



The Southern Californian

The Historical Society of Southern California Fall 2006 Volume 18 Number 3



The Newhall Tunnel between Los Angeles and Bakersfield, circa 1925

John W. Robinson is the award-winning author of several books on southern California's mountains. He is a FELLOW, the Historical Society's most prestigious award for life achievements in the field of history.



The Taming of San Fernando

Taken from *Gateways to Southern California*, with gracious permission from the Big Santa Anita Historical Society, by John W. Robinson.

IT IS HARD FOR US TODAY TO visualize the difficulties faced by early travelers in crossing San Fernando Pass (usually known as Newhall Pass today). The mountain ridge has been literally obliterated to make way for the Golden State and Antelope Valley freeways. But before the advent of modern highway construction, the pass posed a formidable barrier to travel between Los Angeles and points north.

San Fernando was not a pass in the usual sense of the word. It was an undulating mountain ridge, steep on both sides, that joined the western end of the San Gabriels with the Santa Susanna Mountains. There was no clear defile in the ridgetop, as characterizes most mountain passes. Travelers went up and over the crest of the ridge, a harrowing ascent and descent, particularly for stages and freight wagons.

The original Spanish and Mexican trail over the pass was later called *La Cuesta Vieja*, The Old Grade, suitable for horseback riders and livestock but hazardous for wheeled vehicles. It was part of *El Camino Viejo*, The Old Road, that went from Los Angeles north over

San Fernando and Tejon passes into the Central Valley of California.

IN THE EARLY YEARS, *La Cuesta Vieja* was traveled by Franciscan padres going from Mission San Fernando (established in 1797) to Rancho San Francisco, the mission's outlying stock ranch along the Santa Clara River. There was a rush of traffic after Francisco Lopez discovered gold in Placerita Canyon, six miles northwest of the pass, in 1842. John C. Fremont's California Battalion, 428 strong, crossed the pass in January 1847 enroute to *Campo de Cahuenga*, where Andres Pico, *comandante* of the Californios, signed the Articles of Capitulation, ending the Mexican War in California.

Traffic over San Fernando Pass multiplied manifold during the 1850s. Prospectors heading for the Kern River mines, soldiers and suppliers going to Fort Tejon, Butterfield Overland Mail Company stages were among the hundreds who crossed the divide each month. The steep grades on both sides became littered with broken wagons.

San Fernando Pass continued on page 3

Motes and Musings ...



It's November already, can you believe it?

Looking back—something historians are compelled to do—this has been an es-

pecially eventful year for the Historical Society. We have new digs, we've seen new faces at our events—although we always enjoy seeing long-time friends too!—and there have been new activities, such as our spring yard sale and, most recently, our Summer Noise fundraiser.

WHY ALL THIS EMPHASIS on raising money? The answer is short and sweet: community. The Historical Society of Southern California takes as its mission the promotion, preservation, and exploration of the history of the Southland—but not for us, the members, alone. Instead, we want to engage as many people as possible in the region's history: children, newcomers, and people from like-minded organizations, such as the numerous local historical societies that exist across southern California. We want to share with them the Society's programs: Keeping History Alive, the George A.V. Dunning Lecture, our awards celebrations, tours, our books and, of course, the *Southern California Quarterly*. Raising the funds to cover our operating expenses helps us extend our mission farther afield, to help people gain a sense of the context of their lives here in southern California, to feed their curiosity about local history, to engage their intellect, and to enjoy the camaraderie of the Society's members at our social events, such as the Holiday Open House.

AS WE MOVE TOWARD the end of 2006 please consider making an additional contribution to the Historical Society of Southern California. When you do so, you are supporting not just the Society, but also helping strengthen our sense of community in the Southland. Thank you for your continued generous partnership!

For history and for southern California,

Denise S. Spooner, Ph.D.
Executive Director

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The Lummis Home is open
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Lummis Home (El Alisal)
200 East Avenue 43
Los Angeles CA 90031
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Group Tours
Fridays by appointment

The first serious effort to lessen the grade over the pass was made by the Los Angeles County Board of Supervisors in 1855. A work force of twenty laborers led by Gabriel Allen was sent to improve the crossing. Allen and his men dug, scraped out, and smoothed a twenty-foot gap in the mountain crest, but the grades leading to the gap were only slightly less steep than before.

