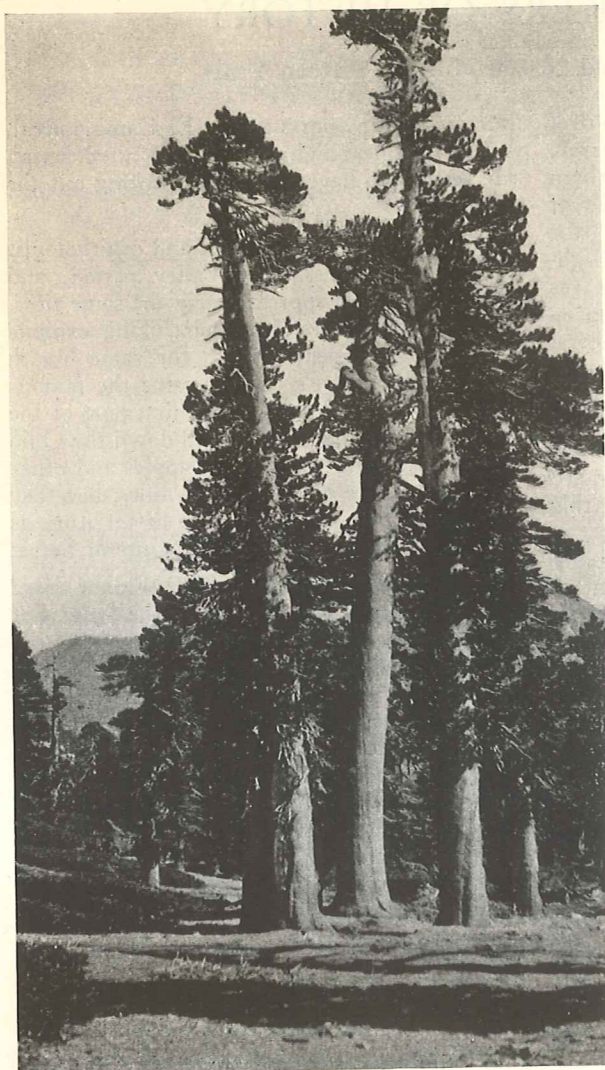
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—Photo by Dan Alexander

THE PINES

They stand in the mountain solitudes,
Majestically straight and tall,
The seasons have wrought with varying moods,
Time's artistry covers all.
With infinite strength and marvelous grace,
They spread their branches high,
As upward they reach in open space
Toward the canopied deep blue sky.
Here Nature has builded a monument,
Yes, a shrine, that is set apart,
Where man meets his God in sacrament,
To commune alone with his heart.

—BERTHA J. CLEMENS.

THE CHARM OF THE MOUNTAINS

By TOM C. BURNSIDE

Keeper of Mohawk Lodge,
Sierra Madre Canyon.

Where the ever-changing colors
Over crag and timber lie,
And the trail winds up the mountain
Toward an azure summer sky;
Where the canyon's deepening shadows
Shroud each cool and quiet dell,
There my soul is thrilled and lifted
By the mountain's charming spell.

Where the stream laughs 'mong the boulders
Like a happy child at play,
And the stately pines are whispering
In their soft and gentle way;

Where the ferns are strung with opals
From the sparkling waterfall;
Where the gay trout leaps and flashes
And the brown wren trills her call.

Where the rocks and tangled wildwood
Guard the timid creatures' lair,
And the pungent, fragrant bay tree
Sweetly scents the evening air;
Where the moon sends wondering shadows
With her soft and mellow light,
And the friendly, blazing campfire
Adds a pleasure to the night.

Where the tamarack and cedar
Silent vigil ever keep,
O'er my cot beneath the mountain
And my quiet, restful sleep;
There my soul knows God is living,
But no words can ever tell
All the ever growing wonders
Of the mountain's charming spell.

THE CHARM OF THE DESERT

I've seen a bit of heaven
'Tis covered with heaven's blue
In the middle of the desert
Where beauty's dream comes true.

It's in the color of the sunrise,
In the freshness of the morn,
In the gorgeousness of sunsets
Where pastel tints are born.

It's in the peaceful quiet of night
When the moon is riding high
And happiness just stays there
While troubles pass it by.

Oh, yes—'tis a bit of heaven,
And what I say is true,
If you know the charm of the desert
Then the desert's charm grips you.

—VIRGINIA REED FARR
Glendale, California.

Photo by Dan Alexander

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P. O., Upland, Cal., June 24th, 1911.

