

Gift: Mrs. James Cowley
Sept. 1950

DAVIS' COMMERCIAL ENCYCLOPEDIA OF THE PACIFIC SOUTHWEST

CALIFORNIA
NEVADA, UTAH
ARIZONA



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EDITED AND PUBLISHED BY
ELLIS A. DAVIS
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Introduction



IN the preparation of this volume of THE PACIFIC SOUTHWEST, one of the series embracing the Encyclopedias of The Pacific Southwest, the Pacific Northwest, Western Canada, and the Hawaiian and Philippine Islands, the author has endeavored to furnish to the reading public interested in the progress and development of the Pacific Southwest an authentic, comprehensive compendium of the geography, resources, industries, development, population, and transportation facilities of each city, town, county, and district, comprising the States of California, Nevada, Utah, and Arizona, with appropriate illustrations depicting the styles of architecture, scenic beauties, industrial enterprises, and accurate maps of the cities and counties. Where recent official data is unavailable, the computations are based upon the estimates of the most reliable authorities. Although exaggerated and erroneous reports of the boom literature type have been avoided, due attention has been given to undeveloped districts, in order to furnish prospective investors with reliable facts and figures. ¶ In view of the many varied phases of life and industry in the Southwest on which it is important that full and reliable information be

furnished, the author has accepted contributions from men and organizations of national reputation who are the accepted authority on the subjects treated. These articles treat fully, though briefly, the different industries with the purpose of bringing the essential facts clearly and forcibly to the reader. Our purpose is not only to furnish a compendium of information regarding the different districts, but to exploit fully the many industries and enterprises that are of interest to those seeking reliable information regarding the resources and opportunities, and interesting and historical facts from a reliable source regarding the Pacific Southwest. The author wishes to acknowledge the courtesies of the California Development Board and other publicity organizations of the Southwest, and also the many officials and public spirited citizens who have rendered invaluable assistance in the preparation of this work. ¶ This volume is offered to the public fully indexed as a commercial compendium of the Pacific Southwest, suitably prepared and illustrated for use as a school, library or household encyclopedia.

Yours truly,

ELLIS A. DAVIS.





CAPT. A. M. SIMPSON



E. J. WICKSON



EDWARD HYATT



J. A. FILCHER



S. GLEN ANDRUS



REUBEN B. HALE



EDWARD ROBESON TAYLOR



BENJ. IDE WHEELER



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JAMES ROLPH JR.



HIRAM W. JOHNSON



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GEO. ALEXANDER



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DR. GEO. C. PARDEE



GEO. C. PERKINS



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CHASE MOORE



D. C. COLLIER



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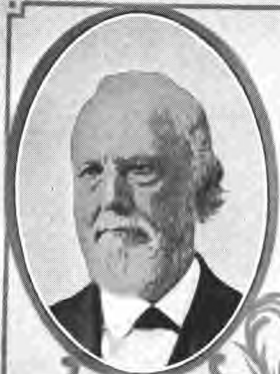
E. T. EARLE



WILLIAM THUM



R. D. DAVIS



PETER H. BURNETT
1ST GOV. 1849-1851



JOHN MCDUGALL
2D GOV. 1851-1852



JOHN BIGLER
3D GOV. 1852-1856



J. NEELY JOHNSON
4TH GOV. 1856-1858



JOHN B. WELLER
5TH GOV. 1858-1860



MILTON S. LATHAM
6TH GOV. 1860-1860



JOHN G. DOWNEY
7TH GOV. 1860-1862



LELAND STANFORD
8TH GOV. 1862-1863



FREDERICK F. LOW
9TH GOV. 1863-1867



HENRY F. HAIGHT
10TH GOV. 1867-1871



NEWTON BOOTH
11TH GOV. 1871-1875



ROMUALDO PACHECO
12TH GOV. 1875-1875



California State Capitol



WILLIAM IRWIN
13TH GOV. 1875-1880



GEO. C. PERKINS
14TH GOV. 1880-1883



GEO. STONEMAN
15TH GOV. 1883-1887



WASHINGTON BARTLETT
16TH GOV. 1887-1887



R. W. WATERMAN
17TH GOV. 1887-1891



HENRY HARRISON MARKHAM
18TH GOV. 1891-1895



JAMES HERBERT BUDD
19TH GOV. 1895-1899



HENRY T. GAGE
20TH GOV. 1899-1903



GEO. C. PARDEE
21TH GOV. 1903-1907



JAMES N. GILLETT
22D GOV. 1907-1911



HIRAM W. JOHNSON
23D GOV. 1911

Governors of California

THE PACIFIC SOUTHWEST



ELLIS A. DAVIS

Northwest, including also the Canadian Northwest composes the last frontier inviting the importation of capital, labor and home-seekers.

The evolution of this vast area has been one of continual progress. The distance from the Atlantic seaboard has, in a measure, prevented the introduction of foreign immigrants, and the laws against the immigration of orientals has resulted in the settlement of this area principally by native-born Americans from the Eastern and Middle West States, who have come West to enjoy the beautiful scenery, unequalled climate, and opportunities offered by her many diversified enterprises.

The Pacific Southwest has had a romantic history. This region was visited by the Spanish conquerors under Cortez, who inspected Southern California as early as 1536, nearly a century before the Pilgrim Fathers landed at Plymouth, and the old Franciscan missions still standing at various places in Arizona, Southern California and along the coast attest of a civilization long before this land of sunshine was known to the early Americans. This entire area was ruled by Spain until 1822, when Mexico revolted and it became a part of that republic.

CALIFORNIA became the center of much interest in the early forties, and in the year 1846 General Fremont, who was conducting a scientific expedition on the Pacific Coast, organized a battalion of riflemen and took possession of Fort Sutter and a fort at Sonoma, raised the bear flag, declared their independence from Mexico, and General Fremont became Governor of California. Shortly afterwards Commodore Sloat, acting on instructions from the Government, seized Monterey, raised the American flag, and at the same time Captain Montgomery raised the Stars and Stripes over San Francisco. Commodore Stockton and General Kearny completed the conquest and by a treaty with Mexico in 1848 California became American territory. A short time afterwards gold was discovered near Fort Sutter, which started the historic gold rush over the plains via the Isthmus of Panama and "around the Horn." On September 9, 1850, California was admitted as the thirty-first State. Her principal attraction for a time was mining, but the distance from a source of food products made necessary the cultivation of agriculture, which developed on a large scale in large wheat and stock ranches. The completion of the Union Pacific Railroad, in the early seventies, facilitating travel and shipping from the East,

THE Pacific Southwest, comprising California, Nevada, Utah and Arizona, represents a vast area extending from the Rocky Mountains to the Pacific Ocean, and from Mexico to the southern border of Oregon and Idaho. This rapidly developing region contains over one-seventh of the entire area of the United States, with a wealth of diversified soil, climate, scenery, resources and opportunities for commercial and industrial development unequalled in any similar area throughout the civilized globe, and with the Pacific

was a great sesame to California's progress. Her large forests became another resource of great value, and lumber manufacturing has become one of her important industries. The more recent development of her intensified agriculture and horticulture industries have been her most important progress. California, however, is unfortunate in her lack of manufacturing industries, which are still in their infancy and which are second to none in her possibilities for future development.

California's diversified climate and scenery have become famous throughout the world. It is a land of perpetual snow, on mountain peaks upwards of 10,000 feet high; a land of eternal summer, and valleys radiant with perennial beauty; a land of roses, fragrant and beautiful; the land of ostriches, and the land of humming birds; meadow larks unnumbered hail the morning from the grain fields and at night among the hills may be heard the wailing cry of the mountain lion. California offers homes and happiness for unnumbered thousands.

NEVADA was first brought to the attention of the world by the discovery of her fields of gold. The rich discoveries of Virginia City brought thousands of settlers from all parts of the world, and an inexhaustible quantity of the precious metal was produced from her rich mines. The more recent discoveries at Goldfield, Tonopah and Rawhide brought the attention of Nevada's inexhaustible resources before capitalists throughout the nation, but Nevada's more recent and valuable discovery is her splendid opportunities for the development of her agricultural possibilities. After every great gold rush there is always a reaction, but Nevada has taken on new life, her great opportunities for irrigation have interested capital, and large irrigable tracts are being developed into enterprising and thrifty orchards and farm lands. In this respect Nevada has progressed rapidly. The scarcity of rain retarded this development until irrigation came.

Nevada is a land of continual sunshine, with an area of over 71,000,000 acres, and greater than the combined area of Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Maryland, Delaware, West Virginia, New Jersey, and Rhode Island with a population of approximately 100,000 people.

Although Nevada still has many attractions for mining development in different sections, her most important claim is in her agricultural possibilities, which will develop rapidly with irrigation. The Truckee-Carson irrigation project, located in Western Nevada, contemplating



CALIFORNIA STATE CAPITOL AND PARK, SACRAMENTO.

the reclamation of 350,000 acres, and other irrigation enterprises, are some of Nevada's recent developments. This will be increased with the development of her farms and in due time Nevada will contain large areas of closely cultivated intensified farming with a prosperous and enterprising agricultural population.



A TYPE OF THE SPANISH MISSION.

UTAH, a portion of the territory formerly known as the Mexican province of California, lies in the basin between the Sierras and the Rockies, and is commonly known as the Mormon State. The story of the early settlement of Utah reads like the legends of the classic myths. It was first settled by Brigham Young, who entered the valley with his band of Mormons in 1847. The history and development of Utah is recorded elsewhere in this volume, but different from the other Southwest States, Utah has since her first settlement been an agricultural State. The Mormon chief did not wish to develop the mining industry, as it was not his desire to bring in outside capital, so the principal industry was the cultivation of the soil. Irrigation in Utah, however, has been a great boon to agriculture, and irrigation is making the farms yield many times what they formerly produced. Dry farming has, in the past, been the principal industry, but the development of irrigation projects and horticulture are making rapid evolution. Salt Lake City, the metropolis of the State, is the commercial, industrial and manufacturing center of the immense mountainous area between Colorado and the Coast.



A GLIMPSE OF THE GOLDEN GATE FROM BERKELEY HILLS.

Utah's surface consists of high table land, mountains and valleys, a large portion of the area being arid except in the valleys. The Wasatch Mountains are the principal watershed, traversing, in a northerly and southerly direction, the entire State. The largest portion of Utah's population, and hence her development, lies between the Great Salt Lake and the Wasatch Mountains, extending from Logan, a prominent agricultural and stock-raising center, south to Provo and Pason, east to Utah Lake. Farther south the districts are principally devoted to sheep ranching, where countless flocks roam over the plains and in the valleys

the year around. Oil has recently become a great asset to Utah's wealth. Immense oil-producing fields are located in the great San Juan district in the southeastern part of the State in the vicinity west of Bluff City.

Utah's distance from market has been a sesame to her manufacturing and canning industries, which have had a considerable development. Woolen mills have been established in Salt Lake, Ogden, Provo, Brigham City and other towns. Sugar factories have been established at Provo, Lincoln and Garfield, which have encouraged the raising of sugar beets. Mining has probably played the greatest part in attracting the introduction of capital, and there is still much development to be done in this profitable industry. Utah's greatest prospects for future development, however, are in her agriculture, which can only progress with the utilizing of her water supply; reservoirs for irrigation can be established in the Wasatch Mountains, which will in the future fertilize large areas of agricultural and orchard lands.

ARIZONA has in the past been recognized principally by her contributions of metal. Her copper industry in different areas has produced upwards of \$175,000,000. Her silver mines also have been of no inconsiderable importance, having produced a total of nearly \$50,000,000, and upwards of \$10,000,000 has been produced in gold. The first records of her exploration that we have was by Padre Maco Deneizen and Vasquez de Coronado in 1539, and later several Spanish missions were established. In the early part of the nineteenth century mining and ranching had made some progress but were given up, due to the fierce wars of the Indian tribes. The new Arizona is coming to be known as an agricultural country. Large herds of cattle graze upon her vast plains, but where irrigation is possible the most splendid results in intensified agriculture and horticulture are obtained. Southern Arizona is not as generally supposed, a desert, but a land of many attractions, strong contrasts and surprises. Her principal development is in her irrigation. The immense irrigation projects at Yuma and Salt River are adding large quantities of valuable agricultural land; the Roosevelt Dam at Salt River, which when com-



MOUNT TALLAC, NEAR LAKE TAHOE, CAL.

pleted will be 700 feet long, the reservoir of which will cover 17,000 acres, will add greatly to her productivity.

In the following pages we have treated in detail the resources, industries and development of each of the Southwest States, and depicted with suitable illustrations and maps the scenic beauties, the styles of architecture and the industrial enterprises of the separate cities, towns, and districts of the Southwest States.

In view of the many varied phases of life and industry in the Southwest, on which it is important that full and reliable information should be furnished, we are fortunate in having, as contributors to the Encyclopedia, men and organizations of national reputation who have furnished articles upon topics on which they are accepted authorities. These interesting and valuable articles, prepared exclusively for Davis' series of Encyclopedias, profusely illustrated, are published in the following pages.

Progressive Legislation in California

By HIRAM W. JOHNSON

Governor of California



HIRAM W. JOHNSON

THE recent legislation of the State of California has been so varied, so kaleidoscopic, indeed, that it could be well divided into various forms and under various sub-heads, but for brevity it can be given in three different classes: First, the class that might be termed political; next, that which may be called economical, and the third may be termed humane legislation, which dealt with subjects concerning the broadest phases of humanity. In the matter of political reform we changed the Australian ballot from the condition in which it had been degenerated into its original form. When the Australian ballot was first introduced

quarter of a century, they have been unable to do so because of the difficulties involved.

Recent constitutional amendments also gave to each county and each municipality over which the legislature had jurisdiction the initiative, referendum and recall, and the amendment passed by the voters October 10, 1911, gave to the State at large what had already been conferred upon the cities by their charters and upon the counties by the legislature of the State of California.

An industrial-accident board was also created, a board that was designed to give, by summary proceedings, immediate relief to the injured employee without unduly mulcting the employer.

Experience has taught in the older countries that a law of this sort works out as a matter, ultimately, of insurance, and finally, when as a matter of insurance, this law has become operative, the law itself can be put into such operation as to do untold good to the injured employee and to do no injury to the employer himself. But in California the insurance companies have in some instances raised their rates from 1 to 4 per cent; in other instances from 1½ to 3 per cent, and from 2 to 3½ per cent, etc., graded according to the particular business, and in this fashion, by thus making the rates almost prohibitory, they have prevented many of the great employers of the State from coming under this law. It may be necessary, in order to make it effective, to take the State of California into the insurance business and break that particular monopoly which is a barrier preventing a most beneficent law from becoming adequately operated.

For the purpose of conservation of California's resources, two laws were enacted, one known as the water board of control and the other as the conservation act, the design of which was to enable the State, first, to take an inventory of that which belonged to the State, to ascertain what yet remained of material resources unappropriated and save it for future generations. By appropriate measures and by the investigations which are being made by those two boards, it is hoped to protect what little remains of the unappropriated of the State's resources, and also to recover what may have been, in the past, fraudulently procured.

Eight hours has been the recognized day's labor for men in California. Contracts entered into by the State have recognized this fact. Men, by organization and unions, have been enabled to take from those who denied a day's labor of that sort. The legislature, with the chiv-

it afforded us what we thought a ready means of obtaining the discrimination of the average voter upon the individual who was a candidate for that particular office. It did fulfill that purpose to a certain degree, but the politicians subsequently changed the law as originally enacted, thus enabling the ordinary voter, without discrimination or thought as to the particular office of the particular candidate, by one mark to vote a straight ticket. We believed that, in a government such as ours, resting, after all, upon the intelligence of the people, that the people have that intelligence, discrimination and ability to govern themselves.

The things which we are doing in California are but progressive and successive steps, of which the agitation of making the United States Senate responsive to the popular will was the beginning.

Returning to the Australian ballot, there is no longer a party circle, because, as we think, it has at least the appearance of a lack of that discrimination by the electorate that is desirable and necessary in our form of government. We did not quite succeed in what was our design with respect to the judiciary upon the ballot, but we tried, at least, to make that judiciary non-partisan by removing from the candidates for judicial office any party designation or appellation whatsoever.

The direct-primary law required certain amendments. We made these amendments in the last session. Beyond the mere form of amendment that was made by the last session of the legislature was the fact that we were enabled, by the enactment of a law passed amendatory to the direct-primary law, to give to us a State-wide vote upon the United States Senators. This act is of more than State-wide importance. In fact, it may be considered that we are in effect amending the constitution of the United States, because, by virtue of the fact that our constitution is of such a character that although more than nine-tenths of the people of the United States desired to amend that constitution for a



STATE HOUSE AND CAPITOL PARK, SACRAMENTO



ALONG THE WATER FRONT, SACRAMENTO

alry and justice that it possessed, gave an eight-hour day to the women of the State as well as to the men.

A local option law for the sale and distribution of liquors was also enacted. We created a new supervisory power over the State institutions, known as a board of control. The power given it was designed to keep in check the expenditures of the State institutions and to enable that board by appropriate investigations to determine exactly the efficiency of any particular department of the State government that dealt with the State finances, and that board eminently justified itself in four short months. It is our ultimate intention to make that board a central purchasing agency and also distributing agency for all of California's State institutions, so that, instead of each institution advertising for bids in the different localities and expending its own appropriation, we will have one purchasing, contracting and distributing body in the central point of government of the State, and in this manner hundreds of thousands of dollars will be saved to the people.

The difficult and cumbersome manner of criminal procedure of California was also, in a measure, corrected by appropriate legislation, making it possible to expedite the trials of offenders of the law and thereby decrease the expenses of dispensing justice. The inadequate system of weights and measures of California was corrected by appropriate legislation and an act was passed and submitted to the people in a constitutional amendment by which it became possible for us to make corrections, if they are hereafter desired, by the appointment of the proper officials. This new board of control, being a radical departure from the old system, was not obtained without tremendous efforts, because every individual who represented a district where there was a State institution, of necessity, was opposed to any board of control that exercised supervision over his particular institution. Thus it was that it took the entire session, and finally, at its conclusion, the labor of many to accomplish the desired result in this bill. The effect of this act will be readily obvious, as we will have but one purchasing,



HISTORIC OLD FORT SUTTER, SACRAMENTO, BUILT BY THE EARLY PIONEERS

contracting body which will attend to the purchasing of all articles required for the use of State institutions.

The present administration is endeavoring to do one thing, not an injustice, not a wrong, not, indeed, to do aught to any transportation company that it would not do to any private individual. It is endeavoring to do justice between two ever contending forces, transportation companies on one hand and the people on the other, and by trying to arrive at a just conclusion as to the physical valuation of the properties of the transportation companies, they are able to settle the just rates of fares and freights that should be charged by these companies.

In a matter of prison reform, we have made legislative investigations and endeavored to prevent the undue humiliation of certain prisoners by providing that that particular class of first offenders who may be capable of reformation shall be segregated in a reformatory and given an opportunity to reform. To this effect, \$150,000 was appropriated to build a reformatory where such prisoners shall be taught to become useful members of society. There was also devised an idea of manufacturing in the prisons those things required by the State, county, municipality and the district, and in this manner, not only teach the prisoners a



VIEW OF K ST., THE PRINCIPAL BUSINESS STREET OF CALIFORNIA'S CAPITAL

useful occupation, which will enable them upon discharge to find a place in society and to earn a livelihood, but in making these useful articles to make the prisoners self supporting, thus saving to the taxpayers of the State the expense of upwards of six hundred thousand dollars per year. The first reason that actuated us in the passing of this act was humanity—reclamation of the human being confined in jail, giving him a useful occupation to keep him active while in confinement and to enable him when discharged to take his place with the citizenship of the land in a useful occupation. Although this was the principal cause which influenced the enactment of this legislation, the saving to the State of several hundred thousand dollars which is spent annually in prison expenses would in itself be sufficient cause for the passing of such an act, though from a humanitarian standpoint we believe a much greater result will have been accomplished. It will, of course, take some time and patience to develop a system that will produce fruitful results, but we believe that our plans are entirely practical.

These are some of the acts which constitute a portion of the progressive legislation enacted by the present administration in the year of 1911 in the State of California.

Panama-Pacific International Exposition

San Francisco, 1915

By C. C. MOORE, President



C. C. MOORE

EVERY civilized nation in the world is deeply interested in the opening of the Panama Canal. It is anticipated with greater eagerness than any modern achievement because no event will present so many opportunities for commercial advantages. None other presents so vast a promise for the most intimate of international relationships.

From the time that it became known that the United States would build the Panama Canal the press and the public men of our sister nations recognized the propriety of an international celebration to commemorate its completion. Such a celebration, it was felt, would fittingly express the gratification of the world at America's gift to civilization—the Panama Canal, in whose advantages all nations would participate. Foreign nations early extended assurances that they would co-operate in every way to express their appreciation of the value of America's great undertaking.

In the United States it was the public sentiment that the completion of the Panama Canal should be made the occasion of a great com-

memorative fete and it was realized that the celebration itself must rise to the importance of the event. It was definitely decided that America should hold the greatest exposition in the history of the world.

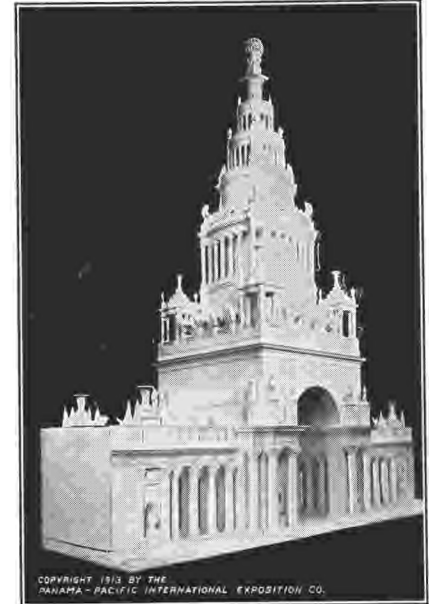
Congress selected the Pacific Coast as the logical situation and accepted the offer of San Francisco to act as hostess to the world at the Panama-Pacific International Exposition in 1915.

The task has been undertaken upon a magnificent scale for world education and interest. It will include the finest features of all former world's expositions in recording the progress of the world, but yet in its distinctive color of the West, of the Orient and of all the countries bordering upon the Pacific, it will stand alone.

The site for the exposition surpasses that of any exposition ever held and is peculiarly suited to the maritime event it celebrates. It commands the scenic features of harbor and hills that make San Francisco one of the splendid cities of the world. It is proposed to connect Harbor View with Lincoln Park and Golden Gate Park. Harbor View forms a crescent on the bay of San Francisco, midway between the Ferry Building, the principal entrance to San Francisco, and the Golden Gate. The grounds of Harbor View, comprising about 500 acres, lie slightly above sea level as the floor of an amphitheater with its encircling walls the wooded slopes of the Presidio and the hills of San Francisco. The panorama from Harbor View is unsurpassed even as the Riviera. Looking seaward one sees the bay and the islands and the ships, and farther on the mountains of the Marin shore with Mount Tamalpais, loftiest of all.

At Harbor View will be located a yacht harbor, the "Midway" and night life of the exposition, and many concessions that lend themselves to night illumination, as well as great buildings to house such heavy exhibits as may be more easily unloaded from ocean-going vessels.

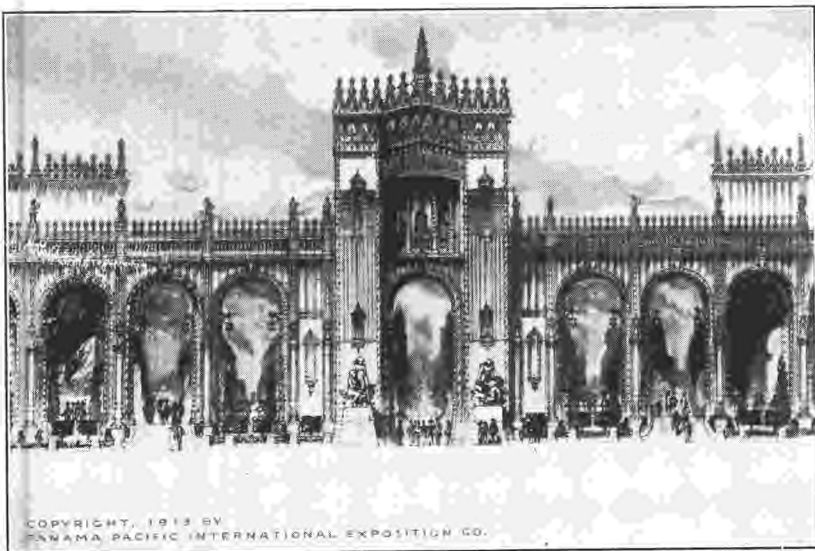
Lincoln Park, where the Golden Gate rounds out into the Pacific Ocean, commands an unsurpassed view of the bay, its islands and the hills of San Francisco on the one side and the Pacific Ocean with its coast line on the other. Here a commemorative statue should be erected welcoming ships to the Golden Gate. A memorial tower, 850 feet in height with a base 200 feet square, has been planned by a private corporation which proposes to turn it over to San Francisco after the structure has returned its original cost and paid a fair dividend on the investment. Adding to the tower the height of its base and the elevation of the ground on which it is to be built, the tower will be about 1300 feet above the waters of the Golden Gate. From Lincoln



PALACE OF JEWELS.

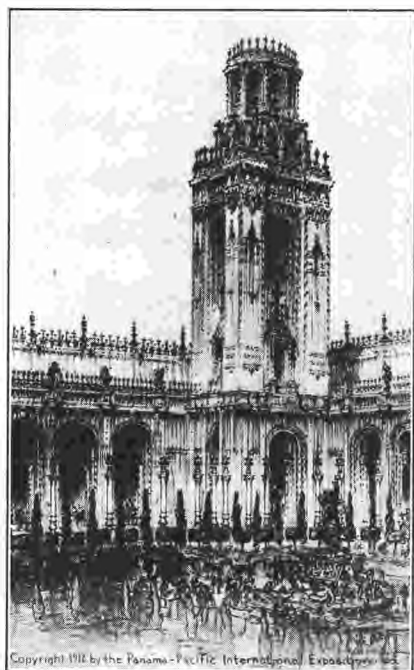


NICHE IN THE COURT OF FOUR SEASONS.



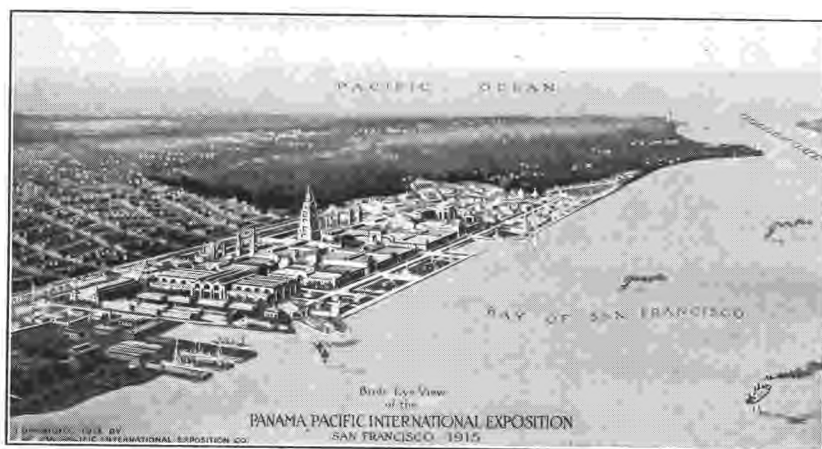
THE FACADE OF THE COURT OF FESTIVALS.





huge palms and beautiful flowers, strange vegetables and fruits that the man of the Occident has never heard of.

San Francisco herself will be adorned in a surpassing scale in harmony with the exposition. A programme of events of international interest and importance will afford the visitor an opportunity for edu-



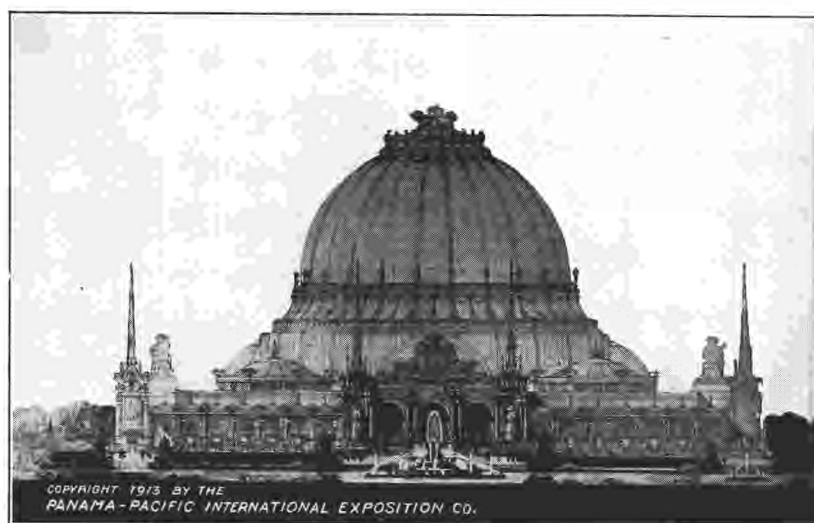
BIRD'S-EYE VIEW OF EXPOSITION, LOOKING OUT THE GOLDEN GATE.

cation and entertainment that he could not secure in a life time and probably never. The opening feature of this programme will probably be marked by the entrance into San Francisco harbor of a fleet of the battleships of all nations. Upon the invitation of the United States the warships of the foreign nations will assemble at Hampton Roads, a bill to this effect having been introduced in Congress by Senator Swan-

Park the boulevard turning down and paralleling the Pacific Ocean will pass through an area of about 200 acres which may be secured for exposition purposes, until it reaches Golden Gate Park.

Golden Gate Park will be the scene of the permanent structures which will remain after the exposition is closed. Here, also, the stadium is located and it has been suggested as the location of one of the most delightful and instructive features of the exposition: a series of wonderful Japanese, Chinese, and Hawaiian gardens of many acres in extent. The rarest and most beautiful exotic flowers, plants, and shrubs,

son. These fleets will be joined by an American fleet and will then be reviewed by the President and foreign dignitaries. After this it is proposed that all the vessels proceed through the Panama Canal, arriving in San Francisco harbor about two weeks after the exposition opens. From unofficial advices it is estimated that between eighty and one hundred foreign battleships, in addition to those of the United States



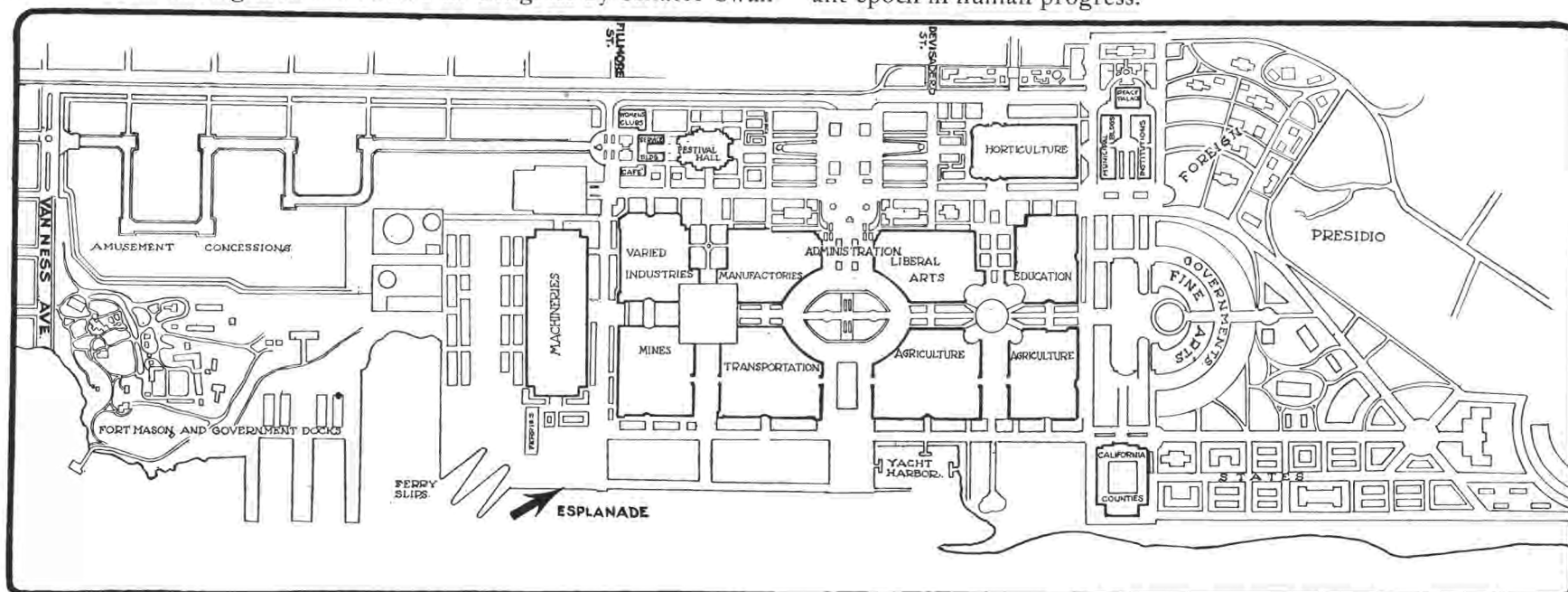
HORTICULTURAL BUILDING, PANAMA-PACIFIC INTERNATIONAL EXPOSITION, SAN FRANCISCO, 1915.

Navy, will participate in the maneuvers. It would be difficult to imagine a more glorious compliment; and San Francisco will know how to respond. Innumerable international events will follow—yacht races and motor boat races, aviatic meets, Olympic games, intercollegiate contests, automobile races, military maneuvers, all participated in by the nations of the world.

Every nation in the world will be represented by the greatest displays of their industries and manufactures and the products of their soil. It is expected that in magnificence and variety the contributions of China and Japan will surpass anything hitherto attempted by them and will afford a liberal education as to the amazing progress obtained by the nations of the Orient.

Hawaii and the Philippines, America's outposts in the Pacific, will be more lavishly represented than they have been at any time within their history. The nations of Europe and South America, moved by international sentiment, will acknowledge America's gift to the world at the Panama-Pacific Exposition, while the manufacturers and producers of those nations, eager to come in contact with the new markets, will be elaborately represented.

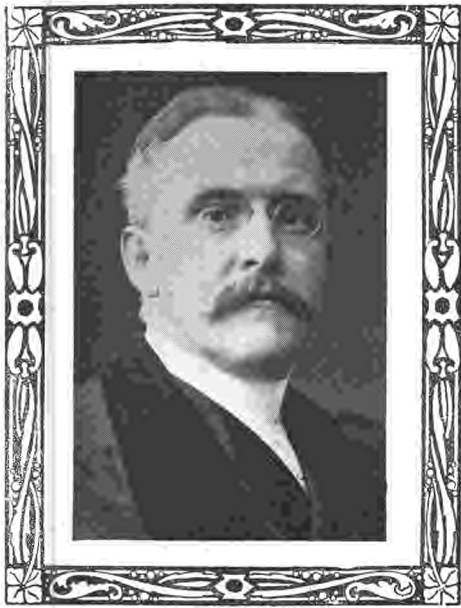
International Congresses will form an important part of the exposition activities and steps have already been taken to secure them for San Francisco for the year 1915. They cover all branches of human activities and the publication of their proceedings will mark an important epoch in human progress.



PLAN OF EXPOSITION GROUNDS, SHOWING LOCATION OF BUILDINGS AND OTHER ATTRACTIONS.

The University of California

By BENJAMIN IDE WHEELER, President



BENJAMIN IDE WHEELER

not merely a teaching mill; rather it is not that at all. It is the assemblage of a body of men of science and learning provided with the facilities for the work of education and research work which it is intended they shall share with certain young people—their students. Such an institution depends on atmosphere rather than a series of tasks; it is an institution that sets standards, and thereby serves the State. The University of California is becoming, more and more as it emerges in the fullness of its opportunity, a valued servant of the State. The University of Wisconsin, finely and generously and loyally supported, has regenerated the State—has given it the finest administration in the country.

The significance of the university as a part of the State may be gathered from a résumé of its extensive and varied activities. First of all, there are the usual academic departments at Berkeley, offering to students the old foundation subjects—the classics, English literature, history, the modern languages, and the sciences. Then there are the engineering schools—mining, mechanics, and civil—for whose graduates there is an almost eager demand, not alone in this State and country, but in foreign lands. There are departments of growing strength and opportunity; our mining students, for example, are housed in what I have had occasion to describe as not only the largest, but the most completely equipped building devoted exclusively to the study of mining engineering in the world. The department of commerce is meeting the call of the State for men equipped for the pursuit

A MODERN State of the western type cannot thrive without its university. The university is a phase of the State—indeed, is the State when the latter addresses itself to certain lines of action. The Regents of the University of California are a body having in trust and governance the higher educational interests, and all that is now associated therewith, of California. This responsibility they discharge in chief measure through the maintenance and activities of the university. What are these activities? What is a State university? It is assuredly

of business, and the call of the nation for men trained for the consular service. The departments of medicine and jurisprudence, with their firm insistence on the maintenance of standards, are striving to give to two great professions in the State men of training and power.

The University thus educates the children of the citizens of the State—but it does far more than that; it ministers directly to the needs of the citizens themselves. The department of agriculture, with headquarters at Berkeley, is in affiliation with the farm school at Davis and the Kearney ranch at Fresno, and, through the Demonstration Train and the Farmers' Institutes, with the agricultural communities throughout the State. It would be conservative to say that through assistance afforded in the diagnosis and checking of plant and tree diseases and instruction given in improved agricultural methods, the University has contributed immensely to the prosperity of the State.

On Mount Hamilton there is the Lick Observatory, by common consent an institution of first rank in the world. In Los Angeles there is a medical school newly affiliated with the University. In San Francisco the associated colleges of medicine, law, dentistry and pharmacy, and the Wilmerding School for training in industrial arts, and the Institute of Fine Arts, all under the supervision of the regents, are in regular activity. And finally there is at Riverside and Whittier the Southern California Pathological Laboratory, at La Jolla the Marine Biological Station, and at Pacific Grove the Herzstein Seaside Laboratory—all established and maintained in fulfillment of recognized need.

The University of California less than fifty years ago was taken over by the State and exists for the State. It will, in proportion as it takes shape as a true university, render ever larger service to the State. Leading scholars must have their residence in Berkeley. Buildings and laboratories adequate to their need must be provided. Provision must be continued and enlarged for all their varied activities in other parts of the State. And all this will redound to the greater good of California.



A BIT OF SCENERY ON THE U. OF C. CAMPUS.



COL. THEODORE ROOSEVELT ADDRESSING AN AUDIENCE OF 10,000 IN GREEK THEATER, CHARTER DAY, MARCH, 1911.

The Fishes of California

By DAVID STARR JORDAN

Chancellor of Leland Stanford Jr. University



DAVID STARR JORDAN

THE total number of fishes known to exist in the waters of California is 435. These may be grouped in regard to their distribution as follows: About 165 species may be referred to as cold-water fauna. These are species that live near the shore, and whose proper home is found north of Point Conception, or in the cold current which sweeps along our coast, and which renders its waters less warm than in corresponding regions on the Asiatic side. About 117 species belong to the semi-tropical fauna. This occurs to the south of Point Conception and beyond the reach of the cold currents of the

north. Of course, these two categories are not sharply divided by Point Conception. Many of the northern species are found south of this point in deeper water or among the rocks, some even of the northern species going far down into Mexico. On the other hand, many southern species find their way northward as far as San Francisco.

Of the 165 species that belong to the north of Point Conception we have two very distinct categories; the one comprises the Arctic and sub-Arctic fishes like the halibut, the sturgeon, and the herring, and several varieties of the flounders. With these are a great body of peculiarly California types, which are scarcely or not at all represented in other regions, and which evidently had their origin upon our Coast. Among these, and most conspicuous, are the various species of surf fishes, all viviparous, all commonly and wrongly known as perch. Scarcely less abundant are the various species of rock fishes, red, green and black in color, which go by the general name of rock cod. The presence of these two types, both viviparous, together with the peculiar Coast type of salmon, is the most remarkable feature of the fish fauna of California.

The species which belong south of Point Conception are in most cases closely allied to tropical species, and have evidently had their origin in migrations from the south. These are, as a rule, not distinctively Californian, but belong to types which are widely diffused through the warm waters of the tropics. Their relations are with the West Indian forms rather than with the other fishes of California.

About one hundred species of deep-sea fishes have been obtained by the *Albatross* in the depths of the ocean off the continental slope of California. These creatures are as a rule very soft in body and almost black in color, and many of them covered with luminous spots, or lanterns, by which they can see their way in the darkness. They live in the open sea, at a depth of from two to five miles, and their soft bodies at this depth are rendered firm by the tremendous pressure of the surrounding waters. In their native haunts the light and heat of the sun scarcely penerate, the darkness is almost absolute, and the temperature of the water is at the point of freezing. The creatures living at these great depths are not, generally speaking, descended from the shore species of the same region. They constitute groups by themselves, and forms very similar are found in all parts of the ocean, from the poles to the equator.

About forty-five species inhabit the fresh waters of California. These are about equally divided between the great basin of the Sacramento and the San Joaquin and the basin of the Colorado. Besides

the species of trout, most of the fresh-water fishes come under the head of suckers and chubs.

Fishes for the Table.

Of the whole number of fishes found, 133 of the marine species are properly to be called food fishes, found more or less frequently in the markets, and being more or less fit for table use. The others, on account of small size, ill flavor or tastelessness of flesh, are not used for food, or else are used only when salted and dried by the Chinese, to whose soups and chowders nothing seems to come amiss. About twenty of the fresh-water fishes are also food fishes, but only seven or eight of these have much value as such.

The distribution of fishes, that is, the question of the extent of the area inhabited by any particular kind, depends on a number of different conditions, the most important of these being the temperature of the water. Most fishes are extremely sensitive to any change of heat or cold. Where, as is sometimes the case, the temperature of the water changes abruptly at a given point, the character of the fishes will be found to change equally. A very little cold is often sufficient to benumb and paralyze a fish of the tropics. On the other hand, the fishes of cold regions cannot endure any degree of heat to which they are not accustomed; and doubtless the fishes in the depths would be suffocated by the temperature of the surface water, even if their lives were not destroyed by the diminution of pressure.

Another element almost equal in importance is that of depth. The great majority of marine fishes that we know well, or that we recognize as food fishes, are shore species, inhabiting depths of from one to fifteen fathoms. The great variety of oceanic life is found within this range, through which the light and heat of the sun readily penetrate. As we go lower we find that the shore fauna disappear. The greenish-colored shore fishes give place at from fifty to one hundred fathoms to other species, the prevailing color of which is red. The green or gray colors match the colors of the sand and kelp; the red ones harmonize with the red sea-mosses among which the red fishes live. In still greater depths, where light and heat disappear, the prevailing hues are violet or black, the color of darkness.

Cannibals of the Sea.

Of less importance, but still a determining quality for very many fishes, is the character of the food to be obtained. Each species thrives best where those creatures on which it naturally feeds are most abundant. The herbivorous fishes live among the tide pools, where they can



A STRING OF CALIFORNIA SALMON READY FOR THE MARKET.



feed upon the small seaweed; the crab-eating fishes live among the rocks, and those which feed upon herring and silver-sides flourish best in the open sea.

As regards their preference in the matter of surroundings, the fishes of the coast may again be divided as follows: Of the pelagic species, about twenty visit

the coast of California. These are fishes which swim freely in the open sea, living mostly near the surface, often moving for hundreds of miles and belonging to no one country more than another. Of species living about the rocks and feeding upon the small animals which abound in the seaweeds there are fifty species, of which thirty belong to the group known as "rock cod." All of these are food fishes, although not of the best quality. One feature concerning them which is not generally known is that all of them are viviparous. Their eggs are laid in immense numbers, but they are hatched in the body of the female, so that the young are born at the length of one-fourth to one-sixth of an inch, and commonly rolled up in a coil, only the closest observers being able to detect that the egg was hatched before being turned loose in the sea.

Of the kelp fishes there are twenty-five species. These are chiefly confined to the beds of kelp which are characteristic of the California coast, nothing like it existing on the Atlantic. Some of these feed upon seaweeds themselves, more upon the mollusks and crabs which find their home among the marine plants. Like the rock fishes, the kelp fishes are usually taken by the baited hook from the deck of a boat.

There are ten anadromous species; that is, species which ascend the river in the spring or fall for the purpose of spawning in fresh water, but passing the greater part of their lives in the sea. Of the anadromous fishes the most important are the salmon; the largest in size are the sturgeons. But besides these species several little ones, such as the lampreys, have similar habits.

The fisheries of the coast as a whole are relatively little developed. The bay of San Francisco, the bay of Monterey, the bay of San Diego, and a region about Avalon are fully fished—overfished at times; but the great length of the coast remains almost untouched. Captain Collins estimates that on the 2,000 miles of the coast of California, Oregon, and Washington the fisheries are about equal to those of 500 miles on the coast of New England. The value of the product is about the same in the two districts, and may be roughly set down at \$15,000,000 per year. Of this amount the salmon fisheries of the Columbia represent between a third and a fourth, and some \$4,000,000 belongs to California. This represents from 30,000,000 to 40,000,000 pounds of fishes each year.

The salmon fisheries of the Sacramento are chiefly in the counties of Solano and Contra Costa. For a number of years these fisheries steadily declined. This was due to overfishing and to the destruction of the spawning beds through lumbering and placer mining. Practically, the only spawning beds left in the Sacramento basin are in the river itself about Red Bluff. The United States Fish Commission came to the rescue, and through the hatchery stations at Baird and Battle Creek it has repopulated the river. At present more salmon run in the Sacramento than when the stream flowed through primeval wilderness.

The salmon of the Sacramento is the quinnat or king salmon, the largest and finest of all the salmon tribe. It reaches in four years an average weight of sixteen pounds. When mature, at the age of three or four years, it leaves the sea and runs up the stream to spawn. It leaves the sea in early summer and spawns in the fall in the upper reaches of the rivers. After spawning all die, male and female. After leaving the sea the salmon of this species never feed although they readily take the trolling hook in Monterey Bay. The salmon has from 4,000 to 5,000 eggs. As naturally spawned, one egg in a hundred or more hatches and escapes its enemies. The fish hatchery undertakes to hatch ninety-five out of every one hundred and to put them into the

river to drift downward to the sea—"tail foremost," in the old salmon fashion—to return again mature fishes. The salmon are the best taken in or near the sea. From August to October the old ones are practically unfit for food, being lean and poor.

The Real Fish Royal.

Besides the trout and salmon, California has many other game fish. First of these is the great tunny, or leaping tuna, which ranges from 150 pounds to half a ton, and finds its greatest abundance about Avalon. This wonderful bay has many roving fishes, taken with trolling spoon—the yellow tail, the albacore, and the huge bass called jew-fish, with a head as large as a bushel basket. The barracuda and the great flying-fish are among the game fishes about the Santa Barbara Islands.

These noble fishes deserve protection from the amateur angler who catches a dozen or a hundred, has them hung up and photographed, himself beside them, then hires the guide to bury them while he goes away to have fun in his own fashion somewhere else.

Of introduced fishes, two, the striped bass and the shad, both planted about 1878 from the Potomac and the Schuylkill, have been of the greatest value to California. The striped bass can be found in the markets at all times, and in flavor they are as good as in their native waters.

Other fishes which have been introduced are the carp, which has proved an unmitigated nuisance; two species of catfish, which while having value, have displaced better native fishes and should have been left at home; the black bass, which thrives well in the ponds; and the green-blue sunfish, introduced into Clear Lake as food for the bass. The most valuable fish yet to be introduced is the Japanese ayu, or samlet, a diminutive salmon about a foot long, as delicate in flesh as a fish can be. It runs in countless numbers in all the clear streams of Japan, Corea, and Formosa, and should have a place in California. The eel should also be introduced into California.

I may note in passing that the markets of San Francisco fall far short of what they ought to be, and many fish are served in a stale condition. Even our best hotels are none too particular, for which reason our Eastern visitors often wrongly infer that our fish are not good. But in our glorious climate they keep longer without decaying, and in doing so they grow very stale and lose their fine flavor. The difference is not in the fish, but in the care the dealers take of them, and as to this San Francisco will some time grow more exacting.

We Get Alaska's Best.

The fisheries of Alaska are also largely tributary to California, being developed by California capital



CALIFORNIA STREAMS ARE TEEMING WITH FISH.



AN AFTERNOON'S CATCH OF BARRACUDA AND YELLOW TAIL, NEAR AVALON, CATALINA ISLANDS.



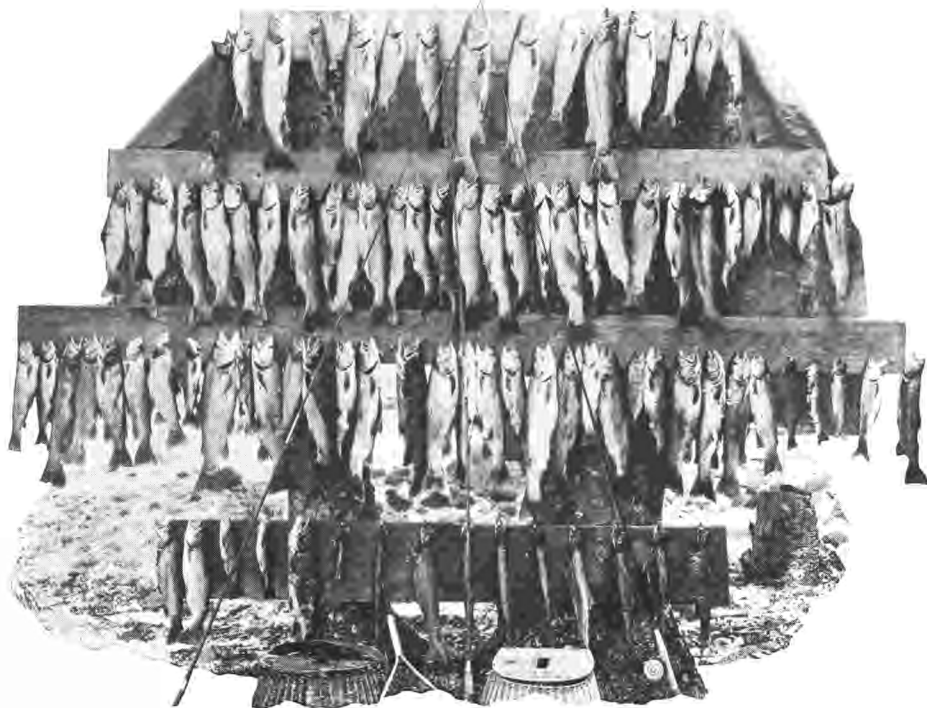
MONARCH OF THE FOREST BAGGED BY A HUNTER.

and the product mostly brought to San Francisco. The red salmon, blue-back salmon, or sockeye, in Alaska outranks in value every other species of fish in the world. Its annual product in Alaska is worth \$1,000,000 more than the original cost of Alaska to the United States. It exceeds the entire mineral output of Alaska per year by \$1,750,000. The greatest red-salmon fisheries are about Bristol Bay and Kadiak Island, but the species runs in some thirty different streams from Puget Sound northward to the Yukon.

The codfish is as abundant in the North Pacific as in the North Atlantic, but the limitations of the market have prevented their development, except about the Shumagin Islands and in the Sea of Okhotsk. The herring and hailbut have also a large and growing importance in Alaska.

Our Chief Food Fishes.

The following is a list of the chief food fishes of California, arranged in systematic order, beginning with those of simplest anatomical structure. They are grouped in classes: a, Those of high importance; b, c, d, progressively less.



A RECORD DAY'S CATCH BY A SINGLE FISHERMAN.

Soup-fin shark (d), used by Chinese; California ray (d), used by Latin people; white sturgeon (b), green sturgeon (d), Quinnet salmon (a), silver salmon (c), steelhead trout (a), Tahoe trout (a), rainbow trout (a), cutthroat trout (d), Dolly Varden trout (d), eulachon (c), surf smelt (b), small smelt (c), shad (introduced) (a), herring (a), sardine (a), anchovy (c), silver anchovy (d), moray (d), sucker (d), squaw fish (d), chub (d), carp (introduced) (d), bullhead (introduced) (b), gray catfish (introduced) (d), needle-fish (d), flying fish (c), pesce rey (blue smelt, a), small pesce rey, miscalled smelt or white-bait (c), mullet (b), barracuda (a), sand lance (d), chub mackerel (c), Santa Cruz mackerel (d), tuna (a), albacore (a), oceanic bonito (d), sword fish (c), yellow tail (a), horse mackerel (c), poppy fish, miscalled pompano (b), Mariposa (d), Sacramento perch (c), striped bass (introduced) (a), jew-



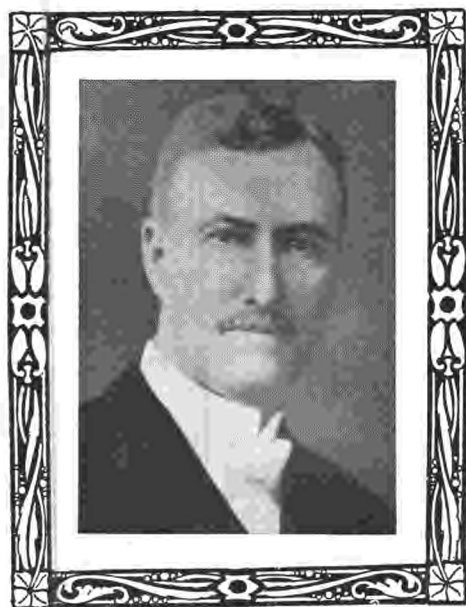
AMONG THE BIG TREES OF THE SANTA CRUZ MOUNTAINS.

fish (b), San Diego rock bass (c), banded ronco (d), spot-fin croaker (c), queenfish (b), kingfish (c), sea bass (a), weakfish (d), California surf fishes or perch, twenty kinds (c, d), Garibaldi (d), fathead (b), senorita (d), headfish (d), rock fish, thirty species called rock cod (a), priestfish, Spanish flag, Bocaccio, etc., red, black, green, banded or speckled (a, b), skiffish (c), greenling (c), blue-spotted greenling, sea trout (b), cultus cod (c), blanquillo (c), kelp fish (d), Pollock (d), tomcod (b), hake (c), halibut (a), Monterey halibut (b), flounders, thirty kinds (b, c).

In addition to the above-mentioned species there are a large number of varieties that frequent the deeper waters that are hunted for sport, the meat being worthless for food. These are principally found among the cannibal fishes, which live upon the meat of smaller fish.

The University of Southern California

By DR. GEORGE F. BOVARD, President



DR. GEORGE F. BOVARD

THE University of Southern California, located in Los Angeles, was founded in 1879 and was formally opened for the reception of students in October, 1880. It is the oldest and largest institution of learning of the higher grade south of the Tehachapi. It is under the auspices of the Methodist Episcopal Church and is governed by a board of thirty trustees who are elected by the Southern California Annual Conference. The University is not sectarian in its teachings nor in its polity. Its doors are open to all young people of good moral character who have the necessary credentials from accredited secondary schools.

While the institution is co-educational, the number of men enrolled far exceeds that of women.

The nine colleges comprising the University are all situated within the city limits. The Colleges of Dentistry, Medicine and Law are located in the heart of the city, where clinic and other facilities peculiar to the work required of professional schools are obtainable with least difficulty.

The College of Liberal Arts is located on University Avenue, at the entrance to the great Exposition Park, in which more than a million dollars are being expended in erecting buildings and beautifying the grounds. The State Exhibit Building, now completed, will contain exhibits of the products, mineral and vegetable, of every county in the State. The Museum of History, Science and Art is a magnificent building in which is being placed the valuable collections of the Historical Society of Southern California, the Academy of Science, the Cooper Ornithological Society, and the Art League of Los Angeles, besides numerous private collections. An athletic field of fifty-five acres is another item that emphasizes the advantages of the location of the University in its proximity to Exposition Park. The expenditures being made in this park are made by the State, Los Angeles County and City. The purpose of these expenditures is to make this

section of the city a great educational center. Grouped around the College of Liberal Arts, on the same campus, are the Schools of Theology, Pharmacy, Music and Oratory. The School of Fine Arts is in the northeastern part of the city, at 201 North Avenue 66.

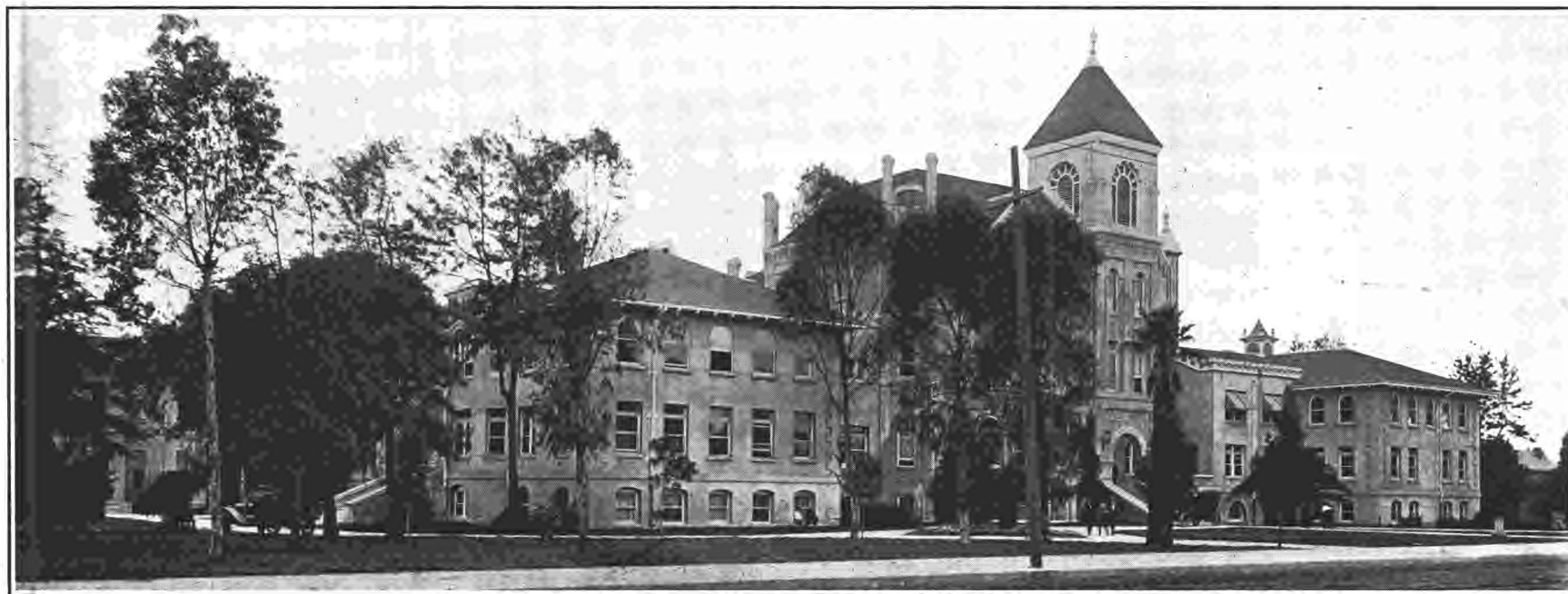
The total enrollment of students in the University for 1911-12 will exceed two thousand. First in numbers comes the College of Liberal Arts with more than eight hundred, of whom about one hundred are graduate students, either proceeding to an M. A. degree or are candidates for the high school teacher's State certificate.

The College of Law with its four hundred students ranks seventh in enrollment among the law schools of this country. Its graduates are admitted to the bar without an examination. It offers a three-years' course leading to the degree of Bachelor of Laws, and a fourth year for the degree of Master of Laws. It has a strong faculty and most excellent library facilities.

The University of Southern California, in keeping pace with other of the leading universities of the country, was quick to note the advancement being so rapidly made in medical science, and in establishing and building up the various university departments, was among the first institutions in the West to broaden the scope of the curriculum in its medical department. In 1885, when the medical department was founded, the trustees placed themselves on record for higher medical education, and since that time money has been liberally spent to equip the medical laboratories, broaden and perfect the clinical departments and to secure experienced and capable teachers and instructors. The alumni of the medical department of this University furnish many of the leading physicians and surgeons of this country. The college is housed in a modern and commodious building, planned and erected especially for its use at 516 East Washington Street, where an abundance of clinical material is accessible. In addition to the clinic at the college, the County Hospital, with more than five hundred beds, furnishes rare clinical privileges to the junior and senior classes. There are one hundred and fifty students enrolled in the medical department.

The College of Dentistry is equipped with the best apparatus obtainable. In addition to the regular work of such institutions, much research work of great importance is being done.

Much attention has recently been given to the Marine Biological Station of the University at Venice on the seashore, about forty minutes by electric car from the center of the city. By the kindness of the Abbot Kinney Company of Venice, a rich collection of living animals and marine plants peculiar to Southern California, together with an aquarium, have been placed at the University's disposal; and, by



THE CAMPUS AND THE PRINCIPAL BUILDINGS OF THE UNIVERSITY OF SOUTHERN CALIFORNIA.



A NIGHT SCENE ON THE CAMPUS

the construction of a museum and laboratories, everything is in good shape for efficient work. This takes three forms: first, an exhibition of the marine fauna and flora of Southern California, open to the public and available for study by the younger students of the University; second, facilities for older students to carry on studies suited to their state of advancement; and third, investigations pursued by graduate students, members of the staff, or biologists from other institutions, who may desire to carry on research work. The whole is under the general direction of Professor Albert B. Ulrey, head of the department of biology. The recently appointed professor of marine biology, Charles Lincoln Edwards, who is also one of the State Fish Commissioners, is making the station the basis of his special investigations into the habits of the abalone, a shell-fish found on the coast from Monterey southwards. The University boat, specially built and equipped for scientific marine dredging, promises good results.