CROSSING THE PASS remained a difficult ascent and descent. Fred Delano, whose father operated a stage station north of the pass, described how loaded wagons made it over the top. "Teams [of horses] were massed on a single wagon and it was dragged to the crest. Then a tree was cut down and fastened to the wagon for a draw, and it was brought down the north side. A ravine at the foot of the road was full of these discarded drag trees."

The road over the pass remained a serious obstacle for wagons traveling between Los Angeles and the San Joaquin and Owens Valleys. To the rescue came Edward Fitzgerald Beale, owner of Rancho El Tejon, sheep and cattleman, and investor in several gold, silver, and copper mines in Soledad Canyon and in the Slate Range near Death Valley. To allow access to his rancho and his mining ventures, Beale determined once and for all to remove the "bottle-neck" that hampered all wagon travel north from Los Angeles. In the fall of 1862 Beale was awarded a twenty-year franchise by the Board of Supervisors to improve the grade over the pass and operate it as a toll road. He hired a crew of fifty men to do extensive grading and cutting.

THE JOB TOOK LONGER and was much more expensive than Beale originally thought. It involved a much deeper cut at the top of the divide than Beale envisioned. Twice Beale believed the roadway was completed, but both times, in April 1863 and the following December, the Board of Supervisors rejected approval. They demanded a maximum grade of "one foot to every five" (twenty percent) and a deeper cut at the summit. Once again, Beale's work force dug into the slopes to lessen the road grade and sliced deeper into the sandstone of the ridgeline. His fifteen-foot wide cut at the top reached a depth of ninety feet. At last, in February 1864 the supervisors deemed the roadway "safe and passable" and declared the job completed. It had cost Beale between \$16,000 and \$18,000—far more than the \$5,000 he had been awarded by the County Supervisors.

At last, San Fernando Pass was tamed. Traffic through "Beale's Cut," as it came to be known, increased manyfold, particularly after the development of the Pico Canyon oilfields and Henry Mayo

Newhall founded the towns of Newhall and Saugus. Horseback and wagon travelers continued to pay the toll to cross the pass until 1883, when Beale's twenty-year franchise ran out and it became a free public road maintained by Los Angeles County.

With the arrival of the Age of the Automobile, Beale's Cut fast became an intolerable bottleneck for travel between Los Angeles and points north. In 1908 the Los Angeles County Road Department began work on a new automobile road that would pass through instead of over the mountain barrier. The Newhall Tunnel was completed and the road paved by September 1910.

STILLNESS FELL ON THE OLD CUT at the top of the ridge. A half century of travel through its narrow sandstone portals abruptly came to an end. Beale's Cut, now partially collapsed, remains a silent sentinel to a bygone era.

The Newhall Tunnel funneled traffic through San Fernando Mountain for twenty-eight years. Traffic increased dramatically with the opening of the famous "Ridge Route" in 1915. By the late 1920s, it was readily apparent that San Fernando Mountain, even with its tunnel, was once again a serious impediment to north-south travel. The best solution, highway engineers believed, was to cut away the mountain.

The barrier ridge was virtually demolished in three stages. At its west end, U.S. Highway 99, later to become Interstate 5, was blasted through in 1933. The second big excavation was made directly through the mountain and was known as the "Tunnel Cut," as it went through and obliterated the narrow Newhall Tunnel. Completed in 1938, it became part of U.S. Highway 6, then State Highway 14, and finally Sierra Highway as it is known today. The most massive excavation of all, a cut that obliterated most of what remained of San Fernando Mountain, was made for the Antelope Valley Freeway, the new State Highway 14, in the years 1963-65.