DEAR MR. WILL H. THRALL:

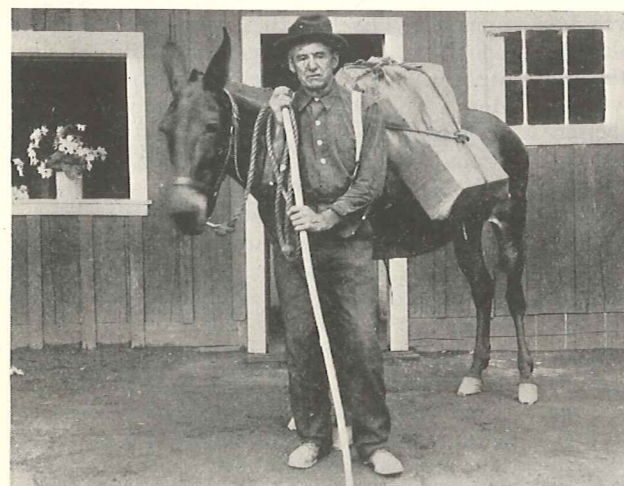
This morning finds us froze up, the thermometer at 2 below zero and the small scrub pine trees are hanging full of ice. Two Los Angeles boys who stayed with us last night, got up early to see the sun rise; to the monument on top is 80 yards from camp; they were gone only about 20 minutes, but they froze their ears, nose and cheeks.

Yesterday looked like we were going to have a storm, but it just drizzled a bit in the evening then turned the coldest night I ever saw in June north of the Equator. The snow 100 feet north of the camp is about 5 feet deep. Mountain lions haven't bothered us for a week.

Mrs. Dewey and son Houston send you best regards, joined by myself.

Yours very truly,

WM. B. DEWEY.



W. B. Dewey at Camp Baldy with a load of supplies for Baldy Summit Inn

UNUSUAL WEATHER

Baldy Summit Inn, 10,000 feet high on the summit of Mt. San Antonio, did a flourishing business for about sixteen weeks each summer of 1910, 1911 and 1912, but was destroyed by fire soon after the opening in 1913.

The above very interesting letter to the Editor of Trails Magazine from William B. Dewey, proprietor and owner, certainly indicates a very unusual condition and a record that is worth preserving.

Outing Club News

SKI MOUNTAINEERS SECTION —SIERRA CLUB

By THE MULGENOOS

SAN ANTONIO HUT—Three to five feet of excellent spring snow at the San Antonio ski hut, elevation about 9,000 feet, was a Christmas gift to those attending the annual Christmas party of the Ski Mountaineers. Twenty-two spent the three-day week-end in the vicinity of the hut, eating, sleeping, and skiing. An incomparable turkey dinner was served Saturday evening, followed by gifts from a real Christmas tree by Santa Claus Muir Dawson.

A work party was held at the San Antonio hut the previous week-end, and two 75-lb. batteries for the new electrical system were carried up the two-mile trail, use of the lights to be kept at a minimum until the windmill, better known as Brinton's folly, could be installed to lessen the wear and tear on batteries.

KELLER PEAK HUT—The new Keller Peak hut, in Snow Valley, continues to attract capacity crowds each week-end. Due to its popularity, reservations are held to forty for the week-end, and central commissary is served Saturday night and Sunday morning, with hot soup and cocoa available Sunday noons. Classes in snowplow turns for beginners, and stem-christie lessons for more seasoned skiers are held each Sunday for all who wish. Fourth class ski tests are given each week-end.

The week-end of February 11-13 was reserved for hut-builders who had last summer contributed five or more days of labor toward the Keller Peak hut. On Sunday, thirty-eight Ski Mountaineers, 4th class skiers or better, competed in a slalom on a fine course laid out across the brook west of the hut. The snow being exceptionally fine, the party for five-day workers was very successful. Fourteen lucky people stayed over Lincoln's birthday.

A Keller Ski Hut Annex, probably comprising a dining hall and additional dormitory space, size to be determined by funds available, will be built this summer, additions made necessary by the extreme popularity of the present hut, and the possibility that permission to build on San Gorgonio may be delayed another year.

SKI AND ICE CLIMBS—Seventeen, six

on foot and eleven with skis, took the scheduled February 19 trek up Mt. Harwood from Harwood Lodge Base Camp. Due to decidedly adverse snow conditions, skiers carried their boards to the top, but skiing back they managed to beat the hikers to the Lodge. On the same day, six avid ice-climbers ascended Telegraph Peak with crampons, ice-axes and ropes, under the leadership of Don McGeein. Others who made the climb were Agnes Fair, John Mendenhall, Chet Errett, Carl Jensen and George Wilkens.