The growing importance of the Pacific Ocean and of our relations with the Orient—likely to be still closer after the opening of the Panama Canal—has led to the organization of a new department of Oriental studies, which has been intrusted to the direction of Dr. James Main Dixon, for thirteen years professor in the Imperial University, Tokyo, Japan.

The general library of the University is being rapidly developed. The generosity of George I. Cochran, president of the Pacific Mutual Life Association, has added a Dean Cochran Memorial Library as a tribute to his father, Dr. George Cochran, formerly dean of the college. The professional colleges have their own special libraries.

A preparatory school with a separate faculty, maintained in connection with the College of Liberal Arts, is under the general supervision of the college faculty,



THE PRESIDENT IN HIS PRIVATE OFFICE

thus insuring the best preparation for entrance to college. The students enjoy all the general advantages open to students in the college, including library, lectures, laboratories, religious and social privileges.

While the work of this school is mainly that of preparing students directly for the college, yet without lessening the work in this direction, the authorities realize the importance of giving increased attention to the large number of young people who desire academic instruc-

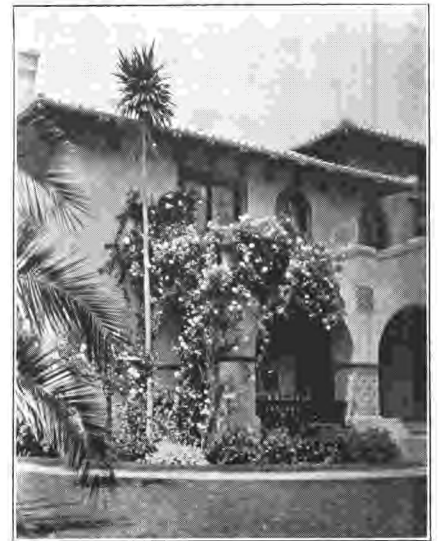
tion, but do not wish to go further. For this large and worthy class, the school purposes to provide sufficient facilities, so that in the limited time at their command they may acquire some preparation for their future work.

There are two regular semesters in the college year, one beginning in the middle of September and continuing till the close of January; the other beginning about the first of February and continuing until the middle of June. A summer session, lasting six weeks and ending in the first week of August, is also held, for the convenience of teachers and others. The growing demand among teachers for class instruction leading to a degree has led to the establishment of Saturday morning classes and other classes held late in the afternoon throughout the week.

It is only within the last few years that this University has begun to appropriate to itself the full meaning of its name. Notwithstanding the fact that it has been developing a group of strong professional schools for varying terms of years and has from its beginning used the name University, it is only with the establishment of its graduate department in arts and sciences that it announces to the world its purpose to be in actual fact what its name implies.

The appointment of the Graduate Council by the President in 1910 marks an epoch in the history of the institution. Already the University of Southern California is recognized for its unique position among educational institutions of the Southwest. This distinction has been gained in no small degree by the authorization of this University by the State Board of Education to issue the recommendation for the California high school teachers' certificate. This signal victory is the more significant when it is remembered that hitherto no institution in America not a member of the Association of American Universities enjoyed the right, and that so far as California was concerned the high-school certification had become the well-nigh exclusive prerogative of the State University and Stanford.

The field south of the Tehachapi is sufficiently large to demand special educational advantages. Nothing is being left undone in the University of Southern California to meet this demand and prove herself worthy of the confidence that is reposed in her by the educational authorities of the State, and insure her continued prosperity and progress in the future.



WHERE THE ROSES BLOSSOM PERENNIALY



ONE OF THE OLD HALLS AT THE UNIVERSITY

Conservation of California Resources

By HON. GEO. C. PARDEE

Ex-Governor of California



HON. GEO. C. PARDEE

CALIFORNIA has within her borders a generous allowance of the nation's natural resources. Her immense forests, her great watershed with its store of latent energy, and her almost inexhaustible mineral supply are unequalled in any other State. Although a large portion of her natural resources have already come into private ownership, California is fortunate that the people have become aware of their great value and the public become alive to conservation while vast amounts of her resources are still a portion of the public domain.

The older states of the Union have given away nearly all of

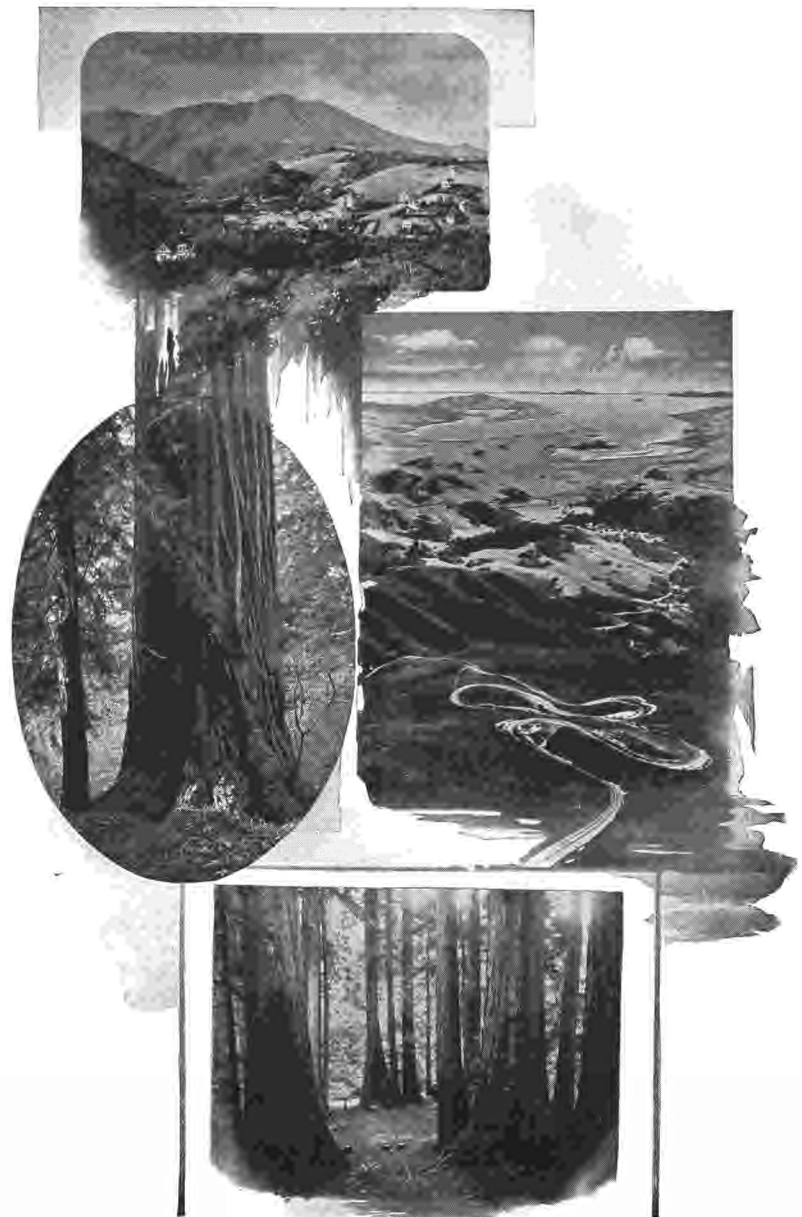
their natural resources, and the government of the United States has, until the last few years, given away all the natural resources that were asked for in the newer states. Some of the older states, however, have begun to buy back, at high prices, that which they gave away. New York State has spent several millions of dollars in buying back, at high prices, forest lands which, many years ago, it sold for practically nothing. That State is also preparing to spend other millions of dollars in buying back, at high prices, of course, water rights and water powers which it also gave away many years ago. Illinois is spending \$100,000,000 in improving its waterways, and not a small fraction of that enormous sum is being expended for the purpose of buying back, at high prices, water powers and water rights which she gave away. Other States are moving in the same direction, beginning to realize, as New York and Illinois already realize, that it is bad public policy to allow natural resources, on the use of which all the people are dependent, to be privately owned and monopolized. Nobody would nowadays think of giving away into perpetual private ownership navigable rivers, bays, the ocean, city streets or even country roads, upon which the people are more dependent than they are upon other natural resources.

Nearly three-fifths of all the remaining forests of this country are owned by less than two hundred private individuals and corporations. One individual owns a million acres of forest land in California, and is holding it for higher prices of lumber. The Southern Pacific owns three million acres of forest land in California and Oregon. It owns six per cent of all the privately owned forest lands in the Pacific Northwest. It is holding its enormous acreage for higher lumber prices. The Northern Pacific and Great Northern railroads also own enormous acreages and are holding them for the same purpose. Other owners of great timber-acreages are holding them, while they buy and cut timber from lesser owners whose necessities are so great that they cannot hold for higher prices, what they own. When these great private owners cut their timber, they will leave the land absolutely bare, as the cutters of privately-owned timber always have done and always will do the world over, if they are not prevented by strictly enforced laws—it pays better to strip the land. At even the present rate at which the forests are being used, less than fifty years will have elapsed before our privately-owned forests will have disappeared. The remaining two-fifths of our remaining forests which are Government-owned will not be destroyed. They will be conserved, it is to be hoped, forever.

Forests are absolutely necessary for the prevention of alternating floods and low water in our streams. Floods mean destruction of lives,

lands, crops, and other property and the filling up of streams. Low water and the filling up of streams mean more floods, more low water and the want of water at the proper time for irrigation, for power, and for domestic purposes. The disappearance of our forests means not only these things, but it also means higher and higher prices for lumber, until, within the next fifty years, there will be only the lumber from the Government-owned lands. The fact that three-fifths of our remaining forests are privately owned by less than 200 owners means that our forests are in the hands of a private monopoly. A private monopoly of a public necessity is opposed to sound public policy. Forests are public necessities. The forests should be conserved as a necessary public utility, not only for the people of this generation, but also for the posterity of this generation, their children and their children's children unto the end of time. Coal, once mined, oil once pumped are gone forever. Forests may be made to yield lumber and still last forever.

Conservation of the forests does not mean that the forests shall not be used, but that they shall not be destroyed, as so many hundreds of millions of acres have already been in this country, as the next fifty years will, unless the destruction be stopped, witness the extermination of all the privately-owned forests of the country—three-fifths of all our present remnants of our once mighty forests. Conservation of the forests means that by cutting only the ripe timber and preventing fires from destroying the young trees the area of the forests



SCENES FROM MT. TAMALPAIS AND IN THE MUIR WOODS FOREST



HUNTING IN CALIFORNIA FORESTS

shall not be diminished, but shall annually and forever yield successive crops of lumber and firewood, even after all our coal has been mined and all our oil pumped from the ground and be forever a protection to our streams and all they stand for in the daily lives of men. There are many forests in Europe which, thus conserved, are as large as and even more productive of lumber and stream protection than they were a thousand years ago. Elec-

tricity is fast becoming an absolute necessity to every civilized human being, especially in this country. Electricity will in time be employed to move every machine, from churns and dishwashers up through printing presses and street cars, to every machine in every manufactory. It will light and heat every house in the cities and in the country. The cheapest source of this power—the source that can never be exhausted as long as the force of gravity persists,—is falling water. With conserved forests falling water will be perennial in our mountains. If the falling water of California is privately owned and monopolized, every man, woman and child in California will be affected by that monopoly—for every man, woman and child in California will soon be dependent, in all directions, upon electricity.

California has permitted much of her water power to be appropriated in perpetuity by private interests. The result has been that about all the easily and cheaply developable water powers are now in private ownership. This means, eventually, the formation of a power trust, which will demand, as all private monopolies demand, "all that the traffic will bear" from every Californian for all time, unless the formation of that trust be frustrated or its operation be prevented by publicly controlled hydro-electric powers. Publicly-controlled electric powers do not necessarily mean that such powers shall be operated by the public. They do mean, however, that they shall be owned by the public and rented or leased to private operators under conditions that will prevent them and all other water powers from being used so as to raise revenues limited only by the necessities and the power to pay of the consumer. In the State of California there is probably 5,000,000 horsepower in the streams. Of this, probably 300,000 are being put to a beneficial use. But probably twice 300,000 more have been appropriated by private interests. Unable to use these 600,000 at present or in the near future, those who have appropriated them are planning to hold them in perpetuity for two purposes: First, to prevent competi-



ON THE ROAD TO THE YOSEMITE VALLEY.

tion now and in the future; second, to develop them at some future time for their own private gain at prices limited only by what the necessities of the consumer will permit to be charged.

The 1911 session of the California Legislature passed and Governor Johnson signed laws which are intended to prevent any further appropriation of water in perpetuity by private interests in California. These laws permit the private development of water powers; but the ownership of them remains in the people, and they may neither be used to produce from the necessities of the people "all the traffic will bear," nor may they be held undeveloped to prevent competition, nor developed or undeveloped, leased to aid in the continuance of a power monopoly. Other natural resources, such as coal, iron ore, oil, phosphate rock, natural gas, all more or less public necessities, have long been the subjects of private ownership and monopolies, to the detriment of their former owners, the public, who gave them away. Fortunately, however, the people are awakening to the dangers that confront them to the unnecessary burdens already laid upon them by the monopolies of their own properties, and which will steadily become heavier if remedial action is not taken. The conservationists believe that all natural resources should be used; but they believe that none of them on which the daily life of the people depend should be unnecessarily wasted, none privately monopolized, none held in "cold storage," whether under public or private ownership, in order that competition may be prevented and unnecessarily high prices be made possible—all to the detriment of their present or former owners, the public.

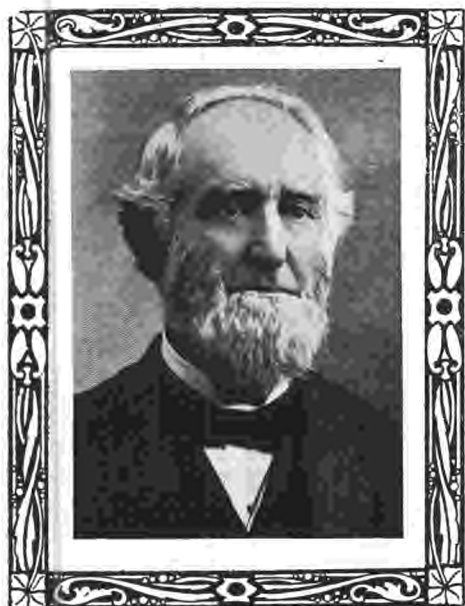
Conservation of the natural resources would have prevented three-fifths of our present forests, the small remains of what we once had, from being privately owned in less than 200 holding lands—it would have prevented the destruction of the millions of acres of forests that have been destroyed—it would have prevented the private owning of the coal, which has destroyed at least one ton of coal for every ton that we have burned—it would have prevented the monopolizing of water powers and the formation of power trusts—it would have permitted all the natural resources to be used for the benefit of all, but it would not have permitted any of them to be unnecessarily destroyed or wasted, as so many of them have been and are being destroyed and wasted.



A FALLEN MONARCH OF THE MARIPOSA FOREST.

A Brief History of the Lumber Industry

By CAPTAIN ASA M. SIMPSON



CAPTAIN ASA M. SIMPSON

time. At present the subject is not an interesting one on this Pacific slope, because the business is not remunerative as a rule, though of course there may be exceptions. The great energy and perseverance in pursuing it is about the only thing to admire, though much of this has been wrongly directed and in that respect to be regretted. You will think me fearfully longwinded, I am afraid, should I elaborate extensively, so I will come straight to the subject and stick to business and not waste time or paper. There are many better qualified for such an essay as you want, but your persistence and insistence that I must give a reminiscence of my experience in the business since the beginning of 1850 up to this point in 1911 has tired me, so I yield, not expecting to narrate anything that will be particularly interesting or instructive to any one.

My boyhood was spent in the Pine Tree State, where I became familiar with the lumber and ship-building, the latter being the calling of my father in his early life, his sons following according to custom in those days, either as builders or sailors. Numerous bays and rivers along that coast gave abundant access to the virgin forests, hard woods prevailing in all the coast country, with white pine on all intervale lands of rivers with mixed forests on the highlands adjacent. These facilities with a hardy population gave to Maine first place in wooden ship-building. Waterfalls invited sawmills, and the woods-

YOU ask me to write a paper upon the lumber industries and forestry for your work, but I have persistently declined because I have no notes of my experience in that line whatsoever, and those that may have been made from time to time have been lost or consigned to the waste basket as of no great consequence. To write accurately upon the subject you know, of course, notes would be invaluable, but if you still insist I may give a few reminiscences from a busy life in connection with forestry, manufacture of lumber and its transportation, though now in a large degree out of it, having served my

man's ax was busy, booms were constructed, spring freshets brought down millions of logs, old-fashioned sash-saws churned away night and day, schooners were made ready to carry the product to the then "West," Boston, Providence, New York, Baltimore; to the West Indies, and all ports of Southern Europe. The forests of New England and the middle states were ample for half a century. When demands increased with the growth of population and for export, the bugle was sounded "Westward Ho," and the star of empire started in that direction. Numerous adventurers from New Brunswick and Maine, ax and saw in hand, ox teams by land and schooners by the great lakes, pushed their way to the great primeval forests of Michigan, Wisconsin and Minnesota, to cut, slash and burn, regardless of the wants of future generations, leaving behind them in Maine largely a lot of bankrupt proprietors who had ventured their all in lumber enterprises and lost by overdoing, just as the owners of forests on this coast are doing now and have been doing for some years past, slaughtering the one crop of centuries' growth, paying taxes, interest and insurance, risking lives as well as substance in the race to keep up with their neighbors in the struggle for fortune, which to many has proven a will o' the wisp, and to others not worth the effort made.

It was not until some years after the "late unpleasantness" between the two sections of the country, North and South, that the importance of the lumber interests began to be appreciated and the true value of standing timber, North and South, was realized; when prices began to advance, and the left-over forests, after cutting the best throughout all New England and the Middle States, became more valuable than the virgin forests of years before, and holders of timber lands awoke to the situation and held for higher prices. The poor lumbermen began to see their opportunity to recuperate fortunes, and what lands the government had not donated to railroad companies, schools, and other grants, were fast being gobbled up by anxious speculators, when a wise, far seeing secretary of the Forestry Bureau launched his policy of conservation, though almost too late; but by the old adage, "better late than never," it was an exceedingly valuable thing for the people all in all, and the unfortunate part of it was that it had not been inaugurated many years before. The name of Gifford Pinchot deserves a monument for his efforts in trying to hold back the wanton destruction of timber, and future generations will praise him, notwithstanding the opposition of his adversaries.

It would appear to a pessimist that it is almost too late to conserve very much, but by substitution that is going on extensively in various lines of the industries of the country much may be done to extend the life of our remaining forests. The folly of constructing wooden cities to be destroyed by fire is being more understood or should be at all events, with efforts being made in many ways favorable to that end. We know the calls upon the forests are great, railroads and box factories throughout the country each calling for almost as much lumber as required



AMONG THE PICTURESQUE SIERRAS.



SEMI-TROPICAL PLANT LIFE IN SOUTHERN CALIFORNIA.

for building purposes, and the fire destruction comes in for a large quota every year, so that to hold at the risk, pay a yearly tax of no small amount, requires an heroic degree of optimism not possessed by every one, hence the undue haste to market timber.

It may be said of me that I did not hesitate in attacking the forests along the Pacific Coast in various places, and interior as well, which may be true, but circumstances alter cases and sometimes control movements of men. It happened to my lot to be able and inclined for a prospector. After experimenting on the Tuolumne River for a few months in gold mining I prepared to explore the coast northward, curious to see and know what it was like and who was there. I had voyaged around the stormy cape in '49 in one of Bath's *big ships*, "nearly six hundred tons," with cargo consisting mainly of lumber. Most of the "round-the-Horn" cargo was disposed of in Stockton, or the place where Stockton now is, which was a slow process, occupying a year or two. After preparation I voyaged along the coast, entering several places in the early fifties, when there were but few people and but little business in sight. Nevertheless the primeval forests were there, and earnest invitations and inducements offered for some one to start saw mills to help the people and incidentally self as well, proved to be very alluring, and my foolish ambitions yielded and the result was that first mills were established in a half dozen places or more, most of them now important ports with extensive commerce. The uncertainties of pioneering, with the lack of caution and experience in men, caused many disasters, some of a very serious nature, others accompanied by great pecuniary losses always incident to such adventures without previous experience had in such matters of human endeavor. Pessimism told me that the time had not yet come for any extensive undertakings even if one had the means, which I had not, consequently mine were all on a small scale, but hypnotism was then as now a mysterious power, influencing the acts, thoughts and moves of humanity.

Ship-yards were established to provide transportation. The first production, vessel brigantine *Arago*, capacity 200,000 feet of lumber, built at North Bend, Coos Bay, 1857-58, is still afloat doing service in Alaskan waters, which is a card for this coast material, white cedar in particular. And this first shipyard is still in existence, having two vessels on the stocks at the present time, and has turned out upwards of sixty vessels during its activities. The days of speed had not dawned at that time; all our vessels were small and steamers almost nil. Circular saws had not come into use to any extent except in a small way for finish stuff, not at all for sawing logs into lumber. The band saw had yet to be invented and used as a tool for the manufacture of lumber from the log, but is now the most economical device for the use of the mill man and timber owner. All wood-working machinery was in its infancy. Doors, windows, mouldings, all finishing material, were manufactured by hand; but evolution commenced, and from three dollars apiece to construct a common door sixty years ago down to twenty cents at the present time, furniture and all wood work

in general in about that ratio, the methods have changed, the benefit going mostly to the consumers by modern competition. I happen to know it by experience. Saw mills of eighty thousand feet daily output were big ones then, but now half a million feet a day is not too much for enterprising optimists, with steamers carrying two million feet or more loading in two days, and all sorts of inventions are sought to

facilitate the conversion of the trees into material for commercial uses, even for the manufacture of paper, which figures as a very large item to be used for all manner of boxes, packages, picturesque advertising, and not a little for wasting ink upon in publishing and printing all sorts of trashy stuff for the amusement of the curious, old as well as young.

It may be that I am behind the times of the new generation, being almost the only one left of the pioneers in lumbering in the Northwest, although there is one living in Oakland who is the real Nestor



A TYPICAL CALIFORNIA RIVER AND FOREST.

in sawmill establishing in California to manufacture redwood lumber. Edwards C. Williams, a West Point graduate who came as an army officer in 1847, participating in the so-called battles of Los Angeles, raising the American flag where now stands a city of three hundred thousand inhabitants, resigning his commission soon after peace was declared. The gold fever having broken out and California having been ceded to the United States—for the large sum of \$7,500,000—Mr. Williams started with others for the reported mines of Alta California. The great forests of Mendocino County attracted his attention, after a trial of mining, and thither he went to establish a mill at Big River, now Mendocino City, an important lumbering port at the present time.

But to conclude, I must again refer to Mr. Pinchot, who was right in his theory, but not strictly correct in practice. His estimate of about twenty years of time to practically exhaust the country's supply of standing timber was probably too short by half. Perhaps he

minimized the annual growth of the trees and magnified losses by fire; but be that as it may, the forests are diminishing rapidly while wants are as rapidly increasing, therefore prudence suggests conservation as much as may be practicable, and moreover, the use in building of all substitutes available, with less advertising and publishing, lest the *pulp* tree should become extinct too soon, obliging future generations to go back to *rags*, with less display of patent medicines, picturesque fences, fancy boxes, bulky daily papers, and street-car extraneous advertising, etc., all of which rapidly diminish the supply of lumber. The use of metals, brick and concrete in construction work, of course, do much to perpetuate the supply of lumber, but the rapidly increasing demand for wood in the construction of dwellings and the rapid destruction of the source of supply brings us steadily toward a condition where we will have little or nothing to leave for the coming generation. Much of this danger may be alleviated by more care being used in the selection of timber for the mills and also by the system used in Germany and France of cultivating the growth of new trees where the timber is destroyed.



AMONG THE FORESTS ON THE PACIFIC SLOPE.

Development and Progress in California

By ROBERT MILTON LYNCH

Vice-President and Manager California Development Board



ROBERT MILTON LYNCH

DURING the past ten years California has had an unprecedented growth, actually adding 900,000 people to her inhabitants. These people have been of the highest quality, and have furnished a splendid basis for future growth. All of the attractions which brought these people to the State are being emphasized as never before.

There are four prominent movements which tend to bring California and the Pacific Coast into the eye of the world, and there is every reason to believe that the development of the next five or ten years will be so rapid as to create problems for solu-

tion requiring all sorts of activity and machinery to direct and control the stream. Briefly, these are as follows:

First: The great emphasis on western immigration. The great natural resources of the country are in the West and particularly in California. The great scenic features of the continent are in the West and the greatest of all scenic attractions, the Yosemite Valley, is in California. The vast stretches of unoccupied land and undeveloped territory are in the West, and the soil in California has scarcely been



A SPARKLING GEM AMONG THE SIERRAS.

touched. These boundless resources and the wonderful fertility of soil have led to a movement which has found its expression in many land shows, colonization propositions, transportation activities and a distinct migration of population to the great West.

California is, therefore, in the zone of a great world interest, and she has to offer the choicest garden of the world in the midst of an unrivaled scenery and possessing the most salubrious all-the-year-round climate.

Second: The opening of the Panama Canal brings California into contact with the whole world. The opening up of the Pacific Ocean—"The Ocean of Mystery"—has more significance for California than for any other portion of the United States.

Our harbors are making preparations for the tremendous shipping and traffic which they will be called upon to receive. The opening of the Canal will make California the front door to the Orient, and intensify her commercial importance to an unparalleled degree. Probably no imagination is active enough to predict the exact effect upon the manufacturing interests, upon the soil development, and upon the commercial life of this great Western coast.

Third: Europe will soon be awakened to the fact that her people can come directly to San Francisco and California ports by way of the Panama Canal at a price slightly in excess of that charged by steamers to Atlantic ports. A great tide of immigration is very imminent, and fortunately, well in advance of its arrival, a careful study has been made of its probabilities and possibilities and of methods to interest desirable elements and to restrict those not wanted.

Fourth: The holding of the world's greatest exposition in 1915

at San Francisco will not be the least element in attracting the attention of the world to California. In fact, the interest will be so intense and the advertisement so wide that the world will be compelled to listen to California's story, and the millions of visitors who will come to California before and to the Exposition will be educated to the great resourcefulness of the West.

These four great influences will operate in the next five years to produce a situation of tremendous import to California. Doubtless some elements will create problems, but in the main, California is look-



UNION FERRY BUILDING—HOME OF THE CALIFORNIA DEVELOPMENT BOARD

ing forward to marvelous activity and benefit.

In order to properly care for this situation the State has been very carefully organized into Chambers of Commerce and other public organizations which exist in almost every city and town. These organizations affiliate with large and influential district organizations, and the whole have its State-wide manifestation in the California Development Board. These organizations are getting closer and closer together in order that their activities may be concentrated in the right direction and that ways and means may be devised and carried out for the adequate meeting of an unique opportunity.

It behooves every public-spirited citizen to co-operate with these organizations and to lend their every influence to the building up of adequate organizations to meet the conditions of the future.

The California Development Board is maintaining bureaus for the investigation of the whole problem and maintains an European office, to be in close touch with whole situation from that end.

With wise direction, California can utilize its tremendous opportunity in the next four years for a development that will challenge the attention of the world.

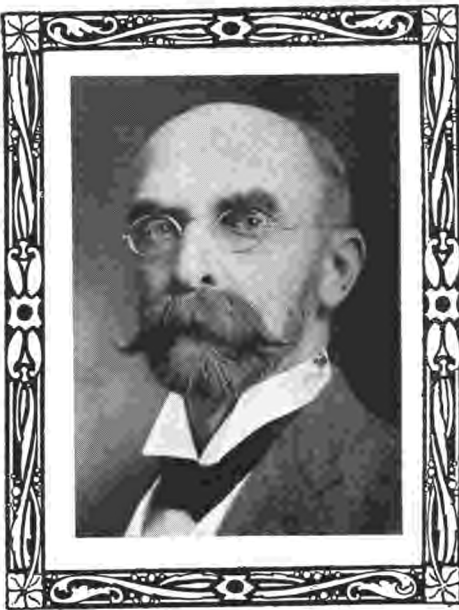


A GLIMPSE OF SAN FRANCISCO'S BUSINESS DISTRICT.

Horticulture in California

By PROF. E. J. WICKSON

Formerly Dean of University of California



PROF. E. J. WICKSON

FRUIT growing and the manufacture of fruit products constitute the leading industry of California. The output, from its beginning on a large commercial scale about 1880, has shown an average increase in value of about \$2,000,000 per year, and has now reached a total annual value of more than \$60,000,000. This constitutes California the greatest fruit growing State of the Union. The reasons for this eminence of California in fruit growing are several: (a) the possession of climate which insures the life and thrift of the tree or vine. This can be appreciated when it is understood that, except at

elevations greater than those chosen for fruit planting, there is no cold severe enough to freeze the ground and no winter-killing of trees. (b) The length of the growing season, the absence of summer rains, the brilliance of the sunshine, and the adequacy of sun heat promote size, beauty, and quality of fruit and favor the manufacture of evaporated fruits at a minimum cost. (c) The combination of conditions, which befit the growth of both semi-tropic and temperate zone fruits, gives California command of a variety of fruits which no other State possesses in such fullness and perfection. This will appear more clearly as the different fruits are separately discussed in this paper. (d) The occurrence in California of vast areas of deep, loamy soils, rich in plant food, easy to cultivate and encouraging root growth to a depth of ten feet quite generally and occasionally twice and even thrice that depth, is shown by actual digging. Though this is true, it is also true that shallow soils are successfully employed in growing fruit.

Aside from natural conditions of climate and soil, fruit growing has reached its present eminence in California through the high intelligence, energy and business ability which are found in the agricultural population of the State. These qualities of citizenship have made it possible to develop methods of growing, preserving and distant marketing of fruits which are new and characteristic of California.

The employment of these methods, coupled with the acceptable nature of horticultural work and the opportunity to pursue it nearly the whole year, renders it possible for a horticultural worker to accomplish with ease and comfort twice the work which can be compassed in climates which add the embargo of winter to the depression of hot, moist weather.

But after all, and probably, the underlying secret of success in California fruit growing is the conception of the tree or vine as a producing machine which must be developed and maintained in the highest degree of efficiency. This idea of a tree widely prevails and in commercial plantings is sharply and diligently pursued. The tree must have the best shape to bear a fair amount of large, well-developed fruit. It must be a low tree in order that all work upon it can be most cheaply done. It must grow every year a sufficient amount of strong, new wood, and it must be pruned to promote this; also to prevent overgrowth and overbearing. On the other hand, satisfactory growth and fruit bearing must also be promoted by constant cultivation of the soil and by irrigation and fertilization, when necessary. It must be protected in its strength by the absolute destruction of injurious insects, blights and diseases. All this signifies that the tree must be maintained in full possession of its producing powers, and the California grower expects to stand beside his trees, constantly training and pushing them



THE LARGEST GRAPEVINE IN THE WORLD—SOUTHERN CALIFORNIA.

to their work and generously assisting them to all that they need to do it well. It is this conception of the grower's relation to his trees and the discharge of the duties which such relation requires, which have brought to California fruit-growing such notable success and wide repute.

California fruit-growing has reached its present eminence because of the wide application of business principles in production and in trade. Many of the leading fruit growers were formerly prominent and successful in manufacturing and commercial affairs in the East and abroad. They brought to California the wisdom born of experience. They invented new processes and appliances, and they applied the most advanced commercial methods. They matched the favoring natural conditions of soil and climate with their own skill and energy in using them to the best advantage. They have demonstrated the advantage of co-operative organizations for handling fruits in the packing-house and in the markets so clearly that California methods are commanding attention in all parts of the world.

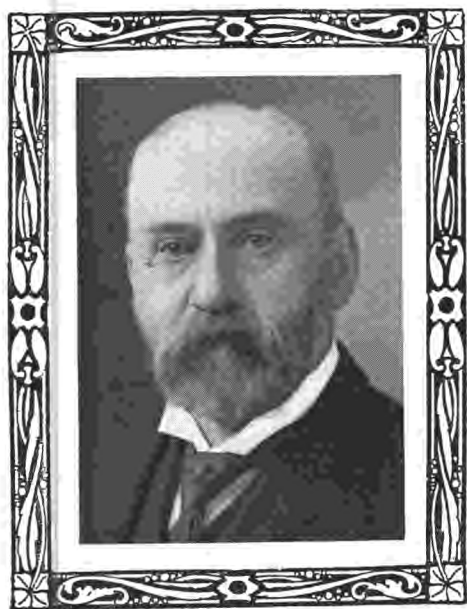


A FRUIT ORCHARD IN THE SANTA CLARA VALLEY

Topography and Agriculture

By J. A. FILCHER

Secretary of California Agricultural Society



J. A. FILCHER

IN its topography California is distinct and striking.

Two ranges of mountains practically inclose a great interior basin or valley. On the east is the high Sierra Range, on the summits of which snow remains all the year; on the west is the low Coast Range, which gathers snow enough occasionally during the winter months to whiten its highest points a few days at a time. These mountain ranges converge at Mount Shasta in the north, and again at Tehachapi in the south. The great valley lying between them is one expanse of practically level territory,

from 500 to 600 miles long and from 40 to 60 miles wide. The northern portion is drained by the Sacramento River, the southern by the San Joaquin, and their tributaries. These rivers empty into San Francisco Bay, and the Golden Gate is their common outlet to the sea. The eastern boundary line of the State follows closely the summit of the Sierras, and on the western or California side the decline is very gradual, forming an immense watershed, embracing the gold-mining region of the State, vast forests of superior commercial timber, and in the lower altitudes, where less rugged, the great Sierra foothill fruit belt.

The Coast Range consists of different spurs, and between these are valleys of greater or less dimensions that are exceedingly fertile. Among the most noted of these valleys north of San Francisco Bay are Sonoma Valley, Napa Valley, Vaca Valley, and Ukiah Valley. Near Clear Lake is what is known as Scott's Valley, very productive, but of higher altitude. South of San Francisco Bay, not counting the many small and very fertile valleys in Contra Costa and Alameda counties, are Santa Clara Valley, Pajaro Valley, Salinas Valley, Santa Maria Valley, and several other extremely rich but smaller valleys in San Luis Obispo and northern Santa Barbara counties. South of the Tehachapi Range, which terminates the great San Joaquin Valley, is what is commonly known as Southern California. This part of the State is more or less broken by low mountains, but the region between them and the seacoast is extensive, and this and the valleys lying

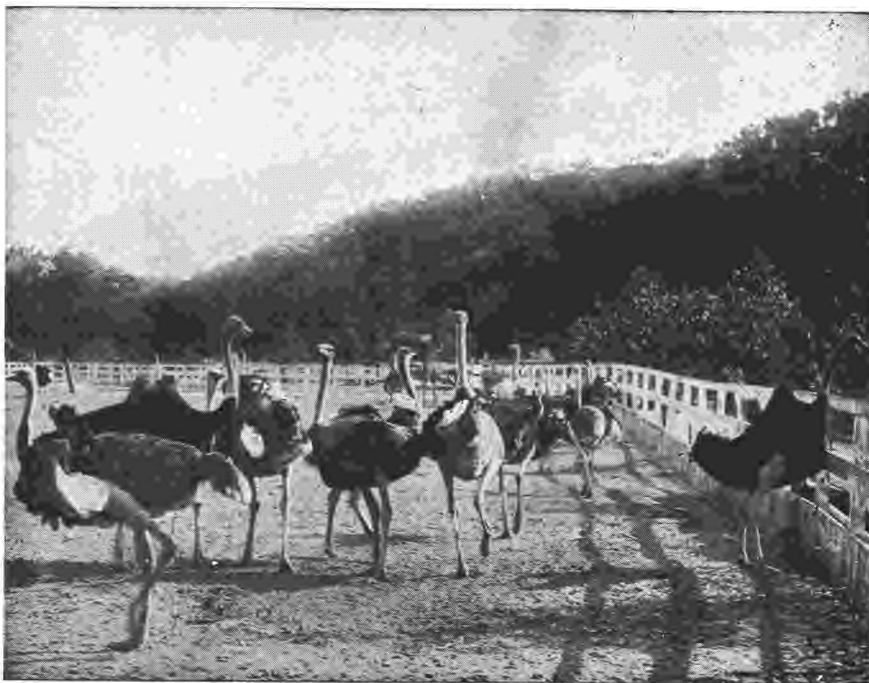


A FAMILIAR HARVESTING SCENE ON A SAN JOAQUIN VALLEY GRAIN RANCH.

between the different mountain ranges are noted for a bountiful yield of every semi-tropic and other product that has helped to make California famous.

Back of the mountains in Southern California lies the Mojave desert. On this desert, where water has been developed, plant products have proven profitable, otherwise it presents to the eye a great expanse of unbroken sterility. This desert and the mountains that are too steep for cultivation embrace about 60,000,000 acres, or three fifths of the total area of the State, leaving about 40,000,000 acres, or two fifths of the area of the State, that is arable. Thus is the topography of California briefly outlined.

The coast trend of the State being northwest and southeast, presents a right-angle front to the Japan or equatorial current that ever comes up from the southwest to lave its shores. It is this warm current that gives California its temperate and equable climate, and it is this current that gives to the entire State, north, south and central, the same general average temperature at points of the same altitude and the same distance from the sea.



THE OSTRICH IS MUCH AT HOME IN CALIFORNIA.

It is the topography of California that diversifies its climate more than latitude. Mountain ranges afford different altitudes, and altitude affects temperature. These same ranges govern the air currents, and thus again have a bearing on the climate. On the coast, where the summer sea breezes are ever present, the temperature is greatly modified, and the atmosphere is refreshing. By reason of the cooler summers on the coast, the seasons are more backward. It is in the warmer vales on the eastern or valley side of the Coast Range, or on the sunny slopes of the Sierra foothills, above the fogs and below the snow, and in the sheltered valleys of the south, that the earliest of California's products are grown. The entire Sacramento and San Joaquin valleys, being sheltered from sea breezes by the Coast Range, present an early field, but not so early as the foothills of the Sierra or the sheltered vales of Central or Southern California. These facts are mentioned as interesting to the prospective producer, since the earliest fruits and vegetables are generally the most profitable. In

this connection it may be stated that a new mark (or date) for California's earliest fruits is promised by the products from the irrigated desert, which are becoming gradually more extensive.

Enough of the sea breezes blow through the Golden Gate to affect the temperature of the great interior valleys by evening, and it is this influence which gives to them the delightful characteristic of cool summer nights. While the soils of the valleys and sloping hills are generally rich in the elements that go to make plant life, in some portions the soil is richer and more productive than in others. These differences, as well as the air currents that affect the temperature, have their bearing on vegetation, and especially on the fruit of the plant, and they are subjects that have to be studied by the farmer and the horticulturist.

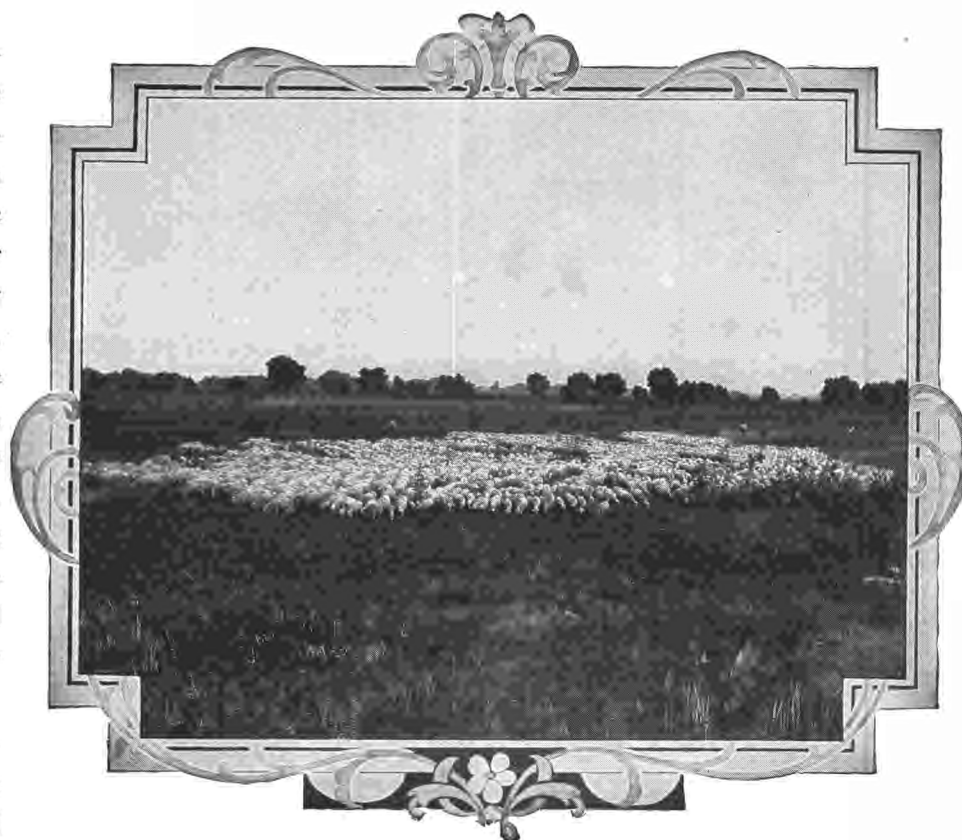
Temperature and soil elements affect not only production, but especially the quality of the product, and they must be considered by the producer. A luscious grape, for instance, can be grown almost anywhere below a certain altitude in California, but the grape of the warm interior would have too much sugar for a light, dry table wine, while the grape of the cooler bay counties would not have sugar enough for a good raisin. Hence we must grow our dry wines in the cool bay counties and our sweet wines and raisins in the warmer interior. Dry, warm weather is essential also for successfully curing raisins, and hence Fresno and adjoining counties in the heart of the great San Joaquin Valley, where soil and climate conditions are ideal, have become the great raisin center of the State. Again, with the Tokay table grape, color is an essential selling quality; it is, therefore, important to plant these grapes where there is plenty of iron or coloring matter in the soil. This is also true of peaches. For this reason the red iron soil of the Sierra foothills region is commanding attention as the field for the production of the best of these products.

These are instances, but they serve to suggest caution in the selection of locality for any particular production. Prunes grow to large size and are generally successful throughout the great interior orchard sections of the State, but the best prunes, those which in thinness of skin, smallness of pit, texture of flesh and delicacy of flavor come nearest the ideal, are grown in the valleys of the Coast Range. Thus, Santa Clara Valley enjoys as much fame from its prunes as has the county by reason of its possession of the Lick Observatory or the Stanford University.



MOTORING IS A POPULAR PASTIME, BOTH SUMMER AND WINTER, IN CALIFORNIA.

Again, the foothills, so well adapted to peaches, table grapes, pears and certain varieties of plums, are not the best place for apricots. This fruit requires a deep, rich loam, and hence the river bottom land of the interior valleys and the deep, dark soil of the Coast Range valleys and around San Francisco Bay can be depended on for the thriftiest trees and the best crops. Citrus fruits require a deep, rich soil and a congenial climate, warm in the summer and not too cold in the winter. The winter in San Francisco would not hurt an orange tree, yet the summer is too cool for the proper development of the fruit; hence San Francisco and adjacent coast country are not practically within the California citrus belt.



FLOCKS OF THOUSANDS OF SHEEP GRAZE IN THE FERTILE VALLEYS OF SAN BENITO COUNTY.

Nearly all the arable regions of Southern California have conditions favorable to citrus fruit production, and it is here nearly all the oranges and lemons are at present grown, yet the Sierra foothills and the San Joaquin and Sacramento valleys, where soil conditions are favorable, are extending their groves and adding each year to their output of this staple California fruit.

It is said the olive will grow anywhere, even on impoverished soil, but experience has shown that, like all other fruit, it appreciates good soil, and responds generously to good care.

There is much in soil and temperature in California, and the adaptability of certain conditions for the best results in certain lines of products which the oldest or wisest inhabitant has not yet satisfactorily solved; but enough is known, as the result of extensive and expensive experiments, to suggest to the novice or the newcomer that he must exercise care in selecting a location for the pursuit of any particular line of husbandry. He may do fairly well in almost any line, almost anywhere, but what he should endeavor to learn is the locality in which he can do better in his particular line than he could do elsewhere. Ask questions, observe what others are doing, and make comparisons—this is the quickest, easiest, and safest way to learn the truth.



SAN FRANCISCO

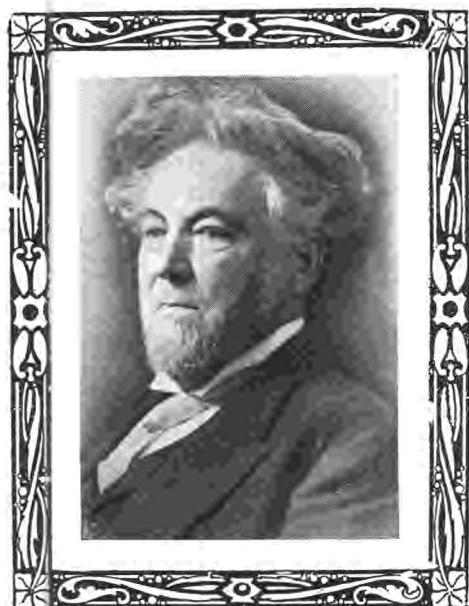
Majestic by the Golden Gate
Mid rugged heights, mid flowers and trees,
The monarch of a mighty State,
The future sovereign of the seas.

The blue Pacific's pacing brine
Eternal watch and vigil keep
O'er her who seems in shade or shine
Atlantis risen from the deep.

ELLIS A. DAVIS.

By DR. EDWARD ROBESON TAYLOR

Ex-Mayor of San Francisco



DR. EDWARD ROBESON TAYLOR

THE City of San Francisco, latitude $37^{\circ} 47' 35''$ north and longitude $122^{\circ} 24' 15''$ west, is situated on the bay of that name, the bay being from six to twelve miles in width and extending southerly some forty miles, and embracing a harbor than which there is nothing finer in the world. This great bay, notwithstanding the Spanish navigators had sailed by it several times and Sir Francis Drake at least once, remained undiscovered until the second day of November, 1769, when Don Gaspar de Portolá and his

party, that had come up from San Diego for the purpose of taking possession of Monterey, fortuitously came upon it. It is remarkable that although they had maps showing the shore line and other identifying points, they passed by Monterey in total ignorance of it, and came in view of San Francisco Bay quite accidentally. Father Crespi, who was one of the party, kept a diary and in that diary is to be found the first written mention of the bay. The year in which our independence was proclaimed on the Atlantic side of our country saw the beginning of the permanent settlement of the white man on the Pacific side. In that year the expedition sent out by Father Junipero Serra to found a mission in honor of St. Francis of Assisi reached the bay and founded there, on October 8, 1776, the mission which has ever since been known as the Mission Dolores. This mission had a prosperous career, gathering to itself much valuable property until 1833, when, through compulsory legal secularization, its property was dissipated and it was reduced to a simple religious establishment. Its lands, however, covering quite a considerable area, were saved to it, and the Church now holds those lands together with the original mission church, which is still in a good state of preservation.

Secular San Francisco did not grow up around the mission. It began about a cove of the bay known as Yerba Buena Cove. This cove has been entirely filled up, although before the filling the water reached as far west as the corner of Montgomery and Jackson streets. The water in the cove was so shallow that when the vessels of the world swarmed here in the notable year of 1849 it was necessary to bring their cargoes ashore on lighters. The first settlement on the cove was that of William A. Richardson, whose name is preserved in a bay of that name near Sausalito. Richardson pitched a tent on the shore of the cove at or near the spot which subsequently became No. 118 Dupont Street. Here he collected, by means of coasting vessels, hides and tallow which once a year were shipped to the East. Jacob P. Leese, a well-known figure of old San Francisco, came to Yerba Buena in June, 1836, where he erected its first house near the corner now known as that of Clay and Grant Avenue, and here in April, 1838, a child was born to him—the first child born in Yerba Buena.

Up to the date of the conquest, July 7, 1846, as proof of the slow growth of Yerba Buena, only eighty-four lots had passed into private ownership. On that notable day Commodore Sloat, beyond a doubt the greatest figure in the conquest of California, raised the American flag at Monterey, the then capital of Alta California, he having on the day before sent a messenger to Captain Montgomery, whose sloop of war Portsmouth was then lying in the Bay of San Francisco, ordering him to raise at once the American flag at Yerba Buena. On receipt of the message, on July 9th, Captain Montgomery marched his marines to the Plaza, ever since known as Portsmouth Square, and there, pursuant to his orders, raised the flag in attestation of American dominion.

The first influx of population of any note into Yerba Buena occurred in 1846, when a party of Mormons, two hundred and thirty-eight in number, headed by Samuel Brannan, who was for a long time a prominent resident of San Francisco and familiarly known as Sam Brannan, sailed into the bay from New York, three weeks after the raising of the flag; and Brannan, who had brought a printing outfit with him, published the city's first newspaper under the name of the *California Star*. This newspaper became the *Alta California*, which had a long and prosperous career.



SAN FRANCISCO BURNING.

THIS REMARKABLE PHOTOGRAPH WAS TAKEN BY R. J. WATERS FROM THE ROOF OF MARK HOPKINS INSTITUTE, SAN FRANCISCO, ON THE MORNING OF APRIL 18, 1906

In January, 1847, by a decree of Alcalde Bartlett, the name of Yerba Buena was changed to that of San Francisco. The alcalde of a Mexican pueblo corresponded somewhat to that of a mayor; and although Alcalde Bartlett's decree changing the name of the town was without any authority, it was certainly very effective, for from that time on Yerba Buena was San Francisco.

The population still grew very slowly, as is shown by a census taken in August, 1847, whereby it was ascertained that exclusive of officers and soldiers, San Francisco had a population of but 459 persons. Then followed the discovery of gold by Marshall in February, 1848, at the knowledge of which thousands very soon poured through the Golden Gate and swarmed across the mountains, the whole situation becoming changed as by a miracle.

John W. Geary, for whom our Geary Street is named, and who became the governor of two states, Kansas and Pennsylvania, was the first postmaster of San Francisco; he was one of her alcaldes, and was the first mayor under the city's charter of 1850. In 1851 San Francisco was nearly destroyed by fire, and had her first experience of a Vigilance Committee, the great committee of that name having been organized in 1856. There were five fires in 1851 of considerable magnitude, but the fourth one was called the great fire, nearly the entire town having been destroyed. Subsequent to this there were other very destructive fires, so that as a matter of fact, San Francisco has had more than one renaissance.

Gaslight was first used in the city in February, 1854, but the inhabitants did not know the luxury of street cars until about 1862, although shortly before that time a steam train ran from the corner of Kearny and Market Streets to a place of public resort immortalized by Bret Harte and known as "The Willows," it having been situated between Seventeenth and Nineteenth, Valencia and Mission streets; and here it was that, by reason of its swampy character in the old time (a stream flowed through it as late as 1862) the earthquake of April 18, 1906, expended its greatest force.

San Francisco in the matter of population has progressed not at all by spurts, but quite evenly and steadily. By 1890 she had reached, as the census for that year shows, 298,997 of population; by 1900 that was increased to 342,997 and by 1910, 416,912. These last figures demonstrate that the city had, at the time the census was taken, about recovered the population she had lost by the great fire. The



MARKET STREET, LOOKING WEST FROM SECOND STREET, SAN FRANCISCO.

fire virtually destroyed the city, for it swept away every instrumentality which constitutes a city.

There was scarcely anything left but residences in San Francisco after the three days of continuous conflagration in 1906, and yet we have seen not only a virtual restoration of the population of the city, but we have witnessed with astonished eyes the city rebuilt on deeper foundations and with sounder and more beautiful superstructures than ever before, while our bank clearings and savings bank deposits manifest a stored wealth and prosperity which were not within the dreams of the most optimistic. Our shops, too, are far finer and more complete in all their appointments than before the fire. In fact, they compare favorably with the best of their kind.

San Francisco has been exceedingly fortunate in never having experienced a "boom," with its inevitable depressing collapse, but her progress, though not astonishingly rapid, has yet been sure and progressively steady. Nothing can shake her position as the great metropolis of the Pacific Coast, with her unique geographical situation; and she will again demonstrate, by her management of the Panama Exposition, as she has demonstrated in the past, her intense vitality and her unconquerable resolution.



ADMISSION DAY CARNIVAL, UNION SQUARE, 1910. HOTEL ST. FRANCIS ON THE LEFT.

History of Oakland

By H. C. CAPWELL



H. C. CAPWELL

OAKLAND had its beginning as a municipality in 1852 when Horace W. Carpentier secured a charter for the new city and became its first mayor. Carpentier had a provision inserted in that charter making a grant by the State of all the rights of the State to the control of the water front and the submerged lands adjacent thereto and of the right to build and maintain wharves on that water front. This grant of waterfront control to the city was soon afterwards acquired by Carpentier, from whom it passed into the hands of the railroads and other corporations and private individuals.

In 1905 in the controversy between the Western Pacific and the Southern Pacific Railroad companies, the court decided that the grant to Carpentier by the city had expired and these waterfront rights were again vested in the municipality. By the possession of these waterfront rights the municipality of Oakland was at once put in a position where it could command its own destiny and make certain its position as a distinct commercial and industrial metropolis of the Pacific Coast. Among all the cities of the Pacific Coast, Oakland at once found herself in a position analogous to that of the great commercial sea ports of the old world where the municipalities themselves, independent of the sovereigns of the countries in which they might be located, had absolute control over their own harbors. In 1874, soon after the Western Railroad, running from Sacramento by way of Livermore Valley and Niles Canyon, the first road to Oakland, had entered this city, an appropriation was recommended by the United States Government engineers for deepening the channel of the estuary of San Antonio. The railroad company, on the authority of the grant secured through Carpentier, had constructed a ferry landing on the bay or west waterfront. Most of the water-handled commerce passing over Oakland wharves at that date, 1874, was handled by this railroad, and it all aggregated 154,300 tons. The government has continued its improvement of the estuary channel until that great waterway provides safe going for the largest vessels. Notwithstanding the fact that the waterfront and wharfing privileges were from the foundation of the city up to the present time entirely outside of the control of the municipality, this water-carried commerce had increased until in the year 1910 it amounted to 4,039,468 tons, valued at \$160,617,304. The fact that in the future Oakland will be provided with properly regulated and controlled municipal wharves gives assurance that the water-carried commerce of the future will increase at a greater rate than it has during the past thirty years.

While Oakland was compelled by conditions to wait for more auspicious days for developing her commercial possibilities, the delightful climate and admirable situation brought about the building of a most delightful city of homes. The area of the city of Oakland is fifty-eight square miles, of which twelve square miles are submerged or tide-covered lands. Oakland is the county seat, the commercial and financial center of Alameda County. It is also the commercial center of the rapidly developing empire included in the counties immediately adjacent and of those in the San Joaquin and Sacramento

valleys which find here their natural market for farm and orchard products. Owing to the conformation of the land, the rivers draining the interior valleys of the State of California flow into the bay on the shores of which Oakland is located. For the same topographical reason the railroads traversing the State and extending across the continent find it necessary to make their deep-water terminals at Oakland. This gives to the city of Oakland unsurpassed advantages in the distribution by railroad and by river boats of the goods and products from her stores and factories, while the produce and the raw material over the same lines are more cheaply assembled in Oakland than in any other market on the Pacific Coast.

Four great trans-continental railroads, the Southern Pacific, Central Pacific, the Western Pacific and the Santa Fe, have their western terminals on Oakland's waterfront. More than sixteen hundred trains daily go in and out of Oakland stations over these four systems and their branch lines. More than one hundred miles of track give switching facilities to and from the factories and warehouses. Eleven steamship companies and more than four hundred seagoing vessels annually dock at Oakland wharves. Along the estuary of San Antonio, which makes the Oakland inner harbor, are located some of the largest shipbuilding yards on the Pacific Coast. The city of Oakland has appropriated \$2,500,000 for the construction of municipal wharves, and these wharves will be equipped with the most efficient of modern machinery for handling freight directly from car to ship and ship to car. Within less than three years the city of Oakland will have in operation on the estuary and west waterfront approximately three miles of such wharves, with thirty feet of water at low tide in front of them, giving ample facilities for handling the commerce, even though it may be tenfold as great as that now passing over her waterways. In addition to the waterfront improvement by the municipality other work in this line is being done by railroad corporations that are tenants of the city which will call for an expenditure within the next three years of approximately \$25,000,000. A part of the city plan of waterfront is a belt-line railroad connecting all the wharves with all the factories, warehouses and main-line railroads.

Oakland, according to the federal census of 1910, had a population of 150,174. According to the estimates made one year later, this



OAKLAND CANYON, LOOKING DOWN BROADWAY FROM SIXTEENTH STREET, OAKLAND. LATHAM FOUNTAIN IN FOREGROUND



LOOKING OUT SAN PABLO, BROADWAY AND
TELEGRAPH FROM FOURTEENTH AND
BROADWAY, OAKLAND

vice and areas served any other like system west of the Mississippi River.

The assessed valuation of Oakland property is \$108,000,000. The city is well equipped with schools and churches. In the public-school system there are forty-three grammar and three high-school buildings, with a school registration of approximately 25,000 pupils. The private and denominational schools and colleges of Oakland are famous among the educational institutions of the Pacific Coast. The value of the building permits in the city of Oakland during the year 1910 was \$6,695,786 and it is estimated that during the five years ending December, 1910, more than \$30,000,000 was expended in new buildings, mostly residences. At the present time, May, 1911, there are under construction in the center of the business district of Oakland buildings for commercial, hotel, office and railroad-station purposes that will cost, when completed, \$5,500,000. There are located within the boundaries of Oakland and near by in the east bayshore cities more than 1,400 manufacturing establishments. The annual output of these factories is worth \$58,000,000 and the amount paid employees annually is approximately \$30,000,000.

In the increase of the industrial and commercial activity in Oakland the charm and sweetness of the home life which for many years was her chief attraction has not been lost. On the other hand, there has been created a civic pride and civic loyalty which has demanded that the public authorities make the most of the natural advantages and provide parks, playgrounds and other pleasure places which have added to the attractiveness of the city as a place of residence. Oakland's park system is rapidly developing into one of the most beautiful and extensive examples of this phase of city-building to be found on the Pacific Coast. The city of Oakland has 504.71 miles of streets, of which 349.41 are permanently improved and 155 miles are partially improved. During the year 1910 \$1,750,000 was expended in the city on the improvement of its streets. The advantages of Oakland for manufacturing which have attracted and are continuing to attract industrial establishments are many, but the chief ones consist in the climatic conditions, which give the greatest efficiency to labor and permit of their home life in surroundings that contribute to the health and contentment of those dependent upon them. Other advantages are the transportation facilities which have before been mentioned and the cheap power from fuel oil and hydro-electric energy, the latter being transmitted from the mountain streams of the high Sierras.

The chief characteristic of the Oakland of the present time is the devoted loyalty of her citizens and the enthusiasm with which they rally as one man to the support of projects for the general good. The moral tone of the citizens of Oakland is healthful. The ideals of her citizens are high, and this is reflected in the character of the administration of her municipal affairs.

The site of the city was originally an oak park, resting in an amphitheater of hills, a wing of the Coast Range, with the Bay

population had increased approximately 20,000. While the municipalities immediately surrounding Oakland have distinct governments of their own, they are all closely united by business and social ties. Oakland is the natural center for the whole community consisting of Alameda, Piedmont, Emeryville, Berkeley and Richmond. In the area covered by these cities and towns and Oakland there is a population of approximately 285,000. Oakland has 195 miles of street-railway lines and is developing a system of inter-urban electric railways which will surpass in efficiency of service

of San Francisco on its western front. The land rises gradually from the water front to the hills which form its background, and provide magnificent sites for homes easily reached and furnishing unequalled views of the city, mountain, bay and ocean. No city in the world has more desirable residence sites, and nowhere can one get more quickly from business streets into an environment of hills and winding, grassy canyons, quiet scenery, fine homes and cultivated more desirable residence sites, and nowhere can one get more grounds.

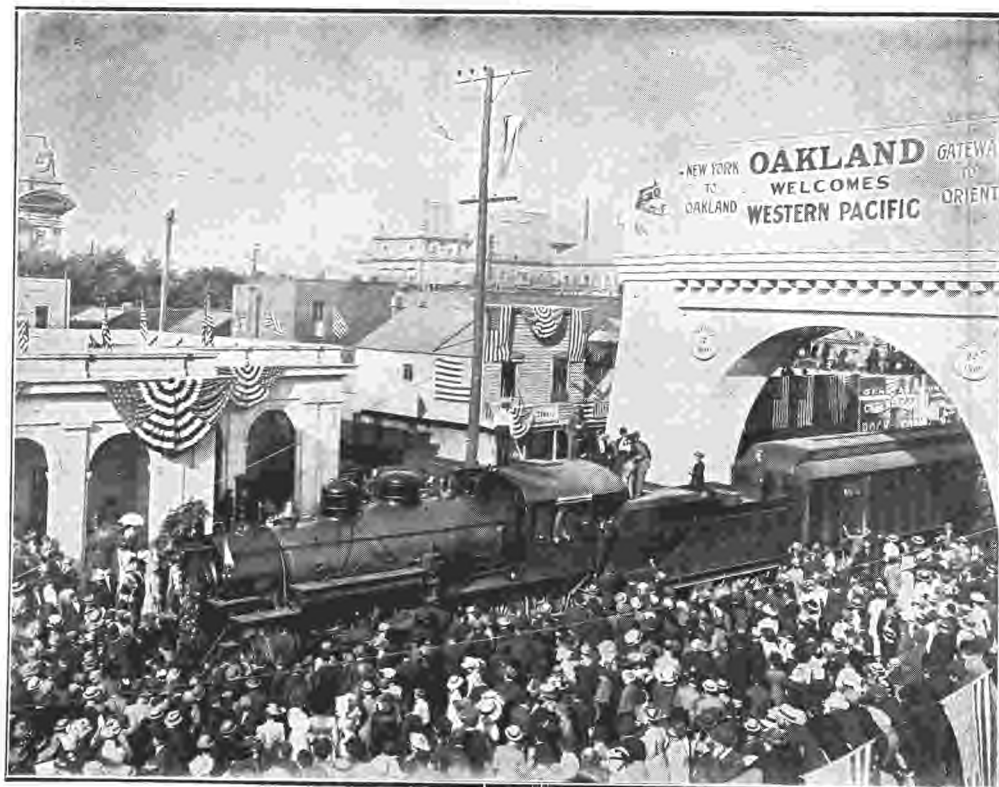
The hills slopes overlooking the city and the general slope of the land, insure that view of bay and sunset will not be shut out; the building restrictions, which provide against the erection of unsightly dwellings, have all tended to make a choice residence section; while climate and schools and the whole environment of beauty have combined to make this a city of homes.