The driver speeding north or south on Interstate 5, the Golden State Freeway, or Highway 14, the Antelope Valley Freeway, is probably unaware that he is crossing what was once a formidable barrier to travel. He is over the pass in minutes. But lest he becomes too complacent, he should heed the message of Mother Nature, whose powers were revealed on two occasions. In both the Sylmar Quake of 1971 and the Northridge Temblor of 1994, the freeway interchange collapsed. For several weeks, until repair crews could remove the debris and repair the roadways, San Fernando Pass was once again a barrier as in days of old.

by John W. Robinson

*Beale's
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collapsed,
remains
a silent
sentinel to
a bygone
era.*

Highlights of Summer Events

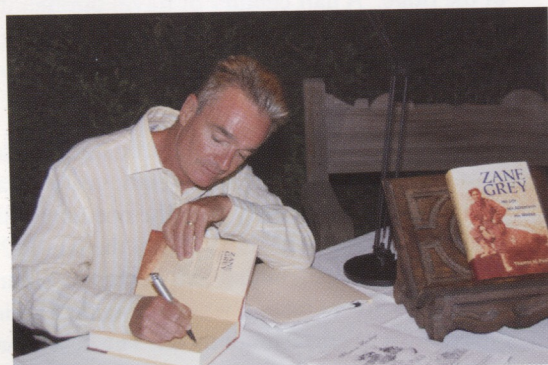


Admission Day

Dr. Ed Todd and HSSC boardmember Pat Adler-Ingram enjoy a conversation at the Admission Day celebration at the Old Mill in San Marino

Loren Grey's daughter, the granddaughter of Zane Grey

Professor Thomas H. Pauley, featured speaker at the event, signs copies of his book, *Zane Grey: His Life, His Adventures, His Women*



Dunning Lecture

Executive Director Denise Spooner greets O'Flaherty Award winning teacher and friend of HSSC, Mark Elinson, at the Japanese American National Museum.



George Sanchez, Dunning Lecture 2006 speaker, with his wife Deborah.

Do you use the web to do research?
Why not try a new search engine that donates half its revenue to the charities its users designate?

Try GoodSearch powered by Yahoo!

Just go to www.goodsearch.com and enter the Historical Society of Southern California as the charity you want to support.

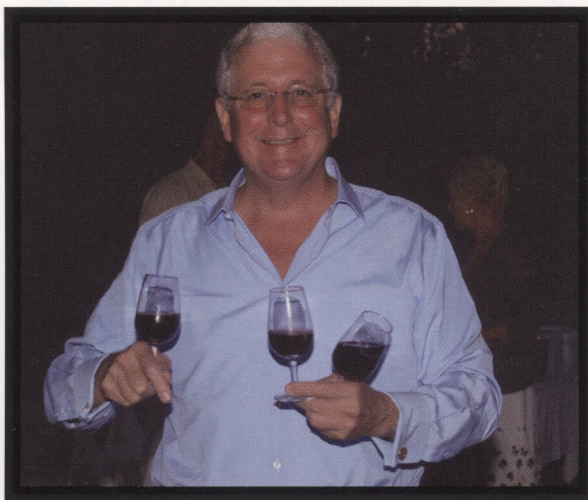
Just 500 of us searching four times a day will raise about \$7,300.00 in a year!



Open House

HSSC provided a bountiful buffet at the Open House offices in Pasadena.

A visitor from Switzerland, artist, Joseph Stoddard.



A Summer Noise

HSSC boardmember, Jim Sandos.

Ann McKusick and Brittany Martin pose with the famous Charles F. Lummis.

The Lummis Home's yarrow meadow was transformed for "A Summer Nights Noise" in August.



e
table at the opening of its new
Laura Buck, with HSSC's favorite



Photos by Michele Clark

Helen Grace Chocolates



You know Helen Grace Chocolates! Sure you do. If you live or shop in Huntington Beach, Long Beach, Rancho Palos Verdes, or Lynwood you may have visited one of their retail stores. Or maybe you recall the stores that used to be located Huntington Park, Lakewood, or Brea? Even if you have never been to a Helen Grace store probably you have tasted Helen Grace confections if you've ever purchased candy from children selling chocolates and gift wrapping paper around this time of year—but that's getting ahead of our story. In any case, from start to finish Helen Grace is a business worth treasuring not just because it is one of our historic medium-sized businesses, but because it is the Southland's premier commercial candy company, and an important contributor to charitable organizations across the region.