Ambitious climbers have also made many ascents this winter of 10,080-foot Mt. San Antonio. Two or three hardy parties have done some skiing on San Gorgonio, though storm conditions prevailing over most of the week-ends have cut the number of trips to a minimum.

BANNER CLIMB—The first winter ascent of Mt. Banner, 12,957-foot Sierra peak, was last week accomplished by Ski Mountaineers Bob Brinton, Chet Errett and Lloyd Warner.

RACES—Ski Mountaineer Mary Jane Edwards will compete in the invitational Far West Kandahar Races in Yosemite March 18-19. The Ski Mountaineers' Fourth Annual Downhill and Slalom Races, to be held on Mt. San Antonio March 18-19, will be the climax of ski-activities of this season. Muir Dawson heads the race committee. About thirty-five fourth class skiers and better are expected to compete. The Fourth Annual Race, novelly enough, is exactly a year and thirteen days late, originally having been scheduled for March 5-6, 1938, and "indefinitely postponed on account of uncertain road and snow conditions" because of the damage done by March 2, 1938, flood. The 1937 race winner was Wolfgang Lert. Downhill course record, from the top of San Antonio to the ski hut, two miles, with elevation difference of 1600 feet, is held by Otto Steiner, who ran the distance in 2:51 in 1935. The Downhill Races, starting from the top of a major peak, are unlike any other races held in California.

MEMBERSHIP REVISIONS—New applicants for Ski Mountaineers Section Associate membership henceforth must be Fourth Class skiers, according to vote of the Section at the general meeting February 9. This

change was made in order that the purposes of the Ski Mountaineers Section may be better carried out, and for a more efficient management of the ski hut and trail system. In addition to holding a current Sierra Club card and passing the Fourth Class tests, applicants must also fulfill previous requirements of attending work parties, being sponsored by two Section members, etc., etc. The present Associate Members who have not passed their Fourth Class tests, must do so by June 30, 1940, or automatically be dropped from Section membership; but honorary Associate membership may be bestowed in certain instances.

BOY SCOUTS OF AMERICA

Pasadena-San Gabriel Valley Council

By H. BENJAMIN ROBINSON

On May 20th and 21st approximately two hundred patrols of Scouts and their leaders will participate in the Annual Council Camporee. "Camping On Parade" is the theme chosen for the event which will take place at "Santa Anita Recreation Park" in Arcadia.

Promptly at 2 p.m. on Saturday the 20th, these patrols will arrive in uniform with packs on their backs and Boy Scout camping will be on parade as each patrol checks in and is assigned a camping area. The public is invited to watch these camps arise and to attend the field demonstrations and enjoy watching the games and other activities both Saturday afternoon and Sunday.

Campfire on Saturday evening will be an outstanding event. On Sunday morning Scouts and their friends will join in religious worship at a Protestant service and a Roman Catholic service. There will also be many exhibits of Patrol and Troop camping equipment. Sea Scouting and Explorer Scouting will be given a prominent place.

The Council's Summer Vacation Training Camp will again be at Camp Cherry Valley, located on Catalina Island. Five ten-day camps will be operated with an expected number of Scouts and their leaders. Instruction in swimming, life-saving, canoeing, boating and sailing will be featured as well as other camping activities.

Prior to the opening of school the Annual Adventure Exploration Trip for Senior Scouts will be made into the High Sierras. This will afford older Scouts an opportunity to enjoy the grandeur of our "Big Mountains."

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THE YUCCA HIKING CLUB

RICHARD LEJON JOHNSON, *Trail Leader*
116 No. Alta Vista Ave., Monrovia

The Yucca Hiking Club of Monrovia has maintained its winter program of weekly hikes and field trips with an almost unbroken regularity since the season opened last October. Each Thursday is the hike day; usually cars and hikers meet at Foothill Blvd. and Myrtle Avenue at 8:30 a.m.; sometimes when the trip involves a longer drive than usual, a half hour earlier start is made. The season's program is not laid out in advance, except in a general way, being left flexible enough for destinations and details to be determined a week or two ahead, and thus take advantage of changing seasonal conditions. Trails for hikes in April and May are chosen largely for the wild flower interests they present.

West Fork of the San Gabriel and its tributary Bear Canyon was the first hike of the fall season, followed the next week by Millard Canyon, and in both canyons great transformations were found to have been wrought by the flood waters of last March. During the fall weeks of great fire hazard, trips were taken to places in the Puente Hills, Turnbull Canyon, Santa Ana River, Carbon Canyon, Puddingstone Lake, each trip presenting features of particular interest.