So attractive are these sites, that, although on the outskirts of the city, they are rapidly being peopled by wealthy families, and it is only a question of a short time until the hill summits themselves will be occupied—those crowning heights opposite the Golden Gate from which one may see ten counties, two hundred miles of shore line, and a view, once seen, never to be forgotten.

There is no part of California where the climate is more desirable either for residence or for the growth of many kinds of fruit and farm products. It is at once comfortable, equable, mild and stimulating, having the qualities of the sea, but without the biting air of the immediate coast. The well-known temperature of the San Francisco climate is here much modified, and the sharp sea winds have lost their keenness by the time they reach the mainland on the eastern shore. This is partly due to the bay, which acts as an equalizer, and is partly due to the topography of the eastern shore. The land rises gradually from the bay shore to the sloping hills. These deflect both winds and fogs so that they pass over the city, leaving only a "high fog" as a feature of the climate at certain seasons. This gives us only a "gray day" now and then among the golden ones.

Oakland's mean seasonal temperatures are as follows: Spring 55, summer 60, fall 56, winter 49. This record, omitting fractions, is for eleven years. Perhaps the thermometer on the coldest day may drop to 36, or on the warmest rise to 90. Both are exceptional, and cold spells and hot spells seldom last more than a day or two. The humidity is low, sometimes as low as 30, the point of saturation being reckoned at 100. Sunstroke, even on the hottest day, is, therefore, unknown.

A climatic feature of the whole region is the mild trade-winds. These blow from the southwest from May to September, a mild sea-breeze on this side of the bay—steady, regular from about 11:00 A. M. until late in the afternoon, delightfully cool and with a low velocity.

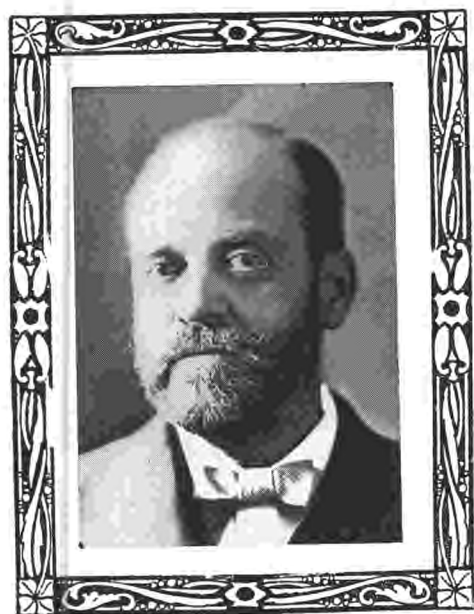


THE ARRIVAL OF THE FIRST TRANSCONTINENTAL TRAIN OVER THE WESTERN PACIFIC
R. R. THOUSANDS GATHERED AT THE WESTERN PACIFIC DEPOT, OAKLAND.

Commercial California

By HON. GEO. C. PERKINS

Ex U. S. Senator



HON. GEO. C. PERKINS

TWO recent wars have caused the entire world to realize that the Pacific Ocean is now to be the scene of the greatest human activity. The war of the United States with Spain gave us possessions which bring us within speaking distance of Asia, and the war between Japan and Russia showed the former to herself and to the world as one of the most powerful and progressive nations, whose future sphere of action will of necessity lie within the boundaries of the ocean separating America from the Orient.

After the close of these wars the people of each country took up with more zest than ever the

work of internal development and commercial expansion. Japan encouraged industrial growth and the attainment of Asiatic markets, and America turned her attention to the trade with the Far East. More than ever the necessity for a shorter line of communication between the Atlantic and Pacific was realized, and the result was the acquisition of proprietary rights across the Isthmus of Panama and the beginning of the construction of a canal. When it joins the Atlantic to the Pacific the course of the world's commerce will be changed. Then the shortest line for sea traffic between the Orient, the eastern shores of the United States and western Europe will run through the Isthmus, and then, following the great circle route, will pass close to the Pacific Coast of North America until it swings just south of the Alaskan peninsula and Aleutian Islands to Japan and China. This, the shortest route to the Orient, will cause the greater part of transpacific commerce to pass within one hundred and fifty-three miles of San Francisco harbor. These few miles in the course of long voyages between ports on the Atlantic and the Oriental countries are so insignificant by comparison that San Francisco will be made a port of call for nearly all the traffic to and from China. The "City of the Golden Gate" will therefore be drawn into intimate contact with six hundred million Asiatics, with whom trade relations will give rise to a commerce so vast that nobody can estimate its extent and value.



NAVAL TRAINING STATION ON YERBA BUENA (GOAT) ISLAND, SAN FRANCISCO BAY. WHERE APPRENTICE SEAMEN ARE TRAINED FOR SERVICE IN THE U. S. NAVY.

As the commercial possibilities of the countries bordering on the Pacific are developed, more and more will it be realized how fortunate is the situation of the United States. Practically the entire western coast line of North America is ours. Our possessions stretch westward from the longitude of San Diego fifty-five degrees, inclosing the North Pacific in the great protecting arm of Alaska, which almost touches the shore of Asia.

When we purchased Alaska we hardly knew what we were doing. To the popular mind we had bought a land of tundra, swamp, impassable mountains, perpetual snow and ice and an impossible climate, where civilized man, even if he could keep from starving, could not hope to do more. Our money was thought to have been shamefully wasted. But it is a matter of fact that the seals taken from the three small Pribilof Islands have alone returned much more to the government than the purchase price of the whole territory, and a single mine of low-grade ore has already produced four times the cost of the entire domain.

The value of the yearly catch of salmon equals the amount paid, while the yearly output of gold has reached a figure nearly double the purchase price. And now copper is rapidly coming to the front as one of the great resources of the territory.

Railroads are being constructed throughout the interior, opening up rich mining regions and making available for smelting and other purposes the coal from the rich deposits that have already been dis-



THE U. S. POSTOFFICE, CORNER OF SEVENTH AND MISSION STREETS, SAN FRANCISCO.

covered. The presence of tin has also been revealed, and prospecting for oil is proceeding with every indication that it will be found in paying quantities. Perhaps the most important discovery thus far made is coal, for with good and abundant fuel, mining and all allied industries are rendered capable of expansion up to the limit of metallic deposit, and this limit has not yet been even approximately ascertained. Alaska is the great right arm of the Empire of the Pacific stretching westward and holding in its embrace the northern Pacific Ocean, bringing it within the sphere of our direct influence and giving to it a character exclusively American.

That part of this mighty empire which will, in all probability, always remain the most important is California. This great State, with nearly a thousand miles of coast line, which in the time of R. H. Dana presented a barren, sandy, fog-laden shore and vast valleys brown with dust and bare as a desert, has in half a century become the garden of the world. The harbors, which were only visited then by hide droghers, have become centers of commerce, and large cities have arisen on what to Dana were the bleakest of shores. Gold brought the Americans, and the Americans brought energy and enterprise, and it was not long till the interior valleys began to export foodstuffs for the world. Already California has driven the prune of France from the American market; the wines of France, Italy, Germany and Spain; the oranges and lemons of Spain, Sicily and the West Indies; the raisins of Spain and the currants of Greece; the nuts and olive oil of Spain and France; and it is fast displacing the figs of Smyrna.

Oakland's Industrial and Commercial Progress

By FRANK K. MOTT



FRANK K. MOTT

OAKLAND'S rapid development has been along the liberal and progressive lines that go to make modern and prosperous cities. Her recent municipal election of May, 1911, has resulted in the approval and indorsement by her citizens of the ambitious programme for improvements which has been her recent policy and which is now well under way. No western city offers a better field for the home seeker or investor. No city has made greater strides during the past decade, and few can boast of so many commercial and industrial advantages.

For five years Oakland has been preparing for the immense impetus that her commerce will receive from the opening of the Panama Canal. Before 1915, Oakland will have completed the first section of her new docks and wharves and will have begun work upon others. She will be prepared to do her full share in caring for the commerce both by way of the canal and the trade which is fast developing with the Orient.

Oakland has an extremely valuable asset in her extensive water front. By an act of the Legislature of 1911, the city was given full control of her entire water front reaching from north of the Key Route basin around to the most eastern point of San Leandro Bay. Oakland can develop fully fifteen miles of improved water front, at any point where ship and car come together. Coincident with the improvement of her harbor, Oakland is now preparing to build a municipal belt railroad along her entire water front. Considering the fact that three great overland railroads now have their terminals on Oakland's water front, her citizens may justly be optimistic regarding her future progress.



LATHAM FOUNTAIN, OAKLAND.

The federal government has acknowledged the superior claims of Oakland's harbor by making generous appropriations for deepening and widening it. This attention from the federal government has been attracted because of the liberal way in which the city of Oakland has been spending her own money to improve the harbor.

In a few months the great hotel "Oakland," representing an investment of about two million dollars, will be open to the public. It will be one of the finest steel and fire-proof hotels in the United States and will undoubtedly be one of the city's greatest advertisements. All over the city many steel buildings have

and are being erected and to-day the building operations in progress, all of which will probably be completed before the close of this year, represent fully fifteen millions of dollars.

In July, 1911, Oakland's government will pass under the control of a new charter, framed from the experience of the most modern cities in the country. The charter, providing for a commission form of government, is very explicit in its terms for the extension of municipal ownership and is regarded as a model organic law in every detail.

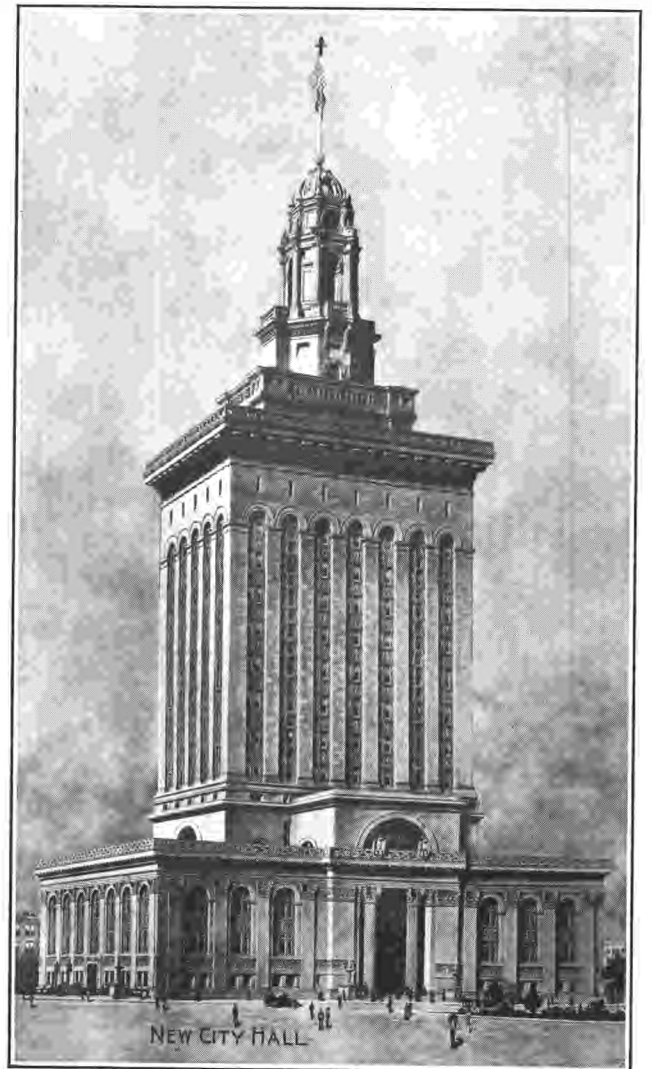
In the heart of Oakland is what no other city in the United States can boast—a salt water lake surrounded by boulevards, parks and beautiful homes. From this scenic Lake Merritt, beautiful driveways radiate in all directions. Within the past few years the city has made very large expenditures on boulevards, roads and public parks. The park system of Oakland to-day represents an investment of several millions of dollars.

Oakland is justly proud of her schools. Her modern well equipped school buildings contain every hygienic improvement that can aid in the health and education of the pupils.

The Southern Pacific Company is completing a suburban electric train service, every detail of which is of the most modern type. On these improvements the sum of ten and one-half millions of dollars has been expended.

This is in addition to the very extensive and superbly equipped electric service of the Oakland Traction Company, which maintains very adequate service for transportation between Oakland, Alameda, Berkeley, Richmond, Albany, San Leandro, and Haywards.

With the opening of the Panama Canal and the holding of the Panama Pacific Exposition, Oakland will share with her sister cities about the bay the added impetus of increased commerce and offers attractive inducements for investors and various enterprises.



NEW CITY HALL

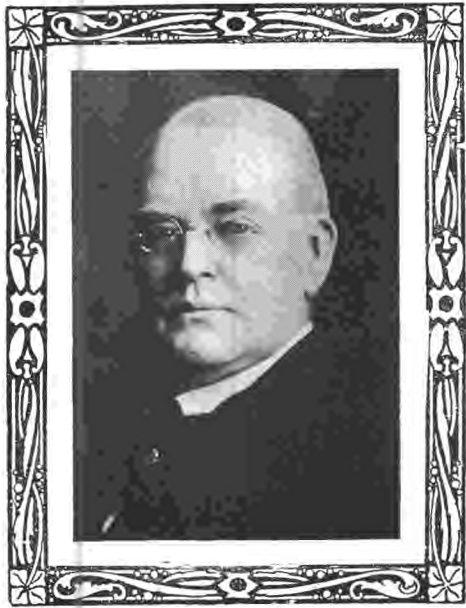


SHIPS IN OAKLAND HARBOR LOADING CARGO FOR ALL PARTS OF THE WORLD.

The California Judiciary

By HON. JOHN D. WORKS

U. S. Senator



HON. JOHN D. WORKS

THE judicial system of California consists of a number of courts intended to subserve all the interests of the State and to protect the rights of individuals. It would be ample for these purposes if the practice and procedure were only fitted to the needs of the people, but they are not. The State has one of the most cumbersome and expensive systems of practice to be found anywhere. Feeble efforts have been made, here and there, by amendments of the constitution and statutes, to correct the evil, but this is not what is needed. The whole system needs to be abolished and a new and simplified one substituted for it. There was

no excuse for it in the beginning, as codes of other States then existed far superior in that respect to our own. There is much less excuse for its continuance now after the evils of it are fully understood by every competent lawyer in the State.

With a system so inadequate to the proper and speedy administration of justice, the courts, partly on that account, have been brought into reproach for the law's delays, the enormous expense of litigation, and the all too frequent miscarriage of justice.

The judicial system of the State consists of a Supreme Court of seven members and having general jurisdiction of appeals from Superior Courts, and a limited original jurisdiction in the matter of issuing certain writs; the District Courts of Appeals, three in number, composed of three judges each, sitting at San Francisco, Los Angeles and Sacramento, respectively, and having limited appellate jurisdiction of appeals from the Superior Courts and like limited original jurisdiction; the Superior Courts, sitting in the several counties

in the State respectively and composed of as many courts in each county, with one judge for each, as the Legislature may prescribe, and having general original jurisdiction, civil, criminal and probate, and a limited jurisdiction of appeals from inferior courts; and such inferior courts as the Legislature may establish.

Until very recently, courts of justices of the peace were provided for by the constitution and could not be abolished by the Legislature. But in 1911 the constitution was amended so as to eliminate these as constitutional courts. Acting under the authority given to establish inferior courts, the Legislature has created a number of such courts seemingly sufficient to meet the public needs.

In case of the Superior Courts, the one important trial court, the number of courts and judges to preside over them may be increased by the Legislature to any extent it may see fit. Therefore the public



OUR NATION'S CAPITOL, WASHINGTON, D. C.

needs may be easily and conveniently met at all times. Each judge added to the number in any county is in legal effect the creation of an additional Superior Court for the county for which he is appointed. Each of these courts, no matter how many there may be in any county, is a separate and independent court in no way affected by the fact that there are other Superior Courts in the same county. They are generally classed as departments and numbered. In some of the counties what is called a presiding judge is appointed by the judges themselves, who is expected to arrange and distribute the business between the several courts, and to perform such other duties as the judges may direct, but this does not change nor modify the separate and independent character of the jurisdiction of the several courts.

As the constitution now is, as amended, this same system may, and probably will, be adopted as to inferior courts. One inferior court will be sufficient for all purposes if it is capable of expansion as need requires, by act of the Legislature, as in case of the Superior Court.

It will be seen from this brief description of the judicial system of the State that it is capable of meeting every need of the people and of the administration of justice, promptly and efficiently. Whether it shall do



THE NEW LOS ANGELES POST OFFICE, BUILT AT A COST OF OVER \$3,000,000.

so in the future must depend mainly on two questions, namely, the efficiency of the practice and procedure provided by law, and the character and efficiency of the judges. The number of courts and judges necessary to the proper dispatch of the public business is authorized by the constitution and may be easily provided by simple act of the Legislature as the necessity for increased service arises.

In the past the work of the courts has not been satisfactory to people who believe in both promptness and efficiency in the administration of justice. This results partly, as I have said, from the wholly indefensible system of practice that prevails, but not wholly. The judges and lawyers are responsible for much of the delay and expense involved in court proceedings. Lawyers delay final action by dilatory practices, slothful habits, unnecessary and tedious examinations of jurors and witnesses, and in other ways too tedious to mention, and judges seem to think it is no part of their duty to expedite business, and therefore they let lawyers take about as much time as they please and waste as much of the money of the public and of their clients as they please. This dilatory method of preparing and trying cases on the part of the lawyers, and the negligence and apparent indifference of judges to the prevailing conditions, is one of the crying evils of the times, of which the taxpayers and litigants have every reason to complain. Judges and lawyers, with very few worthy exceptions, have fallen into this easy-going and ruinously expensive way of conducting the business of the courts, and it seems that nothing will shake them out of it.

It is believed that if the business of the courts was promptly and efficiently done by the judges and lawyers, under a proper system of practice, it could be done by one-half the number of judges that are now being paid by the people and at half the expense to litigants. This is not to say that judges or lawyers are worse in California than in other States. With some exceptions, perhaps, conditions in other



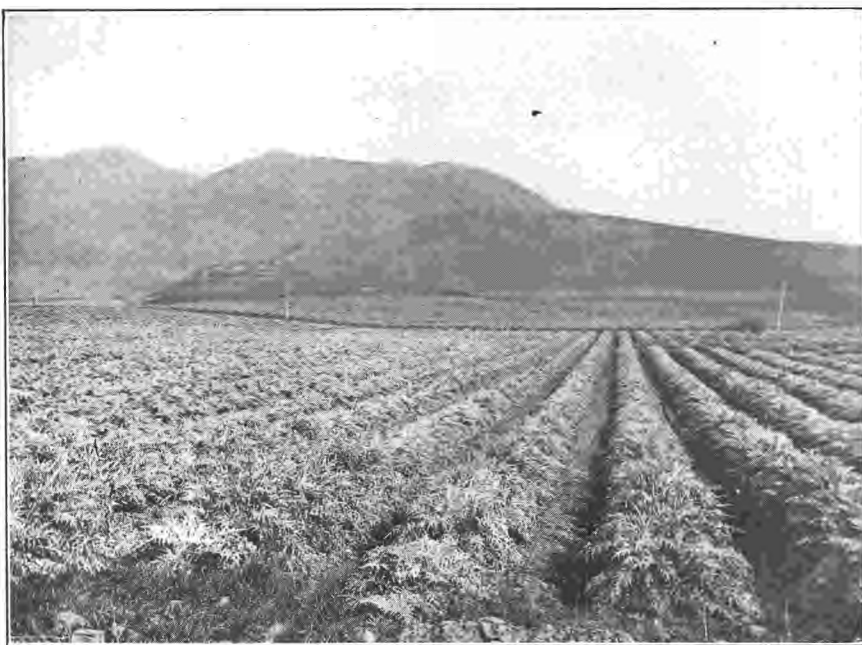
LOS ANGELES COUNTY COURT HOUSE

States are equally deplorable. The judges in California stand as well as judges in most other States. It has been attempted of late to maintain that the courts of California cannot be trusted and that the judges should, for that reason, be subjected to a course of discipline that would not be necessary in other States. This is a mistake that should be corrected. California has some bad judges. So have other States. But the State has many high-minded, fearless and worthy judges whose character and conduct are unimpeachable. With few exceptions the judges of California can be depended upon to administer the law faithfully and justly and to protect the interests of the public and litigants.

There is a disposition in these times to criticise the courts, and a persistent effort has been made to bring them into public disfavor. It is a dangerous tendency. The perpetuity of the beneficent institutions of this country are dependent upon an honest and fearlessly independent judiciary. Judges, like other public officials, are subject to just and fair criticism. There is no particular sanctity about the personality of a judge, but his duties and the administration of justice should be held sacred by the judge himself and by the people. The law and its fair and just enforcement, without fear, favor, or affection, must be held in the highest reverence. Judges may come and go, but the law remains for the preservation of the Republic and the protection of the rights of individuals. Courts have lost some of that reverential respect that was formerly given them and which they should have, by the corrupting influence of the power of money by which men have been elected judges, not because of their high standing, their integrity or their knowledge, but for their subserviency to certain privilege-seeking interests as opposed to the public welfare. Such a standard of fitness or unfitness for judicial office has elevated unworthy, subservient, and sometimes dishonest men to the bench. As a natural result, the courts have suffered in the public estimation and competent and upright judges have suffered from unjust reproach brought upon them by their unworthy associates.

Unfortunately the people have not always been able to distinguish between an unworthy judge, here and there, and the courts of the State and country, and designing people, politicians and demagogues, have used this lack of knowledge and discrimination to further discredit courts and judges, to further their own selfish and unworthy designs.

It should be the duty and the pleasure of every good citizen to emphasize this distinction between the courts and the corrupt or inefficient individual who happens for the time to hold the office of judge and preside over the court. California has suffered from these thoughtless and indiscriminate assaults upon its courts.



ARTICHOKE FIELD IN SOUTHERN CALIFORNIA.

Industries and Opportunities of Kern County

By T. F. BURKE

Secretary of the KERN COUNTY BOARD OF TRADE.



T. F. BURKE

KERN COUNTY, situated in Northern California, joins Los Angeles County on the north. Is one of the largest counties in the State, exceeding in size the joint states of Connecticut, Rhode Island and Delaware, consisting of 5,184,000 acres; 50,000 population, and only about 2,000 farms. There is about one million acres of fertile, productive soil in its undeveloped stage, awaiting the homeseeker.

The unlimited supply of the best of water for domestic and irrigation use, together with the necessary climatic condi-

tions are rapidly appealing to parties in search of farm lands. Surface water in the valley districts is struck from 8 to 30 ft. in depth.

The Sierra Nevada Mountains connecting with the Tehachapi and Coast Range, form a perfect horseshoe on three sides, it being about 40 miles across the valley from mountain to mountain. The great underground reservoir is continually fed from the various creeks, springs and river, and the supply is unlimited. Kern River alone irrigates nearly a quarter of a million acres of ground. This great bed of irrigation water being distributed through a source of 1500 miles of canals and ditches with their tributaries. Water for irrigation purposes near the canal system costs various prices from \$.50 to \$2.25 per acre per annum. Pumping plants and artesian wells also supply thousands and thousands of acres with water for irrigation purposes.

The resources of Kern County are extremely diversified, varying from the rich mining districts in the Eastern and Northern mountain sections, to the world's largest oil fields and natural gas wells, along the Southern and Western mountain ranges.

In the mountain districts are many large stock ranches, like-



HOG RAISING IS ONE OF KERN COUNTY'S PROFITABLE INDUSTRIES.

wise, developed farming sections, including about 4,000 acres of apple and pear orchards, while in the valley portion of the county, dairying and deciduous fruits, alfalfa raising, hogs, poultry, grain, general farming and the like are extremely carried on. The foothill districts are devoted to the successful raising of citrus fruits, olives, potatoes, winter vegetables, etc. The earliest citrus and deciduous fruits in the State are raised along the foothills, it being a particularly warm belt and practically free from frost.

The soil is of a decomposed granite and sandy loam formation. Practically no heavy clay or adobe.

We have practically every degree of elevation, from a few hundred feet to the highest point in the United States, without scarcely leaving the confines of the county, and where there is such a varied degree of elevation, it is reasonably understood that there would be likewise a great variety of productions, which is the case in Kern County.

This is likewise true with reference to the climatic conditions, which will vary from

24 as a winter extreme, to as high as 108 in summer.

The Kern County Board of Trade is a Civic Organization of the County, maintained for the purpose of giving reliable information to the homeseeker. They have no land for sale and are conducted for information purposes, assisting settlers, and inducing manufacturing enterprises and can be addressed at Bakersfield, California.



KERN COUNTY EXCELS IN SHEEP GRAZING.

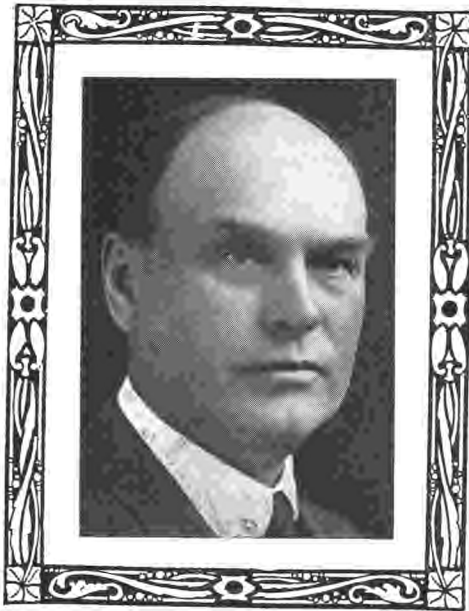


SOUTHERN PACIFIC DEPOT. THE TRAVELERS FIRST VIEW OF THE KERN COUNTY SEAT.

The Oil Industry of Kern County

By C. A. BARLOW, Pres. Kern Co. Board of Trade

In collaboration with WM. H. HILL



C. A. BARLOW

THE petroleum industry in California has become an important factor in the production of the State's wealth. The greatly accelerated use of oil for fuel and motor power has accentuated the value of this product in the industrial, commercial, and agricultural progress of the State. California for a number of years, has been the leading petroleum-producing state, and this industry is no small part of the sum total of the State's wealth.

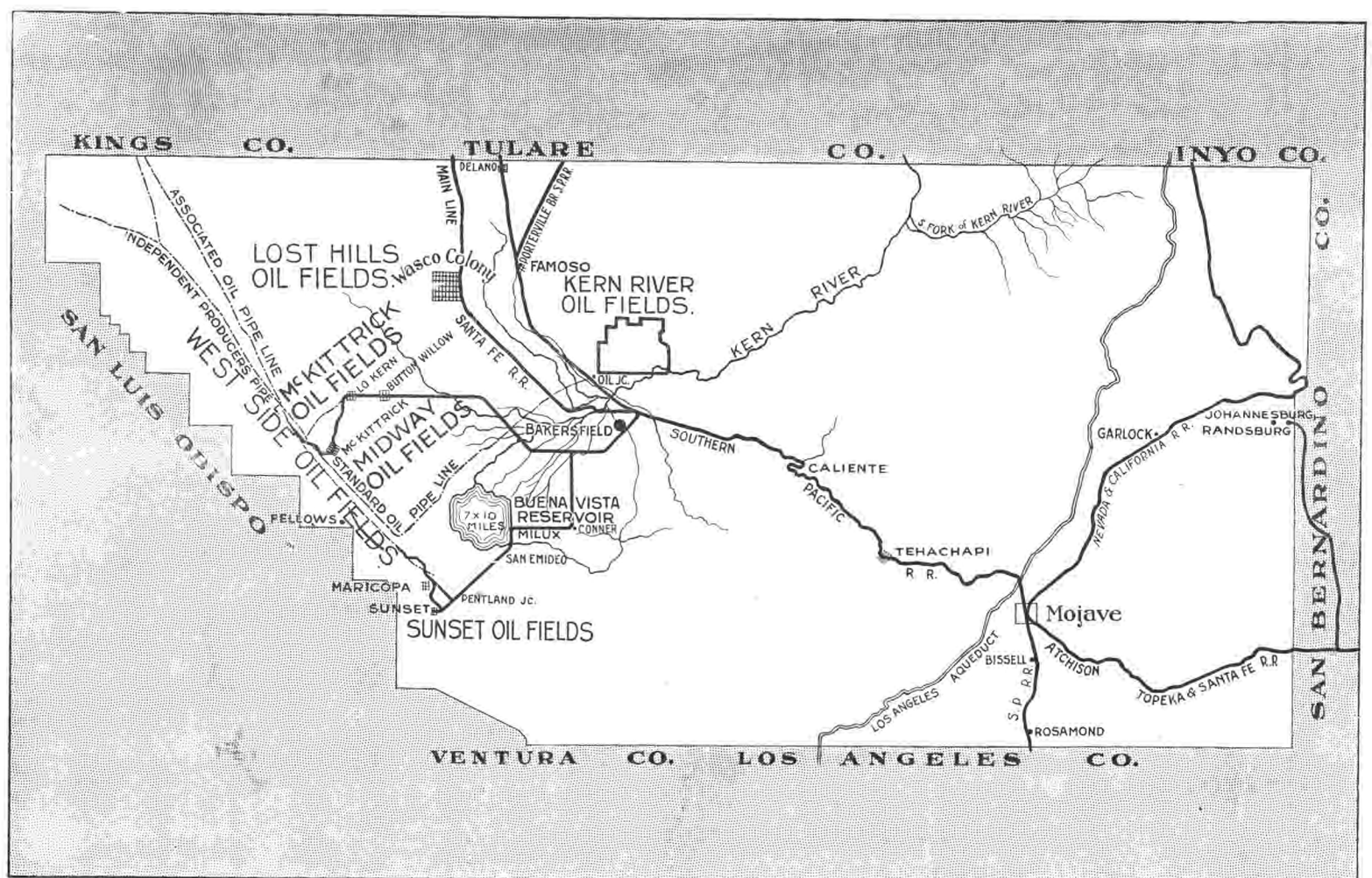
Kern County, for many years known as the leading oil-producing county of the State, as well as the United

States, has annually contributed more than fifty per cent of the total California oil production. Oil was first discovered in Kern County on the West Side by persons who were digging and hauling away asphaltum. After excavating the asphaltum, oil would seep into the holes to such an extent that it would have to be dipped out in order to continue the process of excavation. Oil at this time was considered valueless as fuel. It was, however, dipped up and transported to Bakersfield, a distance of fifty miles, where there was scarcely no market for it, so most of it was thrown away. Oil in paying quantities was first discovered in the Kern River Fields by Judd Elwood, who put down the first well during the year '98-99. It was first thought that this oil could not be refined, so was used for heavy fuel and also for road-building purposes. The discovery, however, of its great value for fuel brought the first oil boom into Kern County when Kern River Fields were originally developed.

The Kern County oil activity is scattered over several distinct districts on the East Side, the Kern River district; on the West Side, the Midway and Sunset oil fields, now merged into one district,

where the towns of Taft and Maricopa are located; the McKittrick oil fields, where lies the village of McKittrick; the Bellridge, and, in the Northwest corner of the County, the Lost Hills oil fields. The Kern River Section occupies an area of $4\frac{1}{2}$ by 6 miles, all developed and producing. An added area of nearly six miles square adjoining this district is now being developed by the Standard Oil Company and others. The Midway-Sunset District occupies an area of from 5 to 6 miles in width and nearly 30 miles in length. This is the most extensive oil-producing region in the world. In this district are operating the Standard Oil, the Associated, the K. T. O., Union Oil, and many other companies, producing a sum-total of over three and one-half million barrels per month. The McKittrick oil fields occupy a region 3 by 8 miles, the Bellridge an area 6 by 9 miles, Lost Hills an area of 3 miles wide by 12 miles long.

A summary for the month of October, 1916, shows as follows: Kern River District, 1615 wells, producing 723,266 bbls.; McKittrick District, 273 wells, producing 287,566 bbls.; Midway-Sunset District, 1523 wells, producing 3,537,483 bbls.; Lost Hills-Bellridge District, 352 wells, producing 458,436 bbls.; making a total production for the County of 5,006,751 bbls. out of the State's total production of 8,260,357 bbls., Kern County producing 60% of the total petroleum output of California. From January, 1900, to January, 1915, Kern County produced 396,633,627 bbls. out of 728,041,466 bbls., the total California product—or 54.57%. For the past five years Kern County has produced an average of 58.4% of the total California supply. The value of the oil production from Kern County for the above-mentioned fifteen years was over \$160,000,000. At the present time the value of the production is upwards of \$25,000,000 per year.

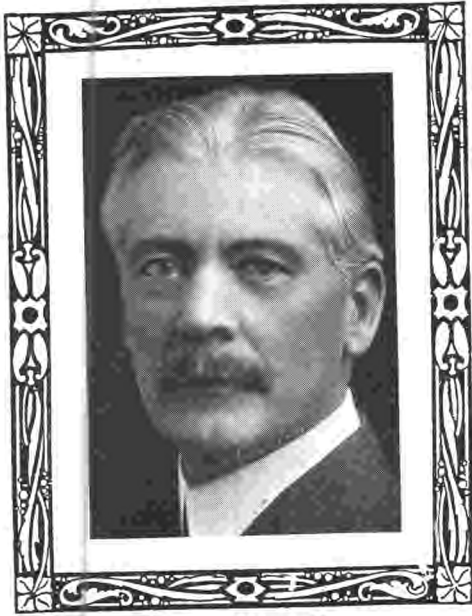


MAP SHOWING THE LOCATION OF THE KERN COUNTY OIL DISTRICTS.

The Future Outlook of Kern County

ALFRED HARRELL

Editor Bakersfield Californian.



ALFRED HARRELL

ing in locating there is attested by the successes that are in evidence all about him.

Again the successful growing of rice in Kern County on lands that were once accounted as of little value, has largely increased the acreage available for those looking for homes.

Because it has the land to offer at prices that are reasonable Kern's development in the next few years promises to exceed that of the past decade.

The development of water on the Kern mesa, comprising thousands of acres, is, too, bringing into cultivation a large area of land in the citrus fruit belt, and the orange groves of Edison, Tejon and San Emidio, all located on the rim of the valley at widely different points, with thousands of similar acres about them, attest that Kern is prepared to offer citrus fruit land, the equal, at least, of that to the north and the south, and at prices much lower.

From its low-priced lands for farming and horticulture Kern's most permanent development in the future will come, as it has been coming for the past five years, but the prosperity of the county is, at the same time,

THE greatest development in California in the next decade must come to those sections where there is vacant land adapted to the needs of the homeseeker, and at prices that are in reach of the man of moderate means. Perhaps no other county in California, at this time, is in position to offer to settlers land for diversified farming at prices as low as is Kern. Twenty, forty and eighty-acre farms within a dozen miles of Bakersfield are being advertised for sale at \$65 to \$90 an acre. This land is as level as a floor, ready for the plow and that the homemaker will not be experiment-

not wholly or immediately dependent upon its utilization of these low-priced lands. The oil industry has reached proportions greater than ever before in the history of the county; but even so, the price of that commodity in the market today is stimulating development and increasing the output month by month. The price of oil has climbed from 35 to 68c within 9 months and the end appears to be not yet. Dollar oil in 1917 is predicted. Even at the existing price the industry in its renewed activity means abundant prosperity for the county that is its center.

Growth in the rural population and on the oil leases are having their certain effect upon the centers. At the close of 1916 there is not a vacant dwelling to be had in Bakersfield, and a similar condition exists in the oil towns on the west side of the valley. Building activity is increasing steadily, and there is employment at remunerative wages for those that seek work.

Abundant rains give assurance of a good year for the stockmen, and that, in itself, is important for a county where stock raising is a very considerable industry.

The demands for the county's mineral output has stimulated the mining industry in the mountains and on the desert, and there is greater activity in those regions than for years past.

This promising local situation, added to the upward trend of business the country over, gives assurance of a prosperous future for Kern, and merchants, bankers and carrying concerns join in testifying that conditions point to an era of good times, an era that will have none of the features of a boom, but that will contribute to a steady and healthful development of the county.

Kern County has a very extensive supply of undeveloped mineral area which will undoubtedly prove a profitable industry for many years to come and offers very flattering inducements to capital seeking lucrative mining investments.



ONE OF THE PRINCIPAL STREETS OF BAKERSFIELD, THE KERN COUNTY CAPITAL.

The Commercial Progress of Kern County

By ARTHUR S. CRITES

Vice-President and General Manager,
Security Trust Company, Bakersfield.

KERN COUNTY is located in the southern end of the San Joaquin Valley between Tulare and Kings Counties on the north and the Tehachapi on the south, lying in a valley between the Sierra Nevada and the Coast Range. Although one of the most productive of the interior counties is practically in its infancy in its development. The principal wealth of the County in the past has been the oil industry, the output of which has enjoyed the steady increase thru the development of new properties until it has an annual product of approximately Twenty-five Million Dollars and enjoys the distinction of being the leading petroleum producing county in the State as well as the United States.

In the exploitation of this industry much of the valuable resources of the County have been overlooked for Kern County has vast areas of undeveloped land which thru irrigation and improvement will eventually become a thrifty and productive agricultural area.

The Kern County Mining Industry is of no small importance, vast deposits of soda, manganese, silica and cement are found within its borders. An endless supply of natural gas which can be used for fuel gives an abundance of latent power which can and will eventually be used for manufacturing enterprises. Bakersfield, the County Seat, is so situated near the entrance to the Valley from the south as to be a natural center from which to supply an immense area with raw and manufactured products. A number of manufacturing enterprises, including a glass factory, manganese brick, sugar and rice factories are under contemplation and will no doubt in the near future be thriving institutions of Kern County.

Something of the commercial progress in this county may be judged by a brief delineation upon the growth and activity of the banking institutions which are usually considered the key to the commercial progress. Bakersfield has five thrifty banking institutions, the Security Trust Company, with deposits of upwards of a quarter of a million dollars; the Producers Savings Bank, with One Million, Eight Hundred Thousand; First National Bank of Bakersfield, with One Million, Three Hundred Thousand; First Bank of Kern, Seven Hundred Thousand, and National Bank of Bakersfield, Five Hundred Thousand. The first banking institution of Bakersfield was known as the Kern Valley Bank which has since discontinued. The oldest bank at present is

the Producers Savings. A Clearing House was organized in 1912, which shows an average monthly clearing for that year of \$2,278,000.00. In October of 1916, they showed clearance to be \$3,969,000.00, or an increase of over sixty per cent. Other Kern County towns which maintain banking institutions are: Delano, McFarland, Tehachapi, Wasco, Taft and Maricopa. The total deposits of all Kern County banks combined, amount to something over Seven and a half Million Dollars.

These statistics tend to show a steady and healthy increase in Kern County activities and business enterprises. One does not need to be an optimist to prophesy that Kern County has a splendid future. The vast areas of land hitherto used for grazing purposes can be brought under intensive cultivation by irrigation which will be comparatively inexpensive. Ideal crop conditions, climate, soil and water are fundamentals which have made California prosperous and altho Kern County from the standpoint of development, is somewhat behind its sister counties, it consequently has vastly larger opportunities for development ahead. Immense areas now used for pasture will be thrifty and prosperous fruit orchards. Nearly every kind of agricultural product grown in California can be raised profitably here. A great area brought under irrigation thru ditches is rapidly becoming prosperous ranches and in vast other areas the underflow of water at distances from twenty to three hundred feet can be pumped up in sufficient quantities to adequately irrigate the soil.

Electric power is furnished at moderate price for the pumping of water for irrigation, and much valuable agricultural land is made productive by the use of this means of supplying the water.

As the commercial progress of a community goes hand in hand with agricultural, mining, oil and industrial activities, the commercial institutions of Kern County will assuredly enjoy a healthy, continued and permanent progress.



CHESTER STREET, ONE OF THE PRINCIPAL BUSINESS THOROUGHFARES OF BAKERSFIELD.

The Oil Industry of California

By CHARLES P. FOX

Editor and Proprietor of the California Oil World.

WHILE the oil industry of California is generally regarded as important, how important it is can best be realized by comparison. Should this state for any reason suffer the loss of its fruit growing, of its mining, of its alfalfa production or any other of the first dozen of its principal industries it would be deprived of no more than it would be should the oil business in its several branches come to an end. Hardly more than half a generation ago California was almost a negligible quantity in oil production. A meagre million barrels a year was regarded as a matter for congratulation, and at the same time the market for the production was unsteady and so erratic that the occupation of oil producer was most hazardous. Few succeeded where many failed.

Contrary to what at first would seem likely to be the case, the bringing in of eminently greater quantities by the discovery of new fields gave to all producers a more dependable market for their wares and established the industry as a real business for the first time. The reason for this was that when the quantity of production was only slight, those who might otherwise have been induced to become consumers by turning over from coal, found themselves unable to do so because of a lack of a guarantee that a supply for their furnaces would be continuous and abundant. When the great Kern River Fields came in, however, followed shortly by the expansion of the Coalinga field, users of fuel came to appreciate the fact that they need hesitate no longer in abandoning costly coal, imported from great distances, for the cheaper, more easily handled liquid fuel found at their own doors. The oil era of California therefore actually began with the finding of the greater fields, and the production of oil afforded operators a profit. This led to further prospecting and development and eventually California became the greatest oil producing state in the Union and without a rival in the world except Oklahoma and Russia.

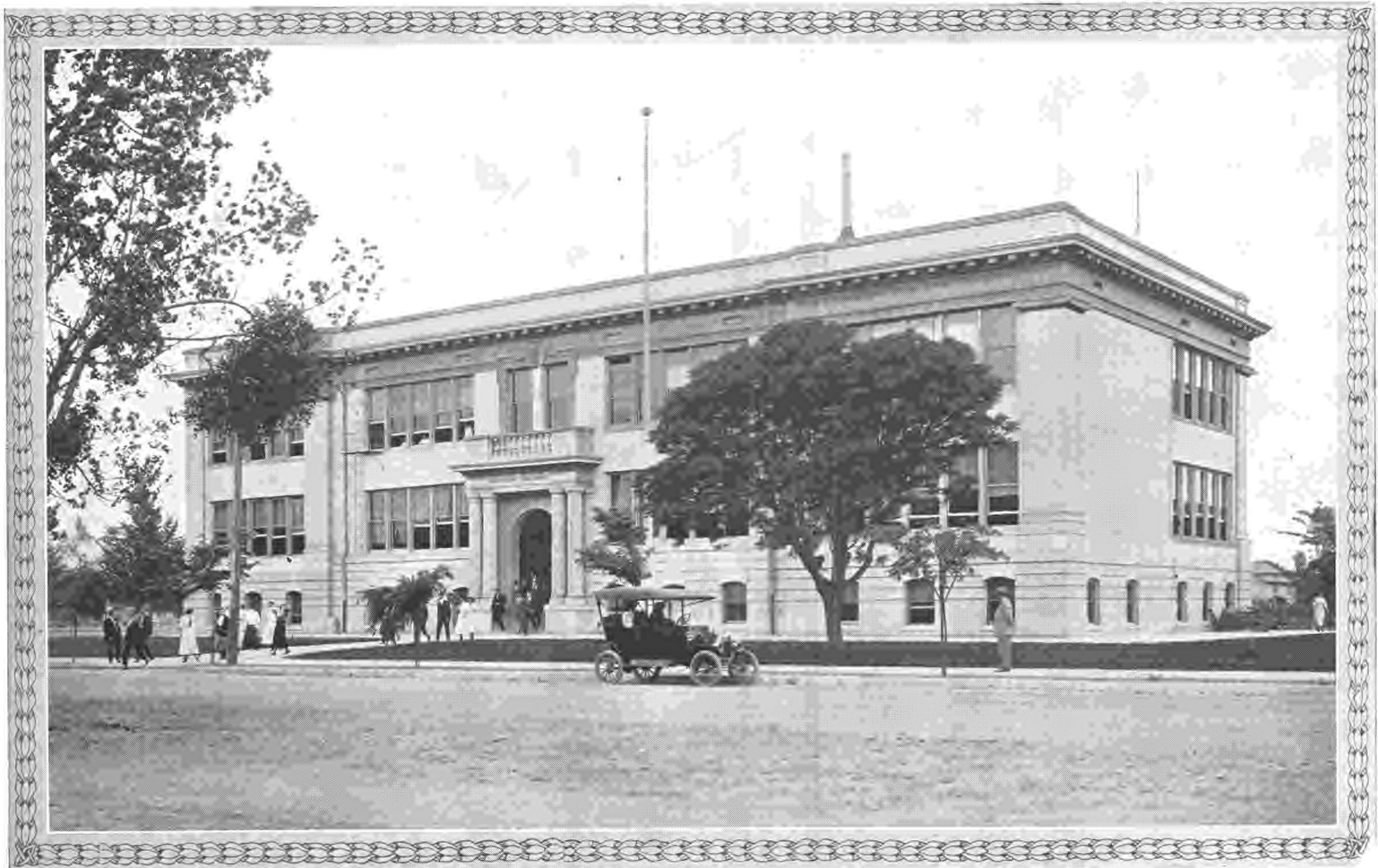
Its known fields are now, Kern River, Coalinga, Maricopa, Midway, McKittrick, Belridge, Lost Hills, Santa Maria, Ventura, Newhall, Los Angeles City, Watsonville, Salt Lake, Summerland and Whittier - Fullerton. The yearly production of these has reached in excess of 100,000,000 barrels a year, which probably can be rated as their normal capacity in a period of active drilling to replace dwindling wells.

Formerly, the oils of California were mostly of heavy gravity and were pronounced refractory in that they did not lend themselves readily to the refining methods then

known, which were the methods devised in Eastern fields to handle the paraffin petroleum of that country. In later years, though, improvements in refining processes and the discovery of new fields of light oil have wrought a decided change in this respect.

In the early days oils which refused to yield to reduction processes are now made to give up a considerable portion of gasolines, distillates, kerosenes and lubricants. The bulk of production has risen in gravity so that, whereas, where once seventy-five per cent of California oil was used as a fuel in its crude state now that amount of it undergoes some form of a refining process. Thus California is able to supply itself out of a lean oil with gasoline and kerosene, distillates and lubricants for its own consumption, to ship large quantities East and to export to foreign countries, at the same time furnishing itself out of the residue, with an ideal fuel for its railroads and industrial concerns, and to supply the same up and down the Coast from Chile to Alaska, as far west as Hawaii and east into Nevada, Arizona, western New Mexico and northern Mexico.

Millions of dollars have been invested in distributing systems to serve this widespread market. Pipe lines owned by various companies run from every field in the state to tide-water. Large fleets of tankers, individually equal in tonnage to any used anywhere in the world, convey the oil from the termini of the pipe lines to distant ports. The west and southwest interior country is supplied by railroad and every railroad company is equipped with a considerable number of tank cars for this purpose. The chief distributing companies are the Standard Oil Company of California; the Associated Oil Company; The Shell Company of California; The General Petroleum Corporation; and the Union Oil Company of California operating in conjunction with the Independent Oil Producers Agency, an association of one hundred and seventy-five field producing companies.



HIGH SCHOOL BUILDING AT BAKERSFIELD, CALIFORNIA'S OIL METROPOLIS.

The oil fields of the San Joaquin Valley, from which the greater portion of California oil is derived, are mostly located on lands now or formerly belonging to the Public Domain and developed under the Placer Mining Act, the application of which by Congress to petroleum claims was a make-shift. The inapplicability of this law to oil field conditions has led to no end of confusion in the past few years. Once, when an effort was made by Government Departments to make the law fit, an operator was enabled to proceed after a fashion but without great security of possession, and patents were granted to claimants who had conducted themselves as nearly as they could in accordance with such law as there was.

Prior to the issuance of patents possession was frequently disturbed by "scrippers", fake homesteaders, desert land entrymen, and the like; and in order to protect the legitimate operators the Executive issued a number of withdrawal orders forbidding entry in the land office; and thus the operator was enabled to proceed to a demonstration of the mineral character of the land. He was then granted patent.

The famous withdrawal order of President Taft, issued September 27, 1909, was the culmination of a series of such presidential proclamations and was designed for the benefit of the oil producers themselves. It was not a conservation measure in the sense in which that word is understood, having no purpose whatsoever to hold out the oil resources of California from exploitation and development. At the same time its language was such that taken in conjunction with the Placer Mining Act, mentioned above, the courts have been compelled to hold that there is no legal warrant for the granting of patents to operators no matter how perfect their *bonas fides*. While as this is being written the general question involved has not yet been decided, congress being engaged in consideration of a relief measure, it can be said that the litigation which has arisen has retarded the growth of the oil industry and, by limiting production, was the prime element in an increase during the year 1916 of nearly one hundred and fifty per cent in the price of oil at the well.

A revolution was worked in the oil business by the arrival of the internal combustion motor engine and the adoption by the public of a greatly increased use of the electric light. Once the chief, almost the sole use to which petroleum was put was in the manufacturing of illuminating oil. Virtually all the other elements were waste matter and the cost of kerosene production has to carry the burden of the waste. Gasoline in particular was waste. To combine it with kerosene made the latter highly dangerous in burning lamps and as there was no demand for it the gasoline was necessarily thrown away. At the time kerosene was the only illuminant used by the public except gas made from coal.

One need not point out that at the present time the chief value of oil, due to the millions of automobiles in use, is gasoline; or that the electric light has supplanted the family lamp as an illuminating agency. Where gas is still used for lighting purposes especially on this Coast it is derived from oil. Kerosene almost amounts to a drug on the market.

Thus is it indicated that the manufacture of gasoline, once discarded as an impediment to successful financial results in refining, must carry the burden of approximately the total cost of treating. The crude oil of itself is an excellent fuel without treatment, the kerosenes are transported to distant markets and there dumped, the production of lubricants can be readily pushed to disastrous excesses, paving material depends upon public enthusiasm for good streets and roads for a profitable market; and it follows that gasoline must serve as a guarantor that the business of refining shall present such promises of results that capital will consent to engage in it.

Now, as gasoline is a substance in and of itself, held, so to speak, in suspension in the body of the oil, the usual practice of distilling the original liquid serves only to extract that amount of gasoline which is so held in suspension. In other words, the accepted methods of treatment do not create gasoline but simply separate it from the substances with which it is found in conjunction. Yet, the aspirations of the refiners go far beyond the present accomplishments.

Each one of the several substances making up oil as it comes from the earth formations is a hydrocarbon, and differs from its associates only in molecular construction. If then, the molecules of the baser elements can be broken down by heat or pressure, or by a combination of both, it is reasonable to suppose that the atoms in rearranging themselves will unite in the form of gasoline molecules, to a certain extent. This very thing does occur—in the laboratories, and the process has been termed "cracking". A thousand of the best mines in the world are now assiduously devoting themselves to the interesting problem of making the laboratory process a commercial certainty. That one or more will succeed in this, goes almost without saying. The world demands more and more gasoline. The way has already been found to get more and more gasoline expensively, and the way will be found to make that process cheap and efficient and serviceable to mankind.

Principal Towns of Kern County, the Leading Oil District of California

DOTTING here and there this vast expanse of fertile territory are the prosperous growing colonies and rich farm centers. The pioneers and forerunners of development which will make of Kern County an empire in itself. Beginning in the northern part of the County, we have Delano, one of the frontier towns of the country, content until recently with "dry farming" in the surrounding community. In dry years land that sold for less than \$1.00 per acre would today bring, unimproved, \$100 per acre.

To the south of Delano a few miles is one of the newer towns and colonies, McFarland, which is growing rapidly and the people are prospering thru the growing of alfalfa and dairying. A few miles further south is the older colony of Wasco. There is a large acreage in fruits and planting is steadily going on. Alfalfa is extensively grown and in this section some of the largest cuttings have been obtained. To the west of Wasco and on some of Kern County's poorest land an experiment in rice growing was undertaken about three years ago. It proved so successful that this year of 1916 several thousand acres are under cultivation and it gives promise of becoming one of our most stable and profitable industries.

Then comes Bakersfield, the County Seat, with a prosperous population of nearly 20,000, which enjoys street car facilities, beautiful paved streets, natural gas for cooking and commercial purposes, electricity, the finest school facilities, fifteen churches, the services of two great transcontinental railroads, magnificent County and City buildings devoted to municipal affairs, hospitals, clubs and lodges of all the principal fraternal orders. A tour of its banks, department and jewelry stores, hotels and newspaper offices will convince at a glance, any visitor that Bakersfield is withal a modern city whose future is assured by being the center of the great oil industry and surrounded by a rich and growing agricultural country. Radiating from Bakersfield in every direction are miles and miles of state and county paved highways which represent the best in road-building that money and intellect can produce.

To the west and south and east of Bakersfield we have the prosperous and growing colonies of Rio Brava, Old River, Panama, Ordena, Arvin, Weed Patch, Mesa Heights and others, all prosperous, happy and contented colonies and each striving to outdo the other in the quality and quantity of fruit and vegetables and the varied products of the farm. Just East of Bakersfield and situated upon the nearest mesa land at a distance of from five to seven miles are the Edison Orange Lands which are becoming mammoth producers of the choicest citrus fruits. In the winter of 1912-13, the most severe recorded in California, the orange groves of Kern County suffered little or no damage. Pears and apples are developing the country around the mountain town of Tehachapi and this within a space of a very few years.

Taft—The Heart of the California Oilfields

By A. M. KEENE, Editor Daily Midway Driller



A. M. KEENE

TO ATTEMPT a detailed history of Taft, with the many sidelights that could be interwoven in its rapid, unique and brilliant progress, would take too much space and time. I am sure, however, that had Bret Harte first come up through Stone Cajon from Peach Tree and the Coast to the Shlam landing at Painted Rocks in Carissa Plains and had climbed to the top of the Carissa Range, overlooking the Valley between the Buena Vistas and the Carissas, with the morning sun casting its golden rays over the top of San Emidio in the East causing thousands of mirrored reflections in the overflow of Kern River's mighty forces towards the West, Taft and its environments must have occupied as romantic a place in early California history as did his northern early mining camps. And also had Mark Twain seen our only relief for sick eyes and desires, Buena Vista Lake, his Dog story of a "Bark Under Full Sail," when it jumped into Mono Lake and the soda stung its lives so badly that it swam to the other side and disappeared quickly over a distant hill, he might have made a wild country settle up years before it did and we might have enjoyed the pleasures of coming to a big city instead of acting as pioneers and incorporating the "Biggest Little City in the World" November 8, 1910.

Now while not claiming by education to be a historian or by inheritance a humorist yet I have seen history made in Taft and build itself from twenty-five souls and six houses, intermingled with many humorous occurrences to its present princely state.

Taft was first placed in the scheme of things in January, 1909, and its first governing body, if you might call it such before incorporation, was its Chamber of Commerce with C. W. Alvord its President, former owner of the Alvord Hotel, and J. Gore, of the Union Lumber Company, its Secretary. H. A. Hopkins was its first Postmaster. And in those days it was some post office. Only its former postmaster can understand what it meant to run a post office on an income of \$83.00 a month and pay out \$150.00 a month for help. Our mail came from Maricopa through the

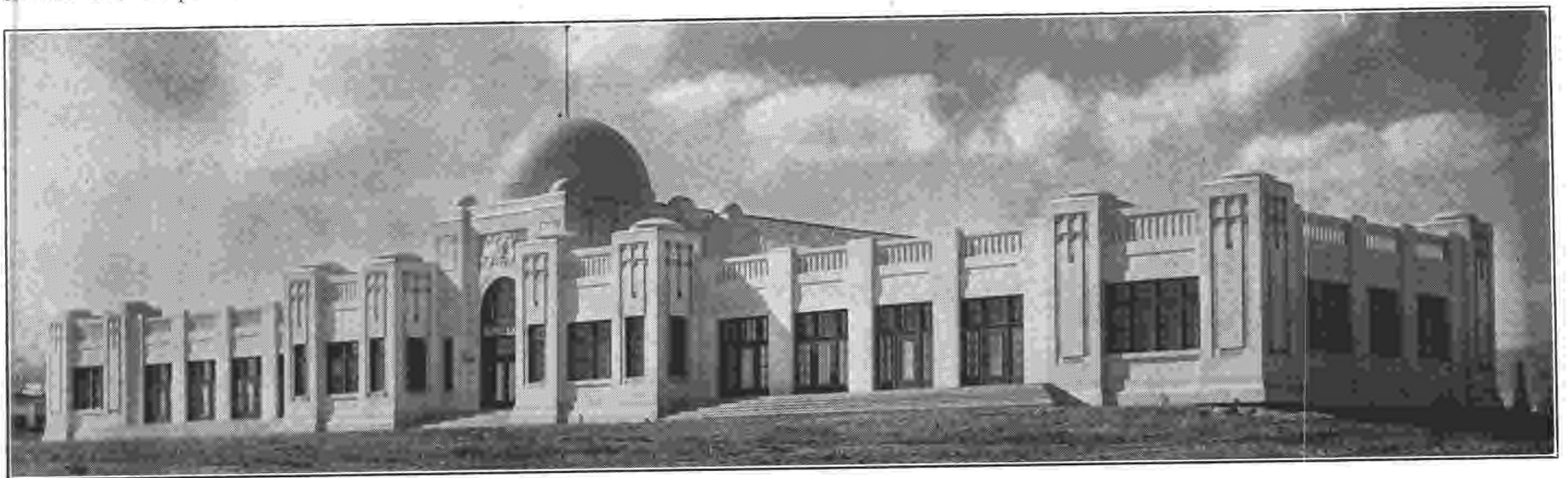
medium of two burros and a buckboard three times a week until this office was established. If the postmaster got into the buckboard before Jennie got the bit in her teeth you got the mail intact and if not you could find it anywhere from here to Buena Vista Lake.

This was the time that Taft occupied the space now leased by Supply Row and in October 22, 1909, it had its first Waterloo being burned to the ground. In two days James & Dooley built the first business house where C. W. Beatty is now located. Thereafter Fred O'Brien built the Shamrock Pool Hall and H. E. Smith a rooming house where the Taft Pharmacy is now located. The city grew rapidly and in 1910 it incorporated with 750 population and the voters elected as its first Board of Trustees H. W. Blaisdell, who ran the old Q. T. boarding house, where the Office Bar is now



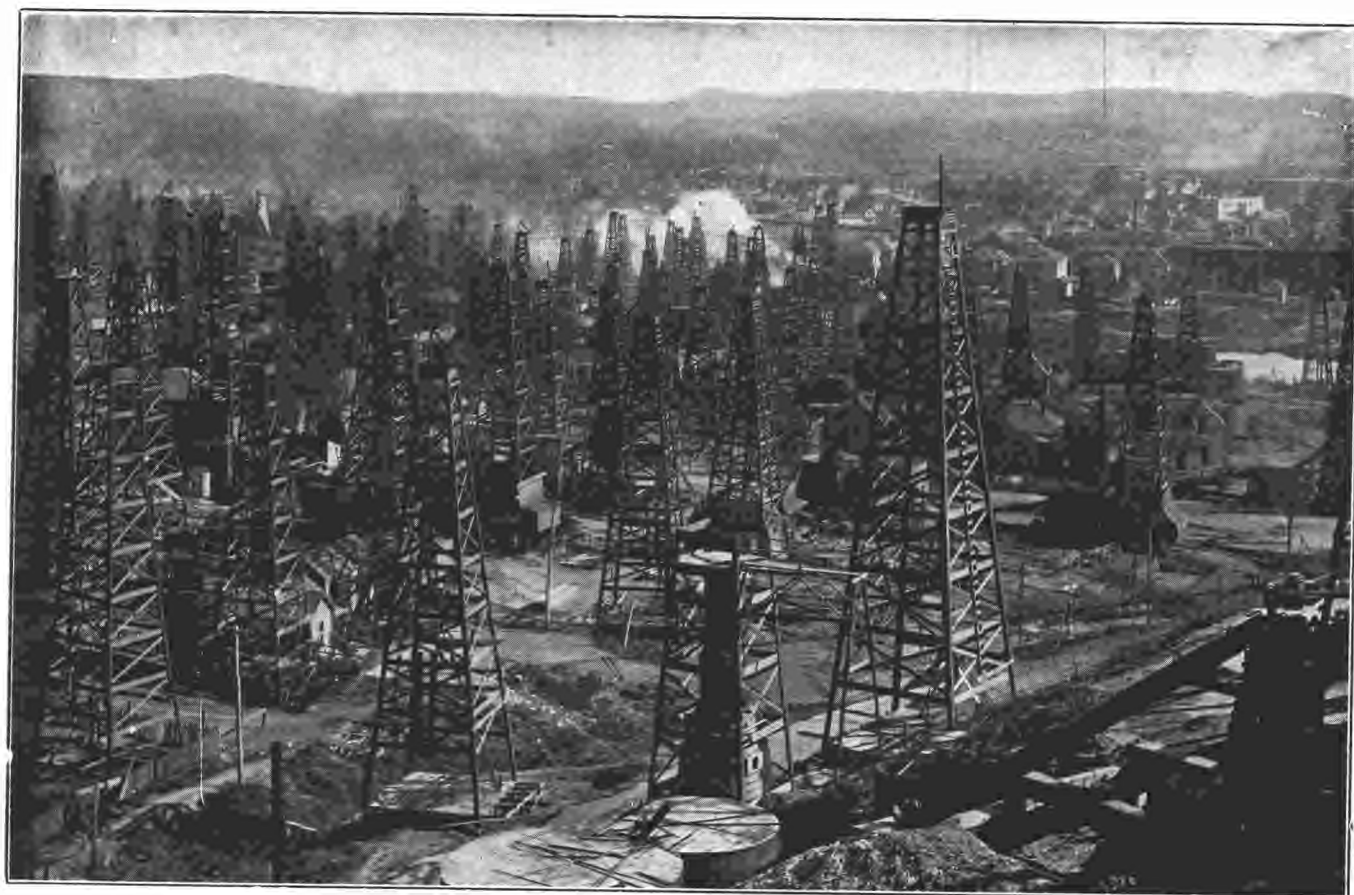
HOME OF THE PRODUCERS SAVINGS BANK, TAFT, CALIF. THIS BANK HAS DEPOSITS OF MORE THAN A MILLION DOLLARS

located and later moved to its present location next to the Opera House. This building was the first building ever built in the Midway and is its original landmark if you may call it such although not occupying the old location where the H. H. Herron Company's Garage now stands on Supply Row. J. W. Ragsdale was the next in order and E. L. Burnham, H. A. Hopkins and J. P. Dooley. It is needless to say that they discovered many pitfalls and tribulations during those first few years. It caused Fred O'Brien, our first City Treasurer, many sleepless nights trying to figure out how the city was going to do many things from nothing. The first big thing to occupy their minds was a post office. It was some controversy but we won out and the citizens with the business men built from popular subscription a \$6000.00 concrete building.