The story of Helen Grace Chocolates dates to 1944 when W.T. Bill Grace bought a tiny store in San Pedro—just fifteen feet wide—and named the business after his wife, Helen. The choice of a chocolate candy business wasn't happenstance. Mr. Grace had spent many years working for a number of candy manufacturers and candy chain stores. Both the war and the San Pedro location were a combination that he found worth the gamble of going out on his own. In fact, it turned out to be not much of a gamble. All those war

EVERYONE KNOWS that business development is one of the factors that fuels California's history is replete with instances of just that phenomenon. For instance, of the Southland's towns and cities either got their start as railroad towns or grew as a result of the Southern Pacific, and Union Pacific corporations. During the 1920s towns like Brea and Redding, drilling, processing, and distribution. World War II proved a stimulus to San Diego's aircraft industry. Yet, something many people do not know is that small and medium-sized business was almost non-existent in southern California. (See Robert Fogelson's classic on the subject for an extensive and thorough answer to the question, "Why?") In this article, the first aim is to highlight a sector that historically has been the backbone of our economy in existence in the Southland for fifty years or longer. What sweeter start could you have?



Helen Grace Chocolates have been a Southern California fixture since 1944. Above, the first store circa 1948 in San Pedro. Top right, a current photo showing the individual

workers at the docks building ships made it practically impossible

The post-World War II decades presented new opportunities for workers declined, the population boom and suburban expansion for the Grace company. Additional locations were opened, including opportunities were expanded by the acquisition of another candy store. The company also had a soda fountain in it! Those were the days when suburban California, including southward where both blue- and white-collar affordable homes in communities like Downey, South Gate, Lynwood, a center of robust economic activity, particularly around the many businesses. The Grace Company found this to be a hospitable retail environment

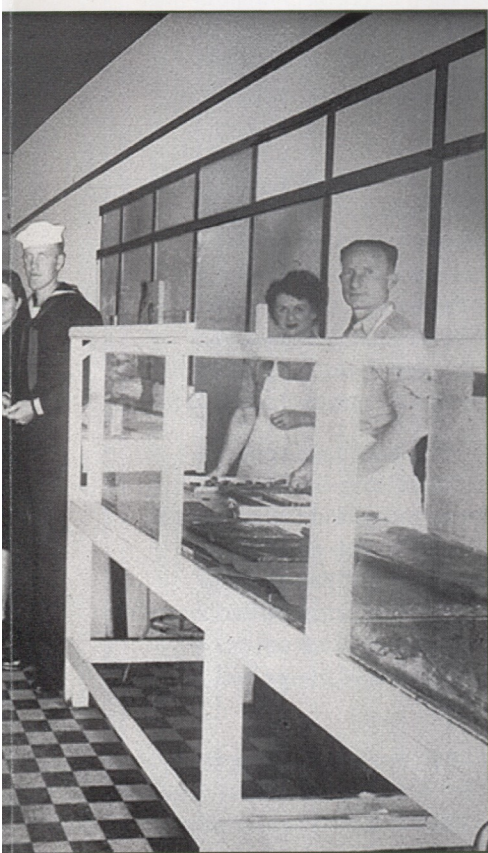
by Denise Spooner
Denise is the Executive
Director of the Historical
Society of Southern California
and a chocolate lover from
way back.

Many thanks to Lou
Nicolaidis and Dr. Becky
Nicolaidis for their assistance
with this piece.