The boldly-etched middle San Gabriel ridge whose prominences are Barley Flats, Strawberry Peak, Lawler Peak and Josephine Peak, was made the objective for four trips, by way of Angeles Crest Highway. First the Wickiup Trail through the Lawler-Strawberry saddle down to old Colby Ranch (now called

Sleepy Hollow). Next trip was up the old Colby Canyon trail and around the west side of Strawberry Peak. The hike to Barley Flats from Red Box Divide was through snow that was only a day or two old, and the fourth was on March 2nd, to the Josephine lookout tower by way of the truck trail from Clear Creek divide.

March 9 Vasquez Rock region was visited. March 16 the trail in East Fork of the Big Santa Anita to Madrone Flats. Spanish Canyon, near Monrovia and Bailey Canyon back of Sierra Madre, also the high trail around Henniger Flats into Upper Eaton Canyon—all had beauty and interest to high degree. On a two-day trip to Lake Arrowhead in February, at the time the snow was at its finest, members were house guests of Gae Dobyns at the comfortable Dobyns cabin.

The Yucca Hiking Club welcomes any interested person to take part in its hikes. It is only necessary to be at starting point already mentioned at the hour stated.

GLENDALE COMMUNITY HIKERS

The quarterly bulletin of the Glendale Community Hiking Club for April, May and June is now being compiled and will be mailed about the 1st of April. The group has a good program outlined with a number of outstanding events. Saturday and Sunday, April 1st and 2nd, an overnight camp and hike on the desert about fifteen miles southwest of Twenty-Nine Palms.

Also a moonlight hike on Saturday and Sunday, April 29th and 30th. Hike to start about 10 p.m. in the evening, to end after sunrise, when breakfast will be served. Also an overnight camp and hike Saturday and Sunday, May 27th and 28th, and those lucky persons who will have Monday off can stay over Monday and Tuesday, Tuesday being Decoration Day.

We also have several all-day hikes, early morning hikes followed by breakfast prepared in the open, and other events of interest. Bulletins will be mailed to interested parties upon request. Information as to rules, meeting place for trips and all club activities may be had from R. W. Haight, Chairman, 420 So. Lincoln Avenue, Glendale, California. Glendale phone, DOuglas 4872; Los Angeles phone, VAndike 8785.

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FOREST CONSERVATION CLUB

CHARLES E. WARNER, *President*

The inter-club dance sponsored by Forest Conservation Club was an outstanding success thanks to the cooperation of Roamers, San Antonio, Sierra and other clubs. The chief conservation activity of the conservationists was planting twenty small pine trees around the Owen Brown monument in commemoration of its 50th anniversary.

A follow-up on the latter event will be composed of two events: The first a picnic supper at Warner garden fireplace, 279 Grand View Street, Pasadena, Friday evening, April 21, at 6:30. All members of other outdoor clubs of like inclination will be welcome. Bring your own supper or a contribution of food to be shared with the others.

Dr. George S. Oliver of California Earthworm Farms will tell the picnickers about man's best friend, the earthworm, of which about 1000 varieties exist, all more or less useful in horticulture. The following Sunday, April 23, Dr. Oliver will plant his specially developed variety of earthworm around ten of the twenty pines previously planted at the Owen Brown site. Watch will be kept of varying growth of the pine trees, for some years to come. The party will assemble at the end of Lincoln Avenue car line, Pasadena, at 8:30 a.m., proceeding out Rose Avenue and Sunset Ridge Road. Those who wish to picnic will do so in Millard Canyon picnic grounds. Others will join in a hike to Brown Mountain, eating lunch on the summit. Bring canteens. Charles E. Warner, leader.

May 19, Friday, picnic supper at 6:30 at Live Oak Grove in the Flintridge hills. Entertainment afterward. Sunday, May 21, 80-mile round trip to Bouquet Canyon. Picnic lunch at Camp 7. Hike to Big Oak, 6 miles round trip. Will Herms, leader. Phone SY 4-4638 for details.

Friday evening, June 16, at 6:30, picnic supper at Tournament Park, Pasadena, followed by entertainment. Week-end, June 17-18, drive to Charlton Flats and Chilao. Sleep out Saturday night and hike to Loomis Ranch Sunday, 8 miles round trip. Bill Axtell and Ed Danner, leader.