THE TAFT NEW HIGH SCHOOL BUILDING IS ONE OF THE FINEST SCHOOL BUILDINGS IN CENTRAL CALIFORNIA

—Cuts by Courtesy of Midway Driller.



A WILDERNESS OF DERRICKS IN THE HEART OF A CALIFORNIA OIL FIELD
—Cuts by Courtesy of Los Angeles Chamber of Commerce.

Taft grew by leaps and bounds in those first two years and in November, 1912, the city voted a \$41,000 bond issue for the present sewer and fire system which was completed in June, 1913. In the meantime the outside district grew and in 1911 Taft was forced to build a concrete jail from its general fund, costing \$1800.00. About this time the Catholic Church and a little later the Presbyterian Church were constructed. Last year the trustees built the present City Hall costing about \$4200.00, furnished from the general fund also. They have also given the city a full equipment of road machinery costing about \$3000.00, and all from the surplus they had built up, so no bonds were necessary.

Many changes took place rapidly from 1913 and new governing boards being elected, the people retaining some of the members of the first board from term to term. The Conley school district was formed in 1909 with W. S. Lierly, B. Tibbetts and Wm. Clay as its school trustees. The first school house is the old High School. In the summer of 1913 the district voted bonds and built the present large grammar school on the south side, costing \$40,000.00, and two years later, in 1915, they built the grammar school on Lucard Street, costing \$20,000.00. Two years later again, this year, the \$60,000.00 High School building stands as a monument of their hard work and the mark of the requirements of the section for school facilities second to none in the state. During this time three other school buildings were built of smaller size.

During the period from January, 1909, to January, 1918, Taft has had many business houses and residences and many new people until you today have it in all its glory as a city of the sixth class and a population of over 4000. Its organic law is the state constitution and the incorporation act of the state. This

is the guide that trustees use together with the general laws.

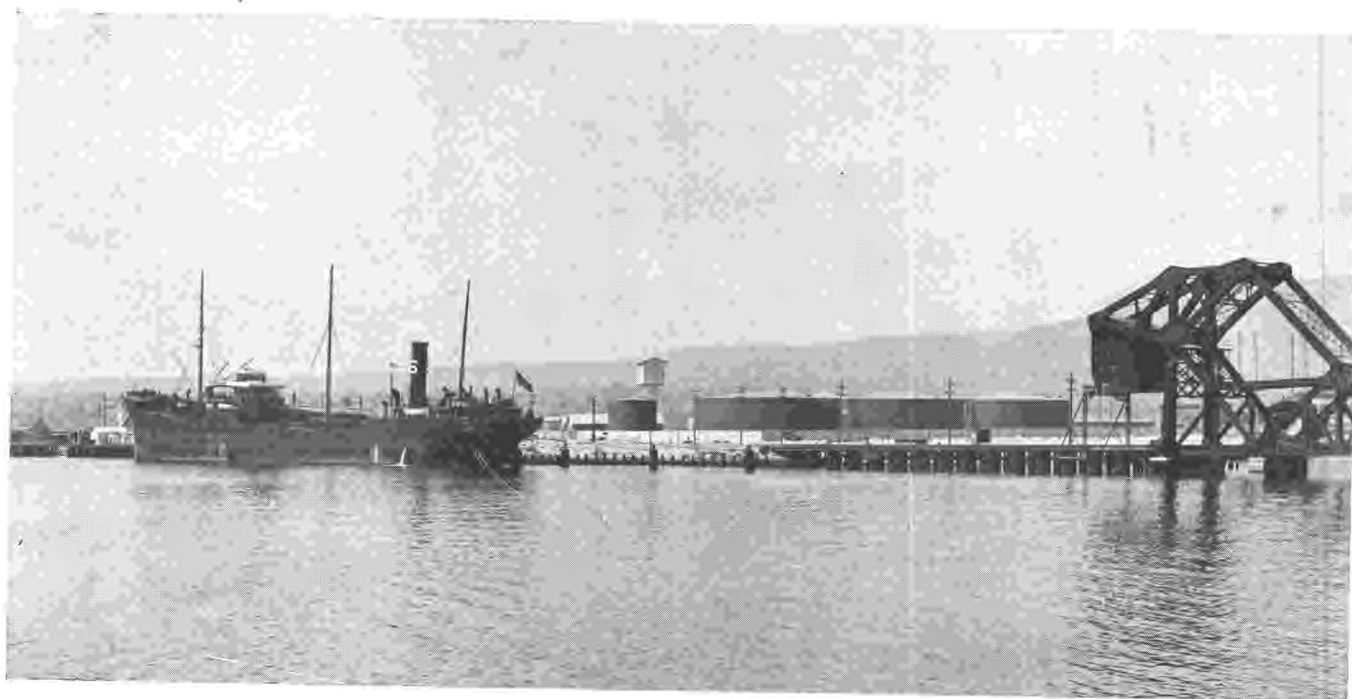
Taft's assessed valuation today is \$1,250,000.00 and its tax rate is \$1.00 on the \$100.00 of assessed valuation; the lowest in the state. It has purchased and paid for, from its general fund and not by bond issue, nearly \$25,000.00 in improvements and equipment. It has always been listed in the front ranks of the cities of the state in municipal government and its officials have ever been active for its progress and development.

While much has been achieved during its rapid growth it is no different than any growing city and as much more can happen in the future as in the past. In time Taft may look with pride to a City Library, but this, due to a bigger expenditure of money than its general taxes will provide for will have to be by bond issue. We might also stretch our imagination and dream of a

municipal plunge where some of us might frolic and think we are in a more desirable place during the heat of summer. Next month, February 7, we vote on a bond issue of \$25,000 for the purchase of lots for a fire station, fire house and auto fire engines and equipment. This is to get it off the crowded street of the city and to keep in line with our development.

The City of Taft is very picturesquely located, the rolling hills and valleys for miles in every direction are covered with oil derricks where the wealth of oil is constantly pumped from the bowels of the earth. At night this field looks like some great metropolis in the distance. The whole region is supplied with light and power from the "San Joaquin Light and Power Co.", which owns many hundred miles of wiring.

So, small that we have been and crude in our beginning, we have had an unfaltering stride in the making of things until our 4000 population and what our city possesses is but an indication of what more we may do if we continue in the future the united front and effort always instilled in our work in the past.



OIL TANKER LOADING OIL IN LOS ANGELES HARBOR, PIPED FROM THE MIDWAY-SUNSET OIL FIELDS

Evolution of the Midway Oil Metropolis

By J. B. CARTER, President, and C. B. NOBLE, Secretary,
Taft Chamber of Commerce



J. B. CARTER

JUST WHY, WHEN AND HOW Taft succeeded the original oil town of Moron, breaking away from the once busy mart, incorporated itself and in eight years became the busiest oil city in the wide world, is a matter of ancient history. The story has been written and rewritten by all kinds of writers, and even story tellers have found interest enough on which to entertain readers.

While the discovery of oil and the natural influx of all kinds and brands of human beings the West Side,

or Midway fields, soon became the mecca of representatives of all that was good, all that was within the law, and all that was bad and vicious. Taft, in those days, was looked upon as a typical Wild West mining camp, and everything being wide open was quite alluring, including the speculative desire to drill for the black gold of the desert.

Capitalists and speculators soon had hundreds of wells drilling and their efforts were rewarded with the striking of oil at almost every point where the drill was sent into the bowels of Mother Earth. Then the wonder grew. More wells were drilled and more oil was encountered to add to the already phenomenal production. Then a gusher was produced and then another and soon the name of Taft was on the map and became world-famous almost over night.

Men seeking opportunities in which to increase their worldly possessions arrived and opened new enterprises or paid top notch prices for an established one. New buildings sprung up over night, just sufficient in which for one to conduct transactions in a frantic effort to get rich quick and then make a getaway back to the family and to them civilization.

Shacky structures soon gave way to iron and brick and con-

crete and stone buildings, some two and three and four stories, and which at the time were denominated as so and so folly. But they were wise in their day and generation and have since been reaping the reward which faith and confidence and energy inspire.

Everybody was imbued with the life and the vim displayed on all sides and the stranger almost gasped when he viewed the seeming recklessness which prevailed on all sides in the way of rushing business and real life. Everybody had money and every dollar seemed to be greased seeking a resting place in some till.



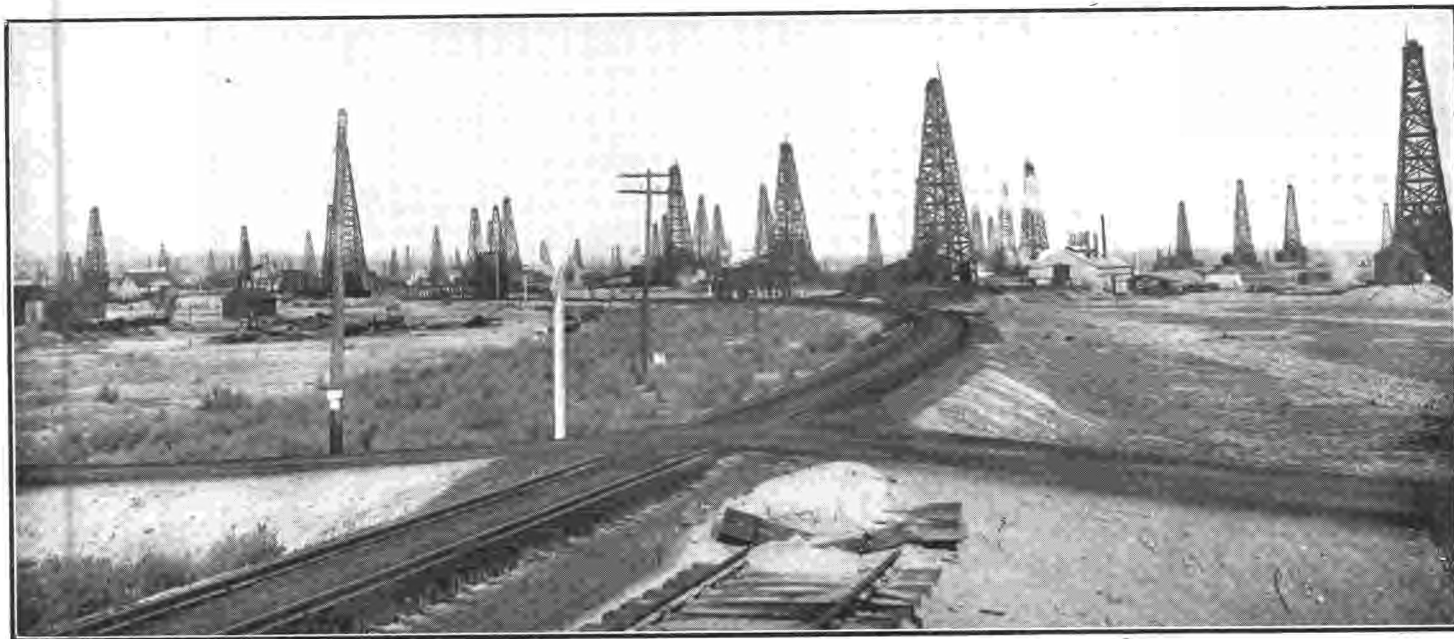
ONE OF THE CURVES IN THE LINE OF THE MIDWAY GAS COMPANY NEAR TAFT, CALIF.

Thousands of men were employed in the great oil industry and Taft at once became the hub of all seeking investment, as well as becoming the distributing point of supplies for miles around. Business houses increased with the enlarging of the field and the coming of people from all parts of the country, each having a mission of his own, principally to get a fat bank account quick and then to make their escape back home.

Corporations with untold wealth behind them entered the field early and secured possession or control of thousands of acres

of valuable land and millions of dollars were expended in development. With increased production the railroads could not handle the product and pipe lines with many sub-stations were flung across the desert and over the mountains and valleys to the seaboard harbors. Huge tank farms to conserve millions of barrels of crude petroleum were erected in the fields and connected with the pipe lines.

Natural gas, sufficient to supply every city in California was discov-



AMONG THE DERRICKS OF THE MIDWAY-SUNSET OIL FIELDS NEAR TAFT, CALIFORNIA

ered and capital constructed lines to the east and the north and the south for illuminating and fuel purposes. This feature of the Midway fields has been the source of bringing millions more of dollars to the investors and at the same time giving the consumer fuel and illuminant for a minimum price.

The rapid growth of the oil and gas industries caused Taft to grow into a city of the sixth class; houses about 5000 souls; while the old Moran, not in the city limits, but known as South Taft, which is solely devoted to residences, enjoys a population nearly as large, thus making the City of Taft and its environ a city of nearly 10,000, and is boastfully referred to as "the biggest little city on earth."

And why should not Taft and her enterprising people feel exultantly proud of their little city? With grammar and kindergarten school buildings aggregating a cost of more than \$100,000 and high school building and its annexes costing more than \$40,000, all modern structures and equipped with the latest of paraphernalia whereby to aid the youth in obtaining an education commensurate with the times, Taft stands single and alone in her ambition to give to her youth the latest and most modern curriculum.

Paved streets connect with the county highway; electric juice furnishes illuminant for the streets, the business house and the home; natural gas is exclusively used for fuel everywhere; the latest and best in automobile stages eliminate railroad travel to the big cities of the north and the south, while more than 5000 autos

of all kinds are owned by the people—the rich as well as the poor finding comfort and solace in joy and business affairs.

Taft is somewhat of a church going community and the four or five denominations receive their full share of attendance, while the theaters are more than liberally patronized by lovers of the movie and vaudeville. Like all mining camps the lure of the waltz and two step attracts the oil workers, the business man and the clerk.

Patriotically speaking, Taft and the West Side lead the procession in its efforts to back and sustain the government in this its great hour of peril and need. Its Red Cross drives have secured more members than any city in California of more than double its size in population, and in many instances of cities of the third class. In its purchasings of Liberty Bonds and Thrift Stamps there is no city in the state that can come near it, population considered.

The West Side Chapter of the Red Cross erected and completed the first structure to be used exclusively for its purposes in the United States. The incident was of such important moment that a current news moving picture concern sent its men with

cameras on the occasion of the laying of the corner stone, at which there were the heads of the great patriotic organizations, and more than 1000 feet of film is being shown in picture houses all over this broad land of liberty loving men and women, who are giving of their best efforts that the nation may be assisted financially and the patriotic, democratic boys "Over there" may not want for the comforts and necessities so needful on the battlefield.

A Chamber of Commerce, with more than 100 live business men for members, has been the means of attracting much capital to the city and fields and keeps the world advised as regards its municipal and oil field activities. Much publicity of all kinds has been given the world through this one channel and great good has resulted to the business interests as well as to the greatest oil field in the world.

And that is Taft, Queen of the Desert; proud of her achievements during the few years of her life; proud of her sons who have gone to the front to fight that the world may be made free from autocracy and autocracy's cruelties; proud of the women who do more than their bit, and proud of the older generations

who remain at home and furnish the nerve, the encouragement, the virility, the capital to make possible the accomplishment of great things for good of this country and for the whole world.

An estimate of the value of oil properties given by the department of Petroleum and Gas of the State Mining Bureau in 1917 gives approximately the scope of the oil industry for this district.

There was in

this report 80,702 acres of proved oil land with a total value of about \$10,000,000.00. There were approximately 200 miles of pipe line built at a cost of \$40,000,000.00; 30 refineries with a daily refining capacity of 175,000 bbls. of oil representing a total investment of \$15,000,000.00; 40 tank steamers serving the California oil fields with a capacity of 1,500,000 bbls. built at a cost of upwards \$15,000,000.00, and were over seven thousand oil producing wells which cost over \$100,000,000.00. The total investment in the oil business without considering the railroad, towns, electric lines, water systems and other improvements constructed representing a cost of upwards \$250,000,000.00 as a constant annual addition to this expenditure of from \$6,000,000.00 to \$8,000,000.00 per year in the drilling of new wells. From 400 to 600 wells each year are added to the present number. The plan adopted by the bureau is to keep a tabulation upon the drilling of oil wells with a log carefully kept showing the location of the stratum of water sands also the oil sands so that in the drilling of wells in the same locality measures may be taken to prevent the infiltration of the water into the oil sands.



SCENE ALONG THE ROAD ON THE WAY TO THE OIL FIELDS

—Cuts by Courtesy of Los Angeles Chamber of Commerce.

The West Side Oil Industry

By H. P. GEORGE,
President of the Petroleum Club, Taft, Calif.



H. P. GEORGE

THE OIL INDUSTRY of the "East Side," as it is commonly termed, takes in an extensive area on the west side of Kern County, among the rolling foothills and valleys at the base along the east side of the Coast Range. The oil district covers an area extending from three to ten miles in width and about forty miles in length. This district stretches from a north-westerly to southeasterly direction. The productive oil fields are continuous through the whole area, but producing districts are found throughout the whole length intercepted by unproductive sections.

The West Side section for convenience of reference is divided into several districts known throughout the world as the Midway-Sunset, McKittrick, the Bell Ridge and the Lost Hills districts. The four former mentioned fields, Midway-Sunset and McKittrick, might be considered as a continuous field divided by arbitrary lines which separate the above mentioned districts. The McKittrick district was the first of the West Side fields to be developed.

The village of Maricopa is located in the center of the old Sunset district and was for years the business center of that developed district before the Midway district was discovered.

The Midway-Sunset district is by far the most extensive, both in area, number of wells and much the richest in the productivity of oil.

The City of Taft is built in the natural center of this rich and productive area, and in the recent development and the great value of production this district has far outstripped any other section in California. Taft has become known as the leading producing oil center on the Pacific Coast. This city is the shipping point for the Midway-Sunset district and supply headquarters for the richest oil producing area in California.

The increasing demand for oil and the increasing prices in the last few years has greatly accentuated the development of new wells and new locations and the demand for machinery and supplies has brought a continuous growth of commercial enterprises and industry to Taft.

A tabulation of the amount of oil produced in the different districts will offer an interesting comparison, which for the month of October, 1916, shows as follows: Midway-Sunset, 1500 wells, producing over 3,500,000 barrels. The McKittrick district, 273 wells, producing 287,000 barrels. The Lost Hills and Belridge,

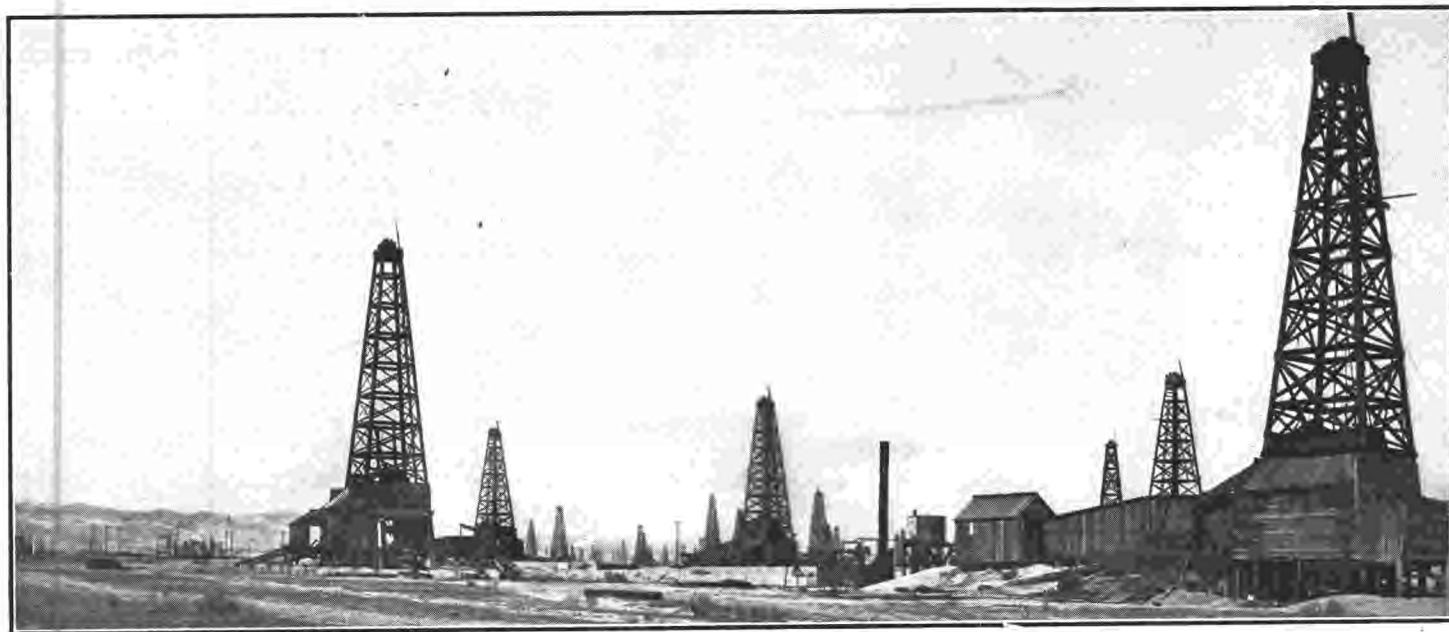


SOME OF THE HARDSHIPS ENCOUNTERED IN THE LAYING OF THE LINE OF THE MIDWAY GAS COMPANY FROM THE MIDWAY-SUNSET FIELD TO LOS ANGELES

350 wells, producing 450,000 barrels, while the old Kern River, with over 1600 wells, produced less than 750,000 barrels. The total production for the county for that month was a little over 5,000,000 barrels, while the state's production was 8,260,000 barrels. The high price and increased demand for oil the past two years have encouraged development. This West Side district, including the above mentioned fields, has for the past seven years produced more than one-half of the entire supply of oil for the State of California. The value, although varying both from

the price of oil and production, is probably in excess of \$25,000,000.00 per year.

In order to assist and regulate the development of oil properties the State Legislature in 1915 enacted a law to place the drilling and operating under the department of petroleum and gas under the direction of the State Mining Bureau. This department is doing much to prevent the infiltration of water from the water sands into oil strata thus preserving the life of the oil fields.



TEN YEARS AGO A SAGEBRUSH DESERT; TODAY A WILDERNESS OF OIL DERRICKS. A SCENE IN MIDWAY-SUNSET OIL FIELDS

Taft—The Oil Producing Center

By W. L. ADKINSON, Mayor



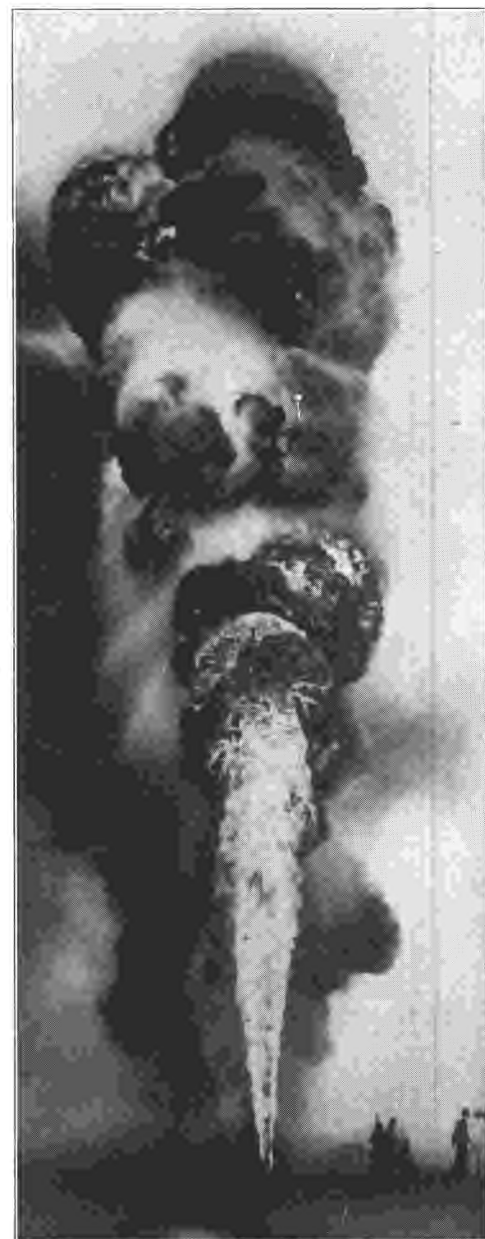
W. L. ADKINSON

years later than in other districts in Kern County. Up to ten years ago the annual oil production was less than 150,000 barrels,

TAFT, THE LEADING OIL CITY of California, is situated in the center of the great Midway oil fields. It is the metropolis and the business center of the West Side district. The city is located on the Sunset Railroad operated alternately by the Southern Pacific and Santa Fe Railroads for five years duration by each road, about forty miles southwest of Bakersfield, the County Seat of Kern County, and for many years the oil production center of California. Because of the difficulty to overcome and the depth of the oil strata in this section the oil development here was several

it was suggested that the letter "n" be added making it Moron. This name was also objected to because of a post office of the same name in Colorado, and upon the suggestion of the postmaster, Harry A. Hopkins, the town was christened the name Taft.

The City of Taft was incorporated in the autumn of the year 1910 with the first Board of Trustees consisting of H. B. Blaisdell, H. A. Hopkins, E. L. Burnham, J. W. Ragsdale, J. P. Dooley, and the Marshal, E. G. Wood; City Clerk, Dr. Fred Bolstad; City Recorder, T. J. O'Boyle; City Attorney Fred Seabolt. In keeping with the rapid growth of the business enterprises of Taft have been the civic improvements. For a number of years the low price of oil discouraged the development and also the city activities, but with the increasing demand of petroleum which has accentuated the oil development the City of Taft has rapidly gone forward. Much building has been done to supply homes for the thousands employed in the oil fields and the former overcrowded condition of the housing facilities is being remedied by substantial, up-to-date hotel and apartment house buildings and substantial residences. A modern school house has been completed which is on



OIL WELL ON FIRE IN THE MIDWAY DISTRICT



TAFT'S \$50,000 GRAMMAR SCHOOL ERECTED IN 1912

which is a less amount than single wells have since produced in a month.

In the summer of 1909 oil men began to take much interest in the development of projects in this section of the Midway and business establishments were erected here, and the city has had a continuous and steady growth. One difficulty delaying the development of Taft was the scarcity of water. It had to be shipped to this district from Buena Vista Lake but was later shipped by tank car from East Bakersfield. This difficulty has been eradicated by the present water system which pumps in the water from a district where it is plentiful and furnishes the city with an adequate supply.

The town was first built on the south side of the railroad tracks on land leased from the railroad. In October, 1909, a disastrous fire took place and there was no fire department at that time and the conflagration made great headway, burning up practically all of the city.

The name of the City of Taft was first called Moro, but upon applying for a post office it was found that there was another town by the same name in San Luis Obispo County, so

a par with the splendid school houses in other San Joaquin Valley towns.

Taft is connected with Bakersfield, the county seat, by a state highway over which auto stages leave every hour of the day. Paved auto roads also connect with Maricopa and Fellows, while dirt roads lead to the properties of all the oil companies in the district.



TAFT PRIMARY SCHOOL, TAFT, CALIFORNIA
—Cuts by Courtesy of Midway Driller.

Maricopa—History, Progress and Future

By MAX LONGFELLOW,

Proprietor and Editor of the Maricopa Oil News



MAX LONGFELLOW

THE YEAR OF 1918 FINDS MARICOPA enjoying a period of prosperity overshadowing any of the previous boom periods which made the Midway-Sunset oil fields famous during the earlier days, the city having settled down to the business of producing oil from the proven area in which are located some of the best producing wells in California at the present time. From a few tents and shacks in 1908, which were located on the Gate City Oil Company's lease, the former camp of Maricopa has grown to a city of 2500 souls, with five blocks of perma-

nent business houses surrounded with a substantial residence district where modern houses and cottages have taken the place of the shacks and tents of the old camp.

The business district is in keeping with any city in the state of more than double the population of Maricopa, and is steadily growing along with the developments which are being made in the oil fields to secure the wealth of oil which brought the pioneers across the forty miles of desert, in the earlier days.

Since 1916 the price of oil has been raised by the purchasing companies until now it is worth 98c per barrel for the heavier grade.

An advance of 65c over the price of 1916.

The city has many large business institutions which take care of the large amount of business carried on in the city. Two banks handle the financial needs of the city. Both were organized by local capitalists. The city is supplied with water by the West Side Water Co., which brings water to the city from pure mountain springs in the Upper Cuyama Valley through an eight-inch pipe line for a distance of forty miles, which eliminates the discomforts from using impure water usually found in oil and desert towns. Gas is furnished for fuel by the West Side Gas Co. and electricity for power and lights is supplied by the San Joaquin Light and Power Co. Both of these commodities are had for a nominal price and afford the people many conveniences.

Many good hotels and scores of rooming houses take care of the transient trade and furnish homes for oil workers when in from the surrounding leases. About forty mercantile houses and business places afford the residents and oil men a large assortment of merchandise to choose from and many of the stores are far ahead of those found in cities with much greater population. Oil wells supply houses handle equipment necessary for drilling oil wells and maintaining power plants.

Two garages in addition to the private garages and machine shops keep the thousands of automobiles used in connection with the oil business supplied with the necessities. Two churches, one a Protestant and the other a Catholic, furnish the residents with social and spiritual life. Seven school buildings in which twenty-



PRODUCERS SAVINGS BANK AT MARICOPA, CALIF.

eight teachers are employed give the city educational advantages enjoyed by few places of its size in the state. The Maricopa High School, an accredited institution, maintains separate buildings for its domestic science and manual training departments. The schools having outgrown the one building used four years ago to the present number.

A weekly newspaper, "The Maricopa Oil News," devoted to Maricopa and the oil business in general, serves as a news and advertising medium to the public. Two drug stores give the patrons the best of service and compete for the oil field trade.

Auto stage lines to all of the leases and nearby cities furnish the people living in the oil fields with a means of transportation which is rapid and sure. The Sunset Railroad, now operated by the Southern Pacific Railroad Co., operates two passenger trains between Maricopa and Bakersfield daily, gives the people of the west side of Kern County excellent service and maintains a schedule which makes connections with all of the through trains to Los Angeles and San Francisco without a long wait. Forty-four miles of paved highway connects Maricopa



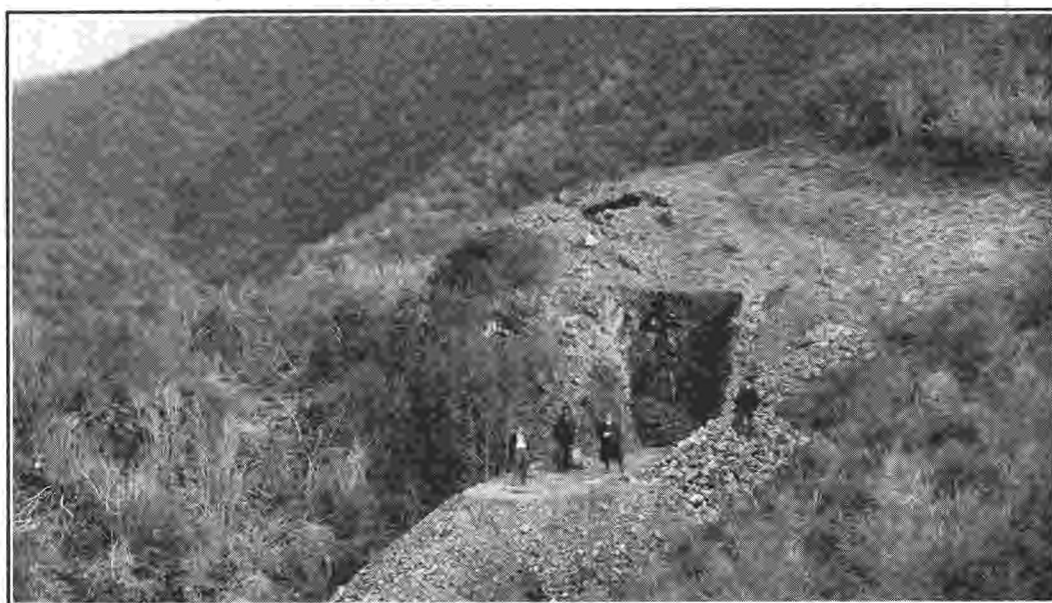
AMONG THE DERRICKS OF THE MIDWAY-SUNSET OIL FIELDS. THERE ARE MORE THAN 2000 OF THEM IN THIS DISTRICT. EACH WELL DRILLED REPRESENTS AN AVERAGE EXPENDITURE OF \$40,000

with Bakersfield and auto stages make regular trips each hour. The journey to Los Angeles by auto stage takes but a five-hour trip.

The Maricopa Club, which was organized in 1915, takes a prominent part in the social life of the community. The membership of the club is composed of the oil operators, superintendents and Maricopa business men. The club house is a commodious building furnished in a luxurious manner, giving the city one of the finest places of its kind found in the state.

The oil industry in the Sunset fields was started about eighteen years ago, the well being started at Old Sunset in January, 1900. The deposits of asphaltum located at that point had been worked for many years previous. The heavy base material was mined and refined to separate it from the oil which was considered worthless at that time. The asphaltum was then sent to Bakersfield, a distance of forty-five miles, through the alkali desert. It was then sent to the larger cities to make asphalt pavement. At first crude kettles were used for the refining purposes, but later an asphalt still was installed by Jewett and Blogett, a firm engaged in the asphalt and oil business. The first oil well drilled was financed by Pittsburgh capitalists. The well was drilled in on Good Friday, April 13, 1900. They carried the hole down 1000 feet. It was then abandoned until eight years later when the owners started drilling again and after drilling but ten feet deeper they struck a good flow of oil. In the meantime Jewett and Blodgett had drilled several wells and other companies started developing their holdings and from that time on the Sunset fields developed rapidly.

Then came the Sunset Railroad making it possible for the operators to get supplies at a nominal cost, and the oil business was given great stimulus through the wide market it made for



WHERE PIPE LINES WERE INSTALLED FOR THE TRANSPORTATION OF GAS FROM THE OIL FIELDS



THE MIDWAY GAS CO. PIPE LINE ALONG THE PUBLIC HIGHWAY CARRYING GAS FROM MIDWAY-SUNSET OIL FIELDS TO LOS ANGELES

the products. Later development started on the Maricopa flats and large gushers of light oil were struck, making the owners wealthy in a single day. In 1910 the famous Lake View Gusher, which established a world-wide record for any well, was brought in. For eighteen months the well produced an average of 50,000 barrels of oil per day, while during this period the production would sometimes run as much as 80,000 barrels a day. Maricopa was then the mecca of frontiersmen and pioneers and resembled the great mining camps of the earlier Western days. After the gusher subsided came a period of dullness in the oil business caused by the over-production and limited market at the time. The business of

the great frontier town started settling down to a more conservative basis and the boom moved on to other fields. The drillers and superintendents then started building homes on the leases and in town for their families and within a short time many women and children appeared and the oil town took a more permanent aspect.

The City of Maricopa was incorporated 1910 to give the citizens many benefits derived from local government. With local government came better government and fire protection. A great fire then visited the city and the temporary crude buildings built to house the earlier business firms were nearly all destroyed and to succeed these modern brick and concrete buildings were erected.

A hospital company was organized and erected the Maricopa hospital and a board of health was given the control of the sanitation of the city. After that came a period of steady growth and now Maricopa ranks as the third largest city in the county.

Three large pipe lines carry the oil from the wells to the coast where it is refined and the production then shipped to all parts of the world.



SOME OF THE DIFFICULTIES ENCOUNTERED IN EXCAVATING FOR PIPE LINE

"The Fertile Empire, Goleta Valley"

By A. W. CONOVER,

Third District Supervisor of Santa Barbara County.

THIS increasing utilization of available assets opens Santa Barbara County's greatest future and invites your skill, capital, energy and labor. What is true of oil is true of scores of other industries—of the immense ranches awaiting subdivision and intensive methods; of barren foothills awaiting only water and the husbandman to become as productive as the slopes of Sicily. Land that last year was given over to grazing stock, this year may grow a crop of barley, and the next a crop of lima beans in preparation for the planting of the walnut and lemon; each successive step up the ladder of agricultural advancement bringing better return to the producer and adding greater value to the land.

There is always a market for the side issues of the ranch, such as butter, eggs, vegetables, berries and other fruits; so great a demand, in fact, that the farmer is well repaid who makes one or more of these his chief production.

The World's Nursery.

Santa Barbara County is becoming known as the nursery for the world's rarest plants and trees. The Mission Fathers, more than a century and a quarter ago, brought the vine and the olive tree from Spain. The adventurous Argonauts brought lima beans from Chile, walnuts from Persia, the mulberry tree from Asia and the orange from



MAIN BUILDING, MIRAMAR HOTEL, SANTA BARBARA.

Mexico. From Central America came the cork tree and the rubber tree; from the isles of the Southern Sea all sorts of palms and the banana tree. As generations succeeded one another the elasticity of the climatic and soil resources of this district became more pronounced. The notice of the commercial nurseryman and the scientific plantologist was attracted. Among the latter the most prominent was Dr. F. Franceschi, who devoted years to the acclimatization in Santa Barbara of trees and shrubs and plants from other lands, until his collection, coming from every clime and every nation, numbered hundreds of species, with scarcely a failure to offer contrast to the very general success.

The lima bean, of which there was shipped last year from the Southern California coast counties 1,500,000 sacks, was first grown (on the North American continent) in Santa Barbara County. The so-called English walnut, now such a large factor in the commercial world, was first popularized as the "Santa Barbara soft shell," the Sexton nursery at Goleta being the originator of the variety. The first olive oil production in America on a commercial scale was from the presses of Ellwood Cooper, former State horticulturist, on his ranch near Santa Barbara. The largest grapevines in the world were grown in Montecito and Carpinteria, the former being removed for exhibition at the Philadelphia Centennial Exposition, the latter still thriving in the garden where it has stood for seventy-two years, its trunk measuring nine feet seven inches in circumference, and its trellised area of more than a half acre, producing eight to ten tons of fruit in a season.

Walnut Culture.

The soil and climate of Santa Barbara County are especially adapted to the growing of walnuts. There are small plantings of walnuts in the northern section of the county, but the industry is much



A WALNUT GROVE, SANTA BARBARA COUNTY.

more extensively carried on in the southern part, the walnut being one of the leading products in the fertile Goleta and Carpinteria valleys. The combined plantings of these two valleys exceeds 3000 acres, with an average annual yield of approximately 2,500,000 pounds, which sell for approximately \$250,000.

The Santa Barbara soft shell walnut, now the most popular commercial variety, was originated in Santa Barbara County by Joseph Sexton, at Goleta. Walnut trees come into profitable bearing in about eight years from planting, and continue to be remuneratively productive for about thirty years thereafter. While waiting for the trees to come into bearing it is customary to plant the ground between the rows to lima beans, which produce a highly lucrative crop, and do not damage the growing walnut.

A good walnut orchard is valued at about \$1000 per acre.

Santa Barbara County has all sorts of land at all sorts of prices. As demand increases the large ranches—reminders of the Spanish and Mexican regimes—are subdivided and placed on the market at reasonable figures. Among the last of these ranches to be so treated was Santa Rosa, consisting of nearly 20,000 acres. It sold readily in tracts of from forty to several hundred acres, the purchasers being mostly residents within the county with farms in the more developed sections. Range land in the mountains varies in price from \$15 to \$37.50 per acre; hay and grain land in the Santa Ynez Valley district is held at



A FRUIT ORCHARD, SOUTHERN CALIFORNIA.

from \$50 to \$150 per acre; in the Los Alamos Valley at \$100 per acre. The heavier lands in the Santa Maria and Lompoc valleys sell from \$150 to \$450 per acre. Lands suitable for citrus fruits, walnuts and beans in the Santa Barbara region, including Goleta and Carpinteria, from \$300 to \$700 per acre. Foothill land adapted to lemon culture, but still lacking water, may be had for less money; while bearing orchards and groves command still higher figures.

OUR SPLENDID COUNTY OF SANTA BARBARA

A Great Agricultural, Horticultural, Dairy and Stock-Raising Section With a Climate Unsurpassed Anywhere in the World

A STORY telling about Santa Barbara County, one of the really historical and picturesque sections of California, is ever interesting, because of the early-day legends, old Mission, and tales of adventure which have helped to make California history; and because of the magnificent attractions of the present which are luring many interested people from all parts of the world to this well-located and productive section of the Golden State. This country is filled with special scenic and climatic environments, has attractions that appeal to lovers of nature, while home-builders, globe-trotters, colonists, investors, health-seekers and others find here in this beautiful country the real ideal section of the most talked about glorious California, and the real home place where good people live and enjoy life under the most favorable circumstances possible.

When the home-seeker on his search for new land of opportunities enters Santa Barbara County, he takes up a route which leads through some of the loveliest and most inviting regions of California, and as each mile traveled brings new scenes, no two alike, all beautiful, many



SANTA BARBARA BOARD OF SUPERVISORS IN SESSION.

grand, he soon realizes the lure which is destined to attract so many home-seekers and pleasure-seekers to this county, causing them to eagerly enjoy the succession of delights on this inspection trip through this land of tree-clad foothills, abundant streams and springs, endless vales and valleys; the land where game is plentiful and fish abound, where the landscape shimmers like a jewel in its setting of mountain and valley, and where for endless miles magnificent homesites are offered, where the land will produce, when properly cultivated, almost anything known to semi-tropical California.

Climate is one of Santa Barbara County's valuable assets that the home-seeker can convert into cash, for no small part of its wonderful productiveness is a striking tribute to her mild winters and long months of sunshine. The ocean temperature ranges from fifty to fifty-four degrees during the year, and this modifies the climate of the entire coast, making it a most equable one, and it is recognized by physicians as one of the most agreeable and healthful sections of the State. The story of climate is better told by the blossoms and flowers, and one rises to enthusiasm as he tells of winter gardens and luxuriant fields and forests in bloom every month of the year. This is a county where mountain streams and scenery, ocean frontage and rich valleys, all blend their genial influence upon the home of the happy settler, who finds before him undeveloped industries to tempt his ingenuity and capital as his inclination governs. Mountains peopled with lofty peaks, marvelous gorges and picturesque streams, fair valleys fed by many creeks, and ocean coast indented by frequent bays, sheltered coves and wide beaches, form an enticing whole from which the most exacting tourist cannot fail to find special pleasure. All sections of

the county are entirely free from the heavy winds, excessive rains and cold storms of higher altitudes, as well as the hot winds and light rainfall of southern regions. The evenness of the temperature is remarkable and unsurpassed in salubrity by Italy or Southern France, and we send this invitation greeting to all the world to come live with us and be content where health and prosperity await you.

SAN LUIS OBISPO COUNTY, SUPERVISOR DISTRICT NO. 5

By E. W. BLACK.

FULLY one-third of the area of San Luis Obispo County lies within the boundaries of the Fifth Supervisorial District, a section that is the center of rich farming, grazing and fruit lands, bounded on the north by Supervisor District No. One, on the west by the Santa Lucia Range of mountains, on the south by the Santa Maria or Cuyama River, and on the east by Kern County, in which diversified farming, stock raising and agricultural pursuits command the most attention.

The Santa Margarita Rancho is one of the few old-time cattle ranches of the county, and here thousands of head of cattle find excellent pasturage under most favorable conditions where soil, climate and native grasses, with an ever-abundance of moisture, conduce to the growing of fine, early, fat cattle.

Conveniently located in the center of this great ranch is the trading center, the town of Santa Margarita, on the State Highway and on the line of the Southern Pacific Railroad—a commercial and distributing headquarters for many ranches, cattlemen, farmers and fruit interests.

Just beyond the Santa Margarita Rancho is the Atascadero or J. H. Henry Rancho, now owned by the Atascadero Colony Holding Corporation, headed by E. G. Lewis, who made University City near St. Louis, Missouri, famous. The Lewis Colony has subdivided the ranch into hundreds of small ten and twenty-acre homesites, and here is being built a colony of immense proportions—private homes, fruit and berry farms, buildings and institutions, civic improvements and developments along the most modern ideas and methods—an immense undertaking that will soon wield its influence in the State, and to which people from all sections of the United States are seeking investments.

Beyond the Atascadero Colony lies a rich and fertile section where capable and energetic home owners and ranchers produce all varieties of fruit, vegetables, poultry and farm produce, and who dwell around the charming little village of Templeton—a territory along the rich and fertile soil adjacent to the Salinas River.

Throughout the district horticultural and agricultural pursuits, cattle raising, fruit and cereals command the attention of the people. On account of climate and soil conditions similar to the Hood River belt of Oregon, pears and apples can be grown with profit and of splendid and choice varieties, and barley and wheat always bring a good yield and the stock industry commands handsome returns. On bottom land barley and wheat will yield from twenty-five to fifty sacks per acre, and in the higher and drier belts a yield of ten to twenty-five sacks per acre is usual. The rainfall varies from twenty-nine to ten and twelve inches for the season, dependent upon the section. The beautiful and cultivated area of the Rinconada, Pitas, Pozo and Avenal sections—valleys and rolling foothills—is the haven for the tiller of the soil.

Wheat is abundant and the rainfall varies from twelve to eighteen inches per season.

The Carisa Valley—sixty-five miles long and ten miles wide—an almost undeveloped section of level plain and rolling lands, contains many ranches, large and small, where grain and cattle command attention and profitable returns. Wells for stock purposes can be brought in at from sixteen to eighteen feet in depth, and it is evident that a body of artesian water underlies the valley, should proper effort be made to go to sufficient depth.

To the east of the Santa Lucia Range mountain streams and mountain scenery blend their genial influence upon the homes of happy settlers, who find before them undeveloped industries to tempt their ingenuity and capital—fair valleys fed by many creeks—glad spots for those who seek affluence, from industrial pursuits in a section where the evenness of temperature is remarkable and unsurpassed, and where the soil is splendidly rich and fertile.

SAN LUIS OBISPO COUNTY, SUPERVISOR DISTRICT NO. 4

By SUPERVISOR JOHN DONOVAN.

SAN LUIS OBISPO COUNTY is blessed with rich and productive soil and splendid opportunities, and a most prominent and promising portion of the county is that part lying south of the City of San Luis Obispo, and west of the Santa Lucia Range of mountains, within the boundaries of the Fourth Supervisorial District. Near the City of San Luis Obispo is the Oil Tank Farm, controlled by the Union Oil Company of California and the Producers' Transportation Company, where millions of barrels of crude oil is stored from the oil pipe-lines leading from the western Kern County oil fields, to be again piped to the many oil tankers at Port San Luis for transportation to domestic and foreign ports, representing values that run into millions of dollars annually. Port San Luis is the chief asset of the county and the ocean terminus of the Pacific Coast Railroad and several oil pipe-lines from the Kern County and Santa Barbara County oil fields, and its natural advantages as a port of refuge and to commerce is recognized by the United States Government and the harbor has been protected by a breakwater which has added to the extent and safety of the harbor, where deep-sea vessels can anchor with safety.

The town of Avila is situated on the Bay of San Luis Obispo, and here is in operation several oil refineries and reduction works. Three wharves are located in San Luis Obispo Bay—two being operated by the Pacific Coast Railway Company, and the other, a public wharf owned and operated by the County of San Luis Obispo.

Just off the California State Highway and about midway between the County Seat and Port San Luis is the San Luis Hot Sulphur Springs, situated along the bank of the San Luis Obispo Creek, in a beautiful grove of sycamore trees, where thousands of gallons of sulphur water run from the springs every day, and here health seekers find great curative effects from the waters, and the pleasant surroundings permit pleasure seekers to enjoy themselves the year around. Just beyond the San Luis Sulphur Springs and on the ocean front is situated the oil refinery of the Oil Producing and Refining Company, erected at a cost of over a million dollars. Further to the south is the famous El Pismo Beach and its charming environments, where hundreds of pleasure seekers annually enjoy the delights of one of the most beautifully located beaches in the world—a beach of some twenty miles in length and several hundred feet in width—a boulevard of clean, white sand, hard and level.

Lying east from the Pismo Beach lies the beautiful and productive valley of the Arroyo Grande, the garden spot of San Luis Obispo County, where fruit, berries, vegetables and seeds are grown in abundance. A valley that holds the world's record for prize vegetables and has been barred from competition by seed growers. It is the center of the flower seed industry of the county, is rich in alluvial soil, and unsurpassed in productiveness, the products of which embrace in great profusion nearly everything grown in temperate and semi-tropical climes.

In this valley is the City of Arroyo Grande—third in size and commercial importance in the county, and near by is the Newsom Springs, where people seek and find relief from the effects of its curative mineral waters. Between the City of Arroyo Grande and the Pismo Beach is the thriving community of Oceano, on the line of the Southern Pacific Railroad, where beans, potatoes and other products are raised with profit and in abundance.

South and to the east of Arroyo Grande is the Los Berros, Huasna and Musick section, where diversified agricultural and horticultural development is rapidly bringing that section to the front. Poultry and eggs in the Los Berros section is an industry of no small proportions, and barley, wheat, oats, beans, potatoes and cattle bring in handsome profits. The famous St. Remy vineyard, owned by the Hon. A. B. Hasbrouck, is in the Musick section, and from it comes much fine and highly prized vintage. Farther south lies the broad and beautiful Nipomo Rancho, a section made famous by Captain William G. Dana and his many descendants, a section rich in soil and where wheat, barley, beans and potatoes are the chief agricultural pursuits; a valley whose inhabitants are healthy, sociable and most hospitable, happy and contented.

To the west of the Nipomo, and in the extreme southern portion of the county is the Oso Flaco Valley, one of the most productive valleys in the State, and where the value of its output in sugar beets, beans, onions and potatoes runs into hundreds of dollars annually per acre.

Throughout the whole southern portion of the county, cattle, dairy produce, poultry, beans, potatoes, onions, vegetables, fruits, berries, nuts and cereals are only a few of the many products that enhance the value of the landed holdings. Mineral products, petroleum, asphaltum and bitumen near the Edna or Corral de Piedra section also command attention, and two asphalt refineries and several bitumen mines yearly add much to the wealth of the county.

The Fourth Supervisorial District has much to interest the home seeker—fertile and productive soil, ideal climate, and profitable growing seasons—a section of prosperous and contented farmers, cattlemen and poultrymen, fruit, vegetable and berry raisers and seed growers—a region rich in natural resources, and where property values are steadily and surely advancing.

The Southern Pacific and Pacific Coast Railroads traverse this section of the county, and the community is given many shipping advantages thereby from the several stations along said railroad lines.

SAN LUIS OBISPO COUNTY, SUPERVISOR DISTRICT NO. 1

By SUPERVISOR J. E. CLIFF.

ONE of the most interesting, promising and prominent portions of the County of San Luis Obispo is that part thereof within the boundaries of the First Supervisorial District, in the northern and northeastern portion of the county, wherein are modern attractions, comforts of health, curative waters and scenic conditions, where opportunities, possibilities and advantages invite the energetic farmer, rancher, fruit grower, dairyman, merchant and professional man and woman—a land where established homes and landed interests are surrounded by every attraction of social, religious, educational, fraternal and beneficent climatic life.

In this section farmers, orchardists and fruit growers have wrought achievements that have brought them profit and contentment and their commendable enterprise has appealed to the outsider to such a degree that capitalists and home seekers are fast making investments in large and small tracts.

People who study and familiarize themselves with conditions and surroundings agree that this section of San Luis Obispo County is especially adapted to apples, pears, walnuts, almonds, peaches and prunes, and grapes of the finest table and vintage varieties, in abundance and of the finest quality; where apples of the finest market and exhibition varieties, equal in size, quality, flavor and perfection to the best Oregon and Washington varieties are grown with but ordinary care; where almonds are produced that bring awards and prizes and find a profitable market at home and abroad; where vegetables, cereals, stock and poultry raising bring quality and excellent returns and profits.

Extensive farming, husbandry and agricultural pursuits reap manifold benefits, accounting in a large measure for the stability of the community and of its values and wherein are splendid opportunities; where location, climate, fertility of the soil and its adaptability to the cultivation of particular crops have made a growing, prosperous and contented community; where new home builders, residents, orchardists, horticulturists, stockmen and poultry raisers are fast being added to its population.

Generally speaking, the possibilities of this portion of the county have been but partially developed, but when the large acreage now being farmed and planted to thousands of fruit and nut-bearing trees comes into its own, there surely will be added much to the fame and prosperity of the northern section of San Luis Obispo County and will awaken the minds of home seekers, land owners and capitalists to its magnificent possibilities and bright future, where the resources are vast and varied and not surpassed by any other portion or section of the county.

Hotel Andrews

San Luis Obispo.



J. M. GOULDING.

A SUCCESSFUL HOTEL has a distinct personality, which, if traced to its source, will be found to be identical with the character and ideals of its management. Hotel Andrews, in San Luis Obispo, possesses a marked charm of informal but complete and pleasant service, due to its good fortune in having at the helm Mr. J. M. Goulding. He is a man of only two score years, but gifted with the traits that make the real boniface, and profiting by many years of the most valuable experience in his chosen profession, at the Grand Canyon in Arizona, at the Glenwood Mission Inn, Riverside, California, and at Paso Robles Hot Springs, from whence

he came in May, 1913, to assume the lease and management of Hotel Andrews. His wife, too, a woman of university education and practical knowledge of the hotel business, is a factor by no means to be overlooked.

The hotel, recently erected, just prior to the death of its builder, Mr. J. P. Andrews, one of the county's pioneer bankers, was at once vastly enlarged and improved beyond the original plans by the enterprise of the heirs of the old financier, headed by Mr. Geo. H. Andrews, his eldest son and executor.

Hotel Andrews is entirely modern, and by far the largest hotel in San Luis Obispo County which is wholly devoted to the service of those who travel along the storied coast of California, on business or pleasure, by the trains of the Southern Pacific Company's coast line, or by automobile over the wonderful State Highway, now being rapidly completed.

San Luis Obispo has, for natural reasons, been somewhat retarded in the transformation of her immense cattle and wheat ranches into fruitful fields and orchards, so that at present most of its thriving towns and business enterprises are in their initial stages, and the flood of home-seekers hardly more than well started. But the future of Hotel Andrews is not hard to discern. Backed by the desire and the means of the Andrews estate to expand the building as fast as may be needful, along a comprehensive plan that covers the surrounding city block, already their property; favored by a notably logical location just half way between San Francisco and Los Angeles; and with its conduct in the hands of "the Gouldings," who have cast in their lot with San Luis Obispo,—Hotel Andrews is destined to become known to the pilgrims of all the world.

Its capacity at present is ample. Its 100 bright, restful guest rooms, private bathrooms, electric elevator, homey lobby, and cheery dining-room, all managed in a way that gives a maximum of service and convenience with the minimum of ostentation, have already caused

the words "Hotel Andrews" to strike, in the hearts of thousands, a chord that vibrates only at the touch of human kindness and real comfort. Trains are met by automobile, day or night, at the depot, eight blocks from the hotel, while motor parties coming into the town find the Andrews a half-block from the State Highway, with excellent garages at their disposal conveniently near.

MISSION San Luis Obispo, three blocks from the hotel, is now the romantic remnant of old buildings, about which the modern town has grown, and from which it takes its Spanish name, meaning St. Louis the Bishop (of Toulouse), to whose memory the mission was dedicated. Here, in the autumn of 1772, the little column of zealous priests and leather-jacketed soldiers of Castile arrived and planted the cross, celebrated mass, and called upon the amazed natives of the surrounding aboriginal villages to accept the true faith. After the vicissitudes of a century and a half the adobe structures are still in constant use, and the quaint sound of the old bells still stir the heart at matins and at vesper time. A willing neophyte conducts the visitor about the buildings and garden, tells the touching story, displays the sacred vestments heavy with the gold and silver needlework of the maidens of the Spanish queen, the furniture wrought by half-trained Indian hands, while Time pauses and we forget in which century we really are.

CLIMATE.—With the remarkable judgment evident in the placing of all the Missions, the site of San Luis Obispo is ideal. Ten miles

from the sea, at the foot of the Santa Lucia range, the mingled tonic of ocean and mountain air gives the most equable climate in all this climate-famous State, seldom hot or cold, a world of sunshine, with just a touch of fog to give zest to life.

SPORT.—Ideally situated, too, in the sportsman's eyes. Within easy reach of Hotel Andrews are choice duck marshes; quail and dove shooting in the lovely valleys; and among the mountains excellent deer hunting. For the fisherman there are rare trout streams; at Pismo and at Morro, surf, bay and deep-sea fishing.

PISMO BEACH.—Connected with

San Luis Obispo by ten miles of perfect State road, as well as railroad, is the smoothest fifteen miles of sand imaginable. Winter and summer, the bather disports here, and the great Pismo clams may be had for the digging.

AT MORRO a slender tongue of sand forms a pretty seven-mile bay, guarded by a mighty rock rising from the sea and described in the Government surveys as the most remarkable single feature of the California coast. Morro is reached from the hotel by a charming drive over fine roads, and the trip may be continued along the shore through a rich dairy region developed by Italian-Swiss people, extending some thirty miles to the Hearst Ranch of 75,000 acres lying against the almost impassable barrier where the Santa Lucias meet the sea.

CAMPING PARTIES occasionally ride, with pack outfits and guide, over dim trails that lead beyond the Hearst ranges into one of the most isolated sections remaining in the West. Here they actually rough it, in a vast domain of redwood forests, magnificent canyons and rushing streams, to return to Hotel Andrews tired and happy, with splendid tales of the wilderness, and a new sense of the comforts of this modern inn in the heart of Old California.

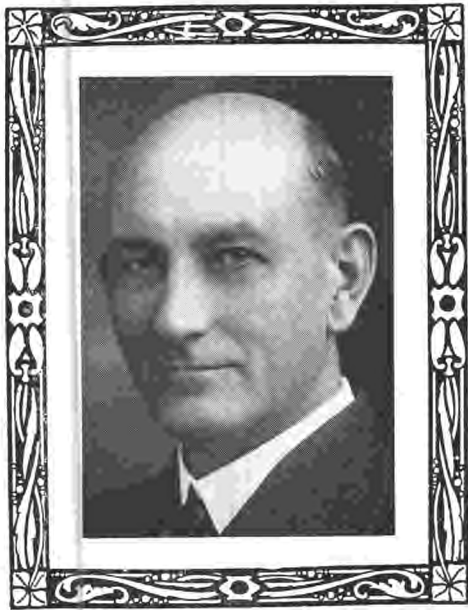


THE SPACIOUS AND ATTRACTIVE LOBBY OF HOTEL ANDREWS.

History of Bakersfield, the California Oil Metropolis

By WALLACE M. MORGAN

City Manager.



WALLACE M. MORGAN

STANDING within the great horseshoe of mountain ranges that close in the southern or upper end of the San Joaquin valley, Bakersfield occupies one of those natural geographic points toward which trade, wealth and population inevitably gravitate. Along the foothills to the west lies one of the world's greatest producing oil fields. Along the foothills to the east lies one of the world's greatest potential citrus belts, developed so far just enough to demonstrate past all question the certainty of its future

productiveness. Descending from the Sierras to the city's border, Kern River, one of the larger streams of the state, is diverted into a system of irrigation canals that spreading fanwise from this point, covers a quarter of a million acres of level, fertile valley land. In the mountains that encircle the city on three sides are gold, silver, copper, lime, gypsum and many other valuable minerals as well as a modest amount of timber and a large amount of grazing, farming and fruit land. The only available mountain passes between the San Joaquin valley and Southern California point toward Bakersfield. Before the civil war the early stage lines and ox-freighters made the present site of Bakersfield one of their principal camping places, and for the same reason all the railroads and auto stage lines running up and down the interior of the state, and those hereafter to be established, must make Bakersfield one of their most important stations.

Because of these natural advantages Bakersfield has kept pace with the steady development of the state and is the recognized present and future commercial and social center of a circle of mountain, mesa and valley land as great in area as the state of Connecticut and

vastly greater in natural wealth and productiveness.

The earliest adventurers who entered California by the southern trail and made their way northward through the interior, hunting, trapping or seeking gold fields, found the rich alluvial borders of Kern river a pleasant and convenient place to rest their animals or even to raise a new supply of corn and beans. Before the sixties, also, nomadic stockmen made their temporary homes here.

The first permanent settlement at this point, however, was established when Colonel Thomas Baker arrived on September 20, 1863, to begin the reclamation of some 400,000 acres of swamp and overflow land that extended from Kern river down the trough of the valley past the present site of Fresno. Bakersfield was formally laid out in the fall of 1869, and the first newspaper was established here in December of that year. In May, 1873, the town was first incorporated, and in 1874 it became the county seat. About this time the Southern Pacific railroad reached this point and the building of the great irrigation system was fairly begun. In January, 1876, Bakersfield was disincorporated, and in January, 1898, it was incorporated again. In the same year the Santa Fe railroad was built through Bakersfield, and the first electric power developed in Kern river canyon was turned on in the city.