Chocolates

Is the growth of towns, cities, and regions. Southern
ance, as most people familiar with our history know, many
were because of the presence of the Santa Fe, Southern
many in the South Bay grew with the development of oil
to, Long Beach, and Santa Monica as Ryan Air, Douglas
effort.

esses have played an equally important role in the
roads, large firms—those with over 500 people, were
the history of Los Angeles, *The Fragmented Metropolis*, for
first of an occasional series in *The Southern Californian* we
onomy: small and medium-sized businesses that have been
d we take in this series than to begin with Helen Grace



Above left, their distinctively boxed candies. Above, the
individual attention each candy receives at its main kitchen.

ble to keep candy on the shelves!

at Helen Grace. As the business from war-
a of the post-war years created fresh markets
cluding the store in Lakewood, and business op-
-making company in Lynwood. The latter store
bia was expanding in all directions in southern
ollar families found the "good life" in modest
ynwood and Lakewood. Southern L.A. was the
y factories that proliferated in the area. The
nt: plenty of suburban husbands to buy choco-



lates for their wives, and parents to buy special
treats for the kids' Easter baskets and Christmas
stockings. Helen Grace Chocolates rode the tide
that swept this southern area to economic prosper-
ity in the postwar years, and became a familiar
retail neighbor to local residents.

The 1960s were a key decade in the history of
Helen Grace Chocolates, just as it was for our
region, state, and nation. New vistas opened
to Americans moving to the Southland for the
economic opportunities the region offered largely
as a result of federal dollars that fed the growth
of the defense industry in the region. For Helen
Grace Chocolates the new opportunities lay in
the direction of fundraising when they were ap-
proached by the Boy Scouts of America about
selling Helen Grace fudge Easter eggs to help
the organization raise money. The event was so
successful that the Grace family re-directed their
business toward such ventures. By the 1990s
Helen Grace Chocolates was one of the leading
family-owned candy manufacturing and fundrais-
ing companies in the West. Over the years Helen
Grace Chocolates has helped organizations raise
over \$300 million through its luscious boxes of
chocolates, candy bars, and a host of other prod-
ucts—including those fudge eggs. Amazing! Who
would have thought that right here, in our own
back yard, we would have such a powerhouse for
charitable giving?

Over the years there have been other changes at
Helen Grace Chocolates. In the 1970s Bill and

CHOCOLATES continued on page 8

Check out San Pedro

From the Vincent Thomas Bridge
completed in 1963 to the Point
Fermin Lighthouse built in 1874,
San Pedro is filled with history.

For a short visit use the turn-of-
the-century electric trolley that
operates from Thursday through
Monday over a six-mile route
from Ports O' Call Village through
downtown San Pedro to the Los
Angeles World Cruise Center.

The route includes stops at the LOS
ANGELES MARITIME MUSEUM
which was formerly the Municipal
Ferry Building, the base for an auto
ferry. Among the exhibits there is
one allowing you to try your hand
at tying seaman's knots.
Berth 84 at the foot of 6th Street
(310) 548-7618

...and OLD SAN PEDRO bounded
by Pacific Avenue, 6th and 7th
Streets and Harbor Boulevard.
Enjoy cuisine from Greece, Mexico
and Croatia. Shop for used books
or newspapers from around the
world. Find gifts of jewelry, antiques
or handcrafted items.

For a longer visit, go to:

POINT FERMIN LIGHTHOUSE
built in 1874 is now restored. Tour
Tuesday through Sunday
S. Gaffey St at 807 Paseo Del Mar

DRUM BARRACKS CIVIL WAR
MUSEUM, the only Civil War-era
U.S. Army building still standing in
Southern California. Call for tour
schedule (310) 548-7509

FORT MACARTHUR MILITARY
MUSEUM, features exhibits of
Fort MacArthur and the Los An-
geles Harbor defenses from 1920
through World War II
3601 S. Gaffey Street
(310) 548-2631

**The San Pedro Chamber of
Commerce has an excellent
website describing these and
other historic and architect-
urally significant sites. Visit:
www.sanpedrochamber.com**

Visit a local Helen Grace Store:
LONG BEACH TOWN CENTER
7507 Carson St., Space #5-B
Long Beach, CA 90808
562-421-0544
www.helengrace.com

By the
1990s



HELEN GRACE TURNED FORMAL MANAGEMENT of the company over to son, James, although Mr. Grace continued to advise him on a daily basis. In 1989 W.T. Grace passed away followed by the company's namesake, Helen Grace, in 2002. The growth of the fundraising business continued unabated as did the expansion of the retail arm of Helen Grace Chocolates, increasing to twenty-five stores. In the 1980s the company moved its headquarters to Rancho Dominguez, reflecting the need for more warehouse space, given its focus on fundraising sales, and easier access to the transportation infrastructure.