The Executive Board plans activity toward extending government ownership and supervision of Joshua Trees, especially in the great forest traversed by the 29 Palms Highway. Suggestions and cooperation of other clubs and outdoor people welcomed.



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WOODCRAFT RANGERS

By ROBERT B. GOULD, *Executive Sec'y*

The Woodcraft Rangers from the Alhambra district recently visited the old Dawn Mine located in Millard's Canyon. The trip was under the leadership of Earl Mallory, George Shepphird and Tom Hunt. The Woodcraft Rangers formerly owned a cabin just one-quarter mile from the mine and after the flood last march the boys were quite interested in seeing what changes had been made in the canyon. They found their old cabin demolished with only the fireplace standing. The Dawn Mine had been working on a small scale but as the equipment was put out of order by the flood, they were not able to see the mine in operation.

Earl Mallory, the guide of the party, told the boys how they used to hike up Millard's Canyon through the Grand Canyon to the Mt. Lowe Tavern, where they rested, and then hike up the side of Mt. Lowe, across the Ledge Trail to Opid's Camp, where they again rested, then down the West Fork of the San Gabriel Canyon to the Woodcraft Rangers' Camp Ah-Da-Hi (Among the Trees) with their blankets, food and other camping equipment on their backs. This trip would take a full day.

Today the Woodcraft Rangers' Camp Ah-Da-Hi is accessible by auto. The boys ride to camp and make this their base for the week-end outing and from there hike to such places as Barley Flats, Pine Flats, Chilao, Mt. Wilson, Devil's Canyon and Mt. Pacifico—all interesting spots. The Woodcraft Rangers will again use Camp Ah-Da-Hi as a summer camp for the older boys so that every member may enjoy a camping experience; the rate this year will be \$3.00 for a five days' camp.

The Woodcraft Rangers' Lake Arrowhead Camp, where the boys enjoy many interesting trips in the San Bernardino Mountains has also planned special over-night camps to places such as Deep Creek, where they swim in the hot springs, Little Bear Lake, and the desert which always has many attractions for those who are interested in nature. The Lake Arrowhead Camp is conducted on an eight-day period basis and the boys stay as many periods as they wish.

Headquarters of the organization are at Room 742, 1031 South Broadway, Los Angeles.

THE TRAILFINDERS

Last summer The Trailfinders, a boys' organization operating mostly in Los Angeles County, conducted a summer camping trip along the route of the Lewis and Clark Expedition from Fort Benton on the Missouri River to Fort Clatsop, near Astoria. In the party of twenty-two was a Shoshone Indian boy, the great-great-grandson of Sacajawea, the Indian woman guide for Lewis and Clark; Captain Clark's great-great-grandson, Eston Randolph Jr., and Billy Jackson, great-great-grandson of George Shannon, also of the original party.

This summer the trip will follow some of the trails of Kit Carson and will camp through the Indian country of Arizona and New Mexico, studying the history of that great trailfinder on the spot. Accompanying the boys this summer will be two descendants of Kit Carson, Kit Carson III and Bill Carson.

An all-summer camp will again be maintained at Big Pines and innumerable week-end camps will be conducted up until vacation time comes. The camp will open July 5th.

THE NATURE CLUB OF SOUTHERN CALIFORNIA

This splendid outdoor club specializes in Nature trips for the study of plant, animal and bird life in Southern California and the interesting geology of Los Angeles County.

They conduct one or two hikes per month, take extended trips to view the natural wonders of the Southwest, and each Tuesday evening meet at Boos Bros. Cafeteria, 530 South Hill, for a dinner followed by entertainment, usually an illustrated lecture on some phase of outdoor life.

The schedule for April includes a four-day bus trip to Death Valley, when they will visit many of the outstanding wonders of that wonderful region; a trip to the Ramona Pageant at Hemet, and one over the Ridge Route to the great wild flower display of the lower San Joaquin Valley.

All lovers of nature are welcome at the weekly dinners and those interested may receive a copy of the Monthly Bulletin by writing to F. C. Davis, 1011 North Louise St., Glendale, California.

ROAMER HIKING CLUB

By FLORENCE KENNETT

The Roamer Hiking Club has its inviting new schedule out and we anticipate much pleasure in our trips this next few months.

We are visiting Cucamonga Canyon soon, and in April, of course, we're going Wild Flower "looking."

Then we have a dance in April also, for those who wish sociability, and a Bridge Party in May. And for the warm weather, beach parties at Laguna and Manhattan Beaches, and a weenie bake in the evening.