Other high points in the city's history include: The first disastrous fire in July, 1889; the discovery of the Kern river oil field just at the city's doors in 1899 and the general oil boom that followed; the consolidation of Bakersfield and Kern in February, 1908, and the second oil boom of 1910 following a great extension of the proven territory in the west side fields.

With all its older assets undiminished in productive value, Bakersfield is now looking forward to a still greater incentive to growth through the subdivision and intensive cultivation of the great bodies of farming and fruit land that surround it on all sides.



KERN COUNTY'S NEW \$400,000 COURT HOUSE, AT BAKERSFIELD, CAL.

Kern County, the Southern Threshold to the San Joaquin Valley

By ALBERT W. MASON

Editor The Morning Echo.



ALBERT W. MASON

IMPERIAL, sun-kissed Kern County is situated at the southern end of the San Joaquin Valley. Its boundaries really serve as the dividing line between Northern and Southern California.

It is the equal of either in beauty and bounty. No community is more favored. The warm sunshine producing great crops of everything that grows, and the water, pumped from subterranean reservoirs or taken from the river in irrigation canals, insures the farmer against "dry years". For a view point of the valley portion of the County—the place where the oil fields are and wherein lie

the alfalfa and grain fields, orchards, vineyards, groves of oranges, walnuts, olives, rice, sugar beets and in fact almost every product of the vegetable world that can be produced in a semi-tropical climate, let us take one of the round-topped, grass-covered mountains that form the eastern sentinels of the Coast Range. From this point located near the middle of the western border of the county, we see spreading out before us a great sweep of valley, open at the North but closed in by the Coast Range on the West, by the Sierras on the East and on the South by a cross range that meets and joins the two great ranges and forms an immense horse-shoe of mountains that walls in the intervening plains and mesas and protects them from the winds and storms and forms the equitable climate so essential to the maximum productivity of this vast expanse of fertile acres. From the point where the west side mesa slopes down to the floor of the valley to the point where the east side mesa melts into the foothills of the Sierras, the distance is close to fifty miles, and from the upper edge of the mesa that lies along the northern side of the cross range northwest thru the center of the valley, to the north county line, it is approximate-

ly sixty miles. From the area thus enclosed, an area every acre of which will some day be watered and tilled, or made productive thru the extraction of oil or other valuable minerals, a new state could be carved out, equaling in size that of New Hampshire and Rhode Island combined.

Down below us in the immediate foreground lie the great west side oil fields, beginning near the San Emidio ranch in the southwestern corner of the county and following northwest with the trend of the foothills thru Sunset, Midway, McKittrick, Temblor, Lost Hills and Devils Den districts to the northwestern corner of the county. Only the merest fraction of this vast oil territory is as yet commercially productive. Two branch railroads and four pipe lines connecting with tidewater have been built to furnish the outlet for this oil. Three large incorporated towns with others of lesser size but with justifiable aspirations testify to the local business activity and stability of these oil fields. Here we also have the great Buena Vista gas belt which has been piped to and is furnishing heat and light and power to the cities of Bakersfield, Los Angeles and other Southern California cities. A line is to be built thru the northern part of the county which will supply every commercial demand. Seemingly, the gas supply is as virgin as is that of the oil.

Stretching before us now, comes the hundreds and hundreds of thousand acres of the most fertile land to be found anywhere in large areas; 250,000 acres of this vast tract are watered by canals which take the waters from the Kern River just above Bakersfield, the County Seat.

Kern is a county of opportunities. It offers to the poor settler or the empire builder a vast tract of California's most fertile and cheapest land, both undeveloped and developed. The large land holding companies are subdividing and offering land to settlers at low valuations and on easy terms.



AN IRRIGATION SCENE IN A FLOURISHING KERN COUNTY ORCHARD.

Beautiful Miramar

California's World-Famous and Most Picturesque Hotel

CALIFORNIA'S fruitfulness of equable climate, the wealth of her fields and flowers, have been sung, and well sung, and all the world admits the beauty of her garden spots. Her mild winters are known, but she has, too, cool summers, when the mountain fastnesses are open, the sky is ever cloudless, and the sea breezes blow fresh from the Pacific.

It is the writer's conviction that apart from the precious endowments of nature, California possesses many of the charms that we are accustomed to associate with certain parts of the "Old World," namely: a romantic, historic background revealed in unfrequented spots unknown to the tourists; an appeal to the lover of the picturesque, unfamiliar as yet, but when more generally realized, calculated to make this State a Mecca for devotees of the beautiful. Indeed, this illustrated brief sketch of beautiful *Miramar* speaks volumes in behalf of this prediction, for it shows a display of artistic arrangement and location selection seldom surpassed by the most critical student of æstheticism.

The *Miramar* and *Bungalows* are located in the recognized garden spot of the world, "The Beautiful Montecito Valley," just four miles from romantic Santa Barbara, California, and being on the main coast line of the Southern Pacific, with the great California State Highway passing its front entrance, makes it exceedingly easy of access.

Here, in the midst of a twenty-five-acre garden of flowers, facing the rising sun with the broad Pacific at its front door, is located the main hotel and twenty-five beautiful bungalows, equipped with every modern convenience that human ingenuity could devise. A more charming environment cannot be imagined, and the *Miramar*, in its matchless situation, provides everything to enable the visitor to enjoy the advantages of climate and surroundings to the utmost. With its splendid beach and private pier, and unexcelled grounds, boating, bathing, fishing, golf, tennis and horseback riding over the most picturesque mountain trails in the State, may be indulged in every day in the year, and the superb macadam roads recently built throughout the entire Montecito Valley are a constant delight to every motorist. The main building contains the dining-room, where all meals are served; the office, lounging-room, parlors and billiard-room. Situated at convenient distances are the bungalows, ranging in size from one room to five and six, and here one can enjoy the comforts of one's own home, and at the same time be free of responsibility, for the management assumes full charge of each place. The *Miramar* casts a constant charm over every visitor. It offers every opportunity for out-



A GLIMPSE OF THE GARDENS OF BEAUTIFUL MIRAMAR.

of-door pleasure. Whether he indulges his fancy for the various sports, eating, drinking or sleeping, he can here do each and all of them under the most favorable conditions and in a climate unsurpassed by any place in the world. Thus situated where the grand Pacific Ocean glitters to the far horizon, and landward the proud old mountains, covered with pines and oaks which form an immense amphi-

theater, one commands a far-reaching panorama of sea and shore, a sight never to be forgotten. *Miramar* is truly an ideal spot, one of



ALONG THE BEACH ON THE GROUNDS OF MIRAMAR HOTEL.

which California is proud, and in selecting it as an example of the "Hotel Home Beautiful," we shall be glad to abide by the decision of the most exacting critic as to whether or no we have erred.

SANTA BARBARA'S POST OFFICE RECORD

By THOMAS M. STORKE

Postmaster, Santa Barbara, Cal.

PERHAPS the best exponent of the growth and prosperity of any community is found in the receipts of its postal service. Judged by this, the growth of the city of Santa Barbara during the past fifteen years has been phenomenal. The increase of its postoffice receipts has been by leaps and bounds.

From less than \$20,000 income in 1900, the growth has been regular and steady, until the year 1914 showed an increase to more than \$65,000, and the present year will probably reach an income of \$70,000.

The following table shows the exact postal receipts of the Santa Barbara postoffice for the years indicated below:

1900, \$18,741.28; 1901, \$20,319.04; 1902, \$24,411.16; 1903, \$29,718.14; 1904, \$32,591.34; 1905, \$36,644.17; 1906, \$41,730.11; 1907, \$43,962.31; 1908, \$46,784.78; 1909, \$46,667.09. Total for ten years, \$341,775.72.

1910, \$49,775.72; 1911, \$52,544.48; 1912, \$56,087.79; 1913, \$60,718.28; 1914, \$65,538.06. Total for five years, \$284,661.33.

The average annual receipts of the decade 1900-1909 were \$34,177.57, as compared with \$56,932.26 for the past five years.

Should the postoffice receipts of the city continue in the next fifteen years to increase as they have increased in the past fifteen years, in 1930 they will have reached more than \$225,000 per annum, showing a population within the city of Santa Barbara of 50,000 souls.

The same result may be arrived at by figuring on the known increase in population. In 1900 the official census of the United States gave to the city of Santa Barbara 6,587 population. It is conceded that the present population of the city hovers around the 17,000 figures. With the same growth in the next fifteen years the population in 1930 will have reached more than 50,000. The probability is that these figures will be under rather than over the mark. The city of Santa Barbara has just begun to grow. This is not shown alone by the postal receipts, but is proven as well by records of the water, electric and gas meters and the building permits issued.

In September, 1911, the Postal Savings Bank feature was added to the local postoffice. The balances on the first day of June of each and every year since then are as follows:

1912, \$9,868; 1913, \$13,120; 1914, \$13,041; 1915, \$16,269.

The employees of the postoffice have increased during the period of fifteen years past from seventeen in 1900 to forty-one at this time. The city carriers have grown in numbers from eight to fifteen, and the mileage covered by the four rural carriers has been increased 300 per cent.

THOMAS M. STORKE, Postmaster.

Santa Maria Valley

By G. M. SCOTT.

Secretary Santa Maria Chamber of Commerce.

IT IS known, throughout the world, that our great State—*California*—offers to the home-seeker and to the investor opportunities unequalled. Certain localities in the State, naturally, are richer in offerings of this nature than others, and it so happens that our valley, the Santa Maria Valley, ranks among the few really ideal sections.

Situated in the most northern part of the prosperous county of Santa Barbara, the Santa Maria Valley extends from the Pacific Ocean, on the west, eastward for a distance of some thirty-five miles to the Sisquoc Range. The average width of the valley is practically



PORTION OF PINAL DOME HOLDINGS, CAT CANYON FIELD, SANTA MARIA DISTRICT.

ten miles: bound on the north by the Santa Maria River, the dividing line between San Luis Obispo County and Santa Barbara County, and on the south by rolling hills, upon which are located the Santa Maria oil fields.

With the endeavor to itemize, in a concise manner, exactly what the Santa Maria Valley has to offer, I am placing before you the following data:

Soil.—The soil of the valley is a sandy loam, varying slightly in crop ability and adapted to fruits, beans, beets, alfalfa and grain. Any plant life that is found in the semi-tropical zone will adapt itself to our soil and climate and flourish.

Water.—The Santa Maria Valley is naturally situated over water-bearing strata, whose inexhaustible supply is derived from the vast mountain ranges to the east and northeast. Water is easily developed by sinking wells, these wells varying in depth from 40 to 150 feet. The only crops irrigated are alfalfa and beets; beans, grain and fruits require no irrigation. The annual rainfall is abundant; few crop failures result from the lack of rain; the average mean precipitation is 14.43.

Climate.—The Santa Maria Valley is situated far enough south, and opening on the Pacific Ocean as it does, to offer an ideal climate. The cool breeze from the ocean tempers the climate at all seasons of the year, so that there is little difference, a range of a few degrees, between winter and summer. The average normal temperature in January is 51.6 degrees (the lowest), in August 64.9 degrees (the highest), making an annual normal temperature of 58.9. The normal temperature of the following European resorts are given for comparison: The annual mean temperature of Nice is 59.5, of Rome 60.7, of Florence 58.8 and of Mentone 60.9 degrees.



PORTION OF PINAL DOME REFINERY, BATAVIA, CAL.

Transportation.—The Santa Maria Valley is well supplied with railroad transportation, four lines furnishing means of handling crops and passenger traffic. The Southern Pacific Company crosses the valley from north to south, the Santa Maria Valley from east to west, the Pacific Coast Railway from north to south and the electric branch of the Pacific Coast Railway extends from the city of Santa Maria west to connect with the Southern Pacific Company at Guadalupe, a flourishing town in the western part of the valley.

County and State Roads.—Santa Maria Valley is indeed fortunate in having the California State Highway cross the valley from north to south, entering Santa Maria on the north, through Santa Maria, across the valley, through Orcutt and thence south. County roads run not only across the valley, but the entire length. The State Highway, together with good county roads, furnishing a system of roads and highways second to none.

Santa Maria Oil Fields.—Proven beyond a doubt to be one of the richest and long-lived fields in the first State in the Union in petroleum products. The Santa Maria oil fields have produced "oil" and gas for the past fifteen years; today the field is producing nearly 5,000,000 barrels per year and hundreds of thousand gallons of gasoline.

TOWNS IN THE SANTA MARIA VALLEY.

Sisquoc.—A town situated in the eastern portion of the valley. Here is a supply station for the eastern portion of the Santa Maria oil fields.

Geary.—Two miles and one-half west of Sisquoc; headquarters for the eastern farming section of the Santa Maria Valley; contains two stores and hotel.

Guadalupe.—At the western end of the Santa Maria Valley; a thriving trading center for the people of this vicinity; prosperous; has a bank, stores, good hotels, school and churches.



HOTEL BRADLEY, SANTA MARIA.

Betteravia.—Situated in the southwest portion of the valley; the home of the Union Sugar Company; large general merchandise store; good hotel and good schools. The immense plant of the Union Sugar Company is located here, also the refinery of the Pinal Dome Oil Company.

Orcutt.—Supply station for the western end of the Santa Maria oil fields; modern stores, good school and churches.

Santa Maria.—Incorporated city of 3,000 inhabitants; electric lights, natural gas, good water, comprehensive school system, and many other modern features. Three banks with deposits of \$4,000,000. This city is situated in the center of the Santa Maria Valley, fifteen miles from the ocean. The school system consists of three grammar schools and one high school, the latter equipped on a metropolitan standard; public library and park. Main streets paved, the California State Highway running directly through the city. Business activities resulting from mineral and agricultural resources. Manufacturing possibilities unlimited; plenty of raw material; cheap fuel; abundance of water and good transportation.

The average annual production of the valley is placed as follows: Barley, 250,000 sacks; beans, 300,000 sacks; oats, 75,000 sacks; hay, 10,000 tons; sugar, 325,000 sacks; "oil," 5,000,000 barrels; gasoline, 3,600,000 gallons. Besides these items it is well to mention the production of the oil refineries, the asphalt plants, the dairies, each contributing more and more every year to the wealth and prosperity of our section of California.

Carpinteria

By JEROME F. TUBBS,

President Carpinteria Chamber of Commerce.

GOOD roads and the automobile bring the whole seaboard from Carpinteria to Gaviota into one community, of which Santa Barbara is the center. Yet the attractive and fertile Carpinteria Valley loses none of its individuality and shares the prosperity of the new era. Carpinteria's growth has been rapid during the past few years, fine new schools, a new hotel, a new town hall, a new bank and other improvements reflecting the progressive spirit. This is the home of the Hubbard Lemon Packing Company, the Henry Fish Seed Company



RINCON RANCH, CARPINTERIA, SANTA BARBARA COUNTY, CAL.

and other industries that are notably expanding. Walnuts, beans, lemons and olives are the chief products. Carpinteria is twelve miles distant from Santa Barbara, with a paved avenue connecting and extending in one direction along the coast to the Rincon sea-level road, the picturesque State highway to Los Angeles, and in another direction through the mountains by way of the beautiful and inspiring Casitas Pass to Nordhoff and Ventura. At the entrance to Casitas Pass are two popular mountain resorts, Shepard's Inn and Stanley Park, the daily objective of many a motor trip from Santa Barbara and Montecito.

English Walnut Growing.

One of Carpinteria's most profitable products is English walnuts.

Large groves of beautiful and vigorous trees are scattered along our foothills and down the valley. Walnuts have been the basis of many fortunes in California and most of the producers think the chances for success in this industry are increasing.

The walnut was introduced into Northern and Southern California almost simultaneously during the eighteenth century by the Franciscan Monks, but owing to our more favorable climate the southern counties are today the chief and almost sole producers. Even in Southern California but few localities possess the soil and proper climatic requirements.

There are about 20,000 acres planted to walnut trees, producing 1200 cars of an average weight of ten tons per car, making 12,000 tons. About 500 tons is the average crop of nuts produced in Carpinteria Valley at an average price of twelve and one-half cents during the past twelve years.

Lemon Culture.

For the production of lemons there is no place on the North American continent better suited than the Carpinteria Valley, from Rincon Creek on the east to Ortega Hill on the west. Here is a strip of land ten miles in length, and from one to three miles in width, sloping from the foothills to the shore of the Pacific. The Santa Ynez mountains, rising to a height of from 2500 to 4000 feet, approximately, parallel with the coast, provide an effective barrier against the dry and hot desert winds in summer and cold in winter. On account of the break in the coast line at Point Concepcion, where California's ocean boundary swings at a right angle, the Santa Barbara channel flows almost directly east and west, its south line formed by a chain of islands, its northern, the sheltered Carpinteria Valley.

Thus, with a southern exposure to the semi-tropic sea, and with

the north winds checked by a range of rugged mountains, the favored location of the Carpinteria lemon belt may be readily understood. The lemon tree thrives best where there is the least wind, and in a mild, moist atmosphere. Under these conditions, the tree is continually growing, blooming and setting new fruit. The absence of dry, hot weather and desert winds obviates possible loss in growth, and insures against damage to bloom or the dropping of young and tender fruit. The lack of severe winds from either desert or ocean accounts, also, for the high quality of lemons produced by the orchards of Carpinteria. A ton of fruit from these orchards will grade a higher percent of first grade fruit than will lemons from sections subject to these trying winds. The protection of the high mountains on one side and the modifying effect of the ocean on the other, constitute a strong factor in making this district almost free from frost. Few of the groves in this section have ever suffered damage from frost. Some of the growers possess smudge pots as a precaution; but at that they save in fuel and labor what it costs orchardists in less protected districts for smudging.

Scenic Beauties.

This bit of Elysium, so opportunely discovered, lies at the extreme southeast corner of Santa Barbara County in the Golden State, and holds a more than passing interest, both for the rarity of its setting and its connection with a part of the industrial development of Southern California.

Furnishing, as it does, the only highway along the coast at this point, it is a happy necessity to travelers between Northern and Southern California, whether by rail or carriage. The Casitas Pass, through the mountains from the east, and the new and famous Rincon sea-level road are the two gateways from the east.

The Gem and Its Setting.

With the beach for its south border, it lies in the close embrace of an arm of the mountain on the north, not more than a mile and a half wide and about eight miles long. Gradually rising hills form its western boundary, and a few miles further on lie Santa Barbara and its environs. At both east and west ends of the valley the railroad has been built upon a bed that has been hewed out along the face of precipitous cliffs.

Cañons and Coast.

The various cañons, with their charming drives and picnic possibilities deserve a sketch by themselves, and not the least of their advantages is their perfect accessibility. A twenty-minute drive will take one, for instance, to Franklin Cañon away from sordid cares to the heart of nature. Or if the ocean is preferred, the clean, candy stretches of the beach lie even nearer. One can hardly wax too enthusiastic over



GRAMMAR SCHOOL AT CARPINTERIA.

this beach. If scenery is desired it is impossible to get away from it. With the intervening valley cut off by the sand dunes, the impressive mountains seem almost to meet the sea, and the white, curving shore line offers all the delights of a beach drive for a distance of three miles or more. Where the dunes give way to cliffs at the east the scene is varied by great masses of rocks, where the spray from the broken waves is a continual beauty and delight.

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GENEALOGICAL SOCIETY
OF THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS

Lompoc, The Land of Promise

By C. KELLEY HARDENBROOK,
City Attorney of Lompoc.

FOR nearly eighty miles through the central portion of Santa Barbara County extends the Santa Ynez River, draining many thousands of acres of tillable soil. The lower reaches of this great basin widen out to form the Lompoc Valley, one of the unique spots of California, the wonder State. Lompoc's chief claim to be classed as unusual is based upon the variety and extensiveness of its products, agricultural and mineral, with which few localities can offer advantageous comparison.



LOMPOC VALLEY BANK, LOMPOC, CAL.

The City of Lompoc is centrally situated in this valley, ten miles from the ocean, where Pacific fogs and breezes maintain an equable and temperate climate throughout the seasons. This thriving community of 1800 population contains two prosperous banking institutions and many stores and mercantile houses. There are seven churches, two weekly newspapers and many fraternal orders. Five great warehouses are required to house the farming products of the valley, and during the harvest season all are filled to capacity. The streets of Lompoc are well kept and clean, and the surrounding roads are good at nearly all seasons. Lompoc has no saloons.

The final test of every community is its schools, and those of Lompoc have always been its pride. The Union High School is well furnished and equipped, and has an excellent teaching staff, while the Grammar School is of uniformly high standing. In connection with both schools are departments for instruction in industrial and kindred arts, which are thoroughly up to date.

Agricultural Resources.

The staple and ordinary crops upon which the Lompoc farmer depends for his income are beans, potatoes, onions, sugar beets, mustard seed, barley, sweet pea and flower seeds, with a substantial output of cherries, apples and other fruits to make up the total. In addition there are many other soil products which are produced either experimentally or in small quantities. Beans form the most important of the annual crops. Not only are all the commercial beans grown in quantities, but dozens of varieties of seed beans are also produced annually by the Lompoc farmer. In this connection be it said that the farmer of Lompoc Valley is a progressive, ever on the watch for new methods or new crops to increase his already generous income. Mustard seed has long been a staple product of this valley, which for many years has produced more than seventy-five per cent of the mustard seed grown in the United States.

One of the great attractions of the valley is the seed farm of the W. Atlee Burpee Company, where during the summer season acre upon acre of gorgeous blossoms delight the eye of the admiring visitor. Nearly every variety of flower is here to be found in profusion, although the chief crop is the sweet pea, of which hundreds of beautiful varieties are grown. Sweet pea seed also forms one of the staple crops of the ordinary farmer.

Lompoc onions and potatoes are also highly profitable crops, largely because of the superior quality of the product. The famous Burbank potato of this valley invariably stands at the top of the city market. The onion produced here is of the Australian Brown variety,

noted for its keeping qualities. During the season of 1914 the onion output of this little valley totaled 120,000 bags.

The Union Sugar Company, with factory at Betteravia, farms more than one thousand acres of the Lompoc Valley. It is conceded that the land of this valley is among the finest sugar beet land in the world. Not only is the production large, but the percentage of sugar is much higher than is to be found in beets raised upon ordinary land. Farmers have found it profitable to grow beets upon their land for sale to the sugar factory.

Land Values.

Intensive farming has caused a high rental value for Lompoc lands. Much of the better qualities of this land rents for \$40 to \$45 per acre as an annual cash rental. In view of these high rental values and the value of the crops produced, it seems clear that these lands are rather cheap, as compared with many other sections where the same qualities of land are held at much higher prices.

The soil of the Lompoc Valley is alluvial, being the accumulated deposits of ages of winter rains. All of this has been enriched by the rank growth of natural vegetation, which grew all over the valley until some thirty years ago. In most portions of the valley this soil is from 20 to 30 feet in depth, and in all parts it is of sufficient depth to guarantee against impoverishment.

The mineral resources of the Lompoc country are of very considerable magnitude. Chief among them are the immense deposits of diatomaceous earth in the hills surrounding the valley. Many uses for this product have been found, one corporation having in operation a number of quarries and a large plant at which the product is prepared for marketing. This company is employing nearly 100 men and contemplates largely increasing its operations. The available quantities of diatomaceous earth at Lompoc are almost inexhaustible, and the market demand is constantly growing.

North of the valley lie the Lompoc or Purissima oil fields, in which a large proven territory is producing daily many thousand barrels of light gravity oil. The oil industry about Lompoc is regarded as still in its infancy, as there is yet much promising territory awaiting development. Among the other minerals which are being produced are asphaltum, natural gas and lime rock, all of which may be found in considerable quantities in the hills about the valley.

For the Home-Seeker.

To the man from a distant State who seeks a place in California's sun, Lompoc offers advantages well worth considering. While not a "tourist town," this city has resources sufficient to maintain its prosperity under all conditions. The climate here, cooler than in most of Southern California, is very equable. Records kept over a period of



LOMPOC UNION HIGH SCHOOL, LOMPOC, CAL.

ten years show a difference between the mean temperature for January and July of only 12 degrees. Good schools and surroundings, and a people made up of neither rich nor poor, make this an ideal home city. Good roads now being projected will bring the rest of California much nearer to Lompoc, and in a community where the automobile has come to be regarded as not a luxury, but an ordinary comfort of life, this will do much to widen the horizon of its people. Lompoc promises to the home-seeker, not alone health and enjoyment, but vigor and prosperity.

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CALIFORNIA.



CALIFORNIA, the "Golden State," lying on the Pacific ocean, with an area of 158,360 square miles, the second largest state in the Union, has a coast line of over 1,200 miles.

California has a world-wide reputation for its delightful climate, its beautiful scenery and its many advantages; the very name of California is symbolical of plenty, prosperity, sunshine and flowers, and people who have once crossed its borders forever carry the memory of its beauty and charm.

HISTORICAL SKETCH.

The early history of California is interwoven with the romance of the early Spanish conquests and that of other sea-rovers and explorers. In 1534 Mendoza came up from Mexico across the southern border, and in 1536 it was explored by Cortez. This beautiful region was then referred to by the Spaniards as "an island of gold and precious stones," and with the inherent poesy of the Spanish race they named it California.

It was again visited by Cabrillo in 1542, who mapped out the harbors of San Diego and Monterey. In 1539 Sir Francis Drake, the great English navigator, sailed along the coast. Drake at that time prophesied that "nowhere in America was there a likelihood of there being so much gold as in California, but it was 270 years before the truth of this prophecy was proved. Missions were established in the latter part of the eighteenth and the early part of the nineteenth centuries. The missions at San Diego, Santa Clara, Santa Barbara, San Juan and San Gabriel preserve the memory of these early settlements.

In 1820 the Spanish rule was overthrown in Mexico and California became a part of the new Mexican Republic. At the close of the Mexican war by the treaty of Guadeloupe Hidalgo, February 2, 1848, California was ceded to the United States.

THE DISCOVERY OF GOLD, January 24th, 1848. John W. Marshall, a pioneer, working on a mill race for Captain Sutter, discovered gold near the town of Coloma. The news sped to distant parts of the world and great tides of migration swept westward. The historical body of gold seekers, the Argonauts, arrived in 1849. Many journeyed with ox teams over the plains, struggled through the Sierras, braving famine and the horror and terror of the predatory Indian, while others journeyed around Cape Horn in order to reach the gold fields. Of the thousands who arrived, many, not making rich finds of gold, took up agriculture as an occupation.

The distance from the east made home government essential and a constitution was adopted August 13th, 1849, by a convention at Monterey. On September 19th, 1850, California was admitted to the Union as the thirty-first State. In 1870 a new constitution was adopted. The Union and Central Pacific railroads were completed in 1869, connecting California with the Eastern States by rail, making possible a journey in three days that formerly had taken as many months.

SUB-DIVISIONS OF THE STATE. California is 769 miles in its greatest length, with an average width of nearly 300 miles. The State is naturally divided into three distinct sections, the coast region, the valleys of the principal rivers, the Sacramento and the San Joaquin, and the mountain and desert districts.

TOPOGRAPHY. The topography of California is distinct and striking. Two ranges of mountains, the Sierras and the Coast range, practically enclose the great interior basin or valley. These mountain ranges converge with Mt. Shasta on the north and Tehachapi on the south, and the valley lying between is practically a level territory from 100 to 600 miles long and from 40 to 60 miles in width. The northern portion is drained by the Sacramento and its tributaries and the southern by the San Joaquin, both of which empty into San Francisco bay and reach the sea via the Golden Gate. The Sierras form an immense watershed on their western slopes, embracing the gold mining regions and vast forests; in the foothills and valleys lie the fruit belt. Back of

the mountains in southern California lies the great Mojave desert on which plant life is practically "non posse," excepting where water can be procured for irrigation.

CLIMATE. California has a widely diversified climate; in fact, her climate is the chief source of her great wealth. She is distinctly in a class by herself. Tourists traveling through California enjoy the magnificent California scenery and send postal cards to their friends verifying the stories of the picturesque anomaly—oranges and snow. The trade winds of the coast keep the climate equable, the winters seldom freezing, and the summers always cool and enjoyable.

RESOURCES AND INDUSTRIES.

California is as varied in her resources, industries and products as in her altitude and climate. Mining was her first important industry; the discovery of gold brought the immigration, agriculture has sustained her population and has developed to primeval importance. Her manufacturing are becoming of vast importance.

MINING. This industry was at first limited to the gold districts; the rich districts of Placer, El Dorado, Amador and Calaveras counties were dredged for the rich yellow metal. Placer mining formerly was principally the only mining done, and the beds of the many mountain streams were sifted until most of the gold was extracted. Quartz mining has succeeded the more simple method, and veins of gold quartz have been followed to a depth of several thousands of feet. The gold output of California up to the year 1908 was \$1,469,513,691. Silver and copper have also been found in considerable quantities, but have been largely overshadowed by the gold product.

The Oil Industry, a more recent mineral product, is being found in large quantities in the southern part of San Joaquin Valley and in many other districts in Southern California. Some of the most productive oil fields are found in Kern county, Bakersfield having become a prosperous oil producing center. Among other rich oil districts is the Santa Maria district in San Luis Obispo, Santa Barbara and Ventura counties. An interesting sight is at Summerland, where a large number of oil wells are established far out in the surf, producing large quantities of petroleum. The petroleum producing counties of California include Fresno, Kern, Los Angeles, Orange, San Luis Obispo, Santa Barbara, Ventura, and Santa Clara.

AGRICULTURE. California has over 40,000,000 acres of arable land, nearly 35,000,000 of which is already included in farms. In addition to this land there are upwards of 10,000,000 acres which can be included in the so-called desert land, which can be developed into profitable farming land, but no part of California is as yet developed to its full capacity. The general tendency of the small landowner is to divide his holdings into smaller areas and intensify the farming. In many sections of California with proper regulations and scientific farming a greater profit can be realized, with less work, from ten acres of land than was formerly realized from a quarter ($\frac{1}{4}$) section with the old style of farming.

Among the paying crops of California farms are wheat, rye, barley, hops and alfalfa. Live stock, poultry, dairying, vegetables and all kinds of berries and fruits are produced in the diversified districts.

Irrigation means much to the California farmer. Grain farming is rapidly giving way to the intensive small farm on which is raised a diversified crop. The rise in the value of the land makes it essential to produce high-priced crops and favorable conditions are found in California for practically any crop. Through irrigation vast quantities of land have been reclaimed. The waters from the western slope of the Sierras are being diverted from their courses by immense irrigation projects and utilized to increase the farmers' "Korn Krib." In the San Joaquin and Sacramento valleys are found the largest irrigated areas in the world.

HORTICULTURE. The total value of California's fruit output is estimated at over \$50,000,000. Nearly every fruit raised in temperate



CALIFORNIA'S STATE CAPITOL AND PARK, SACRAMENTO



FERRY BUILDING, SAN FRANCISCO, DECORATED IN HONOR OF THE ATLANTIC FLEET, MAY, 1908



PANORAMA OF SAN FRANCISCO, FROM THE TOP OF THE CHRONICLE BUILDING BEFORE THE FIRE OF 1906.

ELLIS A. DAVIS, PUBLISHER

or semi-tropical climates are produced in some section of California. There are upwards of 50,000,000 fruit trees in the State apportioned respectively among oranges, apricots, peaches, apples, lemons, pears, cherries and the lesser fruits.

Oranges. The orange was the second gold discovery in California; there are at present upwards of 11,000,000 trees in the State, nearly nine-tenths of which are in Southern California, but recent plantings in the San Joaquin and Sacramento valleys are altering this distribution. Oranges take the lead in the production of California fruit.

Lemons. The lemon industry is also of primeval importance, over a million and a half trees, yielding 5,000 carloads annually, is the proud record of California. The lemon district is principally in the southern part of the State in regions where the winters are mild, as lemons are easily injured by frost.

Apples. California has nearly 3,000,000 apple trees. Most of the apples are raised in the coast sections, a large area in the Pajaro valley near Watsonville, the most important apple region, produces some of the best varieties in the State, of which the Belle Flower is the favorite.

Apricot. The apricot is a recent though by no means an unimportant production; there are about 2¼ million trees within the State. The apricot is a somewhat hardier fruit than the lemon and orange and is raised in the largest quantities in the counties bordering on and a short distance from San Francisco Bay. The principal apricot counties are Santa Clara, Ventura, Solana, Sanoma, Napa, Los Angeles and Alameda.

Cherries. Cherries are raised in less quantities and fewer localities, but are by no means an unimportant production; there are about 700,000 cherry trees in California, of which Santa Clara, Alameda, Yuma, Sonoma and Placer counties have the largest plantings. A single tree in Placer county, on the Robert Hector ranch, has produced a ton and a half of cherries in one year.

Peach. The peach is the greatest orchard fruit of the deciduous class in California. It has a wide range, thriving both in the hills and in the valley regions. It ripens in different localities, according to the climate, from May to December. Fresno, Tehama and Santa Clara, each with over one-half a million trees, take the lead, followed closely by King, Salono, Sonoma and Tulare counties, in the production of peaches.

Pears. Resembling the peach very much in the range of climate at which it can be produced, the pear is another popular California product; there are upwards of 2,000,000 pear trees in the State. El Dorado, Contra Costa, Yolo and Yuba counties are the most important pear producing areas. The Bartlett is a favorite pear and about 2,500 carloads are shipped annually.

Plums and Prunes. These are raised in large quantities in some areas. The largest prune producing counties are Santa Clara, Sonoma, Solano, Tulare and Santa Cruz. The prunes are dried by the sun in the open air before packing. In a single year 1,400 carloads of fresh plums, nearly 200,000 cases of canned plums and 200,000 pounds of dried plums have been shipped from California.

Grapes. Grapes grow in all parts of California from the sea level to an area of 5,000 feet. There are upwards of 150,000 acres of wine grapes, 90,000 acres of raisin grapes and 30,000 acres of table grapes within the State. The most important raisin district is around Fresno, from which four-fifths of the raisins used in the United States are shipped. The production of California vineyards are annually about 32,000,000 gallons of wine, upwards of 65,000 tons of raisins and 3,500 carloads of table grapes.

Figs are a comparatively recent product in California. They can be grown with a small amount of moisture and thousands of acres of land in California can be made to produce good crops of figs. Experiments are being made and the fig will, no doubt, become an important industry.

Olives are another fruit raised in Spain, Italy and France which can be produced successfully in California. In the southern part of the State many trees have been developed. The olives in California are of a much larger variety than those which are imported from Europe. Although the olive raising has not as yet become very important, the outlook is promising and olive oil factories are being established which will be a great impetus to the olive raising industry.

California wines have a world-wide distribution. Much wine has been exported to European countries and the Orient. The first grapes from which wine was made in California were grown by the early Spanish fathers; since then the industry has continually increased. About 270,000 acres are devoted to vineyards which produce wine grapes.

POULTRY RAISING. This has become a prominent industry in many parts of California. Petaluma is the most important center for poultry and eggs. Sonoma county has thirty times as many chickens as people. Petaluma ships annually over 50,000,000 eggs and three-fourths of a million poultry. San Francisco receives over 14,000,000 dozen eggs annually. Chickens are a profitable industry. One acre of good land will support four hundred chickens, which will, under favorable circumstances, yield 5,000 dozen eggs per year, which bring on an average of 25 cents per dozen. Hollister is also becoming an important poultry center.

CATTLE RAISING. There has not been a sufficient number of cattle to supply the home consumption and to supply the local markets; cattle are shipped in from Mexico, Texas, Arizona, Oregon and Nevada to the amount of 350,000 head. There are slaughtered in San Francisco each month 15,000 cattle, in Los Angeles 9,000, and in Sacramento 1,000. The majority of them are range cattle.

California dairy industry is, however, somewhat better, having a little over 300,000 milch cows. Among the different breeds of cattle in California are the Shorthorn, Hereford, Devon, Guernsey, Jersey, Holstein and Swiss. The Jerseys are the most popular for dairy purposes, while the Shorthorns have the preference as beef breeders.

LUMBER INDUSTRY. California is still very important as a lumber producing State. It is the home of some of the largest and most magnificent forests in the world. Many of the forests have been set off in government reservations.

The Redwood is the most important from a commercial standpoint. The greatest redwood forests still standing are in Humboldt county, and this county has produced more lumber and still contains more standing timber than any other county in the United States. The largest lumber mill in the world is located at Eureka.

Pine. Pines in California, like the redwood, grow to an enormous size and are important as a lumber producer. They are known as the "Sugar" and "White Pine." An average of 300,000,000 feet of pine lumber per year is manufactured.

CALIFORNIA HARBORS.

California has several splendid harbors. The San Francisco bay contains more good harbor facilities than any other in-locked harbor in North America. Other prominent harbors are Humboldt Bay, Monterey, Santa Barbara, San Pedro and San Diego.

The San Diego in-locked harbor can accommodate vessels of a twenty-six foot draught in low tide. This is the most southerly of California's harbors and on the completion of the Panama Canal will be the first important port of entry for vessels from the Atlantic.

San Pedro, the harbor for Los Angeles, is being developed into a first-class harbor. The government is spending many thousands in deepening and dredging it and improving the breakwater and wharves.

The harbors of Monterey, Santa Barbara, Humboldt and Ft. Bragg are important assets to the coast trade.

CALIFORNIA RESORTS.

California is a state of numerous pleasure and health resorts. Nearly any city in the State, when compared to the average eastern city, may be classed as a pleasure resort, but the principal places of which California is justly proud are mentioned briefly here:

El Paso de Robles, Hot Springs, with a magnificent hotel of the same name at Paso Robles, a prominent hot springs and health resort on the coast line of the Southern Pacific Railway, is the most famous health resort on the coast.

Santa Barbara, at the base of the mountains, with its magnificent beach on which is located the famous Potter Hotel, is one of the favorite beach resorts one hundred miles north of Los Angeles, on the coast route of the S. P. Railway.



A Boulevard among the Palms



Views of West Lake Park, a Los Angeles Play Ground



Hayward Hotel, Los Angeles



In the Heart of the Orange Belt, Monrovia

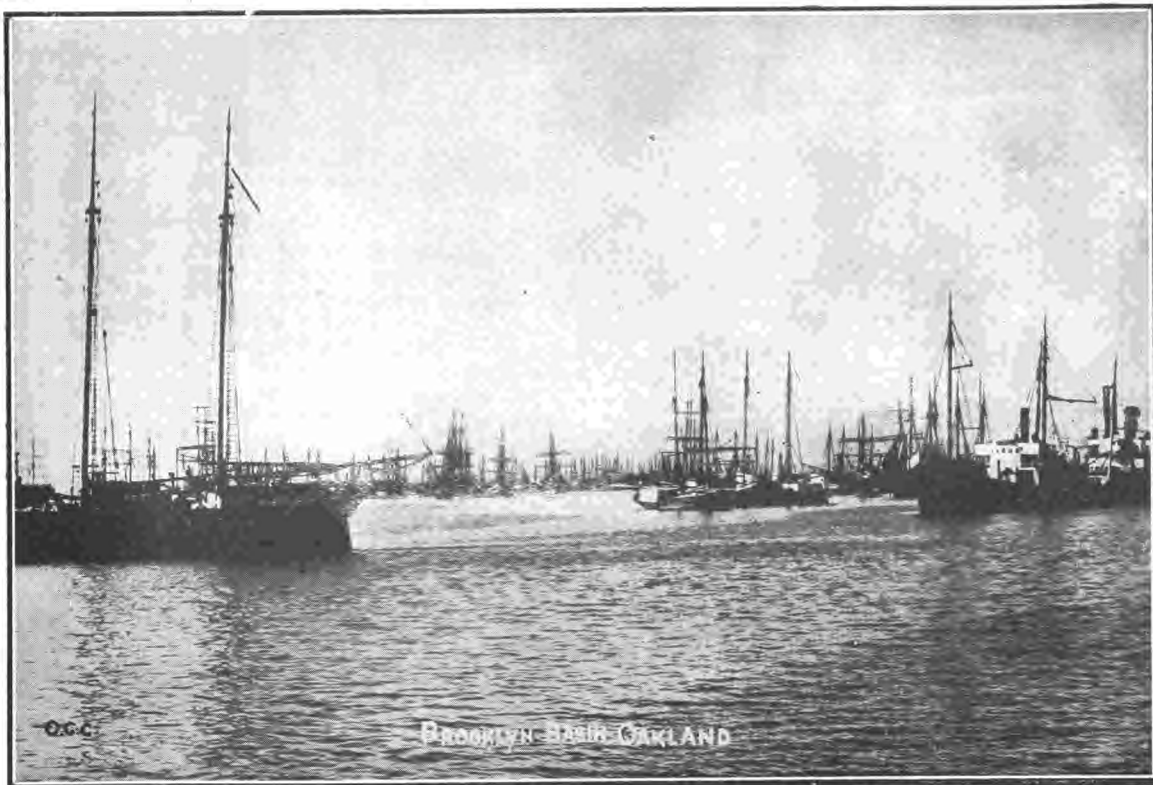


Orchard Scene near Hollywood



Oil Wells, Summerland

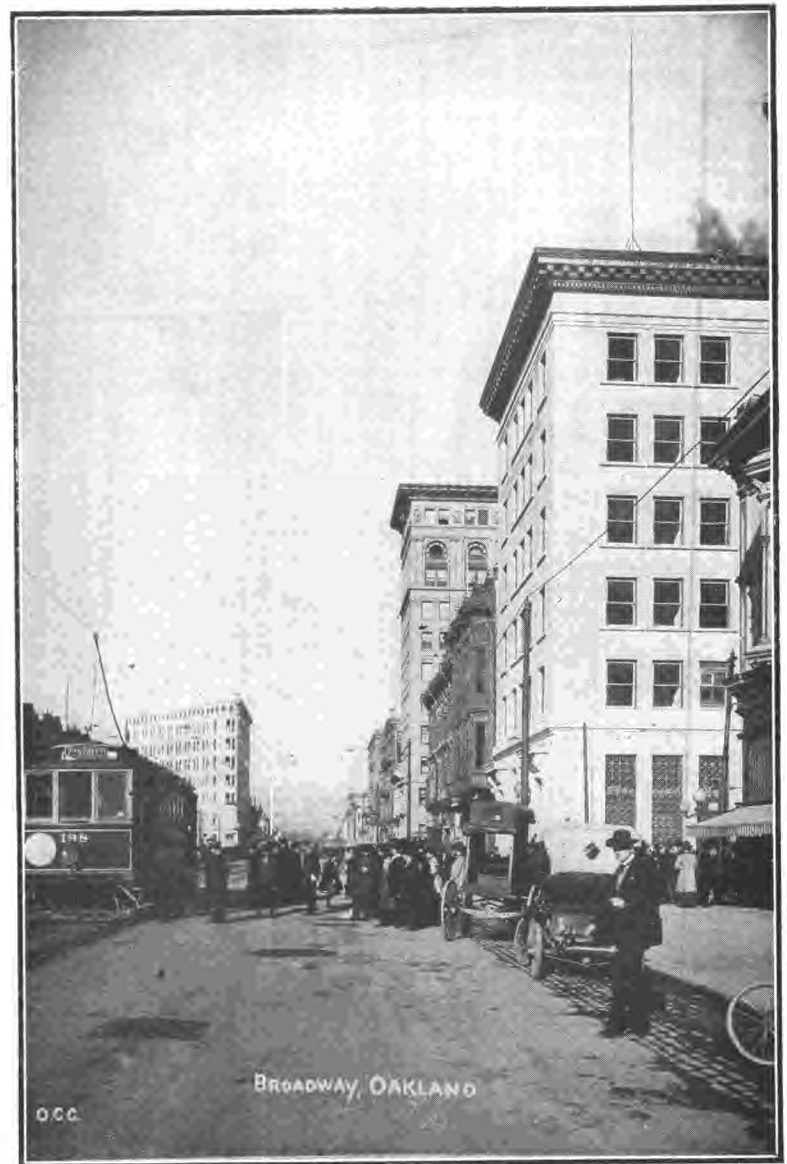
ELLIS A DAVIS, PUBLISHER



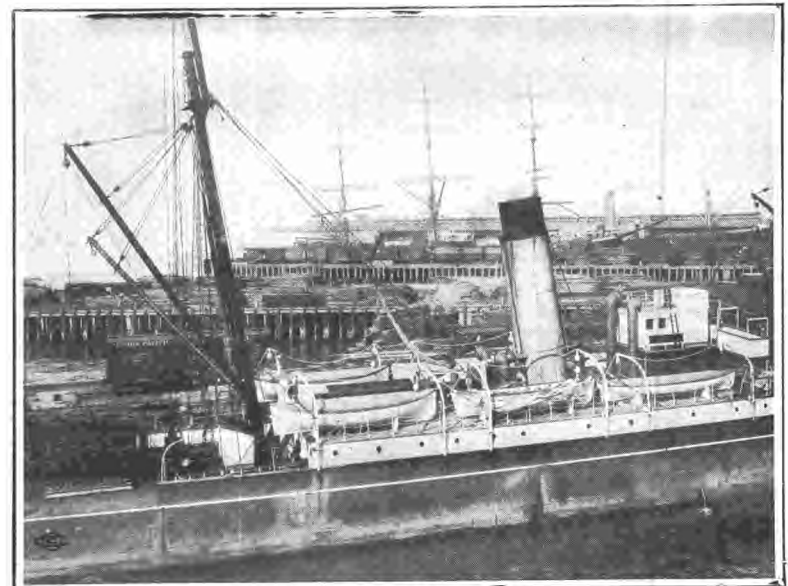
Brooklyn Basin, Oakland's Harbor



First National and Central Bank Buildings, 14th and Broadway, Oakland



Broadway looking North at 12th Street, Oakland



Where Transportation by Rail and Water are United, Oakland Docks



Broadway, Oakland, looking South from 14th Street



Oakland's Public Library

Venice and Ocean Park are located on the beach about twenty miles' ride from Los Angeles. They are well equipped with all of the conveniences that make a high-class beach resort and are exceedingly popular.

El Coronado Beach, a short ride from San Diego, and one of the finest beaches in the south, is an exceedingly popular resort. The El Coronado Hotel and the Tent City on the beach make it within the reach of both the wealthy and those in moderate circumstances.

Santa Cruz, about 85 miles south of San Francisco, near Monterey bay, is the most popular beach resort in Central California. An \$800,000 Casino on the splendid beach offers attractions and amusements to satisfy the most exacting.

Del Monte Hotel, a magnificent hostelry owned by the Southern Pacific Company and located on a large and beautiful tract of ground, with an unexcelled forest and beach, is the favorite resort of society people from the bay cities.

Pacific Grove, with its beautiful scenery and its pretty drives, is popular all the year around for campers. Many associations and a Chautauqua meet here annually.

Monte Rio, on the Russian river in Sonoma county, a convenient distance from the bay cities, is the favorite of several exceedingly popular summer resorts in this locality. Monte Rio offers a greater diversity of pleasures than most of the beach resorts.

The Yosemite Valley, the world-renowned National Park, stands pre-eminently as the most attractive of all of California's wonders. A new road to the Yosemite starts from Mercer and traverses the entire course of the picturesque Merced Canyon from the foothills to the very border of the Yosemite, thus making the valley accessible the year around. The grandeur of the Yosemite is indescribable. Each eminence and each waterfall one instinctively endows with life and power.

El Capitan, rising perpendicular to a height of 7,600 feet, stands as a mighty guardian of the valley, while on the opposite side the beautiful Bridal Veil Falls is the first waterfall to entrance the traveler. Nine hundred and forty feet of water and mist, with their rainbow effect, form the gateway of the Yosemite; then the view unfolds itself in a grand succession, perfect in all parts.

Some of the wonders of the valley are Cathedral Rock and spires, 6,529 feet high, and Sentinel Rock, 7,400 feet high; also the Yosemite Falls and Vernal Falls, which are unexcelled for beauty and grandeur.

Yosemite clubs formed in the bay cities make regular trips on foot to the valley. The winter trip has attractions, in some respects, more grand than the trips in the summer time.

Lake Tahoe. "The Gem of the Sierras," a beautiful sheet of water on the boundary line between California and Nevada, is reached via Truckee on the Southern Pacific. The shore is lined on the Nevada side with high barren mountains; on the west and south magnificent mountain scenery gives a vista unsurpassed in scenic grandeur. Tahoe Tavern, a beautiful hostelry at the end of the railroad, located among the pines on the shore of the lake, furnishes many attractions to the visitor through the summer. Resorts on the lake are McKinney, Tahoe, Lakeside on the boundary line, Glenbrook, Lakeview and Brockway. From Talac a trail leads up into the mountains to Glen Alpine, where the fishing and mountain climbing offered is unexcelled. A steamboat makes daily trips around the lake from the Tavern, stopping at all of the above mentioned resorts. William Jennings Bryan, who stopped for a short time at Lake Tahoe on his tour around the world, pronounced it the most beautifully situated body of water he had seen on his trip.

EDUCATION.

California's educational system is the growth of one-half a century modeled originally from some of the best systems then in use in older states. In its present advanced form it is recognized by many educators as being the most perfect system in America. The standard is high and the scope is exceptional, covering the whole field of school and college education. There is no community in California without a school. Elementary schools instructing in all the essentials of the English language are general. Every city is a school district in itself and has a board of education and a city superintendent to direct the work. Instruction in the country districts is intended to cover the whole field of elementary education and the pupils here are classified and graded the same as the pupils of the town and village schools.

Union district high schools are being established in many of the populous rural districts.

The higher education is represented in California chiefly by two great universities, the University of California at Berkeley, and the Leland Stanford Jr. University, near Palo Alto.

The University of California. "It is pretty well recognized in other departments of life equipment," says President Benjamin Ide Wheeler, "that Californians are fond of the very best there is, and especially will their schools and their colleges safely enough convince the visitor that education is no exception to the California rule." The University of California under the direction of President Wheeler has made rapid strides in advancement. In the past twelve years it has grown from a comparatively small college to a university with upwards of 3,800 students, with 468 professors, instructors and their assistants, and an income of nearly a million dollars per year.

Of the last year's income, forty-three per cent was from the State, twenty-seven per cent from gifts, eighteen per cent from the endowment fund, four per cent from the United States government and the remainder from fees.

The College of Agriculture has no doubt shown the most rapid progress and achieved the greatest results of any single department. A university farm of 800 acres at Davis was recently purchased for experimental purposes. Besides complete academic and engineering branches, California maintains two law schools, one at Berkeley and the other at Hastings in San Francisco. There is also a medical department maintained at the Affiliated Colleges. Lick Observatory at Mount Hamilton is under the auspices of the university. The University of California boasts of the most beautiful and picturesque campus in the world. The plans for the "greater" university, which will make California one of the finest, best equipped and most picturesque universities in America, is being carried out as fast as funds for buildings can be secured. A library, to cost upwards of a million, is under course of construction. The Greek theater, an open air theater in the hills, on the campus, seating nearly 10,000 people, is the only structure of its kind in the world.

Stanford University, or more properly, Leland Stanford Jr. University, near Palo Alto, is claimed to be the most richly endowed university in the world. The university is located on the noted Palo Alto Estate of over 7,300 acres. The buildings are the most beautiful group of public buildings in America. They are parts of one general plan, constructed of Santa Clara sandstone. The buildings are of the Mission style of architecture with long corridors, for the most part completely enclosing a beautiful quadrangle. The large grounds are most carefully tended and all the flowers, trees and shrubs are trimmed with care. This magnificent institution was given to the State of California by its munificent donor, who left for its maintenance his entire fortune. The tuition is free. The enrollment for women is limited to five hundred, but is unlimited for men.

This institution rivals the University of California and competition is keen. Contests in athletics, debating and other useful activities are of frequent occurrence. The property belonging to Stanford University is exempted from taxation by the State.

Other Educational Institutions. California maintains five State Normal Schools with a curriculum best adapted to preparation for teachers. These schools are located at San Jose, Los Angeles, San Francisco, San Diego and Chico. Among her other colleges, offering academic courses, are Mills College (exclusively for women) at Seminary Park, near Oakland; Pomona College at Pomona; Saint Vincent at Los Angeles; University of Southern California at Los Angeles; Occidental College, Los Angeles; University of the Pacific at San Jose; Santa Clara College at Santa Clara; St. Mary's College at Oakland, and the College of Notre Dame in San Jose.

Other State Institutions are the Industrial Home of the Adult Blind in Oakland, deaf and dumb school at Berkeley, reformatory for minors at Whittier, State penitentiaries at San Quentin and Folsom, government prison on Alcatraz Island in San Francisco bay, asylums for the insane at Stockton and Napa.

CALIFORNIA FISHERIES.

The principal fisheries of California are about the Bay of San Francisco, the Bay of Monterey and San Diego and on the shores of Catalina Island. The annual products of these fisheries are about 40,000,000

pounds, bringing an income of over \$4,000,000. Salmon fishing is quite extensive in the Sacramento river. The Government has established fish hatcheries at Baird and Battle Creek. Four hundred and thirty-five varieties of fish are found in the California waters. About 165 species are cold water and 117 semi-tropical fauna. Many of the latter species are found as far north as San Francisco bay. About 133 of the species are used for food. The most interesting fish are found at Avalon bay and at Lajolla. A Government hatchery is located at the latter place. Much can be learned, relative to the characteristics of fish, from the study of the different species which are developed here.

COUNTIES.

ALAMEDA.—Alameda county, with an area of 840 square miles, fronts on the San Francisco bay for a distance of 38 miles, with an average width of 25 miles.

Topography, Soil, and Climate. A wide stretch of level land, from two to five miles in width, lies along the bay, raising on a general slope to the hill which traverse the center of the country. The central and northern part of the country is rough and hilly. The soil near the bay and in the valleys is fertile and productive, and all kinds of fruit and vegetables are raised in abundance. The climate is cool and there is sufficient rain so that little irrigation is necessary.

Resources and Industries. Vegetables and fruits are the principal agricultural product. Over 13,000 acres are devoted to the raising of vegetables and sugar beet. The eastern part of the county is a wheat growing and stock raising area, and the dairy industry flourishes. Hops, vine culture, and fruit raising are the principal industries of the Livermore valley and the rich rolling prairie in Haywards and vicinity.

Manufacturing and shipping are carried on extensively in Oakland. The largest woolen mill west of Denver is located here.

Transportation. Three railroad systems traverse Alameda county, the Santa Fe, Western Pacific, and Southern Pacific, all centering at Oakland. Electric systems radiate from Oakland to Haywards on the southeast, and Richmond on the north. There are splendid roads throughout the county. A fifteen mile automobile boulevard lies between Oakland and Haywards. Boats connect from Oakland to all harbors of the world.

Cities and Towns. Oakland, the county seat, is the third largest town in California. Other towns are San Leandro, Livermore, Pleasanton, Niles, Haywards, Irvington, Centerville, Alvarado, and Fruitvale.

ALPINE.—Alpine county, an inland county on the eastern slope of the Sierras, between Mono and Eldorado counties, consists almost entirely of hills and mountains. Several peaks, among which are Hawkins, Freel, Highland, Stanislaus, Antelope, Cone and Sonora, have an altitude of over 10,000 feet.

There are no railroads, but the county is reached by a branch line from Carson City to Sheridan, just across the Nevada boundary line.

The people are principally engaged in mining, though some stock raising and agriculture are carried on in the valley of the Carson river.

Markleeville, the county seat, and only town of importance, is connected by stage with Sheridan and a mountain trail connects with Placerville.

AMADOR.—Amador county, with an area of 586 square miles, is located in the eastern central part of the State, directly east of Sacramento county, extending from the plains of the Sacramento valley high up into the Sierras.

Topography and Climate. The surface is generally rough, varying from 30 feet to 1,500 feet above sea level. A considerable area in the southeastern part is level, but most of the county consists of hills and valleys. The climate is exceedingly varied, from 30 degrees to 100 degrees fahrenheit, with an average rainfall of 29 inches.

Resources and Industries. Amador is an important mining county. There are ten large quartz mines operating on a paying basis. Granite, marble, sand-stone, green-stone, and copper, are also mined extensively. The mines in the vicinity of Sutter Creek and Jackson are among the best paying mines in the State. Agriculture has of late received a great impetus. The soil is productive, and the climate conditions are such that practically any kind of agricultural products can be raised. Grain, hay, potatoes, peaches, apples, raisins, and wine grapes, are among the pro-

ductions. An electric works, capacity 27,000 horsepower, sufficient to operate all the machinery of Amador county, located on the Mokelumme river, six miles from Jackson. There are about ten million feet of standing timber in the county.

Transportation. Good county roads have been built. A branch of the Southern Pacific from Galt extends into the county as far as Jackson. Stage lines run into inland towns.

Towns. Jackson, the county seat, is the metropolis. Other towns are Ione, Amador, Sutter Creek, Ranlett, and Mokelumme.

BUTTE.—Butte county, an area of 1,777 square miles, consists of three sections: mountains, foot-hills, and plains, lying in the Sacramento valley, about 150 miles north of San Francisco.

The soil of the county is very rich. There are two rivers, the Sacramento and the Feather, and a number of tributary creeks, among which are Butte, Chico, Rock, and Pine. The Sacramento river is navigable to a distance of 100 miles north of the county.

Industries and Products. The products of Butte county are as varied as her altitude and climate. The foot-hills are devoted chiefly to the growing of oranges, lemons, figs, peaches, and deciduous fruits. In the hills and mountains stock raising, lumbering, and mining are engaged in extensively. In the valleys and lowlands fruit grows in abundance, and better oranges and lemons are raised here than in Southern California. An area of over 200,000 acres will be irrigated by the Feather County Canal Company's Ditch. The Butte County Canal Company also irrigates a large area. Manufacturing has become of no little importance. Some of the larger concerns are the Great Western Power Company, on the Feather river, the Sacramento Valley Sugar Company, the Diamond Match Company, at Chico, the irrigation companies and the interurban electric systems.

Transportation. Butte county has four transportation lines: the Northern Electric, Southern Pacific, Western Pacific, and a line of steamers on the Sacramento river. Good wagon roads are kept up throughout the county.

Cities and Towns. Oroville, on the Feather river, is the county seat. Other towns of importance are Chico, Gridley, Biggs, Durham, and Palermo.

CALAVERAS.—Calaveras county, with an area of over 1,000 square miles, lies on the western slope of the Sierra Nevada mountains, stretching down into the San Joaquin valley, just south of Amador county. The Calaveras river runs in a westerly direction through the central part of the county.

Soil and Climate. The climate, like many of the Sierra counties, varies greatly, from the warm and sunny valleys to a climate similar to that of the San Joaquin valley, and to the cool and crisp temperature of the mountain air. The soil in the valleys is fertile and productive, and under a thorough system of cultivation is capable of producing good crops.

Mining Industry. The county is particularly famous for its mines. It is crossed by the Great Mother Lode, in which there are mines that have yielded millions of gold. Quartz mills have been established in the vicinity of Angels, and deep quartz mines yields large profits.

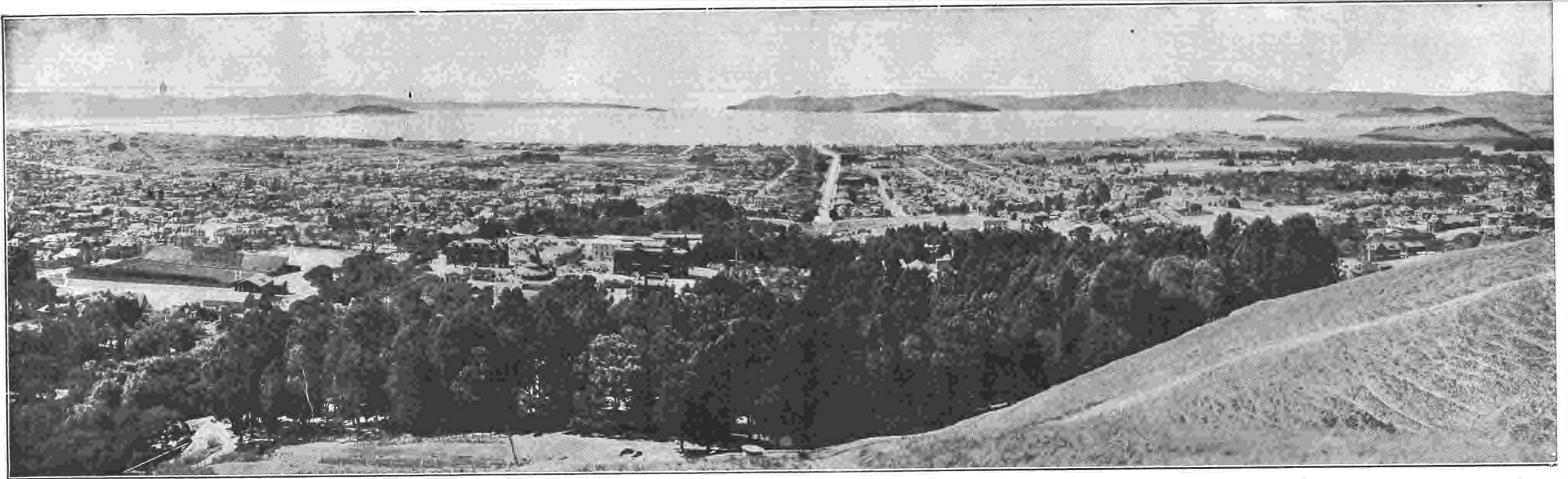
Other Products. Stock raising is carried on in the ranges and the foot-hills. Vast herds of horses, sheep, and cattle, are brought from the valleys and lower pastures and driven back again on the approach of winter. Hay, grain, and potatoes, are profitable industries, and a large variety of fruits and berries are raised.

Calaveras Big Trees have a world wide reputation. They have been set off by the United States Government as a National Park. Much beautiful scenery can be found throughout the county.

Towns. San Andreas, an inland town, is the county seat. Other towns are Angels, Murphy, Milton and Copperopolis.

COLUSA.—Colusa county, an area of 691,200 acres, lies on the west slope of the Sacramento river, but 60 miles above Sacramento.

Colusa county contains about as large a percentage of good agricultural land as any other locality, and the land in the Sacramento river bottom is unexcelled for fertility. The climate is usually warm, and misses much of the unpleasant winter rains which characterize the southern end of the valley.