In addition, the best-selling Helen Grace chocolates have changed over time reflecting the American public's ever increasing preference for chocolate. Lou Nicolaides, marketing director for Helen Grace, reported, "Our single best-selling piece is Truffle Deluxe," described as "a milk chocolate melt-away truffle that is layered with buttery vanilla caramel. Finally each piece is hand-dipped in a crown of white confection." (Wow.) In fact, Helen

Grace has long been renowned among candy aficionados for the chocolate-ness of their products due to a high concentration of cocoa content in their

milk and dark chocolate recipes—35% in their milk chocolate and 55% in their dark chocolate.

The company also prides itself on using more nuts in their candy and more dairy in their caramel than is usual. Quality assurance is provided by professional chocolate tasters. (Unfortunately, there are no job openings for tasters at this time.)

PERHAPS THE MOST SIGNIFICANT CHANGE in the company occurred in 2001 when, looking to retire, James Grace contacted Robert and David Worth of Greensboro, NC, owners of the Shamrock Corporation, a manufacturer of gift wrap, to find out if they might be interested in acquiring Helen Grace Chocolates. The two companies were an excellent fit for each other since the Shamrock Corporation was also a family-owned business with a strong presence in the fundraising business through their Innisbrook Wraps division. Moreover, the Worth brothers had the wherewithal to expand the reach of Helen Grace Chocolates nationwide. The sale did proceed and, as a result, our own delicious Southland-made, Helen Grace Chocolates are available to more people across the nation. Lucky them!

And lucky us. While the Grace family might have just closed their doors when they were ready to retire, by becoming part of the Shamrock Corporate family, Helen Grace Chocolates continues to contribute substantial benefits to our region in the way of employment for so many, and the assistance it gives through both the type of business on which it now focuses and directly to non-profit organizations in southern California. For example, Helen Grace Chocolates donates tens of thousands of pounds of candy to the LA Regional Foodbank and gives to hundreds of charitable organizations each year in the form of gift certificates, party favors, boxed chocolates, gift baskets and other novelties. In fact, HSSC has been a beneficiary of Helen Grace largesse through its donation of a huge basket of chocolates for our August fundraiser, "A Summer Nights Noise."

Although Helen Grace Chocolates has changed over the years, continuity has also been an important part of the company's history. It has been a presence in the Southland for over sixty years, and during that time it has been an important part of the lives of many people in the South Bay, in particular. Among those who work at Helen Grace Chocolates, especially, the sense of community within the company has been noteworthy. A strong sense of loyalty between employees and the company—and vice-versa—is a hallmark of the firm. According to Lou Nicolaides "Our lead candymaker Daryl Gas-kin has been with us for over thirty years and many other employees have been with us for more than twenty years."

FINALLY, THE ANSWER TO THE QUESTION you've been holding throughout this article: where can you find Helen Grace Chocolates? There are the retail stores, noted above. You can also order directly from the company's website www.helengrace.com. And, of course, you can purchase them from the next little munchkin who comes home with a brochure filled with beautiful (and wonderfully thick and substantial!) gift wrap and chocolates to raise funds for their school or other organization. However you get them, enjoy! And remember, when you eat Helen Grace Chocolates you're eating a piece of the Southland's history!

Helen Grace
Chocolates
was one of
the leading
family-
owned candy
manufacturing
and
fundraising
companies in
the West.