More interesting trips are Palomar Mountain in June, an overnight trip; San Jacinto in July by moonlight, and Strawberry Peak when the yuccas are in bloom. To climax the season Mt. Whitney will be tackled by the ambitious.

Any one interested in further information write Virginia Freeland, 1727 East 69th Street, or phone JE 4015.

WILDERNESS HIKING CLUB

This newly formed club is introducing a novel innovation in group hiking circles, with the scheduling of one hike each month into some interesting wilderness area undeveloped by trails, in addition to its weekly trips. This explorative hike for April will find a bold group adventuring up The Narrows of Big Tujunga Canyon, which necessitates wading streams walled in by steep cliffs, and scaling a rock wall to get around a waterfall.

Other hikes for April include one up Mt. Lukens via Grizzly Flat, the Pleiocene Rocks of the Sierra Pelona, and the Devil's Potrero, a huge amphitheatre in the mountain top which walls in a lake with no surface outlet.

The membership fees to this club include a subscription to the Trails Magazine, a magazine which depends upon and needs the backing of hiking clubs for its existence. For information regarding this club get in touch with Paul E. Estes, 324 North Valencia Avenue, Burbank. Phone CHarleston 6-5741.

SAN ANTONIO CLUB

The 1939 schedule looks unusually attractive with all hikes located in the San Gabriel range, some of them into trailless wilderness and several into outstanding forest areas.

It is planned to use the new section of the Angeles Crest Highway for several trips, following its opening, which is now rather in-

definite but will probably occur by July 1.

Hikes scheduled for the next few months are: April 16, Spring Camp on Monrovia Peak; May 14, Spring clean-up at Big Spruce Cabin; June 11, Little Grand Canyon, near Charlton Flat; July 8 and 9, overnight camp at Crystal Lake and a hike to Lily Spring on the north slope of Mt. Hawkins.

For the 1939 hike schedule and information as to this club's activities, write or phone to Will H. Thrall, President, 400 South Garfield, Alhambra; or Edward Coughran, Secretary, 246 South Putney, San Gabriel.

ATTENTION HIKING CLUBS

The new public road system of the San Gabriel Range has brought many wild and beautiful spots within an easy day's hike of the automobile, and the probable completion of that road system within the next three years will bring every part of our mountain back country within easy hiking distance.

Campgrounds away from the road will grow increasingly popular, many will learn for the first time the joy of a bed under the stars, back-packing will be "the thing" with thousands of hardy mountaineers of both sexes.

How about that 35,000-acre Primitive Area?

MILLARD'S CANYON—

(Continued from Page 16)

was tried. The case was heard in the Land Office at Los Angeles, decided in favor of the United States and Mrs. Gill ordered to vacate, but she did nothing of the kind and her goats still wandered at will through the Angeles Forest.

She sassed the United States District Attorney and the Secretary of the Interior at Washington, she told every one from the local Fire Guard to the President where to go, and it looked as though she and her flock were a fixture unless violence was done to both. But finally, in 1920 an order was issued by the United States District Court that she and her goats vacate the property within five days and at the end of that time a Forestry crew set what equipment was left out among the boulders and tore down the rough cabin.

This canyon took a terrible beating, along with the rest of our mountain area, in the great storm of March 2, 1938, but, though several cabins were destroyed and many fine old trees uprooted, Millard's Canyon is still one of the beautiful canyons of the Front Range.

Trail Trips

By WILL H. THRALL

Ellsmere Canyon— $\frac{1}{2}$ Day

Drive San Fernando-Newhall Highway, through the cut, passing the oil wells, and turn right on the first road near the foot of the hill. Drive this road to locked gate and park auto. Hike road beyond the gate, keeping to the right at all intersections, to the summit of the divide, 2 miles. From there choose your own route back. Carry water. No fires allowed. Rock formations, oak woods, grassy slopes and views are fine. Total hiking distance, 2 to 4 miles.

Dawn Mine by Millard's Canyon— $\frac{1}{2}$ Day

Drive Sunset Ridge Drive to the summit at the Ranger Station. Hike the trail around the mountain side to meet Millard's Canyon stream above the falls, then up the canyon to Dawn Mine, 2.5 miles. Return by same route. Total hike, 5 miles.

Mt. Harvard from Mt. Wilson— $\frac{1}{2}$ Day

Go by auto or the daily stage to Mt. Wilson. Hike easy grade of the old Toll Road to the old site of Martin's Camp on the saddle between Mt. Wilson and Mt. Harvard. Find the trail leading south from the old camp, out along the ridge to the summit of Mt. Harvard, wartime site of the U. S. Army Signal Station. Total for the hike, 3 miles.