San Francisco Bay, Oakland and Berkeley from Claremont Heights.



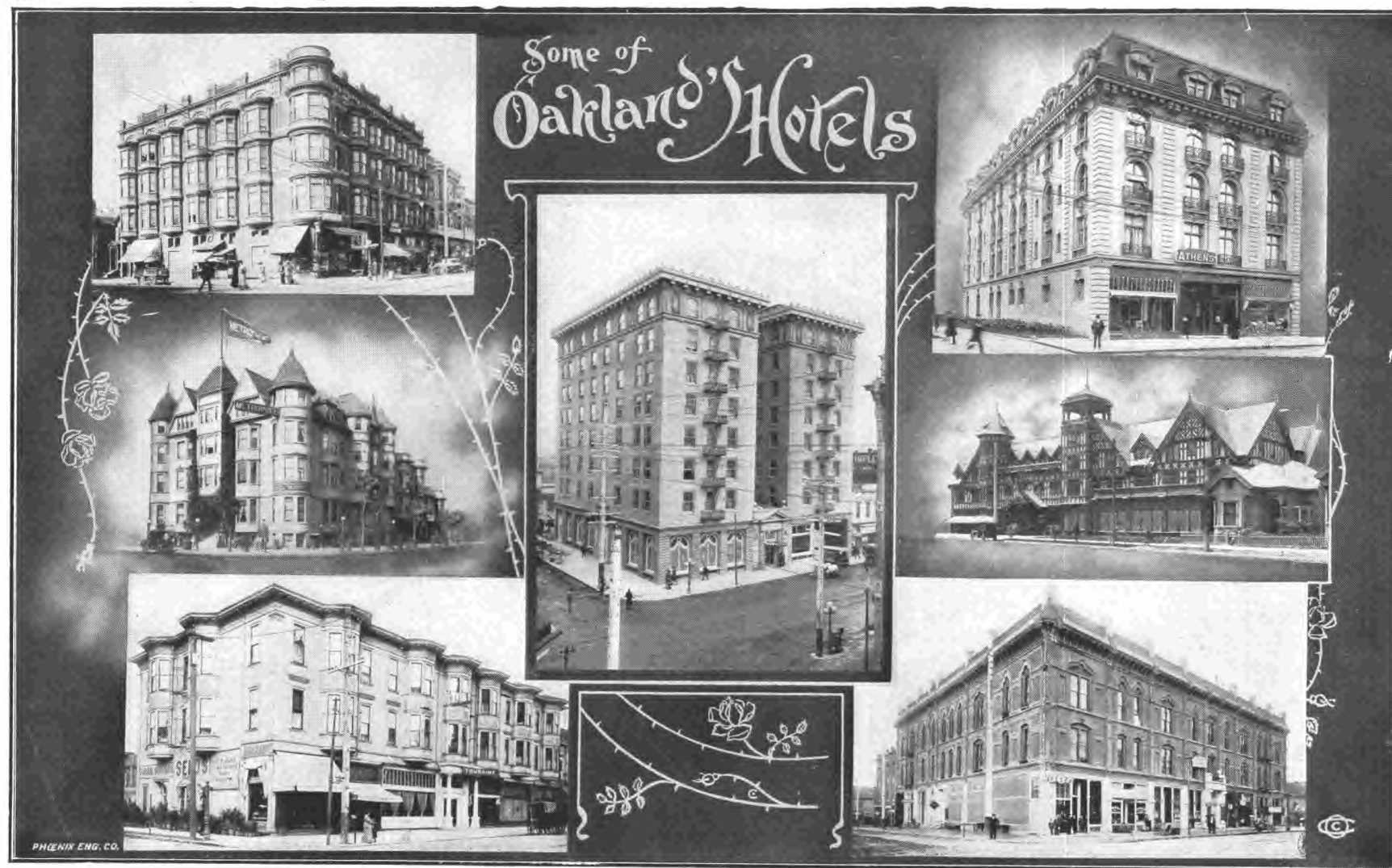
Chamber of Commerce Building, Oakland.



A Harvest Scene in the Sacramento Valley.



Campus and Buildings of the University of California, Berkeley.



Several of Oakland's Attractive Hotels



BY COURTESY OF
OAKLAND CHAMBER OF COMMERCE

Scenes Around Lake Merritt



ELLIS A. DAVIS, PUBLISHER

Oakland's Public Schools

A Few Glimpses of Oakland—A City of Homes

Industries and Products. In the foot-hills lying in the western part much live stock is raised, and some valuable minerals are found. Vegetables, grain, and fruit are raised without irrigation in a large district adjacent to the Sacramento river. Irrigation ditches are being developed to bring much of the county under water. Wheat and barley are raised in large quantities. Grapes and hops are a very profitable industry. The Southern Pacific and the railroad to the Sacramento river give a good outlet for trade.

Towns. Colusa, on the west side of the Sacramento river, is the county seat, and other towns are Colusa Junction, Arbuckle, Grand Island, Princeton, and College City.

CONTRA COSTA.—Contra Costa county, an area of 877 square miles, lies south of the Sacramento river, and borders on the San Francisco bay. Over three-fourths of its area is cultivated.

Topography and Soil. About two-thirds of its area is rolling and hilly. Mt. Diablo, altitude 3,896 feet, is, and numbers, as the only mountain. Land lying between the hills has some of the most fertile and beautiful valleys in the State, which are watered by many streams. The average rainfall is about 25 inches, which is ample for agriculture and horticulture purposes. The soil is richly alluvial.

Resources and Industries. Most of the county is devoted to agriculture. Wheat, barley, alfalfa, fruits and vines, are among the principal products, hay having the lead, with wheat and barley following closely. The live stock industry is also very important, cattle and horses being the principal stock. Considerable dairying and poultry, which is readily disposed of in the nearby markets of Oakland and San Francisco, are paying industries. Irrigation has not been found essential. Oil refineries and several manufacturing establishments have been located at points along the Southern Pacific. A large smelting work is located at Vallejo Junction.

Transportation. The Santa Fe and Southern Pacific extend the entire length of the county and a branch line runs through the center of the county from Concord to Livermore. The San Joaquin and Sacramento rivers furnish an outlet for shipping.

Towns. Martinez is the county seat. Other towns are Richmond, Crockett, Pinole, Black Diamond, Byron, Concord, Port Costa, Walnut Creek, San Palo, and Stege.

DEL NORTE.—Del Norte county, situated in the extreme north, covers an area of 1,546 square miles, much of which is covered with redwood forests.

Topography and Soil. The soil of Del Norte is very fertile, and the arable portion lies mostly along the coast. It is enriched greatly by the rich vegetable matter carried by the streams from the mountain sides. There is quite a large area of marsh lands bordering on Lake Earl, and at times it is partly under water, caused from the overflow of the lake, but by a system of reclamation would become very valuable land for dairying purposes. Some sections of the county are very thickly wooded with redwood, and its mountains contain some very precious ores.

Industries and Productions. One of the most important industries of Del Norte is dairying; scattered along the coast are many well equipped creameries. Farming is also carried on to quite an extent. A great portion of the soil is used especially for the culture of apples, as it is entirely free from the codling-moth pest. Pears, plums, cherries, small fruits and berries of every description are raised. In the southern part of the county, on the Klamath river, and also in the northern part, on the Smith river, there are many salmon canneries, which are very profitably operated. East of the county's vast redwood forest are large tracts of sugar pine and fir. Lumbering is one of the principal industries; much lumber is shipped to San Francisco.

Transportation. Del Norte has fifteen miles of railroad in operation. The county is reached by boat from San Francisco and Eureka, and overland from Humboldt county.

Towns. Crescent City is the county seat. Other towns are Requa and Smith River.

ELDORADO.—Eldorado, called the old "Empire county," lies in the middle of the eastern tier of counties, and has an area of 1,796 square miles.

Topography and Soil. It is a county of hills and valleys, containing very little prairie land. The soil is extremely fertile in the valleys and will produce most anything that grows. Eldorado offers great possibilities.

Resources and Industries. While Eldorado is not a vast farming county still there are some small farms which produce cherries, peaches, pears, apples, olives, and many other small fruits. The hills are also vine clad with grapes that cannot be surpassed. The cutting of timber is extensively engaged in. There are many rich gold mines, and the only slate quarry in the West is located here. There are good deposits of limestone, marble, asbestos, and a very large quantity of granite. Not far from the county seat lies all the ingredients from which cement is made, and this land is controlled by the cement producers.

Education. Eldorado county has a high school, and sixty-five public schools are scattered over the county.

Towns. Placerville is the county seat; others towns are Bennett, Cummings, Clarksville and Slatington.

FRESNO.—Fresno county, an area of 5,600 square miles, stretches from the Sierra Nevada mountains to those of the Coast Range in the central part of the San Joaquin valley.

Climate and Soil. The climate of the county is exceedingly warm, and has an average rainfall of 10 inches. Fresno is a fine example of what irrigation can do. Much of the county is irrigated by the Kings river, which passes through the center of the farming district. There is also a great network of small streams which are drawn off on vineyards, citrus fruit orchards and alfalfa fields. The cost of water is very low. The surface is a rolling prairie, being mountainous in the extreme eastern and western parts.

Resources and Industries. The mountains of Fresno contain lumber and minerals. Cattle raising is engaged in, and the western borders overflow with petroleum. Cereals, fruits, and vines, are grown on its level plains. The raisin is its most important production, over three-fourths of the raisins consumed in the United States are produced here. Grains, such as wheat, barley, alfalfa, are raised in large quantities. Dairying brings in very profitable returns. The growing of citrus fruit is a developing industry. There are many large wineries. Sheep raising flourishes along the river bottoms of the San Joaquin and Kings, and this section is so fertile and rich that the animals thrive on this until dry weather sets in, when they are driven back to the mountains. The raising of hogs, cattle, horses, and mules is becoming an important industry.

Cities and Towns. Fresno is the county seat. There are many towns, of which a few are: Coalinga, Stanley, Sentinel, Wahtoke, Selma, Sanger, Kingsburg, Reedley and Clovis.

GLENN.—Glenn county, having an area of about 1,545 square miles, occupies a favorable position in the State of California, being near the center of the Sacramento Valley and on both sides of the Sacramento river.

Topography, Soil and Climate. The county contains about an equal area of level, foothill and mountainous country, with almost every variety of soil and climate. The hill section embraces many fertile valleys.

Products and Industries. The level land is mostly farmed for wheat, barley and hay, while many cattle, sheep and hogs are raised here. Along the Sacramento river, vegetables and sugar beets are grown extensively. An excellent quality of stone for cement is found along Stony creek. The timber of Glenn county is very valuable.

Transportation. Large bodies of manganese, sandstone and gold producing rock will provide a large revenue when transportation is supplied to the sections where these products are found. The Southern Pacific Railway crosses the county from north to south. A short branch runs from Willows to Fruto.

Cities and Towns. Willows is the county seat. Other towns are Orland, Germantown and Butte City.

HUMBOLDT.—Humboldt county, located nearly in the extreme northwestern part of California, on the coast, having an average width of 35 miles and a length of 108 miles, covers an area of about 3,507 square miles.

Topography, soil and Climate. The surface of the county is almost entirely hilly and mountainous, with beautiful fertile valleys along its rivers, while north of Humboldt bay are found extensive farming and dairying lands. Irrigation is unnecessary in the county, the Kalmath and Trinity rivers and Redwood creek in the north, with Mad river in the central part, Eel river, Van Duzen river, Bear river and Mattole river in the south, together with their tributaries, afford an abundance of water. The climate is such that all kinds of crops can be produced. The soil is nearly all productive.

Products and Industries. This county produces as good apples, pears, peaches, cherries and plums as are grown in the State, and there is no fruit grown in California that cannot be grown in some part of this county. The leading industry is the manufacture of redwood lumber, and the estimated supply of standing timber is over 45,000,000,000 feet, which includes redwood, pine, oak and other timbers. The manufacture of redwood shingles is carried on extensively, finding a ready market throughout the eastern cities. Humboldt boasts of having the only electric shingle mill in the State. Two tanneries are also operated in this county. Gold, copper, granite, sandstone, limestone, mineral paints and petroleum are successfully mined. Natural gas furnishes light and heat for the town of Brice land. An abundance and variety of wild game and fish are found in the mountains and streams of the county.

Transportation. Humboldt county is reached from San Francisco by boat in twenty hours over several steamship lines to Eureka and Arcata. An automobile stage runs between Sherwood and Pepperwood. A railroad line under course of construction, between these towns, will give Humboldt county direct communication with the bay cities. Humboldt county has good wagon roads and several lines of railroads connecting Eureka and Arcata with interior towns.

Cities and Towns. The county seat is Eureka, other enterprising towns being Fortuna, Arcata, Ferndale, Elinor, Alton, Waddington, and Blue Lake.

IMPERIAL.—Imperial county, having an area of about 4,000 square miles, lies east of San Diego county in the southeastern corner of the State. It is the youngest county in California, having been formed from the eastern part of San Diego in 1907.

Soil and Topography. Much of the county is in rolling prairies, lying between a rough and mountainous district on the west and the Chocolate Mountains on the east. Much of soil is arid, due to the lack of rain, but where irrigation is possible it is exceedingly productive. The area of irrigable land is about 400,000 acres, one-half of which is under cultivation. The county has about 600 miles of canals.

Products and Industries. Imperial county is principally a dairying and stock raising county; alfalfa being raised the year around furnishes an abundance of feed. About 10,000 acres have been devoted to the growing of cantaloupes. The transportation facilities are over the Southern Pacific, two different lines of which pass through the county, one directly north and south through the center of the county; the main line from the northwest to the southeast.

Towns. El Centro is the county seat. Other towns are Calexico, Heber, Holtville, Imperial and Brawley.

INYO.—Inyo county, the second largest county in California in area, lies north of San Bernardino county on the Nevada line.

Topography and Resources. Most of the surface is rough and mountainous, has very little rainfall and the soil is arid. A considerable area in the river valley north and south of Owens Lake is fertile, and with irrigation could be made very productive.

The principal product of the county is live stock. Some mining is done.

The Tonopah and Tide railroad crosses the southeastern corner of the county. A railroad is being extended from Mojave to meet the Southern Pacific Railway at Keeler, traversing the county from north to south.

Towns. Independence, in the western part of the county, is the county seat. Other towns are Bishop, Big Pine, Lone Pine, Inyo and Keeler.

KERN.—Kern county, with an area of 8,100 square miles, lies in the southern end of the San Joaquin Valley, just north of Los Angeles and Ventura counties.

Topography and Climate. Much of the surface is rough, both in the eastern, western and southern part of the county. The central part is a rolling prairie. The climate varies according to the altitude. The mountains in the summer are cool and pleasant. The heat of the summers in the valleys is counterbalanced by its delightful winter climate.

Resources and Industries. Kern county has been particularly important for its oil industries. In the district around Bakersfield, some of the most profitable oil fields on the Pacific coast have been developed. Thousands of people are employed at the many pumping stations. The Kern River oil fields is the principal district. Agricultural development has recently received a great impetus. The lack of water for irrigation has been the principal drawback. In the vicinity of Delano unlimited quantities of water have recently been found but a few feet from the surface. This can be pumped up at a small expense and utilized for irrigation.

Cities and Towns. Bakersfield, on the Santa Fe and Southern Pacific railroads in the center of the county, is the county seat. Other towns are Kern, Delano, Maricopa, Tehachepi, Mojave, Randsburg and Famoso.

KINGS.—Kings county, with an area of 1,257 square miles, lies near the southern end of the San Joaquin Valley, south of Fresno and east of Tulare counties.

Soil and Climate. The surface of the county is level, except in the southwestern portion, which is crossed by the Diablo range. Much of the county was formally a lake bed and the soil is exceedingly fertile. There is not sufficient precipitation to supply the demand for good crops, but the irrigation from artesian wells and pumping stations is greatly increasing the productiveness of the soil.

Resources and Industries. Kings county is one of the best dairying districts in California. The San Joaquin Light and Power Company has erected a line running through the country from north to south and the Mount Whitney Power Company has a line coming into the county from the east.

Products. Sugar beet grows in large quantities and a factory, costing \$1,000,000, has been erected by the Pacific Sugar Corporation at Corcoran. Vegetables, berries and fruits are raised in abundance.

Towns. Hereford on the Southern Pacific Railroad is the county seat. Other towns are Corcoran, Stratton, Armona, and Lucerne.

LAKE.—Lake County, with an area of 1,332 square miles, in the heart of the Coast Range, about 100 miles north of San Francisco, is about 75 miles long and 25 miles wide.

Soil and Topography. Although much of Lake county is mountainous, there are a number of fertile valleys of large area throughout the county. There is a great variety of soil, most of the valleys being rich and productive; near the streams there is a rich and sandy loam. Clear Lake, a large lake of fresh water, lies in the middle of the county.

Products and Industry. Large quantities of sugar and yellow-pine, fir, cedar and oak give employment to the sawmills and supply a great deal of lumber. Gold, silver, copper and oil mines are found. Immense quantities of mineral water from the mineral springs are shipped to all parts of the country. Lake county has pleasure and health resorts, which attract thousands of people every year from all parts of the state, to enjoy the healthful climate and mineral waters.

Transportation. Although there are no railroads in the country, good wagon roads are kept up throughout the entire county. Most of the shipping is done through Hoplin and Ukiah. Stages connect with Lakeport and Kelseyville.

Towns. Lakeport, in the western part of the county, is the county seat. Other towns are Kelseyville, Lower Lake, Middletown, Upper Lake, Potter Valley and Laurel Dell.

LASSEN.—Lassen county, covering about 4,690 square miles, lies in the northeastern part of the state.

Topograph and Climate. The climate varies according to the seasons of the year, but the summers are quite dry. Some parts of the county are very mountainous, but with the help of irrigation the soil will produce an abundance of fruit.

Products and Resources. The principal industries of Lassen county are farming and stock raising, and a little mining. Apples, pears,



California Institution for the Deaf and Blind, Berkeley.



Plaza Del Mar, Santa Barbara.



The Mechanics Building, University of California, Berkeley.



Fithian Olive Grove, Carpinteria.



San Joaquin County Court House, Stockton, Cost \$360,000



View of Redding, Shasta County's Metropolis



Motoring on Market Street, San Francisco



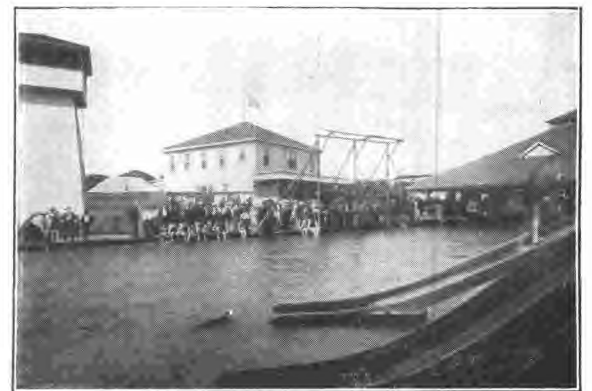
Loading Flour, Stockton



Street Scene, Baker City, Oregon



Paving a Stockton Street



Stockton's Mineral Baths



Panorama of San Francisco, 1865



ELLIS A. DAVIS, PUBLISHER

Substantial Proofs of Progress and Prosperity in California

cherries, peaches, apricots and berries of all kinds grow in great abundance. Alfalfa, also, is extensively raised.

Transportation. Transportation is over the Nevada-California-Oregon railroad, which runs through the county from north to south and connects at Reno with the Southern Pacific. A branch line to Susanville has recently been completed. The Western Pacific has also constructed a line through the southern part of the county.

Towns. Susanville, in the southwestern part of the county, is the county seat. Other important towns are Waverly, Doyle and Johnstonville.

LOS ANGELES.—Los Angeles county, containing 2,483,200 acres, located in the southern part of the state, is the richest and most important county in California. The county embraces within its limits a great variety of scenery and climate.

Topography, Soil and Climate. The surface in the greater part of the county is level, with rolling prairies and foot-hills, but the northern part is mountainous. The San Gabriel Range, in which are located the picturesque Mt. Lowe and Mt. Wilson, is in the central part, and Sierra Pelona in the north. The county embraces nearly every variety of climate that can be found in California. The snow-capped peaks, the warm, fertile valleys and prairies and the cool and pleasant area along the coast, furnish a more extensive variety of climate than can be found in any other county in the state. Most of the soil is fertile and productive, especially where irrigated.

Products and Industries. Horticulture is the most important industry. Nearly every kind of fruit and vegetable raised in the semitropics, can be raised here. Los Angeles county leads in the production of oranges, lemons and nearly all kinds of fruit, by a large margin. Her shipments of oranges amount to nearly three million dollars and lemons nearly two million dollars annually, while over a million dollars' worth of walnuts are produced. A considerable quantity of alfalfa, wheat, barley and corn are raised, supporting a large live stock and dairy industry, which rank in importance only second to fruit. A unique but prosperous industry is ostrich raising. Many farms, the principal of which is Cawston's Ostrich Farm, raise large numbers of these feathered monarchs. Mining is carried on extensively in the mountainous districts; the principal mineral product, however, is oil, which finds a ready local market, being the principal fuel for Southern California industries.

Los Angeles County Attractions. No county in the United States has so many attractions for tourists and sightseers. Thousands from all over the United States flock here to enjoy the genial climate. In the winter, Hollywood, Pasadena, Los Angeles, Monrovia and other inland towns are popular. In the summer, the coast towns are teeming with "summer resorters," who come to enjoy the bathing and the cool sea breezes. The trips to Mt. Lowe, Catalina and through the immense orchards are unexcelled.

Transportation. Los Angeles county has within its limits the best interurban system in the United States. The Pacific electric lines radiate from Los Angeles to every part of the county. There are three transcontinental lines, the Santa Fe, the Salt Lake route and the Southern Pacific. There are good automobile boulevards and the public roads are well kept.

Cities and Towns. Los Angeles is the county seat of Los Angeles county. Other important towns are Pasadena, San Pedro, Monrovia, Alhambra, Long Beach, San Gabriel, Ocean Park, Venice, Whittier, San Mateo, Glendora, Azusa, Duarte, Redondo, Sawtelle, Watts, Pomona, Burbank, Palms, Fernando, Saugus and Glendale.

MADERA.—Madera county is in the center of the San Joaquin valley, bounded on the north by Merced and Mariposa counties and on the east, south and west by Fresno county. Madera county has an area of 1,408,000 acres, with 700 miles of public roads all in good condition. There are 130 miles of irrigating ditches, costing approximately \$45,000, reclaiming a large area of land.

Topography, Soil and Climate. The eastern portion of the county is mountainous, being traversed by the Sierra Nevada mountains, but from the foothills to the San Joaquin river, a distance of about 40 miles, the land is level and adapted to the raising of all kinds of agricultural products. The soil is a rich loam, but without the aid of the irrigation

canals would be too dry in the summer to yield good crops, hence the importance of maintaining the ditches is manifest. The summer heat is intense and the winters are mild and pleasant, thus affording the opportunity of raising a variety of products.

Products and Industries. Lumbering, stock raising, mining and farming are the principal industries of Madera county, while fruit drying is also carried on to considerable extent. Apples are grown in large quantities in the lower mountains. There are two wineries and also two distilleries which yield large quantities of wines and brandy. Other products are almonds, apricots, figs, grapes, raspberries and blackberries. Wheat, barley, oats and alfalfa are the chief cereal products of the county. There are two sawmills in the county, having an annual capacity of 32,000,000 feet, principally pine and cedar.

Towns. Madera is the county seat, and other important towns are Raymond, Grub Gulch, Berenda, North Fork, Sugar Pine, O'Neals, Gold, Coarse Gold, Fresno Flats, Minturn and Knowles.

MARIN.—Marin county, one of the small counties of California, lying north of San Francisco and separated therefrom by the Golden Gate, is a peninsula between the San Francisco bay and the Pacific Ocean.

Topography, Soil and Climate. The topographical features are rolling hills and numerous small valleys. A part of the Coast Range crosses Marin county in a northwesterly and southeasterly direction, while a considerable portion of the surface immediately on the shore is composed of marsh and overflowed lands. The highest point is Mount Tamalpais, with an elevation of 2,608 feet. The soil varies from the rich adobe clay of the salt marshes to the sharp, gravelly loam of the higher foothills. All the soil is easily worked, being suitable for horticultural purposes, and fruit land yields heavy crops. The climate of the sheltered valleys is sought by many people suffering with pulmonary complaints.

Products and Industries. The principal industry is dairying. Immense shipments of vegetables are made from the lowlands. Some of the finest apples in the state are grown.

The county is in constant communication with San Francisco by rail and ferry at Point Tiburon and Sausalito. The road to the summit of Mount Tamalpais is a continuous and easy grade and is the crookedest railroad in the world, through one of the choicest pieces of scenery in America.

Cities and Towns. San Rafael, the county seat, is a favorite place of residence for San Francisco business men. Other important towns are San Quentin, where is situated one of the State prisons, Sausalito, Novato, Point Reyes and Mill Valley.

MARIPOSA.—Mariposa county, on the eastern slope of the Sierra mountains, is a mountainous region containing some of the finest scenery in the State of California. A large portion of the eastern part has been set off by the United States government for the Yosemite Park. Some of the most picturesque scenery of the Yosemite valley lies within the borders of this county.

A railroad runs through the county from Merced up the Merced Canyon to El Portal at the entrance of Yosemite Park.

The great Mariposa trees are one of its wonders.

The principal industries of the county are mining and stock raising in the foothills.

Mariposa, the county seat, is an inland town in the center of the county reached by trail from Merced and Le Grand. Other towns are Coulterville, Bear Valley and El Portal.

MENDOCINO.—Mendocino county, with an area of about 3,460 square miles, located on the coast between Sonoma and Humboldt counties, has one hundred miles of coast line.

Topography and Soil. The surface of the county is generally mountainous, with valleys between the mountain chains and along the coast. The county is 85 miles long and 45 in width, and traversed the entire length with the Coast Range, which varies in height from 1,000 to 3,000 feet. There is a great variety of soil and all of the best land of the county is under cultivation. In many of the valleys is found a rich black loam.

Products. Mendocino is principally a grain growing, stock raising and lumbering county, though in some sections fruit is raised in con-

siderable quantities. Apples here are noted for their excellence. Among the agricultural industries are wool growing, dairying, poultry, hops, cereals and potatoes. There are over a million acres of land devoted to grazing. The shipments of wool amount to over one million dollars per annum. The Angora goat thrives here.

Transportation. The principal routes for traveling and shipping are on the Cal. N. W. Ry. in the eastern part of the county and by boat from Fort Bragg and Point Arena on the coast. Good wagon roads are kept up and stage lines run to different points throughout the county. A narrow gauge road runs from Fort Bragg to Alpine. The Cal. N. W. Ry. is being extended from Sherwood to join a new line which is being built from Eureka.

Cities and Towns. Ukiah, on the Cal. N. W. Ry., is the county seat. Other towns are Fort Bragg on the coast, Willits, Sherwood, Hopland, Point Arena, Mendocino, Rockport and Alpine.

MERCED.—Merced county has an area of about 2,000 square miles; in the San Joaquin valley just south of Stanislaus county. It is becoming of vast importance as an alfalfa and fruit raising county. Most of the county is level or rolling prairie land.

Soil and Climate. Like much of the soil in the valley, Merced county has suffered from lack of rainfall, but this is being overcome in large areas which are being reclaimed by immense irrigation projects. The winter climate is exceptionally delightful and the summer is the same as in the rest of the valley, though the evenings are cool. Merced has been rapidly developed into one of the richest counties in the valley, thousands of acres having been recently brought under irrigation and divided into small tracts. There is a natural irrigation system on each side of the San Joaquin river. The main canal on the east side is 60 feet wide and the length about 50 miles.

Products. Most fruits characteristic to San Joaquin valley are produced here, grapes, peaches and figs taking the lead. Barley and oats, live stock and poultry are the other important agricultural productions.

Transportation. The Santa Fe and two branches of the Southern Pacific cross the county. The Yosemite road, which runs into the National Park, has its terminal at Merced.

Cities and Towns. Merced is the county seat and metropolis. Other towns are Snelling, Los Banos, Marguerite, Le Grand and Dos Palos.

MODOC.—Modoc county is in the extreme northeastern corner of California and is a succession of mountain ranges and valleys branching off from the Sierra Nevada mountains, the principal spur of which is the Warner range. The county has an area of 4,100 square miles.

Topography, Soil and Climate. The lava-bed section occupies over one-half the total area; there are two large lakes and immense cattle ranges. The valleys are the principal features, the leading ones being Surprise, Goose Lake, Hot Springs, Jess, Big and Little Hot Springs. The climate is temperate, although snow falls in the valleys and very heavy snow is prevalent in the mountains, forming the principal supply of moisture for the development of the country. Sometimes the heat of the summer is oppressive, but the evenings are cool and delightful. The county is well watered, as there are many streams, springs and artesian wells.

Products and Industries. Apples, pears and berries can be grown in Modoc county, but on account of the lack of railroad facilities, only sufficient fruit for home uses has been raised; however, the approach of the railroad running north from Reno, Nevada, will increase the production of these fruits to a great extent. The wild plum is about the only native fruit. A great deal of orchard planting has been done within the last few years. Flouring mills are located at Bidwell, Lake City and in other towns, while sawmills are found at Cedarville, Willow Ranch and in other localities. Considerable live stock is raised here and cereals of a great variety are grown.

Transportation. The California Nevada Railway runs through the southeastern portion of the county to Alturas, that town being the terminus as well as the county seat.

MONO.—Mono county is a long, narrow county lying on the eastern slope of the Sierras, its greatest length bordering on the State of Nevada. It has an area of 2,796 square miles.

Topography and Soil. The county is mostly mountainous, among the high mountain peaks are Mount Dana, 13,627 feet; Mount Lyell, 13,217 feet, and Castle Peak, 13,000 feet. That portion of the valley soil lying contiguous to the streams is very rich. A great deal of the sagebrush land, formerly considered barren, is found to be very productive when cultivated. The area of productive land has been vastly increased during the last few years. The greater portion of the population is in the eastern part, in the valleys, and the mining camps in the surrounding mountains. Mono Lake, the "Dead Sea of America," situated in the center of the county, is about twelve miles long and eight miles wide.

Products and Industries. The retaining of the snow in the high mountains, at the sources of the streams used for irrigation, until late in the season, assures an abundance of pasturage on the mountain ranges, which are thronged with vast herds of cattle and bands of horses and sheep that are brought from the lower sections to graze during the summer. The agricultural resources are chiefly confined to the raising of hay and the hardier cereals and vegetables for home consumption. Apples raised in the lower valleys are of superior quality and flavor and thrive well. Goats, hogs, horses, mules and poultry are raised in large numbers. Mining is a prosperous industry. The leading camp is Bodie.

Mono county is traversed by the Southern Pacific and the Bodie railways.

Towns. Bridgeport is the county seat; other towns are Bodie, Masonic, Lime Kiln and Benton Station.

MONTEREY.—Monterey county, with an area of 3,600 square miles, is situated about 100 miles south of San Francisco, on the coast. It is 124 miles long and 45 miles wide.

Topography, Soil and Climate. Owing to the peculiar topography, with its rough mountains and broad plains, its great river running from south to north, with tributaries from either side, it is found to be a miniature of the state. The entire diversity of its climate and soil enables it to yield everything produced in the state. The rivers furnish a bountiful supply of water for irrigation, and the mountains abound in minerals—gold, silver, copper, coal, bitumen and oil. The land of the Pajaro valley is exceedingly fertile, producing immense crops of all kinds of vegetables, grain, fruit and berries. The great Salinas valley opens out on Monterey bay and extends southward 100 miles. This valley contains a variety of soil, thus affording an opportunity to produce various crops. Nearly all semi-tropical fruits do well in some part of this county. The climate in the mountains and interior is warm and dry, while along the coast it is cool and bracing.

Products and Industries. In barley, beets and carrots the thermal belt locality cannot be surpassed, while in the Salinas valley is found the famous Salinas Burbank potatoes, large quantities being shipped to the Philippine Islands. Many apple orchards are in the Pajaro valley. Dairying is a very important industry, some of the best butter in the state being made here. Fishing and canneries are also important industries.

Del Monte Hotel, "the queen of American watering places," with grounds which cover an area of 140 acres, laid out in lawns, flower beds, parks and groves, is one of the attractions of this county. Thousands of tourists visit the beautiful grounds each year.

Transportation. The harbor of Monterey bay is one of the most important on the coast, the largest battleships of our navy finding anchorage within 100 feet of the shore. The main transcontinental lines of the Southern Pacific run through the entire length of this county, and a narrow gauge road parallels the main road on the west from Pajaro to Salinas and taps Monterey bay at Mass Landing.

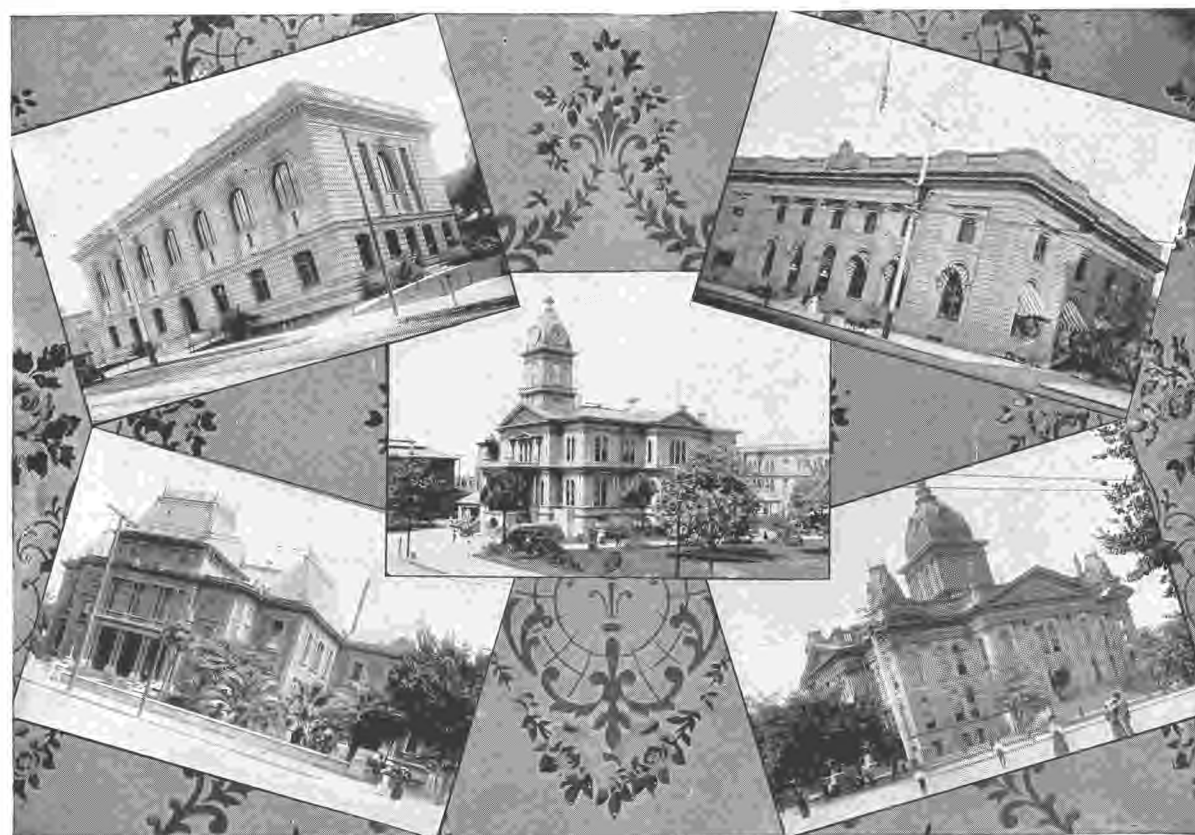
Cities and Towns. Salinas City is the county seat, while other towns are: Monterey, Pacific Grove, San Lucas, Dorcas, Spreckels, Soledad and Gonzales.

NAPA.—Napa county, with an area of 800 square miles, lies in a northeasterly direction from San Francisco. Although one of the smallest, it is one of the most important counties of the state, due largely to its proximity to the great market of San Francisco.

Topography, Soil and Climate. Spurs of the Coast Range mountains, having a northwesterly trend, divide the county into several valleys and afford a variety of scenery of great beauty. The only valley of importance intersecting the slope of this western range is Brown



Golden Gate—The Open Door to the Orient



Public Library
Hall of Records

City Hall

Post Office
County Court House

Oakland's Public Buildings



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Miners' and Mechanics' Monument
Market Street, San Francisco

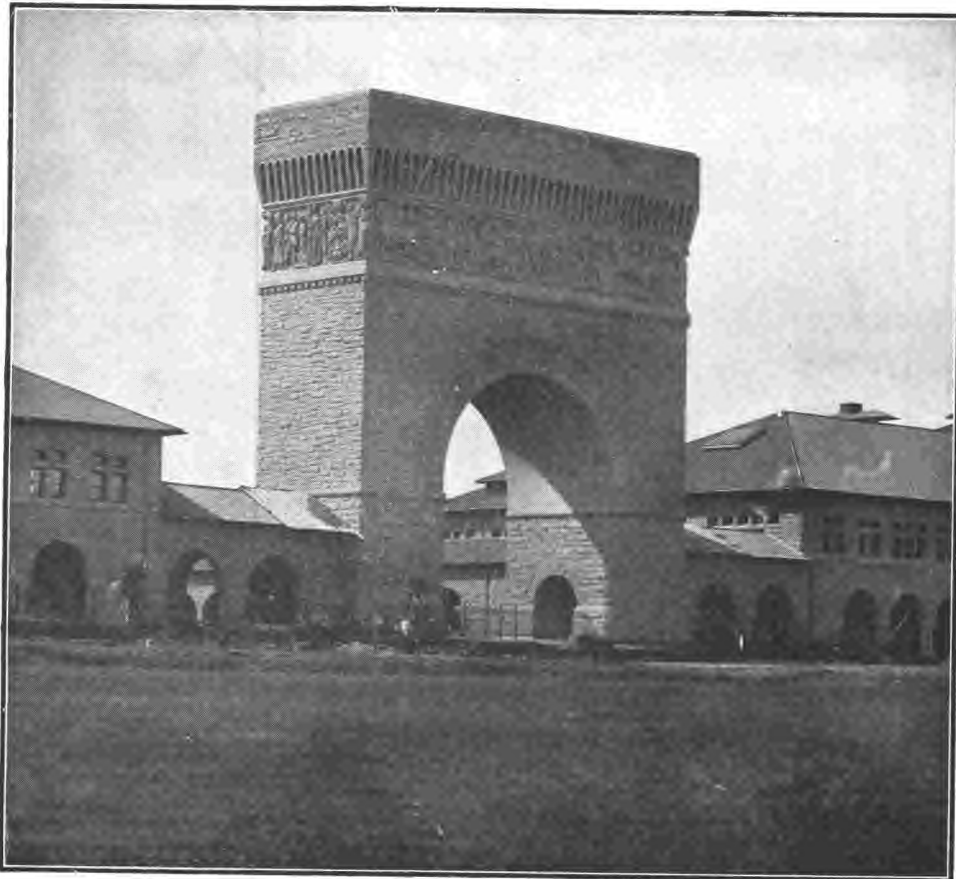
Golden Gate and Places of Interest about San Francisco Bay



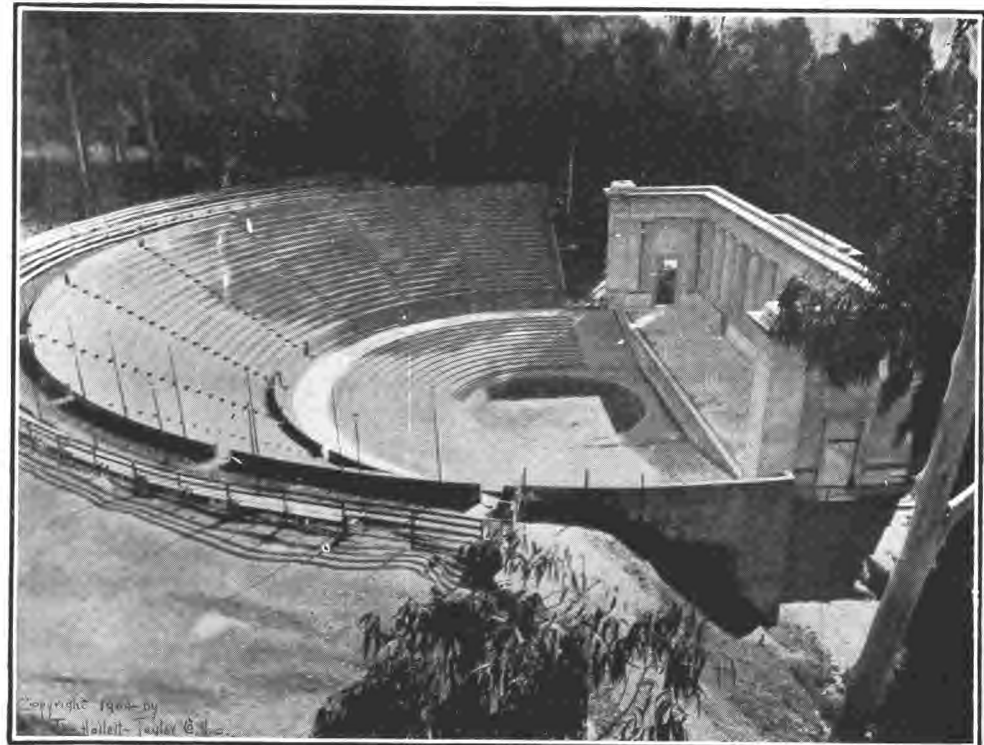
Picturesque Columns of Leland Stanford Jr. University



St. Francis Hotel, Union Square, San Francisco



The Stanford University Arch Destroyed by Earth Quake,
April 18, 1906



Greek Theatre, University of California, Berkeley, Seating 10,000



BY COURTESY OF
SOUTHERN PACIFIC CO.

Hotel El Paso de Robles, at Famous Hot Springs, Paso Robles

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Architectural Triumphs of Brain and Brawn in California

valley, while east of this range, and extending almost the entire length of the county, lies the beautiful Napa valley. Mount St. Helena, at the head of this valley, is nearly 4,500 feet above the sea level. The climate of this county is mild in winter and warm in summer, but the heat of summer is tempered by the ocean breezes. The climate of the foothill section is such that some of the most noted health resorts are here maintained. The soil is of various grades and is all very fertile.

Products and Resources. The climate of Napa valley is similar to that of the south part of France; grape growing, wine making and horticulture are followed with great success, as well as the raising of the olive and the manufacture of olive oil. The raising and curing of French prunes has been brought to a high state of excellence, while cherries, peaches, walnuts, almonds, apricots, pears and apples thrive in all sections, as do also berries. The hay crop is generally large. All crops are raised without irrigation, as the rainfall is ample to insure a rich harvest. Quicksilver, magnesite, mineral waters and building stone are produced in large quantities.

Transportation. Napa county is famous for the excellence of its roads and the size and number of its stone bridges. The Northern Electric Railway, Southern Pacific and Northwestern Pacific railroads traverse this county, thus affording a splendid market for its products.

Cities and Towns. Napa is the county seat, while other cities are St. Helena, Calistoga, Monticello and Pope Valley.

NEVADA.—Nevada county, having an area of about 1,000 square miles, is located in the Sierra Nevada mountains, extending from the Sacramento valley to the Nevada line.

Topography and Climate. Much of the surface is mountainous, but the valleys between the hills are rich and productive. The elevation of the western portion of the county is slightly above sea level, while in the eastern section are snow-capped peaks of the Sierra Nevadas with an elevation of nearly 8,000 feet. The climate is more varied than in any other part of the state.

Products and Industries. The principal industries are farming, stock raising, fruit growing and mining. In the production of gold, Nevada county has for the past forty years been unsurpassed, and it has been a continual producer since the year 1849. Mines in the vicinity of Grass valley have reached a depth of 4,000 feet. Copper is also mined in paying quantities. Nevada county has two of the largest and best equipped electric power plants in the state. Here are also found a network of ditches, flumes and waterways aggregating 1,000 miles in length.

Transportation. The Southern Pacific Railroad skirts the southern boundary line of the county for over thirty miles from west to east. There is also a narrow gauge railroad running from Colfax, through Grass valley, to Nevada City, a distance of twenty-two miles. This line passes through some of the finest Bartlett pear and grape land in the west. An electric railroad also connects Grass valley and Nevada City.

Cities and Towns. Nevada City is the county seat; other thriving towns are Grass Valley, Colfax, Truckee, Glenbrook.

ORANGE.—Orange county is one of the youngest counties, having been organized in 1889 from a portion of Los Angeles county.

Topography and Soil. The surface is somewhat mountainous, but its valleys cover an area of 550 square miles. All of the western portion of the county is included in the Santa Ana valley, and there are several small valleys among the foothills and along the mountain streams. There is an abundant water supply, several large creeks and streams traversing the county. Hundreds of artesian wells have been sunk, the farmers having installed pumping plants and organized irrigation districts.

The climate of this county is similar to that of Riverside and Los Angeles counties.

Products and Industries. Many varieties of oranges and several varieties of lemons are grown, oranges being shipped from the last of December until June, and the bulk in March and April. Apricots, peaches, apples, figs, prunes and walnuts also do well, apricots especially holding front rank with walnuts in the second place. The rich bottom lands yield immense crops of corn and large sections grow the finest alfalfa and natural grasses, while the uplands are adapted to barley,

oats, wheat, flax, hemp and the vine. Celery raising has grown to a very large industry, the output reaching many hundred carloads. The sugar beet industry is encouraged by a factory located at Los Alamitos, which turns out millions of pounds of sugar ready for table use. No industry has developed more rapidly than the oil pumping.

Cities and Towns. Santa Ana is the county seat. Other enterprising towns are Anaheim, Orange, Fullerton, San Juan, Capistrano, El Toro and Benedict.

PLACER.—Placer county has an area of 1,390 square miles and lies in the northeastern portion of the state, extending from about eight miles from the Sacramento river to the summit of the Sierra Nevada mountains.

Topography, Soil and Climate. The surface is mostly mountainous, there being but 130 square miles of level land, the southwestern portion containing the foothill and level agricultural lands. At the eastern boundary, separating it from the State of Nevada, is Lake Tahoe, one of the most picturesque lakes in America. Owing to the diversity of climate, nearly every kind of fruit and vegetable is grown in Placer county.

Products and Industries. Pears, plums, prunes, apples, apricots, cherries, persimmons, pomegranates, quinces, figs, peaches, oranges, table grapes, small fruits and berries all do exceedingly well. The largest cherry trees in the world are at the ranch of Robert Hector, from one tree of which has been picked as high as 3,000 pounds in one season. Olive growing and the manufacture of olive oil is a profitable industry. Dairying, stock and poultry raising, butter making and mining are among the most important industries. Placer's drift mines are among the largest in the world. Nearly all the street curbing in San Francisco is made of granite from Placer county, while potter's clay is found in great abundance at Lincoln, from which is manufactured sewer pipe, tiling, pressed brick, etc.

The main line of the Southern Pacific Railway runs through this county. Branches extend north from Roseville and Colfax.

Cities and Towns. The county seat is Auburn and other towns are Lincoln, Rocklin, Newcastle, Whitney and Iowa Hill.

RIVERSIDE.—Riverside county, containing about 7,000 square miles, is a long, narrow county extending from the eastern boundary of Orange across the State to the Arizona line.

Topography and Soil. Two ranges of mountains, the San Bernardino and San Jacinto ranges, cross the center of the county in a southeasterly direction. The eastern part of the county is arid table land and the western part consists of rolling plains and fertile valleys. Only a small percentage of the area is arable.

Products and Resources. The agricultural development of the county is practically confined to its northwest corner, which embraces the largest orange-growing district in the world. The balance of the county is largely an undeveloped desert region, believed to be a storehouse of useful minerals and metals. Diversified farming is a feature in several sections, where broomcorn and sugar beets are successful crops. Apricots, prunes, olives and melons also thrive well. Dairying is profitable and modern creameries with the latest appliances are located in different parts of the county. Bee keeping is another growing industry and a fine grade of honey is produced. Alfalfa also grows luxuriantly.

Transportation. Riverside county is traversed by the Santa Fe and Southern Pacific Railways, and several branches, which extend into the central and southwestern part of the county. Electric lines also facilitate travel in the western part of the county.

Cities and Towns. Riverside is the county seat. Other towns are Corona, Arlington, Mortmere, Winchester, San Jacinto, Hemet and Elsinor.

SACRAMENTO.—Sacramento county, with an area of about 988 square miles, is among the largest in the Sacramento Valley.

Topography and Soil. The surface is level, with low rolling foothills in the extreme eastern part. The Sacramento river traverses the western boundary tortuously for about ninety miles across the rich bottoms, cutting them up at the lower part, into numerous islands. The soil is exceedingly fertile.

Products and Industries. Fruits of all kinds are produced in all sections of the county. Olives are very profitable, both for pickling and oil. Berries excel and grapes grow luxuriantly. Thousands of acres along the river bottoms and on the islands are used for the production of all kinds of vegetables which are shipped by the carload to eastern states. A large proportion of the crop is disposed of to local creameries. The dry atmosphere of this section is especially suited for the drying of fruits. Poultry raising is a profitable industry. Hops yield a heavy crop. There are a number of wineries in the county, the output of which is shipped all over the world.

Transportation. Few counties contain a greater mileage of railroads than does Sacramento. From the capital city the Central Pacific leads eastward across the continent, the California and Oregon passes to the north into Oregon, thence to Washington and also to the eastern states. From Galt a branch line runs up into Amador county; the California Pacific runs on the west of the Sacramento river to Oakland and the Sacramento and Placerville passes along the American river through Folsom. The Western Pacific, a new trans-continental line, runs through Sacramento county from north to south. The Southern Pacific Company operates two steamboats that make daily trips between Sacramento and San Francisco, while the Sacramento Transportation Company operates eight steamboats and twenty-five barges that are run between Red Bluff and San Francisco.

Cities and Towns. Sacramento City, the capital of California and the county seat of Sacramento county, is ninety miles distant from San Francisco. Other towns are Elk Grove, Glenn, Galt, Fair Oaks and Folsom City.

SAN BENITO.—San Benito county, 95 miles south of San Francisco, with an area of 1,056 square miles, is enclosed on two sides by mountains, on the east by the Diablo or Mount Hamilton Range and on the west by the Gabilan Range. From these ranges, the surface slopes to the valley of the San Benito river. The soil is chiefly sediment, light and loamy, that of the valleys being mostly deep, rich sediment.

Products and Resources. The climate is peculiarly adapted to the successful raising of poultry. Hay, the main export, is shipped to Chicago, New York, St. Louis and other points in the east. Large quantities of grain are also shipped, as well as much fruit, consisting principally of prunes, apricots and pears. Other exports are wine, hogs, cattle, horses, poultry and eggs. Dairying is rapidly forging to the front as a profitable industry. The raising of beets has met with success and is becoming one of the most important branches of agriculture. The county also produces quicksilver, lime, antimony, hematite, manganese, gypsum, coal, asbestos and copper.

Transportation. The Southern Pacific company runs several passenger trains daily between San Francisco and Hollister. Good public highways lead from this city in all directions, which roads are all hard, well graded and in good condition the year around.

Cities and Towns. Hollister is the county seat; other towns are San Juan Bautista, Hudner and Tres Pinos.

SAN BERNARDINO.—San Bernardino county is not only the largest county in California, but it is the largest in the United States, containing an area of 20,160 square miles.

Topography and Soil. The greater portion of the county is desert. The arable portion, known as the San Bernardino Valley, is in the southwestern part. This valley forms an almost perfect amphitheater, enclosed by mountains and hills, and open only on the west, where the sea breezes enter to sweep its entire length. The soil of San Bernardino Valley embraces many varieties. In the number and character of irrigation enterprises, this county stands in the front rank. There are hundreds of miles of canals and pipe lines. Melting snow from snow-capped peaks, streams, springs and artesian wells assist in irrigation. The climate is that characteristic of Southern California.

Products and Resources. Almost every variety of fruit can be produced in some part of this county. On the upper plateaus, apples and cherries are grown, while on the lower levels all the deciduous fruits are produced and oranges, lemons and grape fruit are grown. Raisins are also produced in the western part of the Rialto, while delicious grapes are cultivated in the section near Hesperia. Sugar beets are raised in abundance and a sugar factory at Chino manufactures about

12,000 tons of refined sugar annually. Cattle and sheep are raised along the mountain ranges and in the upper mountain valleys. Among other products are wheat, oats, barley and alfalfa.

Transportation. The Santa Fe crosses the county from east to west. The Salt Lake route crosses in a northeasterly and southwesterly direction, while branches of the Southern Pacific run through the southwestern corner. Electric lines connect the city of San Bernardino with nearby towns.

Cities and Towns. San Bernardino is the county seat and metropolis. Other towns are Upland, Ontario, Chino, Colton, Redlands, Barstow, Daggett and Needles.

SAN DIEGO.—San Diego county, located in the southern part of the State, has an area of about 4,877 square miles. The Pacific ocean washes its shores for more than 75 miles.

Topography and Climate. The land rises gently from the ocean for a distance of about 50 miles to a chain of peaks forming the backbone of the county, then descends abruptly to the Imperial county line. There are approximately 200,000 acres of tillable land in this county. The area west of the mountains has the heaviest and most reliable rainfall of any portion of Southern California.

Products and Resources. Oranges, lemons and grape fruit form the principal crop; raisin grapes are grown extensively. The wine industry is rapidly increasing. Many olive orchards are cultivated, yet the demand for pickled ripe olives exceed the supply. Other fruits are peaches, apricots, pears, quinces, plums and cherries. Almond and walnuts are extensively raised. Honey is found in large quantities in the hilly districts. Dairying is also a paying industry.

Transportation. The Santa Fe railroad connects with Los Angeles and several branches are built into the interior. Vessels connect with all the Pacific coast harbors.

San Diego bay, around the shores of which the City of San Diego is built, will soon become an important naval rendezvous. The Government has concluded arrangements for the erection of a large coaling station here. Just across the bay from San Diego, ten minutes by ferry, is the peninsular city of Coronado, with its world-famous Hotel El Coronado and tent city on the beach.

San Diego is the county seat. Other towns are National City, Escondido, Lajolla, Coronado, Oceanside and La Mesa.

SAN FRANCISCO.—The county of San Francisco is consolidated with the city of the same name, and comprises a peninsula embraced by the waters of the Pacific ocean on the west and by the bay of San Francisco on the north and east.

Topographically it is a succession of hills, the highest of which is about 1,000 feet.

San Francisco county has a population of about half a million.

The industries are chiefly commercial, manufacturing and shipping.

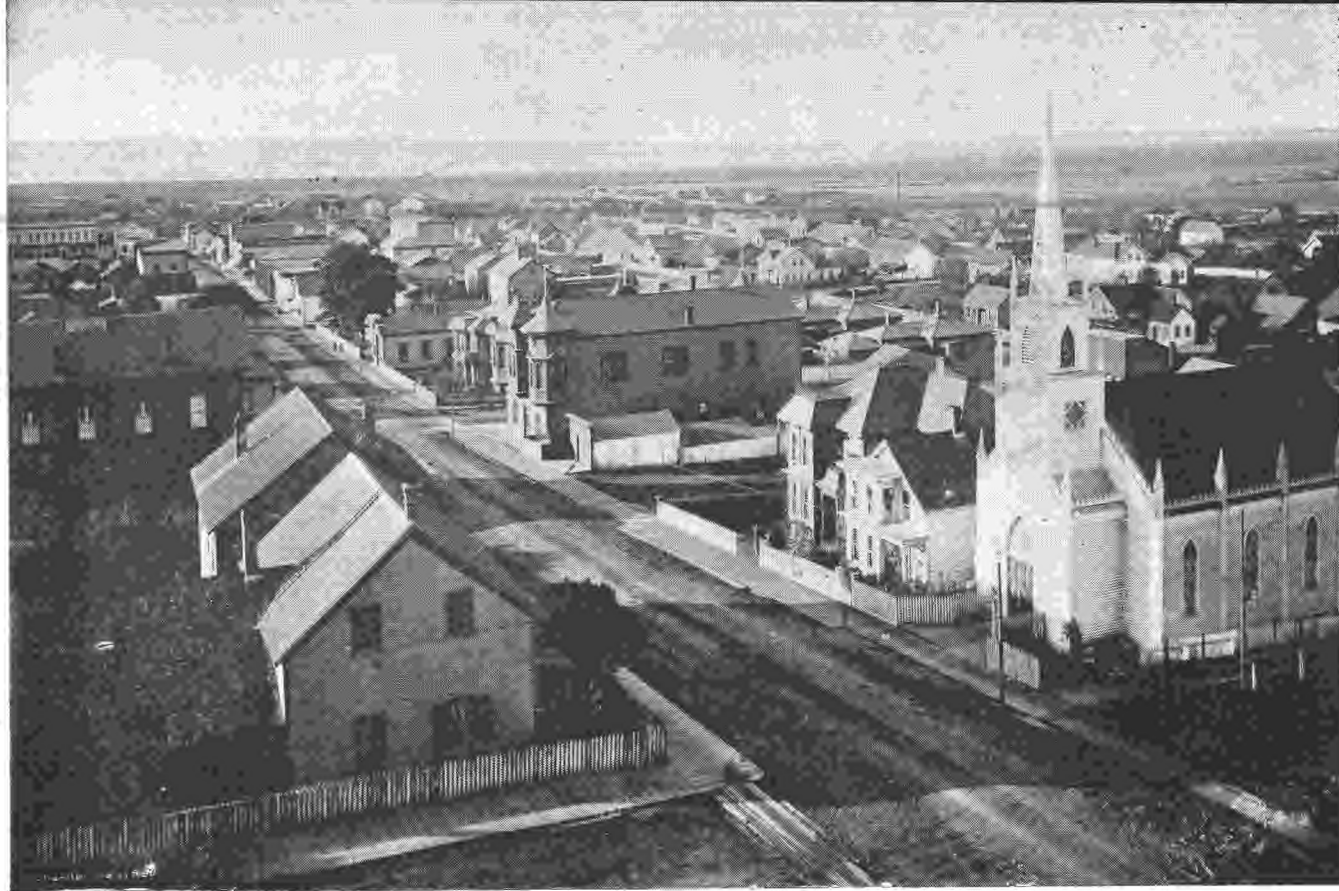
SAN JOAQUIN.—San Joaquin county, with an area of 1,365 square miles, spans the San Joaquin Valley in the central part of the state.

Soil and Climate. The soil is mostly level and well adapted for agriculture. The climate of this area is tempered by the currents of sea air rushing through the gap in the Coast Range, and is therefore exceptionally pleasant.

Resources. The products are wonderfully diversified. The county leads in the production of wheat, barley, rye, potatoes, asparagus, beans, wine and table grapes, orchard fruits, hay and vegetables. Potatoes, with a yield annually reaching \$2,000,000, takes the lead. Other products with values are grapes, \$1,750,000; poultry, \$900,000; beans, \$850,000. Hay valued at \$4,500,000, live stock valued at \$4,000,000, and manufactures to the value of \$13,000,000 are among the annual products of San Joaquin county.

Transportation. This county has 400 miles of navigable waterways and more miles of railroad than any other county of Central California. Four trans-continental railroads, with their various branches, center at its water front. There are also a number of interurban electric lines. A movement is on foot to macadamize 250 miles of county roads.

Cities and Towns. Stockton, an important commercial and manufacturing center at the head of tidewater navigation on the San Joaquin river, is the county seat. Other enterprising towns are Lodi, Woodbridge, Rand, Waltham, Tracy and Lathrop.