The Lummis Garden was redesigned in 1985 to be a model for southern California home gardens. It was designed to use half the water we normally use in our gardens. The Lummis Garden uses waterwise plants from Mediterranean climates--which are wet in the winter and dry in the summer. The garden also uses irrigation systems that send water only where it is needed. Here are examples of several native plants for you to color. These are some of the plants you may find blooming in the spring in the Lummis Garden. Thanks to artist Pat Brame for the drawing.

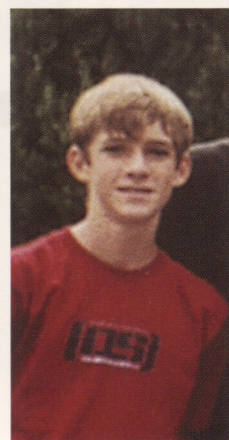
kids page kids page

What's New . . .

TED FLATEBO FROM GARDEN GROVE enjoys visiting the Lummis Home and Garden. He first visited with his mom when the Historical Society of Southern California partnered with other museums in the area for Museums of the Arroyo Day. After that he joined his scout troop in weeding the native garden and the courtyard areas several times. Ted noticed the Lummis Home could use self-guided tour brochures—especially when the regular docents were busy in the middle of a tour in progress.

So when it came time for him to do something that had lasting value to a community for his Eagle Scout project, he decided to produce self-guided tour brochures. He raised the money, found experts to write the text and design the brochure. A local businessman, who owns a printing company, donated the paper, printing and lamination for the 17 by 11 inch brochures. Now when you visit the Lummis Home the brochures are handily available for both the house and garden. Ted says, "It was fun and I learned a lot."

If you have a project that you think would be good for the Lummis Garden or Home, we would like to hear from you. Please call (626) 440-1883.

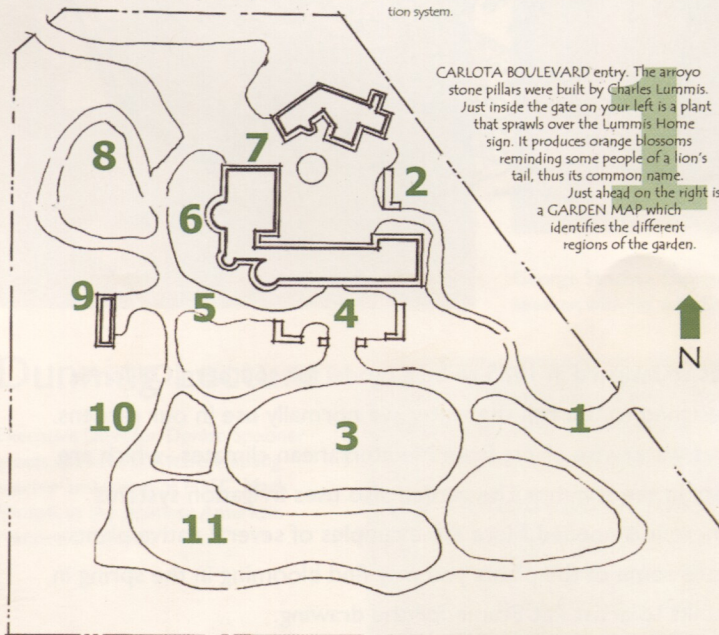


Self-guided Tour of the Lummis Garden

Please return this Guide to the front desk before you leave

We live in a semi-arid desert environment in Los Angeles, with dry summers and wet winters. Rain fall averages 17 inches a year. To serve a regional population exceeding 10 million, natural rainfall is supplemented by bringing in water from other regions.

In 1985 after six years of drought, the Historical Society of Southern California installed a waterwise garden, which requires about half the water of a conventional garden, thanks to grants from several nonprofit organizations and municipal agencies concerned about our water supply and delivery. A group of Cal Poly Pomona professor Robert Perry's students came up with the concept in a class assignment and Perry became the project architect. The two-acre demonstration garden uses native plants and plants from Mediterranean climates. Plants are grouped by their water needs and water is delivered only where it is needed by an efficient irrigation system.