Sturtevant Falls— $\frac{1}{2}$ Day

Drive up Santa Anita Avenue, Arcadia, to the foot of the mountains and on the mountain road to the end at Chantry Flat picnic ground. Hike trail below the road through Fern Lodge Resort, 2 miles, to Sturtevant Falls, a quarter mile farther. Water all the way and picnic grounds at the foot of the falls. Round trip, 4.5 miles.

Mesa Peak, from Tapia Ranch Park—1 Day

Drive Ventura Highway to a public road turning south (left) about 4 miles beyond Calabasas, and on this road to new County Park on Tapia Ranch. Hike trail west across Malibu Creek on foot bridge and take trail up the ridge, starting in a dense grove of oaks just west of the creek. Trail passes through a bed of sea fossils, just below the summit, reaching the summit in 1.5 miles, then west along the top, also through fossil deposits, to Mesa Peak, 1.5 miles. Return by same route. Carry water and cold lunch. No fires allowed. With one-half mile used in crossing the creek makes the total hike 7 miles.

Dillon's Ranch, by Pacoima Canyon Trail—1 Day

Drive to Pacoima Dam and park auto. Hike Pacoima Canyon Trail to top of Dam, .6 mile around the reservoir above high water line, crossing Maple Canyon, 2 miles, to the stream $\frac{1}{2}$ mile, and up the stream, 3 miles, to Honey Bee Camp Ground above Dillon's Ranch for lunch. Return by same route.

Entire hike beautiful and interesting but a level head and a sure foot needed on the first 2 miles. No water between the stream below the Dam and Maple Canyon, plenty the balance of the hike.

If intending to use fire, secure permit before starting, as there is no Ranger Station on this trail. Total hike, 12 miles.

Camp Six—West Fork of San Gabriel—1 Day

Drives Angeles Crest Highway to Red Box, then down the West Fork road passing Opid's Camp, 1 mile, to Short Cut Canyon Ranger Station, 5 miles. Hike from here down the West Fork Trail to Camp No. 6, 3.5 miles, or farther if desired.

Return by the same route. Fine stream all the way. If planning to use fire, secure campfire permit before starting. Beautiful canyon trip with round trip hike of 7 miles.

Echo Mountain and Mt. Lowe Tavern—1 Day From Poppy Fields Station

Drive, or take the Pacific Electric cars, to Poppy Fields Station, near the mouth of Rubio Canyon. Hike the trail, starting just north of the Station, to the summit of Echo Mountain, 2.8 miles, and the Castle Canyon trail, starting out nearly level just below the old Observatory Site, to Inspiration Point, 2.5 miles, then west to the site of Mt. Lowe Tavern, half a mile.

From the Tavern return by the Sunset Trail to Echo Mountain, 2.8 miles, and back to Poppy Fields Station, 2.8 miles. Carry water, one quart for each two persons sufficient. Water on the trail only at Castle Canyon and the Tavern. No fires permitted in this area. Total, hike, 11.4 miles.

Orchard Camp—Hoegee's Camp—1 Day By Sierra Madre-Mt. Wilson Trail

Drive to north end of Mountain Trail Avenue, Sierra Madre, or take the Pacific Electric, Sierra Madre Line, and walk .4 mile to the same point, then $\frac{1}{2}$ block west to the Mt. Wilson Trail. Hike this trail through Orchard Camp, 3.2 miles, to a trail junction at the summit of the ridge near the Mt. Wilson road, 1.8 miles; here turn southeast (right) along the ridge, 1 mile, then down trail through Spruce Forest to Hoegee's Camp, 1.6 miles, then back over the old high trail, passing Clark's Mountain Inn, 3.8 miles to starting point, 2.4 miles. Carry cold lunch or eat at Resorts on the trail. Water, a quart canteen for two is ample. Total hike, 14 miles.

Spring Camp—By East Fork of Big Santa Anita—1 Day

Drive up Santa Anita Avenue, Arcadia, and continue on the mountain road to Chantry Flat picnic ground at the end. Hike the trail below the road to East Fork Junction, near Fern Lodge, 1.8 miles, turn right across the stream and follow the trail through Madrone Flat, 1.6 miles, to the Forestry Road, 2.3 miles, and left on this road to Spring Camp, 1.8 miles.

Water at convenient intervals and most of the trip through beautiful Spruce Forest. No fires per-

mitted in this area. Nearest picnic ground Sturtevant Falls. Round trip, 15 miles.