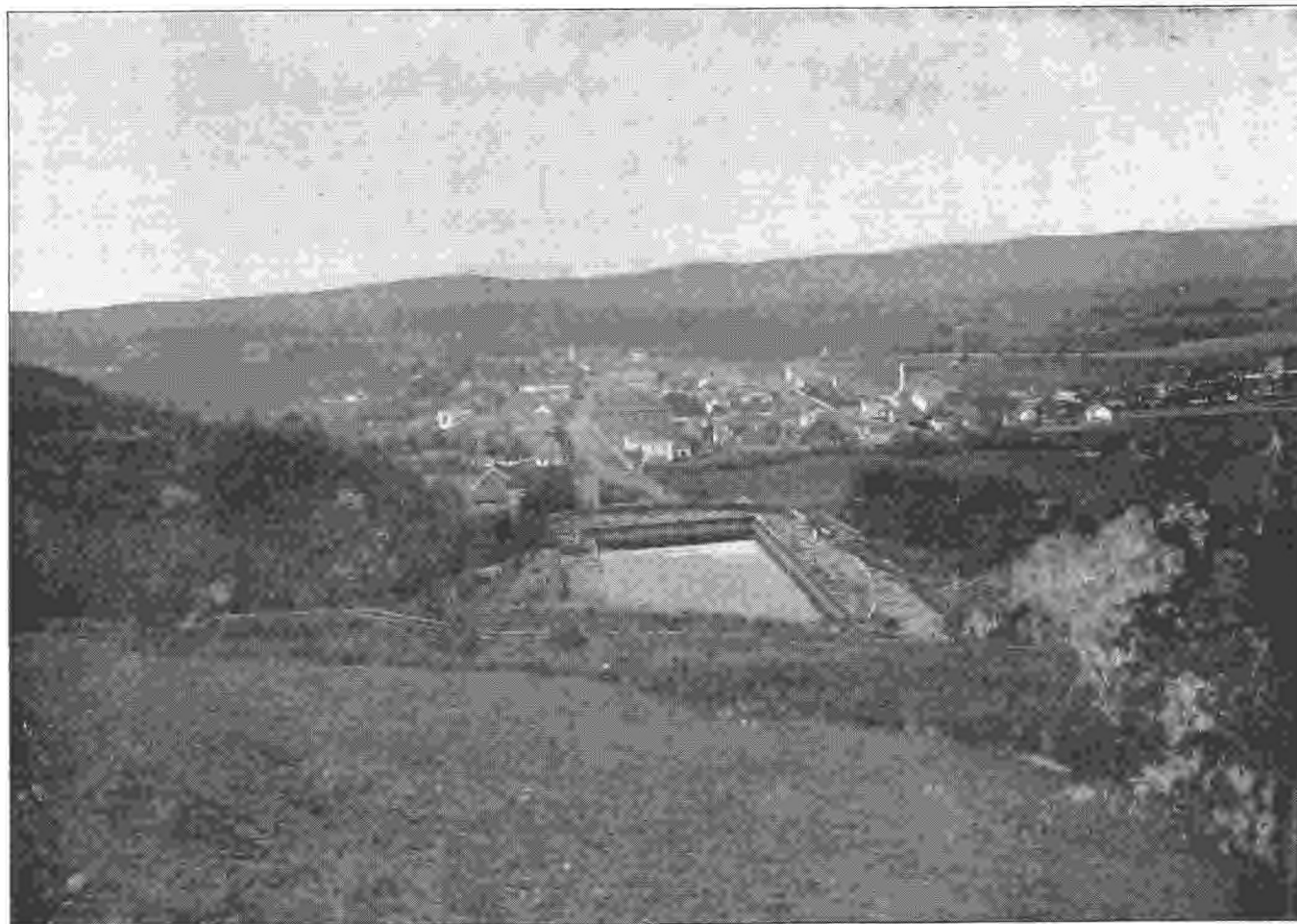
General View of Enterprising Arcata, Humboldt County



A Humboldt County Logging Scene



Humboldt County Hospital, Eureka



Ferndale and Eel River, Humboldt County



Primitive Transportation by Pack Mule

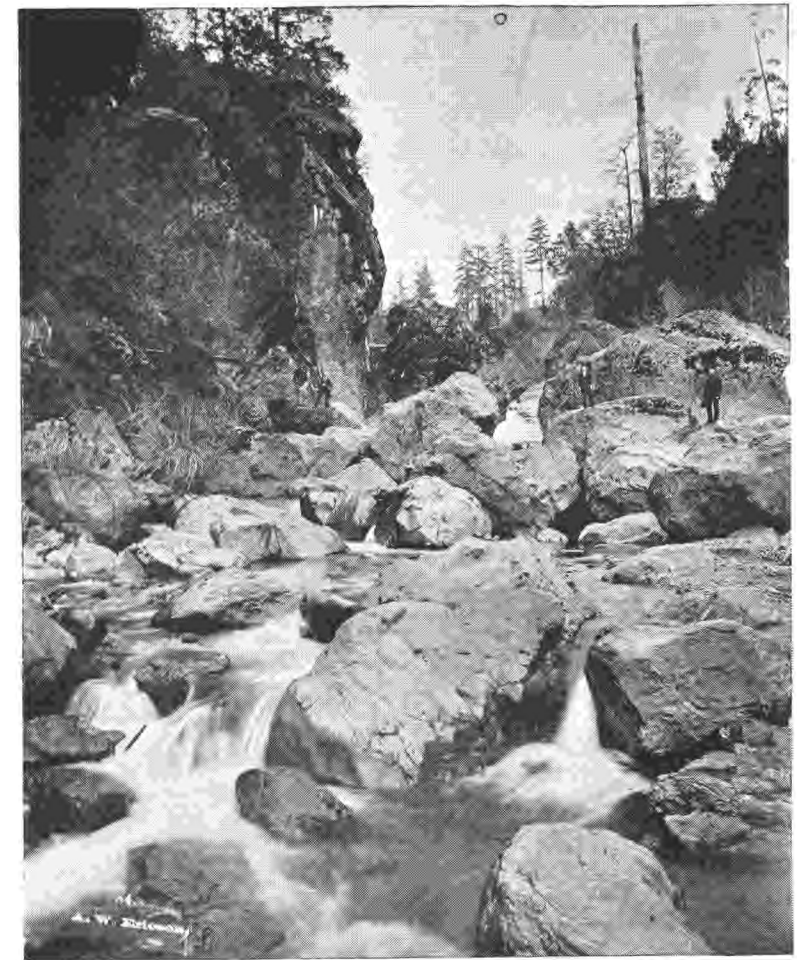
Views of Prosperous Humboldt County



Carnegie Public Library, Eureka



Eureka's New City Hall



North Fork Falls, Mad River



Ruins of Old Fort Humboldt



Humboldt County Court House

Street Scenes
and Public Buildings
Eureka
Humboldt County
California



CALIFORNIA.

II

SAN MATEO.—San Mateo county, occupying part of a peninsula, adjoins San Francisco on the south; area 477 square miles. This county receives San Francisco's surplus population, thousands of homes having been constructed here within the past few years.

The shore line of San Mateo county on the bay side, affords great facilities for transporting manufactured goods, where are located many factories.

This county furnishes most of the vegetables, milk and dairy products used in San Francisco. The tide lands produce fine oysters, most of which are canned.

Transportation. The Southern Pacific Company traverses this county and two suburban railroads run through the entire length. The Ocean Shore railroad, running along the westerly side of the county, connects Santa Cruz and San Francisco.

SANTA BARBARA.—Santa Barbara county, with an area of 2,630 square miles, is located on the coast of California. The surface is very mountainous, these chains dividing the county into five great natural divisions. The southern division contains Santa Barbara and two-thirds of the county's population.

Products. This county is the home of the lima bean and the walnut. In one valley, where water is scarce, grain and hay are extensively grown. In the Lompoc valley, crops of all kinds are raised in abundance. The section known as the Santa Maria Valley, thirty-six miles long and from three to ten miles wide, is noted for the amount of oil exported. Nearly ten million (10,000,000) barrels are shipped annually from this district.

Transportation. The Southern Pacific railroad traverses the entire county around its southern and western boundaries; a branch extends to Lompoc and the Pacific Coast railway serves as an outlet for the Santa Maria and other valleys. Large vessels anchor at Santa Barbara Harbor.

Cities and Towns. Santa Barbara is the county seat, while other towns are Carpinteria, Santa Maria, Goleta, Lompoc and Alcatraz.

SANTA CLARA.—Santa Clara county, area 1,355 square miles, comprising a large portion of Santa Clara Valley, about fifty miles southeast from San Francisco, is one of the richest and most productive fruit growing areas in Central California. The valley is drained by a number of streams, thus affording an abundance of water without resorting to irrigation.

Products and Industries. The prune, with a yield of 73,000,000 pounds, takes the lead; the second in importance is the apricot with 40,000,000 pounds. Immense quantities of these fruits are dried in the hot sun preparatory to packing. Next in importance, respectively, are tomatoes, yielding 30,000,000 pounds, peaches and pears, of 20,000,000 pounds each, and many kinds of vegetables. Dairying and stock raising are carried on extensively. The county boasts the finest orchards in California.

Education. Located in Santa Clara county are several large institutions of learning. Leland Stanford, Jr., University, Santa Clara College, University of the Pacific, the College of Notre Dame and the State Normal School, together with many private seminaries and institutions for special education work.

Transportation. The Southern Pacific runs through the entire length of the county from the northwest to the southeast and two branch lines run from San Jose to Oakland. One branch extends from Carnadero to Hollister, another crosses the mountains to Santa Cruz. A fine automobile drive is built to the Lick Observatory on the summit of Mount Hamilton.

Cities and Towns. San Jose is the county seat. Other towns are Santa Clara, Gilroy, Mountain View, New Almaden, Palo Alto and Los Gatos.

SANTA CRUZ.—Santa Cruz county, an area covering 500 square miles, fronts its entire length on the Pacific ocean. It is one of the smallest counties and comprises a narrow strip of mountainous land about forty miles long and eighteen miles wide.

This county contains a great variety of scenery which equals any expanse of similar size in the world. The mountains contain forests

of pine, redwood, madrone and other trees, the redwoods having in many cases attained gigantic growth. A number of streams rise in the hills and bring down the rich soil into the valleys, which transforms them into fertile areas.

Products and Industries. In lumber products, this county ranks third in the State. Dairying and poultry raising are carried on extensively. Hay, grain, potatoes and all cereals and vegetables give enormous yields. Fruits of all kinds grow abundantly, apples excelling. Many of her apples are shipped to European countries, while many are dried, canned or used for the making of vinegar. Wine making is also an important industry.

The Southern Pacific railroad runs along the coast line for many miles and then crosses through the southern portion of the county.

Cities and Towns. Santa Cruz is the county seat. Other towns are Watsonville, Boulder Creek, Soquel, Capitola, Aptos, Ben Lomond, Brookdale and Pajaro.

SHASTA.—Shasta county, covering an area of 4,050 square miles, is at the head of the Sacramento Valley.

Topography, Soil and Climate. The surface is mountainous in all sections except in the southern part. Some of the mountains rise more than 5,000 feet above sea level. Lassen Peak, with an altitude of 10,577 feet, is timbered for two-thirds of the way up, while all the other peaks are bald and usually covered with snow. Shasta is noted for the number and beauty of its streams, first in importance being the Sacramento river, flowing through the county from north to south. The soil of the valleys is a rich, sedimentary deposit, exceedingly fertile. The climate of this county is diversified. Beautiful resorts and health-giving springs abound.

Products and Industries. Lumbering, stock raising, mining, wool growing and general farming are carried on extensively. Considerable grain is grown on the elevated plateaus, while berries are produced in the foot-hill regions. Shasta orchards produce heavy crops of the best quality of prunes, peaches, plums, pears, apples, apricots, almonds, figs, lemons, oranges and olives. Wheat and alfalfa are also grown. The production of copper in this country is a growing industry.

Transportation. The county is crossed by the Southern Pacific railroad from north to south over a most picturesque route up the Sacramento river. A stage line connects Redding with Weaverville and other coast offices in Trinity county. Branch lines run from Anderson to Bella Vista and from Kennett to Winthrop.

Cities and Towns. Redding, the county seat, is one of the most beautifully situated cities on the Pacific Slope. Other towns are Keswick, Shasta, Anderson and Kennett.

SIERRA.—Sierra county, with an area of 1,000 square miles, whose eastern portion borders on Nevada, is one of the oldest mining counties in California.

Topography. The surface is practically all mountainous, the altitude ranging from 2,000 to 8,600 feet, the latter elevation being that of Sierra Buttes. The main ridge of the Sierra Nevadas crosses the eastern part from south to north, with spurs from east to west. Of the peculiar topographical features, are the expansive valleys and lakes lying among the highest peaks of the Sierras. These lakes are small but very deep. Sierra Valley, 4,750 feet above sea level, is the most important agricultural land.

Products and Industries. Since 1849 the principal industry has been gold mining. One hundred and ninety millions of dollars have been taken from its rivers, gravel deposits and quartz mines. Among the manufactured products are lumber, boxes, sashes, doors and creamery butter. The natural products are white, yellow and sugar pine, fir, spruce, cedar, live stock, fruit, berries and garden truck.

Transportation. The Central Pacific railway, Nevada-California-Oregon railway and the Boca and Loyalton traverse different sections of this county.

The best kind of sport is afforded by the abundant quantities of trout, mountain quail, grouse, duck, snipe, deer and bear.

Towns. Downieville is the county seat. Other towns are Forest City, Sierra City, Loyalton and Sierraville.

SISKIYOU.—Siskiyou county, one of California's northern counties, joining Oregon on the north for eighty miles, embraces an area of 6,048 square miles, the greater portion of which is mountainous.

The Sierra Nevada and Coast Range mountains meet here, with many high peaks, the highest of these being Mount Shasta.

This county contains large areas of farming, mining, desert, swamp and timber lands. The so-called desert lands are very fertile and produce abundant crops when placed under irrigation. There are localities where snow seldom falls and regions of perpetual snow. These conditions make it one of the scenic counties. The mining section comprises the west half of the county and produces nearly one million dollars in gold annually. Copper ore has recently been discovered in large quantities. There are also deposits of iron ore, limestone, granite, marble and sandstone, the two latter being of the very best quality. Timber is everywhere. At the different elevations, all fruits and vegetables common to the temperate zone thrive.

Lumbering is the leading industry, with mining and stock raising a close second and third.

Electric power sufficient to run the machinery of the entire state can be developed from the abundant water power. Many health-giving springs abound, chief among the noted resorts being Shasta Springs, Neys Springs, Shasta Retreat, Upper Soda Springs, Sisson and Klamath Hot Springs. In all portions of the county fish and game abound, making it an ideal field for the sportsman.

Transportation. The Southern Pacific railroad passes through the county from north to south, entering near Dunsmuir, where are located its roundhouse and machine shops.

Towns. Yreka, the county seat, is the principal town. Others are Dunsmuir, Fort Jones, Dry Creek and Pierce.

SOLONO.—Solono county, with an area of 911 square miles, having many miles of water front, nestles among the foothills of the Coast Range. It is, in part, in the great valley of the Sacramento.

Products. Nearly half of Solono's area is devoted to grain raising. The wheat grown here is the best milling wheat produced in the state. Thousands of cattle, horses and sheep graze on the upland pastures and marsh lands.

The first deciduous fruit sold in the United States each year is grown in the protected valleys of this county. The soil is unexcelled even in California for productiveness. Citrus fruits are marketed here a month earlier than the Southern California products. Grapes, apricots, peaches and cherries are raised in large quantities.

Transportation. Much of the shipping of Solano county is by boat from Benicia and Vallejo and other ports on the Sacramento river. An electric line runs from Vallejo to Napa and the main line of the Southern Pacific crosses the entire county, with branches running from Elmira and Suisun.

Towns. Fairfield is the county seat. Other towns are Vallejo, Benicia, Crockett, Vacaville, Dixon, Elmira, Suisun and Cordelia.

SONOMA.—Sonoma county, bounded on the west by the Pacific ocean for more than 65 miles and on San Pablo bay for 20 miles, has 200,000 acres of valley land, the same area of rolling or higher table land, about 100,000 acres of mountain land and 80,000 acres of timber land.

Topography. Variety of surface is the leading characteristic. The great central valley extends the entire length of the county from south to north. On the coast line are several small but valuable harbors, bays and beaches.

Products and Industries. In the production of hops Sonoma county leads the world. Poultry raising is one of the most important industries. This county produces immense quantities of wheat, oat, barley and alfalfa hay. The soil is particularly adapted to oats, wheat, barley and corn. Stock raising is carried on extensively. Numerous varieties of fruits are successfully grown, among them being blackberries, raspberries, strawberries and gooseberries; olives and walnuts are also raised. Watermelons are of large size and fine flavor. Asparagus, potatoes, tomatoes and string beans are grown extensively. Sonoma is the largest and most important grape and wine producing county in the state. The output from the sawmills of this county is large.

Transportation. Sonoma county has several outlets for her shipments. Boats run from Petaluma to tide water. The Northwestern Pacific and the Southern Pacific both connect all towns directly with the bay cities. An electric line runs from Santa Rosa to Petaluma, via Sebastopol.

Cities and Towns. Santa Rosa is the county seat. Other towns are Sonoma, Petaluma, Healdsburg, Cloverdale, Sebastopol, Occidental, Geyserville and Glen Ellen.

STANISLAUS.—Stanislaus county, having an area of 1,486 square miles, is situated at the head of the San Joaquin Valley, 100 miles south-east of San Francisco. The San Joaquin river runs through this country from north to south, with tributaries which flow westward.

Resources. Stanislaus county ranks fourth in the state in the value of her dairy products. Other important industries are the growing of deciduous fruits of all kinds—melons, sweet potatoes, grapes, berries and vegetables. The foot-hill lands are devoted to grazing and grain farming; the valley lands to diversified farming. Large irrigation systems assure an abundance of water for all purposes. Dredge and quartz mining are carried on in the Sierra foot-hills in the eastern part of the county.

Transportation. The Southern Pacific and Santa Fe main lines pass through Stanislaus county, as well as two branch lines of the Southern Pacific, which skirt the eastern and western foot-hills. The Sierra railway, with its terminal at Oakland, runs into the important mining regions of Tuolumne and Calaveras counties.

Cities and Towns. Modesto is the county seat. Other towns are Oakdale, Newman, La Grange and Turlock.

SUTTER.—Sutter county is the only county in the State that does not touch either of the principal mountain ranges, the greater portion of the county lying between the Feather river on the east and the Sacramento river on the west. Area, 384,079 acres.

About one-fourth of the county is tule land, a large part of which is possible for reclamation, and when reclaimed, is of exceptional fertility.

Resources. Once a grain growing community almost exclusively, it is now changing to a fruit and dairy section. Apples, Apricots, blackberries, cherries, grapes, lemons, oranges, olives, pears, peaches and other fruits are grown in large quantities, while potatoes, tomatoes and other vegetables thrive.

Sutter is noted for the fact of its having been the first prohibition county in the State.

Transportation. The Southern Pacific railroad traverses the county from north to south. Bridges connect Yuba City with Marysville across the Feather river, giving access to the Northern Electric, which runs to Sacramento. Much shipping is done by boat down the Sacramento river.

Cities and Towns. Yuba City is the county seat. Other towns are Nicolaus, Vernon and Oswald.

TEHAMA.—Tehama county, with 3,200 square miles, occupies the northern portion of the Sacramento Valley, north of which converge the two systems, the Coast Range and the Sierras.

Topography. Part of the eastern boundary follows the summit of the Sierra Nevada mountains and its western boundary lies along the summit of the Coast Range. Of its area, about 700,000 acres are agricultural lands, 800,000 grazing and 500,000 timber. The Sacramento river runs through the county from north to south, navigation being possible as far as Red Bluff.

Products and Industries. The principal industries are horticulture, agriculture, stock raising and lumbering. Among the fruits grown are oranges, lemons, grapes, peaches, prunes, apricots, pears, figs, berries and small fruits, many varieties of fruit being dried in the hot sun. Olives grow abundantly; almonds thrive well; apples are grown in the foot-hills. Stock raising is carried on extensively, sheep raising being the principal branch of this industry. Tehama county excels in the production of wool. Several saw mills are located in the Sierras, where sugar pine grows to a great extent.

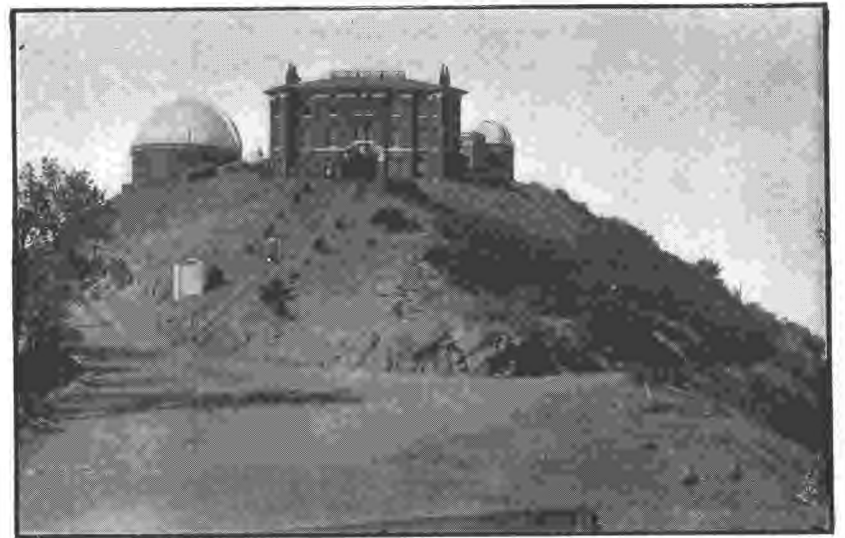
Transportation. The Shasta Route of the Southern Pacific crosses the county from north to south. The road branches at Tehama, de-



Santa Clara County Court House and Hall of Records, San Jose



Carnegie Public Library, San Jose



Lick Observatory, Mt. Hamilton, Elevation 4209 ft.



A Typical San Jose Residence



Drying Prunes in Open Air, 25,000 Crates



BY COURTESY OF
SAN JOSE CHAMBER OF COMMERCE

A Glimpse of Santa Clara Valley in Blossom

ELLIS A. GAVIS PUBLISHER

Scenes of Plenty and Prosperity in and about San Jose



Panoramic View of Picturesque Santa Cruz
Showing Santa Cruz Bay, Famous for its Bathing and Yachting



County Court House, Santa Cruz



Picking Onion Seeds, Santa Clara Valley



Sea Beach Hotel, Santa Cruz



The Casino, Santa Cruz, Most Popular Attraction

ELLIS A. DAVIS, PUBLISHER

BY COURTESY
SANTA CRUZ CHAMBER OF COMMERCE

Familiar Scenes in and about Santa Cruz, Mecca of California's Beach Resorts

scending on both sides of the valley to Sacramento. Stages run from Red Bluff to interior towns.

Cities and Towns. Red Bluff, at the head of navigation on the Sacramento river, is the county seat. Tehama, Corning, Copeland, Kirkwood and Vina are other towns.

TRINITY.—Trinity county, in the great mineral belt of this State, with an area of 3,000 square miles, lies between the forests of Humboldt and the Sacramento Valley.

Climate. The climate of Trinity is temperate, yet considerable snow falls in the higher elevations during the winter.

Industries. Quartz, hydraulic, placer and dredge mining are the principal industries, large quantities of gold, silver, platinum and quicksilver being mined. Numerous mineral springs of valuable curative qualities have been found in different parts of the county. The southern portion is well adapted for farming, dairying, stock and poultry raising and fruit. Game and fish are plentiful, and, together with the rugged mountain scenery, are very enticing to the sportsman and tourist.

Transportation. Wagon roads furnish the only mode of travel into the county. Stage lines and rails run from Redding to Weaverville and from Red Bluff to the southern part of the county, and by trail from Eureka to Big Bear and Zenia.

Cities and Towns. Weaverville is the county seat. Other towns are Lewiston, Douglas, Trinity Center and Carville.

TULARE.—Tulare county, out of which three or four valley counties have been created, is still one of the largest counties in the State.

Characteristics. This county is remarkable for the height and beauty of its mountains, for its enormous groves of giant sequoia, for the fertility of its soils, for the abundance of its water courses, for the variety of products, for scenery that rivals that of the Yosemite; for the highest mountain in the United States—Mount Whitney—which rises to a height of 14,502 feet; for the citrus belt, where are grown oranges that equal the finest produced, and for its agricultural resources.

Products. Tulare is one of the greatest stock raising counties, most of the cattle being used for beef. The citrus fruits of this section reach the eastern market in November or early in December. Potatoes, squash, Egyptian corn, alfalfa, onions, beans, raisin grapes, hay, berries and honey are among the most important crops. Orange orchards are being developed largely around Porterville in the South, and Visalia in the North.

Transportation. The county is crossed from north to south by two lines of the Southern Pacific and a branch line from Exeter to Hanford. The southwestern corner is crossed by the Santa Fe. A branch line starts from Fresno and runs through the richest portion of the county.

Cities and Towns. The principal town and county seat is Visalia, located midway between San Francisco and Los Angeles. Other towns are Exeter, Tulare City, Porterville, Cutler, Dinuba and Goshen.

VENTURA.—Ventura county, one of the smallest of the group of seven southern counties, having an area of about 1,853 square miles, lies between Santa Barbara county on the north and Los Angeles county on the south. Fifty miles of this county fronts on the ocean.

Topography. The entire northern part is mountainous, and rugged mountain ranges rise back from the coast in all directions. Between these mountain ranges are fertile valleys whose soil is the most productive in the world. The Santa Clara and the San Buenaventura rivers and other streams, furnish an abundance of water to the valleys and also afford the finest scenery and health-giving resorts. Less than one-quarter of this county is under cultivation.

Products. The Santa Clara valley produces immense quantities of beans and beets. Other products of the county are apricots, walnuts, lemons and oranges. The county boasts the largest bean and lima bean ranches, the most extensive walnut grove and the largest single lemon ranch in the State. The mountain slopes are covered with verdure, where are located many apiaries, the honey produced netting the apiarist large returns. The culture of sugar beets supports the Oxnard sugar factory, the second largest in the world, with a capacity of 2,000 tons per day. The production of petroleum is extensive. The mountains are rich in mineral wealth; among their productions are asphalt, clay, gold, natural gas, rubble, sandstone and borax.

Transportation. The county is crossed by two lines of the Southern Pacific which meet at Montalvo. A branch line runs from Ventura up a rich fruit valley to Nordhoff.

Cities and Towns. Ventura, on the Santa Barbara Channel, is the county seat. Other towns of importance are Santa Paula, Santa Coy, Fillmore, Piru, Oxnard, Montalvo, on the coast, and Hueneme.

YOLO.—Yolo county, the "gem of the Sacramento Valley," lies on the west of the Sacramento river, with an area of 1,017 square miles.

Topography. About four-fifths of the area is level, but the western portion consists of hills, with canyons and valleys of considerable extent, chief of which is Capay Valley, noted as one of the earliest fruit sections of the State. Along the eastern side of the county, near the Sacramento river, is the tule basin, containing about 40,000 acres. These lands are overflowed during high water, but as the water recedes furnish rich pastures for immense herds of stock. Clear Lake, whose elevation is 1,300 feet above sea level, furnishes a magnificent natural reservoir from which could be generated many thousand horsepower.

Products. The valleys form ideal fruit lands. Wheat, barley, oats, corn, alfalfa, vegetables, apples, apricots, nectarines, plums, pears, peaches, prunes, oranges, lemons, limes, figs, pomegranates, wine, table and raisin grapes, olives, almonds, walnuts, berries and melons. Yolo still holds the banner as the largest producer of wheat and barley according to acreage. The shipment of table grapes to the New York market is an important industry.

Transportation. Several lines of the Southern Pacific cross the county. A branch from Elmira runs up through the Capay Valley to Rumsey. A branch at Davis, running northerly through the county, branches again at Woodland, going up the Sacramento Valley on either side of the river.

Cities and Towns. Woodland is the county seat. Other towns are Yolo, Davis, Knights Landing, Winters, Capay and Esparto.

YUBA.—Yuba county, area 625 square miles, is situated in the north-central part of the State, surrounded by Butte, Sutter, Sierra and Nevada counties. Half of the county is mountainous, the rest consisting of valleys and rolling plains.

The industries are principally mining, lumbering, stock raising, though considerable hay and fruit are raised. The Feather river forms most of the western boundary, being navigable as far up as Marysville. Bear river is the southern boundary of the county and the Yuba river passes through it about midway. Bartlett pears are shipped east in large quantities.

Yuba county possesses the largest hop fields in the world. It ranks fourth among the counties of this State in the production of gold.

Transportation. Two lines of railroad, the Western Pacific and Southern Pacific, cross the county from north to south. The Northern Electric connects Marysville directly with Sacramento.

Cities and Towns. Marysville is the metropolis and county seat. Other towns are Wheatland, Reed and Ramirez.

CITIES AND TOWNS.

ALAMEDA, Alameda county. Population 30,000. Located on the Bay of San Francisco, on an island, separated from the City of Oakland by an arm of the bay, known as the Estuary. Alameda is reached by two local trains in about 45 minutes from the San Francisco Ferry building and also by electric roads from Oakland. Its fine climate and modern up-to-date library, churches, city hall, etc., its close proximity and fine car service to San Francisco make it a favorite place of residence for a large number of business men. Near Alameda lie wonderful market gardens, the principal output from which is asparagus and peas. Banks are: Alameda Savings bank, Alameda National and the Citizens.

ALHAMBRA, Los Angeles county. Population 2,500. Located on the Southern Pacific railroad and San Gabriel (branch of the Pacific) Electric line. Alhambra is an enterprising town situated in a prosperous orange growing community. Fruit culture is the principal industry of the people. Many people from Los Angeles, in search of a quiet, attractive home village have settled in Alhambra. Its splendid trolley service and close proximity to Los Angeles make it a desirable location. Many beautiful drives give an added charm to the town. The banks are Alhambra and First National.

ALTURAS, county seat of Modoc county, with 1,200 inhabitants, elevation 4,446 feet, is the commercial and geographical center of Modoc county. Alturas has good stores, two banks and good schools. A new high school is being constructed at a cost of \$35,000 and several business blocks are under course of construction. Alturas has three newspapers and a public library. Near the town is found good building stone, which has been much used in the building up of Alturas, making the town practically fire-proof. Banks are: Bank of Alturas and First National.

ALVARADO, Alameda county, population 800, is located on the Southern Pacific railway, twenty-six miles from San Francisco. The climate is soft and balmy and much fruit of various kinds is raised here. Bank of Alvarado.

ANAHEIM, Orange, with 3,000 inhabitants, is located on the S. P. & S. F. railways. Anaheim has a city hall, water works and an electric lighting system, which has doubled its capacity in the past year. The city has two weekly newspapers, twelve fraternal orders, one of which has just completed a \$14,000 hall. The schools are among the best in the State. Anaheim has a Building and Loan Association, loans from which amount to nearly \$54,000, most of which has been used in the building of homes. Anaheim has three banks, the American Savings, First National and German-American.

ANDERSON, Shasta county, with a population of 1,000, is located on the Shasta route of the Southern Pacific railway, in a valley which is noted for its fruit. Large quantities of fruit are here prepared for shipment. In Shasta and Glen counties angora goats are extensively raised. Much hay, horses, hogs, wheat, copper, etc., are shipped from this station. Bank of Anderson.

ANGELS CAMP, Calaveras county, population 4,000, located at the terminus of a branch of the Sierra & Yosemite railroad lines, is an important mining camp in the richest gold mining district of California. Angels, the largest town in the county, located about fifty miles directly east of Stockton, is reached by the way of Oakland and Jamestown. Calaveras County Bank.

ANTIOCH, Contra Costa county, claiming 3,000 inhabitants, is located on the Southern Pacific and Santa Fe railroads. Antioch is the second largest town in the county, situated on the south shore of the river. The city is splendidly located for a manufacturing and commercial center; its railroad facilities and its commanding location make it the interior gate-way and distributing center for the county. A considerable quantity of grain, live stock and some fruit is raised in this vicinity. With a splendid harbor on the river, Antioch has good facilities for shipping. Bank of Antioch.

ARBUCKLE, Colusa county, a town of 900, is located on the Southern Pacific railway, near the fertile grain and stock districts, from which a large amount of stock and grain are shipped yearly. The town has a bank, two good hotels and a number of churches. Bank of Arbuckle.

ARCATA, Humboldt county, a town of over 2,000 inhabitants, is located on the northern end of Humboldt bay. Arcata has an extensive mountain trade, three railroads, important shipping interests and is one of the principal dairy centers of the county. One newspaper, electric light system, water works and fine schools testify to Arcata's thrift. The town is connected with Eureka by one direct railroad and by steamer. Bank of Arcata.

ARROYO GRANDE, San Luis Obispo county, population 1,000, is located on the Arroyo Grande river, in the valley of the same name, on the Pacific Coast Narrow Gauge railway, thirteen miles southwest of San Luis Obispo. Oceano, on the main line of the Southern Pacific, is the principal railway station. Arroyo Grande is the center of one of the richest little valleys on the Pacific coast. Walnuts, apples, lemons and vegetables unsurpassed in quality, grow here in abundance. Arroyo Grande has one bank, newspaper, hotel and several fine stores. Halcyon Sanitarium lies between here and Oceano. Bank of Arroyo Grande.

ARTESA, Los Angeles county, with 500 inhabitants, is located on the Gabriel river, twenty miles from Los Angeles, in the southern part of the county and is easily reached by trolley. First National Bank.

AUBURN, county seat of Placer county, with population of over 2,500, elevation, 1,360 feet, is located on the Southern Pacific railway, thirty-four miles northeast of Sacramento. First class hotels, good water, electric lights, street cars and quantities of fruit make Auburn an ideal resort. The climate is unsurpassed. Fruit growing is the principal industry, oranges are finer and ripen earlier here than in any other part of the State and are shipped in large amounts to the Christmas markets. Placer County bank, First National bank.

AZUSA, Los Angeles county, a town of 1,400 people, is located on the Los Angeles division of the Santa Fe, and also on the Glendora branch of the electric road, twenty-three miles northeast of Los Angeles. Azusa, located in the heart of the orange district, is an up-to-date town with modern buildings, good schools, one newspaper and three banks—Azusa Valley Savings, First National, United States National.

BAKERSFIELD, county seat of Kern county, with upwards of 12,000 inhabitants, located on the Valley branch of the Southern Pacific and on the Santa Fe railroads, on the Kern river, is the metropolis of the southern part of San Joaquin county. Bakersfield is a modern, up-to-date city and an important commercial center. It is principally noted for its oil industry; vast quantities of oil having been discovered throughout Kern county, oil refining has become an important industry in Bakersfield. The waters of Kern river have been utilized in irrigation and much land around Bakersfield has been brought under cultivation so that fruit growing has become profitable. More land is being developed each year for this industry. Large quantities of vegetables and alfalfa are raised and dairying and stock raising have become important occupations. Foundries, steam laundries, machine shops, planing mills, flour mills, packing houses and refineries are located here. The banks of Bakersfield are: The First National Bank, Bank of Bakersfield, Kern Valley and Producer's Savings Bank.

BANNING, Riverside county, population 1,000, elevation 2,300 feet, is located on the main line of the Southern Pacific railway, eighty-eight miles east of Los Angeles, on the eastern slope of the San Geronimo Pass, between the San Jacinto and San Bernardino mountains. Banning is laid out on the colony plan, consisting largely of five and ten-acre ranches. The soil is a rich, sandy loam and produces all kinds of deciduous fruits, alfalfa and grain. Banning has good public buildings and the best of schools and one bank, The Banning State bank.

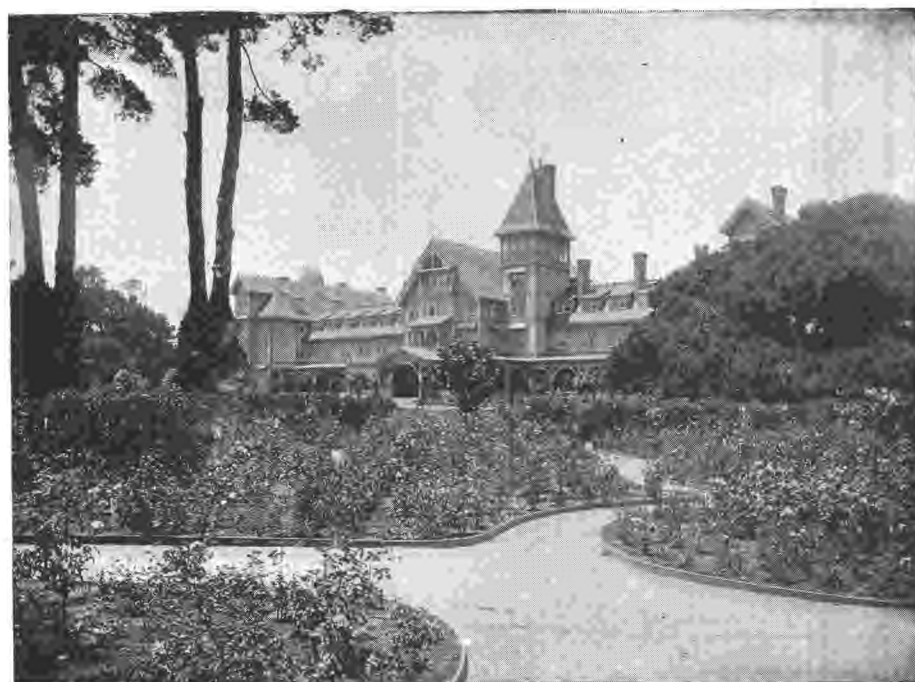
BEAUMONT, Los Angeles county, population 600, is located on the crest of the San Bruno Pass, between two mountain walls. It is a healthy town in a fine fruit and grain community. A new water station with irrigation of large magnitude has been recently developed, which with the fertile soil of this region makes fruit raising an extensive industry.

BENECIA, Solano county, a town of 2,800, is located on the Southern Pacific railroad, on the north shore of the Sacramento river, across from Port Costa. "The Solano," the largest ferry boat in the world, carries the east-bound and the Sacramento and Shasta Route passenger trains from the junction at Port Costa to Benecia. Benecia is prominent as a junction and commercial center. The hills north of the town are somewhat arid, but much of the soil near the river is fertile and makes good agricultural land. Benecia is the gateway to Solano and Napa counties. Bank of Benecia.

BERKELEY, Alameda county, with a population of about 45,000, commonly known as the "Athens of the Pacific Coast," lying north of Oakland on the San Francisco bay, and directly opposite the Golden Gate, is the home of the University of California. Berkeley, named after Lord Berkeley of England, beautifully situated between the bay and the hills on a slope which rises gently to a height of several hundred feet, is a rapidly growing city clustered about the university and built up into the hillside looking westward into the Golden Gate. When California first became a State a committee was chosen to select the location for a State Seat of Learning, and after much careful study, the present site, then a wilderness, directly opposite the Golden Gate, was selected as the most picturesque and poetic spot in which a great university could be built. Authorities agree that the campus is the prettiest natural university site in the world. An open air Greek theater, with a seating capacity of nearly 10,000, a gift of William Randolph Hearst, located among the eucalyptus trees in the hills, and is the only



Potter Hotel, Santa Barbara



Hotel Del Monte, Del Monte



College at San Luis Obispo



Santa Barbara Mission, Santa Barbara



Bird's Eye View of San Luis Obispo

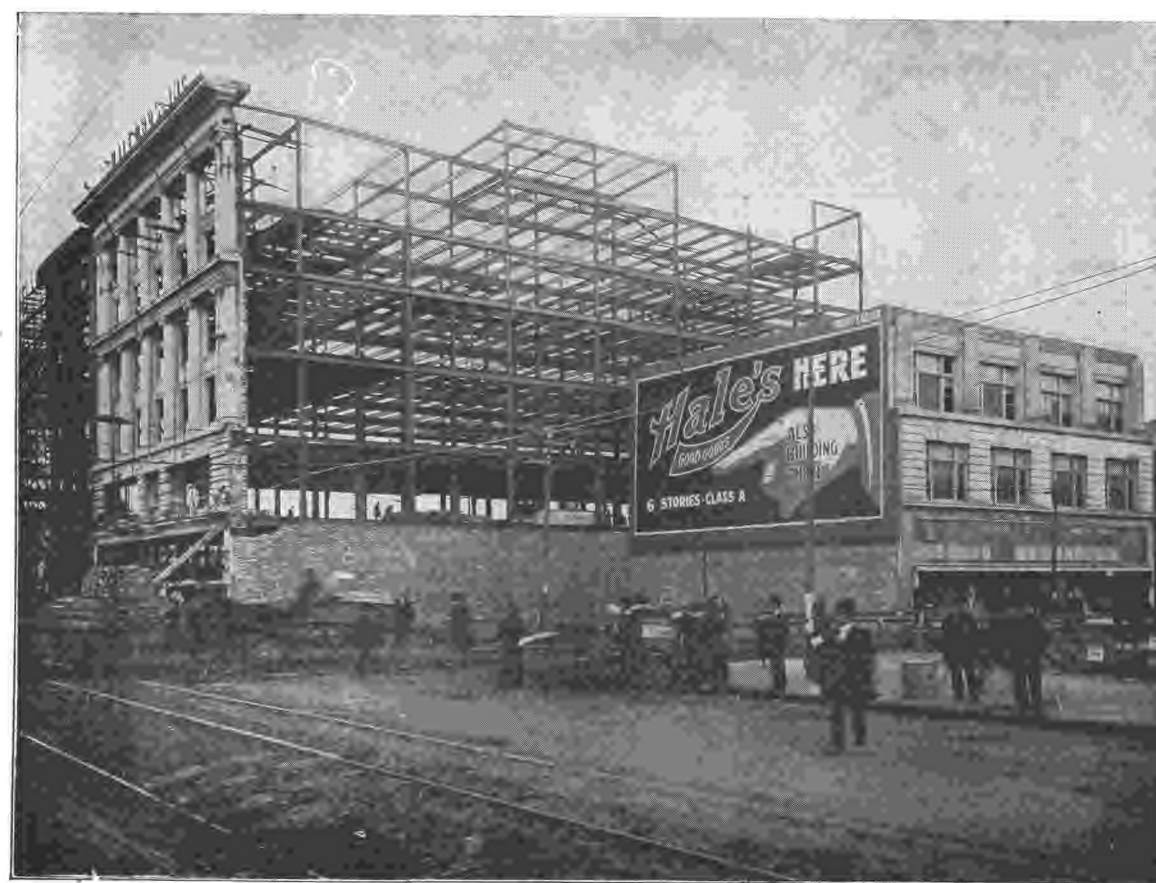


A Southern California Pigeon Farm

ELLIS A. DAVIS, PUBLISHER

COURTESY OF THE SUNSET MAGAZINE

Picturesque Places and Famous Hotels along the California Coast



Scenes of Rebuilding in San Francisco after the Earthquake and Fire of April, 1906.

The energetic rebound of Western Grit and Energy, after the fearful visitation of 1906, will ever be one of the wonders of the commercial world.

college institution of its kind in the world. Among other educational institutions are the State Deaf and Dumb Asylum, several well equipped seminaries for girls and men, a magnificent new high school building, and splendid public schools. Berkeley is primarily a residence city. Her excellent transportation to San Francisco by the Key Route and Southern Pacific locals in thirty-five minutes, make it a popular residence city for business people across the bay. Berkeley Bank, First National, Berkeley Bank of Savings & Trust Co., South Berkeley, University Savings, and West Berkeley Bank.

BIGGS, Butte county, with over 1,000 inhabitants, is about twenty miles north of Marysville on the Shasta Route. Biggs is located in a fruit raising district and is a growing, prosperous town. Sacramento Valley bank.

BIG PINE, Inyo county, population 900, is an inland town five miles from Alvord, on a branch of the Southern Pacific railroad. With the improvement of transportation, this district will offer great opportunities for settlers. Inyo County bank.

BISHOP, Inyo county, population 700, is about five miles from Laws, on a branch of the Southern Pacific railroad. Inyo County bank.

BLACK DIAMOND, Contra Costa county, population 2,200, is located on the Southern Pacific railroad. Black Diamond was formerly a shipping point for coal brought down from the mines six miles from the interior. Manufacturing and other industries are being taken up and the town has received a new impetus. Salmon fishing is an important industry. The town is located about one mile from the depot and the name of the station is Cornwall. Contra Costa bank.

BODIE, Mono county, with a population of about 1,000, located on the Southern Pacific railroad, is an inland town. The industries are mainly lumbering and mining, but agriculture is being adopted. J. S. Cain Co. bank.

BRAWLEY, Imperial county, a town of 1,500 inhabitants, is located in the Imperial and often termed "The Garden City." It is the town first seen on entering the valley and is very picturesque, all the main streets being lined with shade trees. Brawley has a bank, a weekly newspaper, domestic water station, condensed milk factory and a creamery, and is the distributing center of the Imperial Valley. Over 1,000 carloads of canteloupes are shipped from here annually. Imperial Valley bank.

BURBANK, Los Angeles county, population 500, on the Southern Pacific railroad, is located in the center of a rich agricultural district, where irrigation is being developed. Burbank is the junction point for the Sangus and Main Coast Line via Chatsford. Burbank State bank.

CALEXICO, Imperial county, with a population of 1,000, on the Southern Pacific railroad, lies on the border line between California and Mexico, from which it has derived its name. It is just across the border from the town of Mexicali. Calexico is a well equipped little city, with newspapers, a bank, churches and good schools. A United States Custom House is located here, also extensive railroad shops. The winter climate is delightful but the summers are hot. The raising of canteloupes is a prosperous industry. First National bank.

CAMBRIA, San Luis Obispo county, having a population of 600, located on the Southern Pacific railroad, is an inland town, the principal industry of which is stock raising and dairying.

CAMPBELL, Santa Clara county, a village of 500, is located on the Santa Cruz branch of the Southern Pacific railroad about sixty miles from Santa Clara, in a prosperous fruit raising community. Bank of Campbell.

CAPITOLA, Santa Cruz county, population about 500, on the Southern Pacific railroad, four miles east from Santa Cruz, is an important beach resort.

CASTROVILLE, Monterey county, population 1,200, located on the Southern Pacific railroad, eight miles north of Salinas, is a junction for the Monterey branch three miles from Monterey bay. Castroville is located in a prosperous agricultural community, Hay, grain, farming and dairying are the industries.

CENTERVILLE, Alameda county, with 950 inhabitants, three miles from Niles, is reached from Newark by combined trolley car and freight car system. Centerville is an old but prosperous town located in a rich district in which fruit, grain, hay and vegetables are raised extensively. A railroad line from Niles will soon be completed. Bank of Centerville.

CHICO, Butte county, with a population of 13,000 is on the Southern Pacific railroad, ninety-one miles north of Sacramento. Chico, the largest town in the valley north of the capital city, is located on Chico creek, five miles east of the Sacramento river. Chico lies in a very prosperous agricultural district. An experiment farm of the United States Agricultural Department is located here. Many large, beautiful oak trees with wide, swaying branches, add to the beauty of the town. All kinds of fruit, characteristic of the Sacramento Valley thrive here. The State Normal school is located in Chico. The Diamond Match Company, which with a \$1,000,000 factory in Chico, has constructed a road to the pine forests in the Sierras to transport lumber to Chico. Other manufacturers are locating here, though agriculture is the principal industry. The banks are, Bank of Chico, Butte County National bank, Butte County Savings bank and First National bank.

CHINO, San Bernardino county, a town of 1,500 people on the Southern Pacific railroad six miles southeast of Pomona, lies in a rich and prosperous district. The ranches in this vicinity are mostly in small tracts of from five to ten acres. Chino is a progressive and up-to-date town. Chino State bank.

CLAREMONT, Los Angeles county, population 600, on the Santa Fe railway, thirty-five miles east of Los Angeles, is a prosperous village with a promising future. Citizens' State bank.

CLOVERDALE, Sonoma county, population 1,500, on the Northwestern Pacific, thirty-two miles northwest of Santa Rosa, lies at the head of a long, narrow valley in which agriculture and fruit raising are the principal industries. Much wine is manufactured from local grapes. Large herds of sheep and cattle raised on the surrounding hills are marketed at Cloverdale. Bank of Cloverdale.

CLOVIS, Fresno county, with 2,000 inhabitants, on the Southern Pacific railroad, twelve miles from Fresno, is the terminus of a great lumber flume. Mining is extensively followed and much land is irrigated. Much of this section has been divided into ten-acre lots and are covered with fruit trees and grapes. First National bank.

COALINGA, King county, with a population of about 3,500, is located on a branch of the Southern Pacific railroad forty-two miles west of Hanford, in the center of a large oil-producing district. Oil is produced here in large quantities, constituting the principal industry of the people. The Coalinga district also has extensive coal deposits. Bank of Coalinga, First National bank.

COLFAX, Placer county, a town of 900, elevation 2,500 feet, on the main line of the Southern Pacific railroad, lies fifty-four miles northeast of Sacramento on the west slope of the Sierras. Colfax is the distributing point for Iowa hill and other mining districts. The branch line for Glass Valley and Nevada City leaves the main line here. Colfax bank.

COLMA, San Mateo county, with a population of 3,000, on the Southern Pacific and San Mateo County Electric line, nine miles from Third and Townsend Street Station, is a suburb of San Francisco. Here are located Mount Olivet, Cyprus Lawn, Sholin, Home of Peace, and Holy Cross cemeteries, which can be seen from the cars while passing through. Colma has received much publicity as the location of many important boxing contests at the Mission Street arena.

COLTON, San Bernardino county, with 2,300 inhabitants, is located on the Southern Pacific and Santa Fe railways, and an electric system, four miles from San Bernardino. Colton, besides being the headquarters for many railroad men, is the center of a prosperous orange district, having a climate and soil similar to that of Riverside and San Bernardino. A roller flour mill with capacity of 400 barrels a day is located here. Granite and marble quarries, and cement works, located at Slover Mountain, add much to Colton's prosperity. Colton National bank, Colton Savings, and First National.

COLUSA, judicial seat of Colusa county, a city of 3,000, is located on the west side of the Sacramento river, on the Colusa & Lake railway, a narrow gauge line connected with the Southern Pacific railway at Colusa Junction, fifty-four miles north of Woodland. Colusa is a beautiful town, with broad, well-shaded streets and excellent county buildings. It is in a new irrigation district, which has added a great impetus to its fruit and agricultural industries. Colusa stone quarries furnish building stone for all parts of the State. Colusa County bank, Farmers & Merchants' bank.

COMPTON, Los Angeles county, with a population of over 1,000, lies on the Los Angeles branch of the Southern Pacific railway, ten miles south of Los Angeles, in a rich dairy district. Tons of butter and cheese are shipped daily. Sugar beets are raised in large quantities. It has some 500 flowing wells. Compton has a promising future. Banks are Citizens' Saving and First National.

CONCORD, Contra Costa county, a town of 1,200 people, on the Walnut Creek branch of the Southern Pacific railway, is forty miles from the Oakland Pier, in a grain growing community. Stock raising and dairying are also prominent industries. Bank of Concord.

CORCORAN, Kings county, with about 1,500 inhabitants, is on the Santa Fe railway, seventeen miles south of Hanford, the county seat. Corcoran has recently taken rapid strides in development, due to its beet industry. Sugar beets grown here show a percentage of 21.08 of saccharine matter and having an average yield of 14 tons per acre. A million dollar sugar beet factory, with a capacity of 900 to 1,000 tons of beets daily, manufacturing 3,000 bags of sugar per day and employing 800 men, has recently been erected. Vineyards and orchards are cultivated, and a prosperous dairying industry is carried on in this vicinity. State Bank of Corcoran.

CORNING, Tehama county, population 1,500, on the Southern Pacific railway, nineteen miles south of Red Bluff, the county seat, was formerly a prominent wheat growing district. More recently the surrounding farms have been divided into five and ten acre lots, and fruit growing and poultry raising have been developed. Many pumping plants have been established to irrigate the alfalfa fields and orange groves. Bank of Corning.

CORONA, Riverside county, claiming nearly 3,000 inhabitants, is on the Santa Fe railway and the Southern Pacific, fourteen miles southwest of Riverside. Corona is principally noted for its fine lemon groves. Orange orchards are also cultivated extensively in this vicinity. A street car line will soon connect Corona with Riverside, and a branch of the Pacific electric will extend here with direct connections for Los Angeles. Corona has a good supply of water for irrigation. Citizens' bank, Corona National, First National.

CORONADO, San Diego county, with a population of 750, is located on the beach a few miles' ride by boat and trolley from San Diego. The El Coronado hotel, tent city, the splendid bathing beach and delightful climate has made it one of the most popular bathing resorts in southern California.

COVINA, Los Angeles county, with 2,400 inhabitants, is located on the Southern Pacific railway and Pac. Elec. line, twenty-four miles from Los Angeles, lies in the largest berry district in southern California. It is also one of the leading orange growing regions. Covina with an ideal climate has a beautiful view of San Gabriel mountain range, making it a desirable place for a winter home. Covina National bank, Covina Valley Springs, and First National.

CRESCENT CITY, judicial seat of Del Norte county, having a population of 1,500, is the most northerly coast city in the State. Crescent City can be reached by boat from San Francisco or Eureka, or overland from Eureka. It is principally a lumbering district, being the gateway to the Del Norte county forests. Agriculture has recently developed, and the contiguous country has become a prosperous stock raising and dairying community. Del Norte County bank.

CUCAMONGA, San Bernardino county, population 600, is located on the Southern Pacific railway, ten miles east of Pomona. Its most important industries are vine culture and fruit raising. First National bank.

DANVILLE, Contra Costa county, with 500 people, is located on the San Raymon branch of the Southern Pacific railway, fourteen miles north of Pleasanton. San Raymon Valley bank.

DAVIS, Yolo county, a town of 900, is a junction of the Southern Pacific railway, thirteen miles west of Sacramento. Dairying, grain and stock raising are the principal industries. The State Agricultural Experiment Farm, under the management of the University of California, is located here.

DELANO, Kern county, a town of 800, is thirty-two miles northwest of Bakersfield, located on the Southern Pacific railway, in a newly irrigated region, the water for irrigation being pumped from below the surface. Delano has important dairying and stock raising industries. Large quantities of alfalfa is raised. First National bank.

DINUBA, Tulare county, population 1,200, on the Southern Pacific, thirty miles southeast of Fresno, is the headquarters for the Alta irrigation district. Large holdings have been divided into fruit, stock, alfalfa and dairy farms. There are some very profitable vineyards and orchards in this vicinity, and the raisin industry is prominent. Banks: First National and United States National.

DIXON, Solano county, population 1,200, lies twenty-two miles southwest of Sacramento on the Southern Pacific railway, in a prosperous agricultural district. Dairying and alfalfa growing are important. An irrigation canal has been recently built. Bank of Dixon.

DOLGEVILLE, Los Angeles county, population 700, on the Southern Pacific railway, seven miles east of Los Angeles. The largest vineyard of southern California is located here. Bank of Dolgeville.

DOWNEY, Los Angeles county, with 1,100 inhabitants, eleven miles southwest of Los Angeles on the Southern Pacific railway, is located in an agricultural section. Potatoes, walnuts, vegetables, small fruits, corn are raised in abundance and disposed of readily in the Los Angeles markets. Downey has a first-class hotel. Bank of Downey, Los Nietos Valley bank.

DUNSMUIR, Siskiyou county, population 1,850, a division point of the Southern Pacific railway, in the heart of the Sacramento Canon, is a popular resort for sportsmen and tourists. Southern Pacific railway roundhouse located here. Dunsmuir is a distributing point for a large farming and stock raising area. State Bank of Dunsmuir.

DUTCH FLAT, Placer county, with a population of 700, on the Southern Pacific railway, seventy miles northwest of Sacramento, is located in the early placer mining district. W. & P. Nichols bank.

EL CENTRO, judicial seat of Imperial county, with a population of 1,500, is on the Imperial and Gulf branch, thirty miles south of Imperial Junction on the Southern Pacific. El Centro, the center of the cantaloupe industry, has a daily and weekly newspaper. A large ice plant furnishing ice for the entire valley is located here. The Holton Interurban railway connects at this point with the Southern Pacific. El Centro National bank, and Valley State.

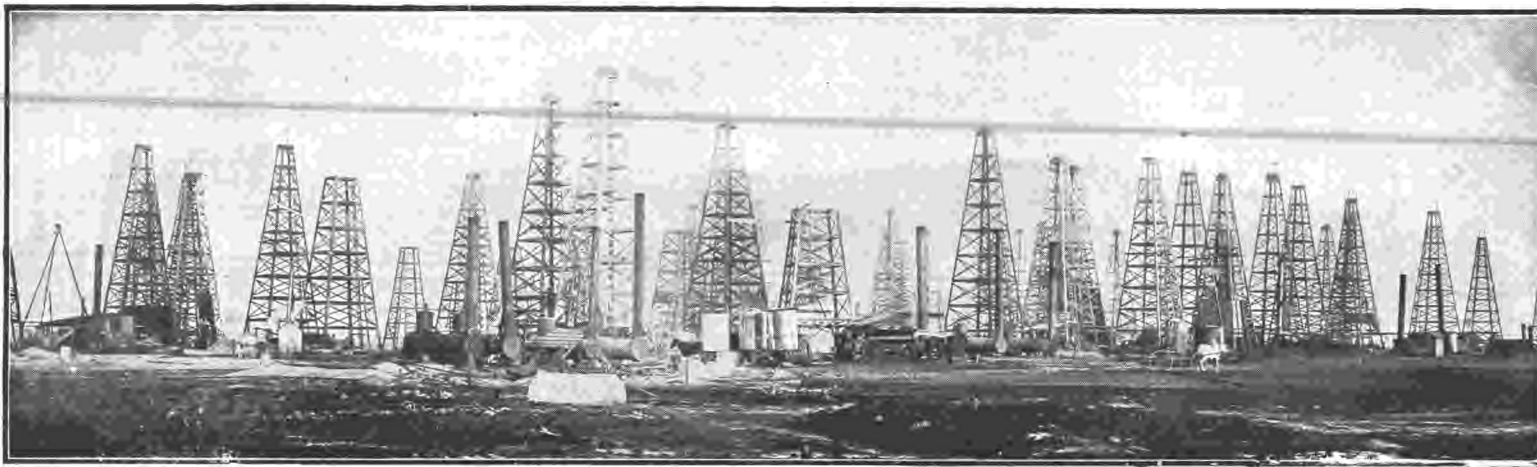
ELDRIDGE, Sonoma county, is a town of nearly 1,000, on the Glen Ellen line of the Northwestern Pacific, forty miles from Sausalito.

ELMHURST, Alameda county, population 600, connected with Oakland by the Southern Pacific railway and Oakland Electric, has been recently incorporated in the City of Oakland. Elmhurst bank.

ELSINORE, Riverside county, with 800 inhabitants, is located near Lake Elsinore, thirteen feet above the sea, on a branch of the Santa Fe railway, thirty-nine miles from San Bernardino. The hot sulphur springs are a splendid health resort. Deciduous fruits and berries are raised in abundance. Consolidated bank.

EMERYVILLE, Alameda county, with a population of 3,000, located on the shore of the San Francisco bay between Berkeley and Oakland, is reached by Southern Pacific and electric lines. Emeryville has a national reputation among sporting men, having the most noted horse racing track on the coast. Syndicate bank.

ESCONDIDO, San Diego county, with 1,800 inhabitants, located on a branch of the Santa Fe railway from Oceanside, thirty-five miles



Oil Wells near Bakersfield, a Flourishing Industry in Kern County



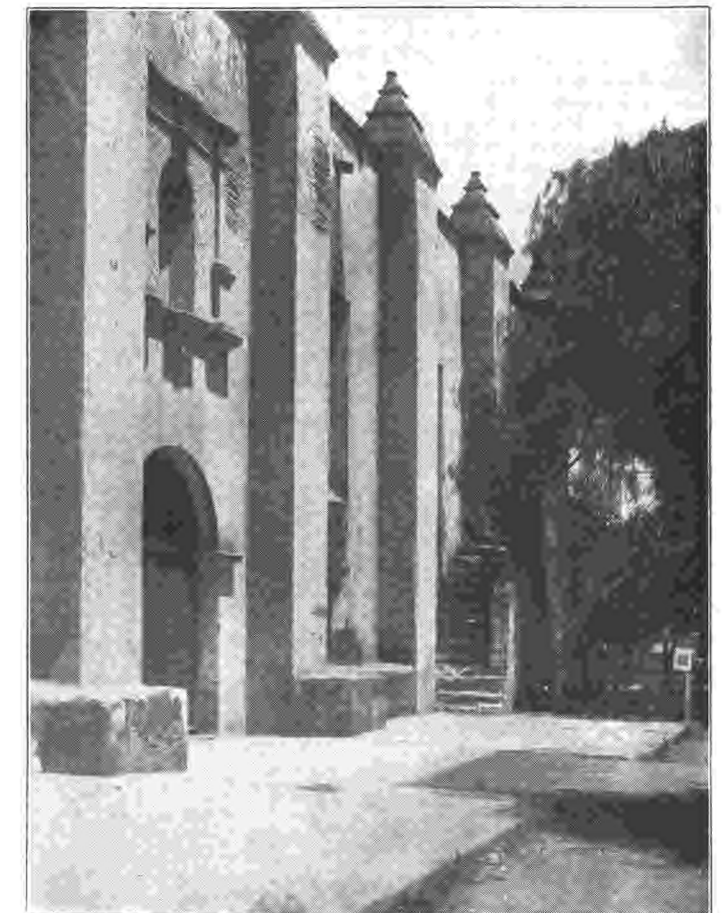
Where the Orange Industry Flourishes, Scene near Alhambra



Along the Coast near Pacific Grove



The Ostrich at home in Southern California



San Gabriel Mission, San Gabriel



Santa Ynez Mission

ELLIS A. DAVIS, PUBLISHER

Southern California, Rich with its Diversity of Scenery and Industry

BY COURTESY OF
THE SOUTHERN PACIFIC CO.



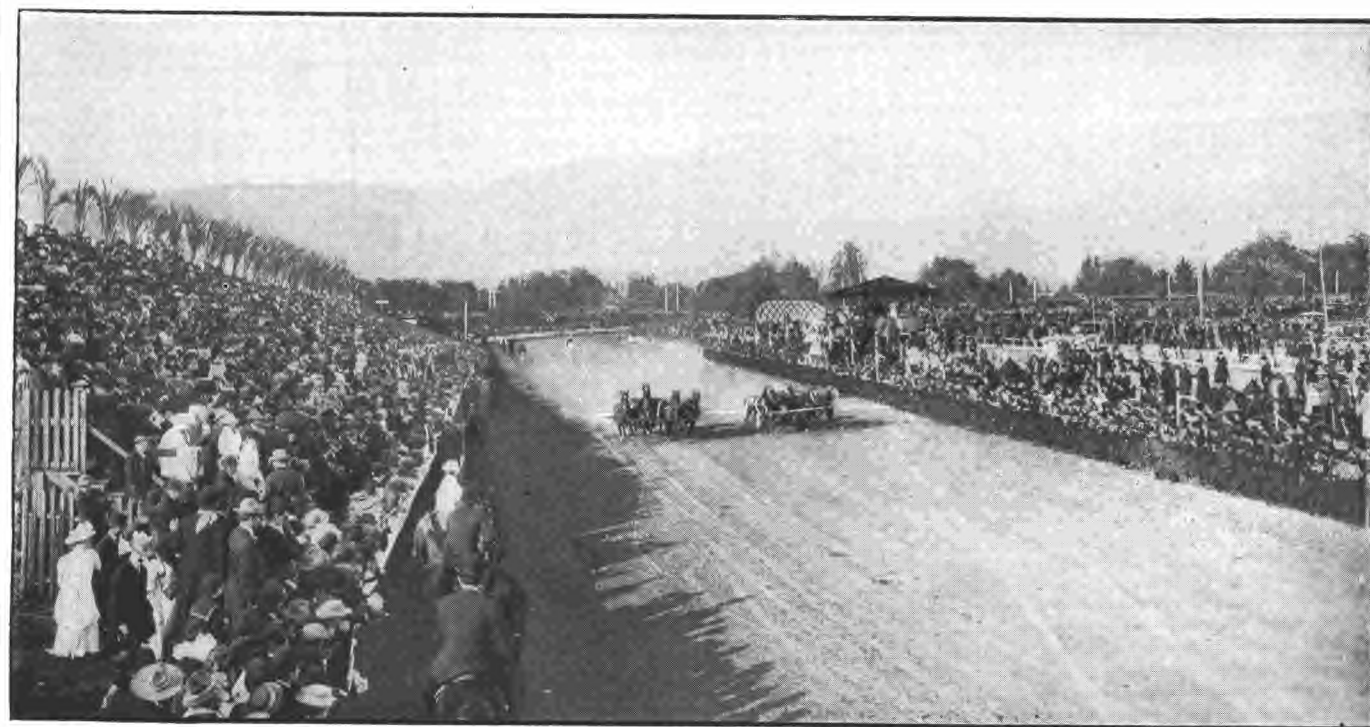
Pasadena's Public Library



A View of Central Park, Pasadena



East Colorado Street, Pasadena



Chariot Race, Tournament of Roses, Pasadena

Views of Pasadena, California's Famous Winter Resort

northeast of San Diego, is a prosperous town in a rich agricultural district. Lemons, oranges and grape fruit are raised in abundance. The poultry and dairy industries flourish, and hay and grain are raised in considerable quantities. Automobile stages connect directly with San Diego. Banks: Escondido National, Escondido Savings, and First National.