CARLOTA BOULEVARD entry. The arroyo stone pillars were built by Charles Lummis. Just inside the gate on your left is a plant that sprawls over the Lummis Home sign. It produces orange blossoms reminding some people of a lion's tail, thus its common name. Just ahead on the right is a GARDEN MAP which identifies the different regions of the garden.

FOLLOW the path to the right and you will find the Citrus Garden. Why citrus? Although citrus trees require more water than most of the plants in the garden, they provide fruit, a beneficial use of the water. Lummis, himself, planted many fruit and nut trees when he lived at El Alisal.

YARROW MEADOW The meadow demonstrates how a waterwise plant can substitute for a grass lawn. The meadow, sown with *Achillea millefolium* 'Rosea' requires half the water of turfgrass and needs mowing only two to four times a year. The meadow receives considerable foot traffic during the historical society's events and is able to recover rapidly.

NOTICE how the entry to the house is delineated not only by plants but also by benches. The native sycamores provide a shady canopy. Plants that are showy and require more water are placed close to the house where they will get more attention. The Kangaroo paws at the doorway are showy but come from Western Australia which has a similar Mediterranean type of climate.

THE DECOMPOSED granite paths are an important part of the waterwise garden. Instead of rain runoff over a hard surface, water percolates through the decomposed granite and returns to the aquifer beneath. Along this path on the right notice the herbs and yellow yarrow. On the left are strawberry trees with shiny green leaves and, in the fall, small bell-like flowers. Their berries provide color in the winter as well as food for the birds and squirrels. Look up at the chimney—which was more elaborate before being damaged in an earthquake—and the bell tower. The bell is said to come from an asistencia, a minor mission.

AS YOU WALK along this path look for a metate at the base of the tepee-shaped turret. Lummis often incorporated his collections of Native American artifacts into the design of the house. The fern garden, surprisingly, requires little water. Planted under a sycamore tree on the shady side of the house a variety of ferns thrive. The oak trees on the opposite side of the path are underplanted with mahonia and evergreen currant.

Above is part of the much larger self-guided Garden Tour brochure produced by Ted Flatebo from Troop 1999, Orange County Council of Boy Scouts of America for his Eagle Scout project.



Meet HSSC Members Ken and Carol Pauley

KEN PAULEY AND CAROL MARK happened to attend a French class at UCLA in 1970. He was there to fulfill the foreign language requirement for a doctorate in structural engineering, she for her master's degree in classical languages. A few years after their marriage in 1973, two things happened to change the course of their lives. They acquired two professional cameras, an SLR and a view camera, and Ken joined the Los Angeles Corral of Westerners, making the acquaintance of Ernie Marquez, Everett Hager, and Norman Neuerberg. Under their influence, he, and later Carol, developed a love of the California missions.

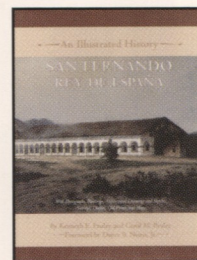
Their mutual interest in photography blossomed with the study of some cherished books on photography and photo collection and preservation. One was by Susan Sontag, who said in her essay

On Photography, "... to collect photographs is to collect the world." They began collecting classic photos of California's missions and traveled up and down the coast photographing all 21 missions. Their favorite, Mission San Fernando Rey, was most frequently visited.

Twenty-seven years of collecting photographs and researching missions, most notably San Fernando, led to the publication by The Arthur H. Clark Co. of *San Fernando, Rey de España: An Illustrated History*. It had its debut at the California Mission Studies Association conference in February 2005.

The couple financed their book with the sale of Ken's much-loved Cessna 172 Skyhawk. The book is a combination of text, illustrations, architectural drawings and sketches, surveys, diaries, old prints, and maps, and 450 photographs which chronicle the construction, deterioration, and subsequent restoration of the buildings. It is a history not only of the mission but also of the San Fernando Valley.

Ken is a charter member of CMSA (California Mission Studies Association), a member of HSSC, The Huntington Library, Gene Autry National Center, and the San Fernando Valley Historical Society (SFVHS). He is Sheriff of the Los Angeles Corral of Westerners for the year 2006.



by Michele Clark

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