South Slope of Mt. San Antonio—1 Day

The Ski Mountaineers' Hut and the old Gold Ridge Mine. Drive up San Antonio Canyon road, leaving Foothill boulevard by Mountain avenue. Pass Camp Baldy, Ice House Canyon and Snow Crest Camp and park the car at San Antonio Falls.

Hike up the road a quarter mile, to a wooden stairway on the left, against the bank, and climb this to the trail. From stairs to Ski Hut is 2.5 miles and a short distance to the west, 1.5 miles above the Falls, is the old site of Gold Ridge Mine, a famous gold mine of the old days. Total hike, 7 miles.

Lily Spring by Crystal Lake Park—

1 or 2 Days

Beautiful forest and magnificent trees.

Drive Foothill boulevard to Azusa and San Gabriel Canyon Highway to the County's Playground at Crystal Lake. Hike the Mt. Islip Trail to the saddle between Islip and Hawkins, 3.5 miles. Here turn right to a trail junction on the north slope of Mt. Hawkins, 2 miles, and take the trail to the left, down through dense forest to Lily Spring Campground, $\frac{1}{2}$ mile.

Here is a stove and table where, if you have a fire permit, you may broil a steak and make a pot of coffee. Return by the same route. Water at Little Jimmy Springs just north of the saddle and at Lily Spring. Makes fine week-end by camping in the park.

Mount Waterman—Twin Peaks Saddle—

1 or 2 Days

For experienced Mountaineers only—No Trail

Drive new Angeles Crest Highway to Chilao Campground and camp for the night. In the morning drive to the point where the highway crosses the ridge above Newcomb's meadow and park the auto.

Hike to the right around the south slope of the Mt. Waterman Ridge, keeping between the 6000 and 6500 foot levels where there is a series of forested benches, to the saddle between Waterman and Twin Peaks at the head of Devil Canyon. There is water at four places on the way, two little streams and two springs. Return by the same route or over the ridge to the road at Camp Winston. Round trip, 10 miles.

Mt. Williamson—1 $\frac{1}{2}$ to 2 Days

Beautiful forest and magnificent views. Drive by Angeles Crest Highway to Buckhorn Flat Campground and make camp for the night. Hike the trail east, passing Cedar Spring Campground, 3.5 miles, to the summit of Mt. Williamson, 3.5 miles. Return by the same route to Buckhorn Flat in time to drive home the same day. Carry water, a quart canteen for each two persons sufficient. Water at three places on the way, but none on the summit.

Devil's Punch Bowl—1 $\frac{1}{2}$ or 2 Days

Drive to the Sheriff's Boys' Camp at Valyermo, and at the U. S. Ranger Station there secure a campfire permit and campground information. Camp in nearest available campground and in

the morning drive to Cold Creek Trail into the Devil's Punch Bowl which starts across the creek, one mile up stream from Valyermo Store.

Hike up this trail as far as it goes, then climb the rocks to the west rim. Follow south along the rim to the "Cilla Del Diablo" (Throne of The Devil) Trail, follow this around to Holcomb Creek, down Holcomb Creek to Big Rock Creek road and back to the auto. No good water between Cold Creek and Holcomb Creek. Hike about 7 miles.

FORTY HIKES FOR THIRTY CENTS

All Trails Magazines of 1938 still available at ten cents each. Autumn has no trail trips.

For hikes along the new section of the Angeles Crest Highway, see Spring 1938.

Write to Will H. Thrall, Editor, 400 South Garfield Avenue, Alhambra, California.

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STANDARD DISTRESS SIGNALS

Uniform signals for hikers, mountaineers and out-of-doors people generally, suggested by the American Alpine Club of New York, have been adopted by the U. S. Forest Service and many hiking clubs throughout the nation.

The key to the code is simplicity itself. Three quickly repeated calls, audible or visible, repeated at regular intervals, is a signal of distress. Such a signal should be used only to call for help.

In the daytime, signals may be sent by waving the arm or a piece of cloth, by flashes of a mirror, or by smoke signals, controlling the smoke with a coat or blanket. By night flashes from a light may be used, or three fires may be built in a row. Audible calls, as with a metal whistle, are of course equally good for day or night.

Anyone receiving such a call should first acknowledge it with the "all clear" signal of two calls, using the same system as the person in distress; then notify others if possible and proceed to the rescue. The rescuer should continue to use the 2-call signal, and the injured person the 3-call signal.

A small card, giving briefly the code and instructions, may be obtained free by calling in person or enclosing a self-addressed stamped envelope to TRAILS MAGAZINE.

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