ETNA MILLS, Siskiyou county, population 1,000, the largest town in the valley, is principally a lumbering district. The town has saw-mills, planing mills, a foundry and machine shops, one newspaper, the Advance, and one bank, Carlock bank.

EUREKA, judicial seat of Humboldt county, with a population of over 15,000, is a prosperous and enterprising city located on the Humboldt bay. Eureka is the largest and most important port in California north of San Francisco, and in the center of the greatest lumbering industry on the Pacific coast. There is three miles of water frontage along the bay. Eureka is the largest city in the United States without outside connections by rail, being reached by boat in twenty hours' ride from San Francisco over several steamship lines, and also by railroads and automobile stage overland. The Northwestern Pacific railroad is now bridging the gap between Willits and Pepperwood, which will give Eureka direct connection by rail, to the San Francisco bay cities. Agriculture, dairying, stock raising and gardening are developing into enterprising industries. Eureka has three daily and four weekly newspapers. Bank of Eureka, First National, Home Savings, Humboldt County and Savings Bank of Humboldt County.

EXETER, Tulare county, with 800 inhabitants, lies ten miles east of Visalia on the Southern Pacific railway. Exeter has extensive orange groves, with soil and climate characteristic to the San Joaquin valley. First National bank.

FAIRFIELD, county seat of Solano county, population about 1,500, is reached by stage, 2 1/3 miles from Suisun on the Southern Pacific railway. This section is being developed into a prosperous fruit district. Grain and live stock are shipped in considerable quantities.

FERNDALE, Humboldt county, population 1,600, is the commercial center of the rich dairy region in the lower Eel River valley, eighteen miles from Eureka, and five miles from Singleys station on the Northwestern Pacific railroad. Agriculture, stock raising and dairying are the principal industries. Ferndale bank.

FERNANDO, Los Angeles county, with a population of 1,300, is twenty-one miles north of Los Angeles on the Southern Pacific Coast Route, in the north end of San Fernando valley. Oranges, lemons and olives are raised in considerable quantities. Artesian wells furnish good water.

FILLMORE, Ventura county, with 900 inhabitants, is located on the Southern Pacific railway, ten miles southeast of Santa Paula, in the center of the citrus belt. Fillmore has a fine irrigation system, good hunting and fishing. Oil is found in this vicinity. Fillmore State bank.

FOLSOM, Sacramento county, a town of 2,000 people, is on the Southern Pacific railway, twenty-two miles northeast of Sacramento. Folsom is an enterprising town, and the location of one of the State's prisons. Its industries are principally stock raising and fruit growing. Bank: J. H. Burnham.

FORESTVILLE, Sonoma county, population 500, on the Northwestern Pacific railway, is twelve miles from Santa Rosa. The industries are principally apricot groves and chicken raising. Analy Savings bank.

FORT BRAGG, Mendocino county, a city of 3,500 people, is a coast town and the largest port between San Francisco and Eureka. It is also reached via Sherwood, where a stage line connects at Alpine, the terminus of a local railroad from Fort Bragg. Big sawmills are located here which receive their timber supply by logging roads from the forests of the interior. The logged off land has been developed into prosperous farming districts, and much live stock and dairy industry is carried on. Bank of Fort Bragg.

FORTUNA, Humboldt county, with 1,600 inhabitants, situated on the Northwestern Pacific railway, twenty miles from Eureka, has a

shingle mill, box factory, sash and door mill, a cannery and two newspapers. Fortuna is located in rich agricultural and lumber district. Bank of Fortuna.

FOWLER, Fresno county, with a population of 750, is located on the Southern Pacific railway, nine miles south of Fresno, in a prosperous grape growing district. Raisins are raised in abundance, and all deciduous fruits characteristic of the San Joaquin valley flourish here. First National bank.

FRESNO, county seat of Fresno county, with a population of over 30,000, is commonly known as the "Raisin City." Fresno, the metropolis and leading railroad center in the San Joaquin valley, is a modern, up-to-date city, with a wilderness of flowers and shade trees. Through irrigation this has become one of the richest sections of the State. Grapes, olives, apricots, peaches, pears, prunes, lemons and all kinds of fruit are grown here in abundance. A large number of packing houses and several wineries make Fresno one of the leading centers for vine culture and grape raising. About five-sixths of the total raisins produced in the United States come from Fresno, which supplies about 100,000,000 pounds of raisins annually. Fresno is the distributing center for the lower San Joaquin valley. Bank of Central California, Farmers' National bank, First National, Fresno National, Industrial, Kamikawa Bros. bank, People's Saving, Union National, Valley Dep. Mtge. & Trust Co., and Fresno Clearing House.

FRUITVALE, Alameda county, with a population of 1,500, is on the Southern Pacific railway and the Haywards branch of the electric line, and has been recently incorporated into the Greater City of Oakland. Bank of Fruitvale, and Citizens' bank.

FULLERTON, Orange county, a town of 2,000 inhabitants, is on the San Diego branch of the Santa Fe, twenty-four miles southeast of Los Angeles. Lemon and orange orchards, olive and walnut groves, constitute the main industry of this vicinity. Farmers & Merchants' bank, First National, and Fullerton Savings bank.

GALT, Sacramento county, having a population of over 1,200, twenty-five miles south of Sacramento on the Southern Pacific railway, is located in a prosperous vine culture district. A large acreage of good ranch land is being set in vines and placed on the market in five and ten acre tracts. The Flame Tokay is a popular grape in this vicinity.

GARDENA, Los Angeles county, a town of 500, is a pleasant residence section among the orange groves a short distance from Los Angeles. Gardena Bank & Trust Co.

GEYSERVILLE, Sonoma county, with a population of over 500, is on the Northwestern Pacific railroad, twenty-two miles north of Santa Rosa. Apricot raising and grape culture are the principal industries, although dairying and stock raising are carried on extensively. Bank of Geyserville.

GILROY, Santa Clara county, with 2,700 inhabitants, on the Southern Pacific railroad, thirty miles south of San Jose, is the metropolis of the southern part of the Santa Clara valley. Over ten miles of streets are paved and graded. The valley here is four miles wide. Land values are 50 to 300 dollars per acre. Beets, garden seed, vegetables, berries and many kinds of fruit are raised in abundance. Many carloads of grain and hay are shipped from Gilroy. Bank of Gilroy, Gilroy Savings and Loan.

GLENDALE, Los Angeles county, population 2,100, located on the Salt Lake Route, eight miles from Los Angeles, like many other of the southern California cities, fruit raising predominates. Vegetables and berries, which are easily disposed of in the Los Angeles market, are grown in abundance. Bank of Glendale, and First National.

GLENDORA, Los Angeles county, having a population of nearly 1,500, is located on the Pacific Electric and Santa Fe railroad lines, seventeen miles west of Pasadena, in a thrifty orange growing district. Glendora is an attractive residence town. The streets are shaded with beautiful pepper trees, and the town has a picturesque view of the San Gabriel range. First National bank, First Savings, and Glendora bank.

GONZALES, Monterey county, with a population of 850, is on the Southern Pacific railway, seventeen miles south of Salinas. Large land holdings have previously made development slow. Fruit growing

is becoming a remunerative industry, and sugar beets and potatoes are grown. Dairying is a profitable industry, and much live stock is shipped. Bank of Gonzales.

GRASS VALLEY, Nevada county, having a population of 7,500, is on the Nevada County Narrow Gauge, sixty-nine miles northeast of Sacramento and fifteen miles from Colfax, the junction on the Southern Pacific railway, from which it is reached. Grass Valley is situated in a beautiful valley among the Sierras and has long been a very important mining town. Some of the deepest and best paying mines in the State are at Grass Valley. The climate is delightful. Fruit growing and dairying are prominent industries of the people in the valley. Citizens' bank, and Nevada County bank.

GRIDLEY, Butte county, with a population of 1,950, is situated on the Southern Pacific and Northern Electric Co. railways, sixty-one miles north of Sacramento, and is the business center of a fine wheat district which has recently been divided into a fruit growing and dairying section. The Butte county irrigation canal will be a great impetus to its fruit growing industry. A large canning factory is located here. Gridley has a live chamber of commerce. Gridley State bank, and Rideout bank.

GUADALOUPE, Santa Barbara county, with 600 inhabitants, on the Southern Pacific Coast Route, twenty-four miles south of San Luis Obispo, an old Spanish town, is the gateway to the Santa Maria valley, the largest and richest valley in Santa Barbara county. Dairying and stock raising are the principal industries. Bank of Guadalupe.

GUERNEVILLE, Sonoma county, population 500, on the Northwestern Pacific railroad, twenty miles northwest of Santa Rosa. Bank of Guerneville.

HALFMOON BAY, San Mateo county, with 1,800 inhabitants, is located on a beautiful bay of the same name on the Ocean Shore railroad, thirty miles south of San Francisco. Halfmoon Bay is a favorite location for summer homes, and a popular bathing resort. Some dairying and gardening are done in this district. Bank of Halfmoon Bay.

HANFORD, the judicial seat of Kings county, having a population of 6,000, is located on the Southern Pacific, the main line of the Santa Fe, and on the projected line of the W. P. railroad. Hanford is a modern, up-to-date town, with first class city and county buildings, good schools and well paved streets. Two daily newspapers, flour mill, electric line, gas plant, ice factory, two large lumber yards, planing mill, three creameries, and a number of automobile garages testify to her prosperity. Great fields of alfalfa and hay and large herds of cattle are raised in this district. The soil is rich and where irrigated fine orchards of all fruits characteristic to the San Joaquin valley thrive here. Banks are: Farmers & Merchants' National, First National, Hanford National, Hanford Savings, People's Savings, and The Old bank.

HAYWARDS, Alameda county, with a population of 4,500, is on the Southern Pacific and West Pacific railroads, and the electric line from Oakland, thirteen miles from First street, Oakland. Cherries are grown in abundance in the rural districts. Apricot, peach and grape culture are prominent industries. Hotel Haywards, a pleasant suburban hotel, is located on the hills. A popular automobile boulevard connects it with Oakland. Bank of Haywards, Farmers & Merchants' bank, and Haywards Bank of Savings.

HEALDSBURG, Sonoma county, with 3,400 inhabitants, is located on the Northwestern Pacific railroad, fourteen miles northwest of Santa Rosa, in about the center of Sonoma county. The principal industries are vine culture, alfalfa, vegetable and fruit growing. Among the latter are apricots, peaches and berries. Several canneries, wineries and packing houses attest her versatile thrift. The Russian river near Healdsburg has several popular summer resorts. Farmers & Mechanics' bank, Sotoyome bank.

HEMET, Riverside county, population 2,000, on the Idylwild branch of the Santa Fe railroad, forty-two miles from San Bernardino, in a rapidly growing community, which is being developed into a valuable fruit district. Hemet has a flour mill, a broom factory and fruit drying plant. Bank of Hemet, Farmers & Merchants' bank.

HIGH GROVE, Riverside county, population 500, four miles from Riverside on the Southern Pacific and Santa Fe railroad lines. Bank of High Grove.

HIGHLAND, San Bernardino county, has a population of 1,500 and is located on the Santa Fe railroad (Kite-shaped track), ten miles from Redlands. This district has been cut up into small five and ten acre tracts, fruit growing having become the principal industry. First Bank of Highlands.

HOLLISTER, county seat of San Benito county, with a population of 3,200, is forty-two miles from San Jose on a branch of the Southern Pacific railroad, near the foot of Gabilan mountain. Hollister has a typical forest of shade trees and a wilderness of flowers. It is a modern city, with good sewer and water systems, electric lines, high school, and splendidly kept up streets. This is a prosperous poultry center. Three thousand dozens of eggs and 1,800 pounds of butter and cheese are shipped daily. It supplies a large stock, hay and grain country. Fruit growing is a recent development. From the top of a knoll in the city park a view can be had of the entire valley. Bank of Hollister, First National, Hollister Savings, Savings & Loan Bank of San Benito County.

HOLLYWOOD, Los Angeles county, with a population of 3,500, on the Pacific Electric line, recently incorporated into the city of Los Angeles, is one of Los Angeles' most beautiful suburbs. The district around Hollywood has been divided into five and ten acre tracts and extensive orange groves are cultivated. Hollywood with its splendid interurban service, has become prominent as a residence city. Banks are: Citizens' Saving, First National bank, Hollywood National, Hollywood Savings.

HOPLAND, Mendocino county, with a population of 500, lies fourteen miles south of Ukiah on the Northwestern Pacific railroad. Stock raising and dairying are the principal industries. Bank of Cloverdale.

HUENEME, Ventura county, with about 1,000 inhabitants, is a beach and summer resort on the coast, a few miles from Oxnard. Motor cars connecting with Oxnard run several times daily. Bank of Hueneme.

HUNTINGTON BEACH, Orange county, population 700, is one of the most southern of the popular bathing resorts, reached by the Pacific Electric. Banks: First National, and Savings Bank of Huntington.

IMPERIAL, Imperial county, a town of about 2,000 people, on the Imperial branch of the Southern Pacific, twenty-seven miles south of Imperial Junction, on the main line, was the first town founded in the valley. Imperial has a daily paper, high school, improved streets, large grain warehouse, barley mill and a creamery which manufactures 1,000 pounds of butter daily. A large cantaloupe industry has developed in this locality. First National bank, and Imperial City.

IONE, Amador county, has a population of about 1,000, is located on the Southern Pacific twenty-seven miles northeast of Galt, in the valley and adjacent to a prosperous mining district. Some agriculture has been developed in the vicinity of Ione. J. W. Surface & Son, bankers.

IRVINGTON, Alameda county, population 700, is an inland town located in a prosperous fruit district, on the main automobile drive from Oakland to San Jose.

JACKSON, county seat of Amador county, with about 3,500 inhabitants, on a branch of the Southern Pacific railroad, forty-two miles east of Galt, is a prominent mining town, and the shipping point for many Amador mining camps, among which are Amador City, and Sutter Creek mining district. Bank of Amador County.

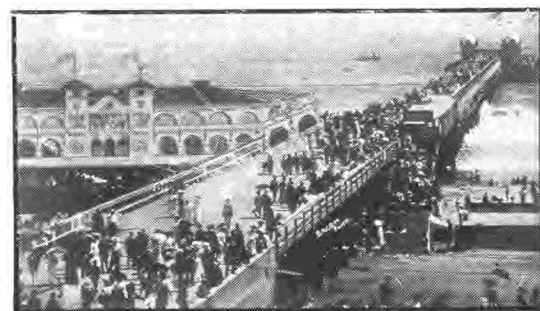
JAMESTOWN, Tuolumne county, with a population of about 1,500, is fifty-two miles west of Stockton. Reached via Oakdale, on the Sierra railroad, four and one-half miles southwest of Sonora. Mining is the principal industry. Many of the best paying mines in Tuolumne county are in close proximity to Jamestown.



Pasadena High School



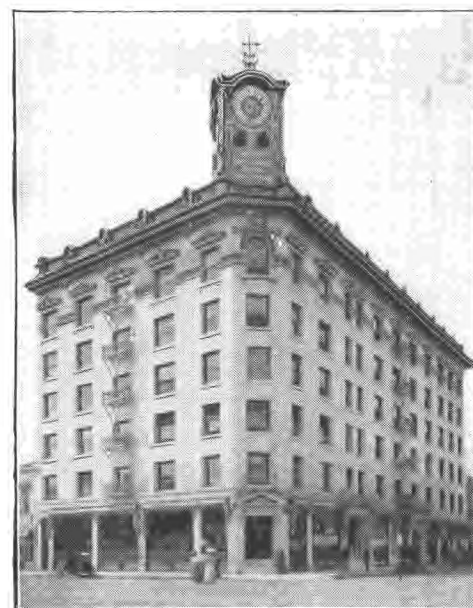
Hotel Virginia, Long Beach



Cement Pier and Auditorium, Long Beach



Hotel Raymond and Gardens, Pasadena



First Nat'l Bank Bldg., Long Beach



Maryland Hotel, Pasadena



Magnolia Avenue, a Riverside Boulevard



Electric Road ascending Mt. Lowe.



Cawston Ostrich Farm, South Pasadena.



A Portion of Bush's Sunken Gardens, Pasadena.



Oil Wells, near Whittier.

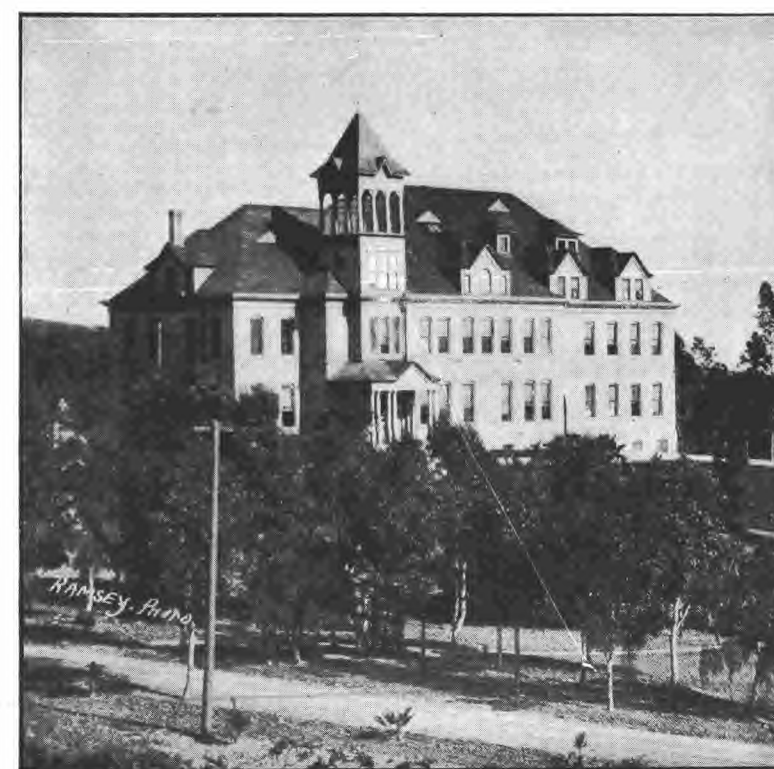


A View in Central Park, Pasadena.



Whittier views by Courtesy of the Whittier Board of Trade.

Whittier High School.



Pasadena views by Courtesy of the Pasadena Board of Trade.
Whittier College.

Scenes in California.

CALIFORNIA.

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KENNETT, Shasta county, a town of 2,000 people, is on the Southern Pacific railroad, seventeen miles north of Redding, the county seat. Kennett has recently become prominent as a mining town, copper having been found in considerable quantities. Bank of Shasta County.

KELSEYVILLE, Lake county, having a population of 1,200, is located a mile from the north end of Clear Lake. Kelseyville is in the heart of the valley known as the famous pear belt, and the center of an important stock raising district. There are deposits of copper, mica and limestone in this vicinity. Natural gas is utilized at Kelseyville.

KERN, Kern county, claiming 2,500 souls, is one mile from Bakersfield, with which it shares its industries. First Bank of Kern.

KING CITY, Monterey county, population 600, is 113 miles south of San Jose on the Coast Route of the Southern Pacific railroad. In this vicinity is a large amount of unimproved land which can be made fertile by irrigation. Dairying and stock raising are the principal industries. Monterey County bank.

KINGSBURG, Fresno county, having a population of 700, is located on the Southern Pacific railroad, twenty miles southwest of Fresno in a rich fruit district. Large quantities of raisin grapes are cultivated. First National bank.

LA JOLLA, San Diego county, population 1,500, is located on the coast, fourteen miles north of San Diego, from where it is reached by rail. La Jolla is famous for its beautiful coves and caves, which have been worn deeply into the rocks by the continual pounding of the waves. It has a delightful climate and a good bathing beach. Among its many attractions are: Witch's Cauldron, Alligator Head, Goldfish Point, the White Lady, and the Devil's Slide. A biological station containing all kinds of fish is of great interest. La Jolla is popular the year around as a beach resort. Southern Trust & Savings bank.

LAKEPORT, county seat of Lake county, having a population of 1,200, is an inland town located on Clear Lake and is reached by stage from Hopland. Lakeport is a popular summer resort, affording some of the finest yachting facilities in California. The dairying industry flourishes and stock raising is important. Bank of Lake, Farmers' Savings bank.

LEMOORE, Kings county, with a population of 2,200, located on a branch of the Southern Pacific railway, eight miles west of Hanford, the county seat, is the center of a fruit and raisin producing area. Thousands of tons of raisins and dried fruit are produced annually. The dairy industry is growing rapidly. Alfalfa and grain are also extensively produced. Irrigation is largely developed. Bank of Lemoore, First National.

LINCOLN, Placer county, with 1,500 inhabitants, on the Shasta Route of the Southern Pacific railroad, twenty-eight miles north of Sacramento, is the center of a prosperous agricultural district. Dairying and stock raising are its principal industries. Fruit raising, due to the introduction of irrigation, has become a profitable industry. Bank of Lincoln, Potters bank.

LINDSAY, Tulare county, having a population of 1,500, is on a branch of the Southern Pacific railroad, seventeen miles southeast of Visalia, the county seat, in a recently developed orange district. Its population has rapidly increased and the development of irrigation systems is rapidly making it an enterprising city. The entire district is being divided into five and ten acre lots on which orange groves are being rapidly developed. First National bank.

LIVERMORE, Alameda county, with 2,000 inhabitants, on the Southern Pacific railroad, forty miles from Oakland, is located in a rich valley twenty-eight miles long and half a mile wide, and is walled in by Mt. Diablo, elevation 3,447 feet, on the north, and Mission Peak, 2,275 feet, on the south. Vine culture is the principal industry, 125 varieties of grapes being cultivated. Hops are also raised in large quantities. Bank of Livermore, First National, Livermore Savings, and Livermore Valley Savings.

LODI, San Joaquin county, a city of 3,100 people, is located on the Southern Pacific railroad, ten miles north of Stockton, from which it is also reached by an electric line. Lodi is the center of a rich agricultural

district. Grapes are extensively grown, and apricots and melons are raised in large quantities. Lodi is a prosperous and up-to-date city with a promising future. Bank of Lodi, Central Savings bank, First National, and Lodi Savings bank.

LOMPOC, Santa Barbara county, with a population of nearly 2,000, on a branch of the Southern Pacific railroad, seventy-eight miles from Santa Barbara by rail, is in the rich Lompoc valley, which is watered by the Santa Ynez river. Tributary to Lompoc are 140,000 acres of farming and grazing land, 15,000 of which are in the Lompoc valley. The Santa Ynez river can be utilized for irrigation at a comparatively small expense. Land sells from \$25 to \$200 per acre. Good hunting and fishing is found in the nearby mountains. Bank of Lompoc, Farmers & Merchants' Savings, Lompoc Valley bank, Lompoc Valley Savings bank.

LONG BEACH, Los Angeles county, with a population of about 25,000, reached by the Southern Pacific railroad and the Pacific Electric line, is the largest and most popular bathing resort in southern California. Development at Long Beach has been no less than phenomenal. It is splendidly equipped with hotel facilities and beautiful attractions to accommodate the largest and most exacting crowds. A long pier stretches several hundred feet out into the sea, and a magnificent building has been constructed for the entertainment of tourists. The Virginia hotel, one of the most magnificent beach hotels on the coast, has recently been completed. Long Beach, with its pleasant, cool sea breezes and its convenient transportation facilities, is a popular summer residence for Los Angeles citizens. Banks are: City National, Farmers & Merchants' bank, Exchange National, First National, Long Beach Savings Bank & Trust Co., National Bank of Long Beach, and State Bank and Long Beach.

LORDSBURG, Los Angeles county, population 900, is located on the Southern Pacific railroad line, three miles west of Pomona. The splendid advantages of location has made its growth and prosperity inevitable. A Dunkard college is maintained here and a Dunkard colony has grown up in this vicinity. All kinds of deciduous fruits prosper here.

LOS ANGELES, "City of Angels," county seat of Los Angeles county, population 350,000, and the metropolis of southern California, is the center of the great fruit district. Los Angeles was founded September 4, 1781, by a band from Sonora, Mexico, and its growth has been remarkable. It is renowned the world over for its delightful climate the year around. The Los Angeles of the early days is like the fragment of a half-forgotten dream. The Plaza, the Mission Church, the remnants of Sonora town, or the quaint home of some old-time dignitary, serve to stir the imagination and to remind the visitor that here, half a century ago, another civilization existed; but today the Pueblo plays no part, and the sound of the Angelus is lost in the city's roar. During the last thirty years Los Angeles has had a magnificent growth. In 1880 her population was 11,183; in 1900, her population was less than 100,000; in 1907 she claimed 290,000, while at present she boasts of no less than 350,000 souls. Los Angeles, though an inland city, is an important railroad center, and has a fine harbor at San Pedro, on which the United States government has recently spent thousands of dollars in making improvements. The completion of the Panama canal will be a great impetus to the Los Angeles trade, as she will then be able to ship her fruit directly from her harbor to all foreign ports. Los Angeles is the center of the largest and best equipped interurban electric car service in the United States, and is particularly prominent as a winter resort. She has more up-to-date hotels with first-class service than any other city of her size in the United States. There are thirty-nine banks, among which are the American National, Bank of Los Angeles, First National, Citizens' National, National Bank of Commerce, and Broadway bank.

LOS BANOS, Merced county, population 1,200, on the Southern Pacific railroad, in the western part of the county, 141 miles from San Francisco, has a climate similar to Merced and Modesto. Irrigation at Los Banos is developing it into a fine fruit country. Grain raising and live stock are the principal occupations. Bank of Los Banos.

LOS GATOS, Santa Clara county, with a population of 2,500, is an enterprising town on the Santa Cruz branch of the Southern Pacific

railroad, about fourteen miles from San Jose. Los Gatos is a paradise of beauty, being situated in the foothills of the Santa Cruz mountains, where the fruit orchards and the natural scenery combine to make it an ideal spot for a home. The people are largely employed in fruit and vegetable raising. Electric railways connect it with San Jose. Bank of Los Gatos.

LOYALTON, Sierra county, population 1,500, is thirty-four miles north of Truckee on a branch of the Southern Pacific railroad, which connects with the main line at Boca. Loyalton lies in a rich valley in a newly developed region among the Sierra mountains. Its population is engaged largely in mining, although agriculture is being developed to some extent. Sierra Valley bank.

MADERA, county seat of Madera county, population 3,000, located on the Valley Line of the Southern Pacific railroad, twenty-two miles north of Fresno, is an up-to-date town with good schools and churches, a granite courthouse, lumber mills and wineries. A "V" fifty-eight miles long connects the city with the largest sugar pine forests in America. A vineyard containing 10,000 acres is located in the immediate vicinity. Gold, silver and copper are mined in the hills. Madera gives promise of rapid development. Commercial bank, First National bank.

MARIPOSA, county seat of Mariposa county, with a population of 1,000, is an inland town about fifty miles east of Merced. Mariposa is located in a mountain district and is known principally as a mining town. Merced is its nearest shipping and banking point.

MARKELVILLE, county seat of Alpine county, population 600, an inland town noted principally for its mining and lumbering industries, is reached by Sonora from the south, and Carson City, Nevada, from the north.

MARTINEZ, county seat of Contra Costa county, has a population of 3,900, located on the south shore of the Sacramento river, thirty-six miles from San Francisco, on the Southern Pacific railroad. It lies at the base of the hills, looking directly towards Benicia across the Sacramento river. Martinez is advantageously situated for a commercial and manufacturing center. Among some of the manufactories are the Payton Chemical Works, Bull's Head Oil Works, Mountain Copper Co., and sulphuric acid manufactories. Bank of Martinez and First National.

MARYSVILLE, judicial seat of Yuba county, with a population of 7,000, is fifty-two miles north of Sacramento, on the Southern Pacific, Western Pacific and Northeastern railways. Marysville, which was one of the earliest settled towns in the State, is advantageously located in a splendid fruit raising district where through irrigation many flourishing orange and lemon groves have been developed. It is also in the immediate vicinity of a rich mining section, and there are still large productive lumber forests in close proximity. Brown's Valley, to the northeast, contains forty-five acres of good land. Machine shops, foundries, sash and door factories, flour mills, and a woolen factory are among its prosperous enterprises. Decker, Jewett & Co. bank, Northern Cal. Bank of Savings, Rideout bank.

MAYFIELD, Santa Clara county, population 1,500, is located on the Southern Pacific railway, two miles south of Palo Alto, and about one and one-half miles from Stanford University. Mayfield's convenient distance from the university has made it a popular residence village. Many families have moved here to take advantage of the educational facilities. Wine, fruits, hay and dairy products are among its profitable industries. Mayfield Bank & Trust Co.

MENDOCINO, Mendocino county, with 1,400 inhabitants, is located on the coast a few miles south of Fort Bragg. Lumbering and agriculture are its principal industries. Mendocino Bank of Commerce.

MENLO PARK, San Mateo county, having a population of about 1,400, is located on the Southern Pacific railroad a mile north of Palo Alto. The delightful climate and its short distance from Stanford University has made it very popular as a residence town.

MERCED, county seat of Merced county, a city of over 3,000 people, located on the Southern Pacific and Santa Fe railroads, sixty-five miles southwest of Stockton, is an attractive town with the air of the semi-tropics. The Yosemite Valley railroad, now operating from Merced to El Porto at the entrance of the picturesque valley, makes

Merced the real gateway to this magnificent park. This district, formerly a great wheat producing center, is being rapidly developed into a prosperous fruit growing region. It has been divided into small tracts and through the advantages of irrigation, vineyards and orange groves are being developed. Commercial bank, Merced Security Savings bank.

MILL VALLEY, Marin county, with 3,600 residents, reached by the Northwestern Pacific electric line from Sausalito, is a beautiful little residence town located at the base of Mt. Tamalpais, from which an inclined railroad ascends to the summit of this picturesque mountain, over one of the most magnificent scenic routes in America. Mill Valley is a popular residence city for the business people of San Francisco. Bank of Mill Valley.

MILPITAS, Santa Clara county, population 500, on the Southern Pacific railroad, six miles north of San Jose, is a prosperous dairy and stock raising community.

MODESTO, judicial seat and commercial center of Stanislaus county, having a population of 6,000, is located on the Southern Pacific railroad, twenty-nine miles south of Stockton. Modesto, which was formerly a great wheat, hay and stock raising district, is being divided into small tracts and developed into a rich fruit growing section. The people have been developing a great system of irrigation, which has added much to the value of the farm lands. Modesto promises to be a leading commercial center of the San Joaquin valley. Farmers & Merchants' bank, First National, Modesto Savings bank, Modesto bank, Security Savings bank, and Union Savings bank.

MONROVIA, Los Angeles county, population over 6,000, on the Southern Pacific, Santa Fe and Pacific Electric lines, fifteen miles northeast of Los Angeles, is one of the prettiest residence towns in southern California. Monrovia, located at the base of the San Gabriel range, surrounded with picturesque orange and lemon groves, is the largest town on the Duarte branch of the Southern Pacific railroad, and very popular as a health resort. Its splendid transportation facilities has made it popular as a country home for Los Angeles people. Banks: American National, First National, Granite Bank & Trust Co., and Monrovia Savings bank.

MONTAGUE, Siskiyou county, population 700, fifty miles north of Shasta Springs, on the Southern Pacific railroad, is the junction point from which Yreka, the county seat, is reached, and is an important mining, farming and stock raising community. Butte valley sends most of its stock to this point for shipment. Little Shasta valley, a few miles distant, is a fine farming district. Montague Banking Co.

MONTEREY, Monterey county, with 4,500 inhabitants, on the Southern Pacific railroad, three miles from Pacific Grove, is a progressive, up-to-date city with fine streets, schools, electric railway, water system and two wharves. Historically, Monterey is the most interesting point on the coast. Monterey is the oldest town in California. Here was California's first capital, and her first postoffice and theater. The Bay of Monterey is an important harbor, having an excellent bathing beach, and a greater variety of sea life than any other body of water in the world. The Hopkins Seaside Laboratory and a Government military post are located here. Bank of Monterey, First National bank.

MORGANHILL, Santa Clara county, population 1,000, twenty miles south of San Jose, on the coast division of the Southern Pacific railroad, is located at the foot of Nob Hill. Morganhill has good schools and water system. Fruit, wine, wood, hay and grain are the principal industries. A cannery and packing house are located here. Land ranges from \$15 to \$50 per acre, a large subdivision of 18,000 acres being now on the market. Bank of Morganhill.

MOUNTAIN VIEW, Santa Clara county, population nearly 2,500, is on the Coast Division of the Southern Pacific railroad, eleven miles northwest of San Jose, at the upper end of the Santa Clara valley. Wine is the principal product, although hay, grain, fruit beets and brick are important industries. The Pacific Press Publishing Co. has recently installed a large plant here. Bank of Mountain View, Farmers & Merchants' bank.

NAPA, judicial seat of Napa county, population 7,500, is reached by the Southern Pacific railroad, Northwestern Pacific and Napa Valley routes, fifteen miles north of Vallejo. It is located on the Napa river, the



The Pomona High School.



Pomona and its beautiful background.



POMONA PARK SCENES.

Pomona is a City of Parks and beautiful homes. Its residences are artistic and attractive in their style of architecture and are surrounded with beautiful lawns and verdure.



Views by courtesy of the Pomona Board of Trade



In Ganesha Park.



GANESHA PARK SCENES.

Ganesha Park, Pomona, contains forty-eight acres, and is located within the city limits. From its highest point, 1,150 feet elevation, there is a most entrancing view.



Scenes in and about Pomona.



Redlands and the San Bernardino Range, from Smiley Heights
Scenes in and about Redlands.

Views by Courtesy of the
Redlands Board of Trade.



The University Club.



Mt. San Bernardino by Moonlight.



The A. K. Smiley Public Library

head of navigation, forty-six miles from San Francisco. The climate of this charming city, with the beautiful flowers and lawns, makes it a splendid city for a home. Napa has two daily papers, a fine library and three banks. It is the location of the State Hospital for the Insane. Napa has a shoe factory turning out 3,000 pairs of shoes per week, also a skirt and glove factory. Over \$1,000,000 is invested in Napa enterprises. The Portland Cement Company's factory turns out 22 barrels of cement per day. Napa is also a fruit center. First National Bank of Napa, Napa National, and J. H. Goodman & Co.

NATIONAL CITY, San Diego county, population 2,800, is located on the Santa Fe railroad and electric lines, six miles south of San Diego, on the boundary line between California and Mexico. National City is beautifully located on the hills with a view overlooking the San Diego bay. It is a prosperous town, containing two citrus packing houses, olive oil mills and other prosperous manufacturing industries. People's State bank.

NEEDLES, San Bernardino county, with 1,500 inhabitants, 243 miles east of San Bernardino, is located on the Santa Fe railroad, a few miles from the Arizona border near the Colorado river. Needles has a splendid winter climate and is prominent as a health resort. Bank of Needles.

NEVADA CITY, county seat of Nevada county, elevation 2,525 feet, population 3,500. Located on the Nevada Narrow Gauge line, seventy-five miles northeast of Sacramento. Nevada city is a prominent mining camp, located in the great Nevada county gold mining district. Some of the best paying gold mines in the West are in this vicinity. Millions of dollars have been mined annually. Among the other mines in this locality are the famous Champion group. Citizens' bank and Nevada County bank.

NEW ALMADEN, Santa Clara county, with a population of 1,500, on the Southern Pacific railroad, fifteen miles south of San Jose, is a beautiful town at the base of the Santa Cruz mountains. Cherries, grapes and other deciduous fruits peculiar to the Santa Clara valley thrive in this vicinity. Its pleasant climate and picturesque location make it a desirable city for a home.

NEW CASTLE, Placer county, with 750 inhabitants, on the main line of the Southern Pacific railroad, thirty-one miles northeast of Sacramento, is located in the center of Placer county fruit belt. This city claims a greater annual shipment of deciduous fruits than any other town of its size in California. Bank of New Castle.

NEWMAN, Stanislaus county, claiming 1,200 souls, is on the Southern Pacific railroad, 115 miles southeast of Oakdale. Newman is a place of considerable business enterprise. Stock raising, dairying and poultry raising are some of the chief industries. It is also a prominent wheat and barley district. Bank of Newman.

NEWPORT BEACH, Orange county, population 700, is located on the main line of the Southern Pacific railroad, forty-four miles south of Los Angeles. Newport Beach is noted as a beach resort, being located on the southern coast of California where the climate is always mild. State bank.

NILES, Alameda county, with a population of about 1,000, is located on the Southern Pacific railroad, twenty-eight miles southeast of Oakland, is a busy junction and a rich and pleasant farming region. Niles possesses one of the largest nurseries in the State of California. All kinds of fruit trees, roses and shrubbery grow in profusion. Niles State bank.

NORDHOFF, Ventura county, a town of 500 people, is located in the Ojai valley on a branch of the Southern Pacific railroad, twenty-one miles northeast of Oxnard. Nordhoff is famous for its beauty. It is surmounted by mountains and has a perfect climate. Good fishing and hunting is to be had in season, making it an ideal place for a home. Ojai State bank.

NORWALK, Los Angeles county, population 500, is located on the Southern Pacific railroad, fifteen miles from Los Angeles. Norwalk is a rich agricultural country. Bank of Norwalk.

OAKDALE, Stanislaus county, with 1,500 inhabitants, is located on the Southern Pacific railroad, thirty-two miles southeast of Stockton,

Oakdale has 600,000 acres used for farming and fruit raising. Lemons, oranges, deciduous fruits and vegetables are raised here in abundance. First National bank and Stanislaus County bank.

OAKLAND, county seat of Alameda county, with a population approaching the quarter of a million mark, is located along the eastern shore of the San Francisco bay, directly across from San Francisco. Oakland is a beautiful city, so named on account of its being located on a site being formerly covered with the famous oak trees peculiar to Oakland and vicinity. Oakland has fifteen miles of water front with an inclosed harbor six miles in length. In the enlarging and deepening of this harbor soon to be begun will enable large vessels from all parts of the world to enter the Oakland docks and will greatly facilitate Oakland's commercial enterprises. Oakland was principally a residence city, but through the improving of her harbor and railroad facilities she is fast gaining a position which will rival San Francisco. She is often called the "City of Opportunity," because of her many resources and facilities for all branches of industry. The splendid transportation facilities by the Key Route and Southern Pacific local trains which connect with the ferry boats at the Oakland Mole and Key Route Pier, places it within 25 to 30 minutes' ride from San Francisco, with a ten-cent fare, and five cents on monthly commutes. Oakland will be to San Francisco what Brooklyn is to New York. Her picturesque hills and her handsome residences make Oakland an ideal home city. An extensive system of electric lines radiate from Oakland to the suburban towns in all directions. Her banks are: Banca Popolare Operaia Italiana, Bankers' Trust Co., Bank of Commerce, Bank of Germany, Central bank, Farmers & Merchants' Saving, First National, Harbor bank, Oakland Bank of Savings, Oakland Japanese, O'fu Savings, Security Bank & Trust Co., State Savings, Telegraph Ave. Sav., Twenty-third Ave. bank, Union National, Union Savings, West Oakland Bank & Trust Co., Oakland Clearing House.

OCEAN PARK, Los Angeles county, population 8,000, on the coast a few miles from Los Angeles, from which it is reached by electric lines. Ocean Park has an excellent bathing beach where a new bathing pavilion has been erected at a cost of \$150,000, and is a favorite residence city for Los Angeles citizens. First National bank, Ocean Park bank.

OCEANSIDE, San Diego county, population 500, forty-one miles north of San Diego on the Southern Pacific and Santa Fe railroads, is a city of beautiful homes. An excellent beach makes Oceanside a popular health and pleasure resort. The recent development of irrigation has given an impetus to agriculture and dairying. The flower farms are one of the attractions of Oceanside, carnations being raised extensively. Bank of Oceanside, First National bank.

ONTARIO, San Bernardino county, population 4,500, on the Salt Lake Route of the Southern Pacific railroad, thirty-eight miles east of Los Angeles, is located in the heart of southern California's fruit growing section. Orange, lemon and olive culture is the principal industry. Several large packing houses add to its prosperity. Excellent hunting and fishing may be had in the nearby mountains. Citizens' bank, First National bank.

ORANGE, Orange county, with a population of 2,500, on the Southern Pacific railroad, three miles from Santa Ana, the county seat, with which it is connected by street car lines. The chief distinction of Orange is its beautiful homes. The soil in the surrounding county is very rich, walnut growing being the principal industry, although fruit raising is carried on extensively. Bank of Orange, First National, Orange Savings bank, and Security Savings bank.

ORLAND, Glenn county, with a population of 1,200, eighty miles north of Woodland, on the Southern Pacific railroad, located in a valley which was formerly a vast wheat field, but large areas have been divided into smaller tracts. Alfalfa and dairying are carried on extensively and much fruit is being grown. A canal is being constructed which will supply water to 15,000 acres in the vicinity of Orland. Bank of Orland.

OROVILLE, county seat of Butte county, with a population of 9,000, on the Southern Pacific, Western Pacific and Northern Electric railroads, seventy-seven miles north of Sacramento, is in a valley at the base of the Sierras, where the Feather river pours into the valley. This river, coming out of the Sierras, has brought a great deal of rich

sediment and deposit, where orange groves have grown and prospered. A considerable quantity of gold was in this sediment and many orange groves have been dug up to find the gold beneath them. This has been done by the use of vast dredging machines, Oroville having become the most extensive field for gold dredging in the world. The Butte County canal diverts the water from the Feather river below Oroville for irrigation purposes, and takes it through a rich valley section, along the west side of the river. Some of the finest fruit in California is raised in the vicinity of Oroville. The Ehman Olive Co. is located here. First National bank, Bank of Rideout, Smith & Co.

OXNARD, Ventura county, with a population of nearly 3,000, on the Coast Route of the Southern Pacific railroad, thirty-seven miles southeast of Santa Barbara, is the center of a vast sugar beet region. One of the largest beet sugar factories in America, valued at \$2,000,000, with a capacity of 2,000 tons of beets daily, is located here. One thousand and ninety-five cars of sugar, 25 carloads of nuts and 250 carloads of beans were shipped from Oxnard in 1908. Twelve thousand head of cattle are successfully fed on the beet pulp. Connections are made here for the city of Hueneme on the coast. Bank of Oxnard, Oxnard Savings, and Bank of A. Levy.

PACIFIC GROVE, Monterey county, with a population of about 2,800, reached by the Southern Pacific railroad, 125 miles south of San Francisco on Monterey bay, is one of the most popular of the high-class seaside resorts in California. It is the annual meeting place of many educational, religious and fraternal societies. A chautauqua has assembled here annually for twenty-eight years. Pacific Grove is an ideal family resort both summer and winter. The seventeen-mile drive takes the sightseer through some of the most charming bits of scenery in California. Bank of E. Cooke Smith, and Bank of Pacific Grove.

PALMS, Los Angeles county, with a population of about 600, on the Pacific Electric line, is a charming little village a few miles south of Los Angeles. The convenience to Los Angeles makes it desirable as a suburban residence town. Fruits and produce characteristic to Los Angeles county are raised here. Citizens' State bank.

PALO ALTO, Santa Clara county, having a population of over 6,000, is on the Southern Pacific railroad, seventeen miles northwest of San Jose, the county seat. The Leland Stanford, Jr., University, with its magnificent Palo Alto estate of 7,300 acres, lies on the edge of this city. The evenness of the climate and the educational advantages offered make it particularly desirable as a residence city. Few towns can boast of so many uniformly attractive homes. The Bay Shore cut-off has brought it within forty minutes of San Francisco over a double track road. The social and educational advantages of Palo Alto are unexcelled. Bank of Palo Alto, and First National bank.

PASADENA, Los Angeles county, with a population of 30,000, on the Southern Pacific, Santa Fe, Salt Lake and Pacific Electric routes, nine miles northeast of Los Angeles, in the west end of the San Gabriel valley, is a city of charming residences set in a veritable field of delights and blessed with an ideal climate, and the center of many scenic attractions. Pasadena has many miles of beautiful boulevards. No mountain railroad shows a more marvelous feat of engineering than the road up Mt. Lowe, and no mountain trip takes a person through more interesting scenery. Pasadena's magnificent hotels, the Greene, Raymond, Maryland and many others, help to make it the most popular winter resort in southern California. Three electric lines and an oiled automobile road connect it with Los Angeles. The surrounding territory has been developed into prosperous fruit orchards. American Bank & Trust Co., Bankers' Savings, Bank of Commerce, Crown City National, First National, Pasadena National, Pasadena Savings & Trust Co., San Gabriel Valley bank, Security Mortgage and Dep. Co., State Bank of Pasadena, Union National, Union Savings, and Wm. R. Staats Co.

PASO ROBLES, San Luis Obispo county, having a population of about 2,000, thirty-six miles north of San Luis Obispo on the Coast Division of the Southern Pacific railroad, is the commercial center of the Upper Salinas valley and the second town in the county. It is located in the center of a rich farming, grazing and fruit district. The sulphur hot springs with its elegantly equipped hotel, El Paso De Robles, make it the most famous health resort on the Pacific coast. Bank of Paso Robles, Citizens' bank.

PETALUMA, Sonoma county, with a population of over 6,000, located on the Northwestern Pacific railroad, thirty-seven miles north of San Francisco and connected with Sebastopol and Santa Rosa by an electric line. A natural tide water canal connects it with San Francisco bay. Petaluma lies in the center of a rich dairying, poultry and fruit raising district. It is the most important poultry raising city on the Pacific coast. Over fifty million eggs and half a million fowls are shipped annually. At no place on the coast can poultry be raised so cheaply. The ranches vary in size from two acres supporting 800 hens to 160 acres of from ten to twelve thousand hens. An average of 400 hens can be raised on an acre of ground. Petaluma is also an important manufacturing center, containing a shoe factory, flour mill, incubator plant, four canneries, grit mills, foundries, machine shops, wineries, and an overall factory. Diversified farming and extensive fruit industries are carried on. Bank of Sonoma County, California Savings, Petaluma National, Petaluma Savings, Wickersham Banking Co.

PINOLE, Contra Costa county, having a population of 900, located on the Southern Pacific railroad, is the location of the manufactory of high explosives of the DuPont-DeNemours Co., Hercules Works and the Vigorit Powder Works are a short distance away. Together these works employ more than 1,000 men and girls, most of whom live in small cottages and club houses provided by the companies. Bank of Pinole.

PLACERVILLE, El Dorado county, altitude 1,800 feet, with a population of over 2,500, is the terminus of a branch of the Southern Pacific railroad, sixty miles northeast of Sacramento. Placerville, the oldest town of the early gold period, was and still is an important mining center. Some of the old mining ditches are used to supply water for irrigation among the foothills, and much of the district is being developed into good lands. Peaches and Bartlett pears are raised extensively. Slate and marble quarries are found in this locality. Alderson Banking Co., and A. Mierson Banking Co.

PLEASANTON, Alameda county, with a population of about 1,800, is on the Southern Pacific railroad, thirty-six miles east of Oakland, in a long and narrow valley. Drift from the rolling foothills has made this region very fertile. Corn, potatoes, melons, sugar beets and hops are grown extensively. This is an artesian belt, and many mineral and soda springs are found here. Bank of Pleasanton.

PT. ARENA, Mendocino county, with a population of over 500, the most southerly coast town in the county, was formerly an important lumber center. Some agriculture has been developed, and stock raising and dairying are carried on. Bank of Pt. Arena.

POINT RICHMOND. See Richmond.

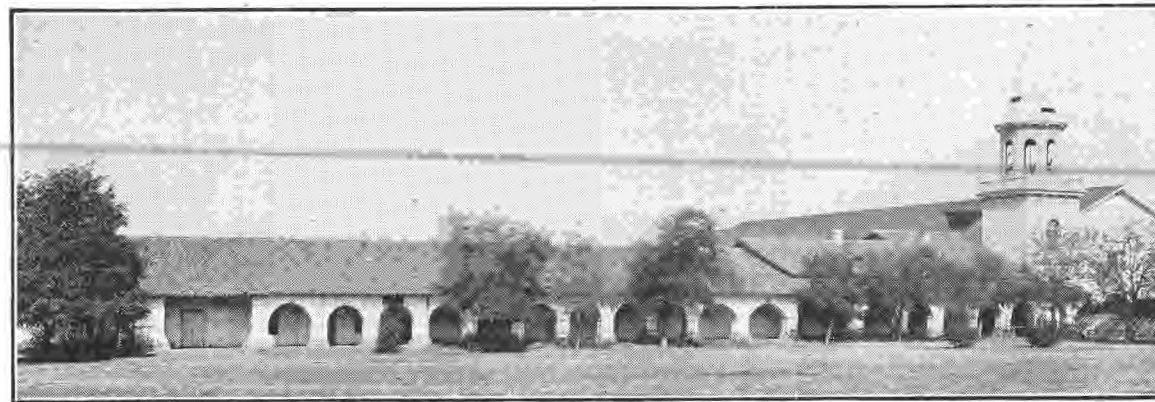
POMONA, Los Angeles county, having a population of over 10,000, on the Southern Pacific and Salt Lake routes, thirty-four miles east of Los Angeles, is the commercial center of Pomona valley, and located in an extensive fruit growing district, having twenty-five square miles of orchards and small fruits. Pomona is an up-to-date and enterprising city, with first-class buildings, among which is a \$40,000 Carnegie library. The horticultural importance of the city is tested by sixteen large packing houses. A large cannery employing 400 people is located here. Pomona College is one of the leading educational institutions in southern California. Banks: American National, Savings Bank & Trust Co., First National, and State Bank of Pomona.

PORTERSVILLE, Tulare county, with a population of nearly 5,000, on the Valley branch of the Southern Pacific railroad, eight miles south of Fresno, is a rapidly growing town in one of the richest orange districts in the State. Water for irrigation comes from the Tule river and from wells, at a depth of from 90 to 200 feet. Portersville is a pleasant and progressive town with up-to-date residences, good streets and fine public buildings, and the commercial center and metropolis of southern Tulare county. First National bank, Pioneer bank.

QUINCY, county seat of Plumas county, with 900 inhabitants, is located in a mining district in the center of Plumas county. Its long distance from a railroad and the difficulty of transportation has handicapped the development of this community. The new Western Pacific line, which runs through the center of the county, will do much in the development of this section.

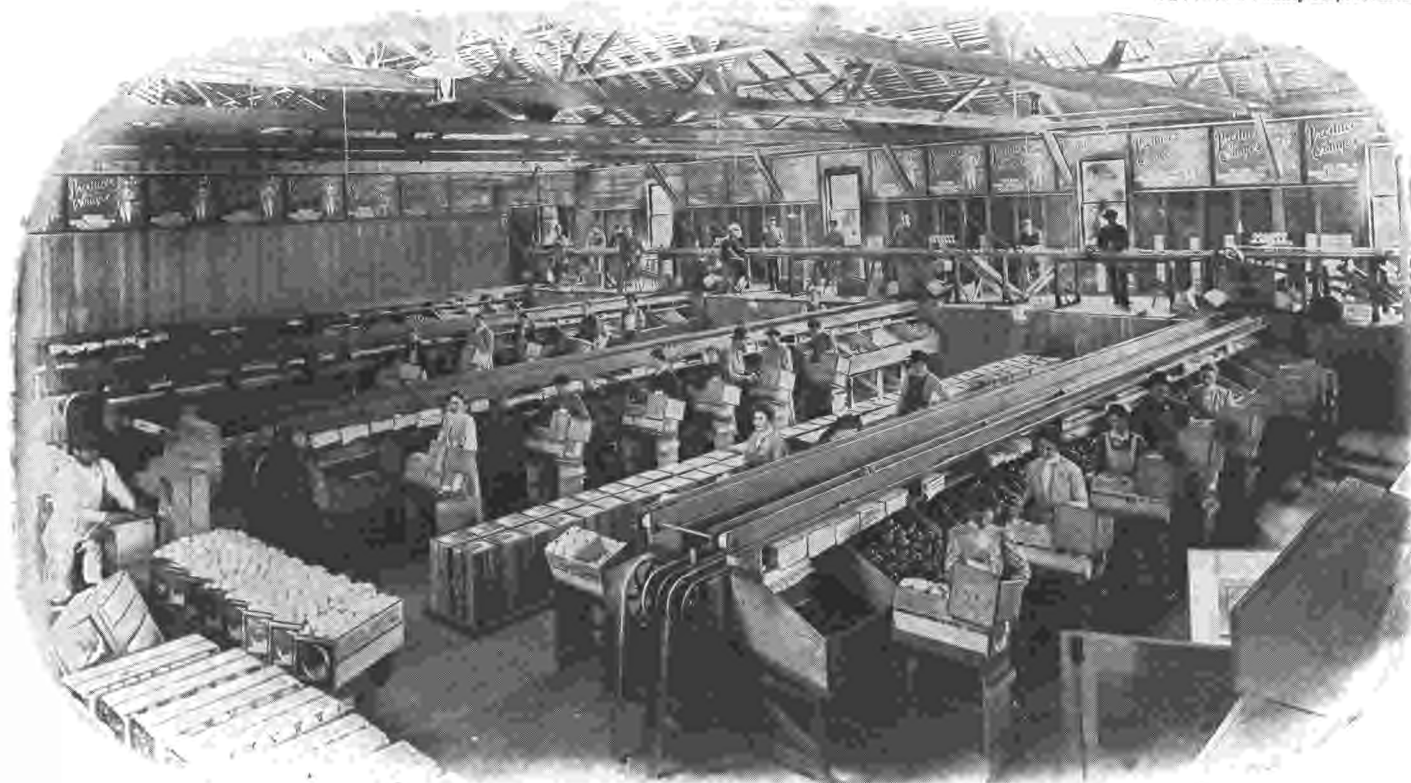


A Hollister Haying Scene.



San Juan Mission, Hollister.

Hollister Views by Courtesy of the
San Benito County Improvement Club.



Orange Packing Establishment, Redlands.



San Benito County Court House, Hollister.



Pomona from the Orange Groves.



Union High School, Redlands



Tent City and Beach, El Coronado



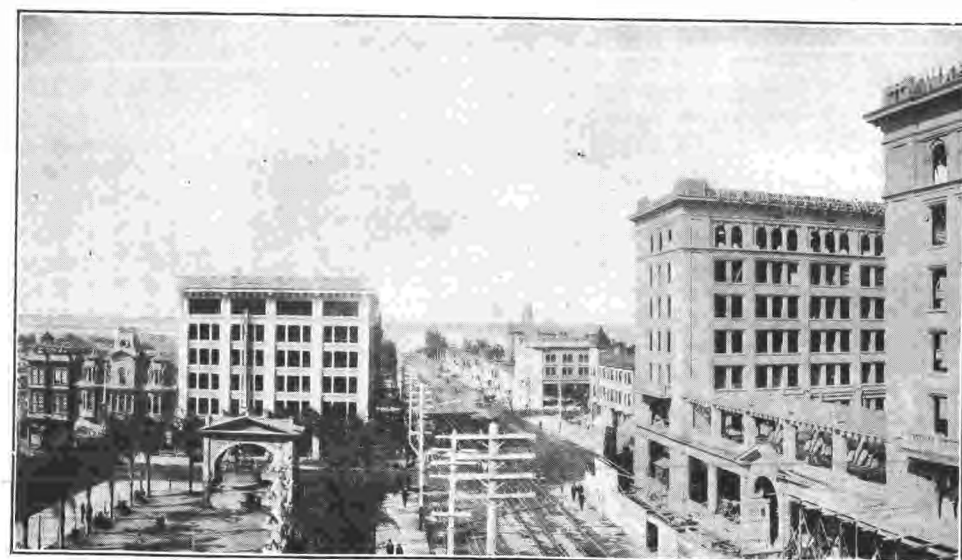
El Coronado Hotel from the Sea



Point Loma, near San Diego, California



Panorama of San Diego, Showing her Inlocked Harbor



San Diego, California, looking down D Street



The Beautiful Grounds, Hotel El Coronado

RED BLUFF, county seat of Tehama county, with a population of nearly 5,000, is 135 miles north of Sacramento, on the Southern Pacific and at the head of navigation on the Sacramento river. Red Bluff is the supply point for a large fruit, stock and lumber territory, and the center of a large wool producing area. An ice and cold storage plant, flour, lumber and planing mills, and fruit packing are among the public utilities. Tuscan Mineral Springs, nine miles northeast of Red Bluff, is a popular health resort. The large ranches are being subdivided and sold in small tracts. Bank of Tehama County, Red Bluff National Bank.

REDDING, county seat of Shasta county, with a population of over 5,000, is at the head of the Sacramento valley, 170 miles north of Sacramento, on the Southern Pacific railroad, and is the center of the principal copper mining industries in California, \$7,000,000 in copper having been produced in one year. Stock raising and fruit growing are important occupations. It is advantageously located for a distributing point and commercial center for an immense area in northern California. Its diversified industries gives occupation to an enterprising and prosperous community. Redding is the metropolis of the north end of Sacramento valley and the most important town on the Southern Pacific, north of Red Bluff. Bank of Northern California, Redding National Bank.

REDLANDS, San Bernardino county, with over 12,000 inhabitants, lies sixty-seven miles east of Los Angeles, on the Southern Pacific railroad, and the Santa Fe "kite-shaped track," under the brow of Mt. San Bernardino. Its principal industry is fruit raising, there being a very large acreage of citrus and deciduous fruits in this section. The city is electric lighted, paved with asphalt, and in the business section, built with brick and stone, no wood being allowed. The prosperity of Redlands is largely due to its excellent system of irrigation. Hotel La Casa Loma, located in a picturesque spot, is one of the favorite hostleries for tourists, and one of the pleasantest winter homes in southern California. Smiley Heights and the A. K. Smiley library are among Redlands' attractions. Citizens' National bank, First National bank, Redlands National, Savings Bank of Redlands, Union Savings bank.

REDONDO, Los Angeles county, with a population of over 3,500, is located on the Santa Fe and the Pacific Electric railroads, twenty miles south of Los Angeles, and is a favorite seaside resort as well as an important port. It is especially important as a port, as the boats from San Francisco to San Pedro stop here to take on passengers from Los Angeles. Redondo has all of the facilities for an ideal bathing resort, and is a growing and prosperous seaport. Banks: Farmers & Merchants' National, First National, People's Saving bank, and Redondo Savings bank.

REDWOOD CITY, the judicial seat of San Mateo county, with a population of 4,500, is located on the Southern Pacific railroad, twenty-five miles south of San Francisco. Redwood City, a place of much commercial and manufacturing importance, possesses three canneries, one of which is the largest in the State and employs 200 men, a codfish packing plant, planing mill, two salt works and other similar industries make this an enterprising city. An electric line is being constructed to Stanford University and San Jose. Banks: First National, Redwood City Commercial, San Mateo County Savings, Savings & Trust Co. of San Mateo County.

REEDLEY, Fresno county, having 1,500 inhabitants, is on the Southern Pacific and Santa Fe railroads, twenty-four miles southeast of Fresno. At a distance of about six miles lie the Mt. Campbell orange lands, between which is an area of wheat land which is being divided into small tracts and planted to raisin grapes. Several large grape vineyards are in this locality. Farmers & Merchants' bank, First National bank.

RIALTO, San Bernardino county, with a population of 1,500, is four miles west of San Bernardino on the Santa Fe railroad. The climate being similar, the industries are comparatively the same as those of Redlands and San Bernardino. Orange growing is important. First National bank.

RICHMOND, Contra Costa county, a city of 12,000, is on the Santa Fe and Southern Pacific railroads, ten miles from Oakland, with which it is connected by an electric line. Richmond formerly consisted of two towns—Richmond and Point Richmond, which are incorporated

into one city. It is advantageously situated as a manufacturing center, being located on two overland railroads, but a short distance from San Francisco, and spreading over 3,000 acres. The Standard Oil Co. have a large refinery at Point Richmond, employing a large number of men, thus making it essentially a pay roll town. Richmond is the metropolis of the county and has large dairying, stock raising and agricultural interests. Mechanics' bank and Bank of Richmond.

RIVERSIDE, metropolis and county seat of Riverside county, with a population of nearly 20,000, is on the main line of the Southern Pacific, Santa Fe and Salt Lake Route, fifty-eight miles east of Los Angeles. It is generally conceded that Riverside is the most important commercial and fruit raising center outside of Los Angeles. The season's orange and lemon crops for 1909 amounted to upward of 6,000 carloads. The bank deposits exceed \$2,000,000 and property valuation is estimated at over \$30,000,000. There are about thirty-five square miles under irrigation. Riverside is a progressive and up-to-date city, with modern improvements, a new courthouse having recently been built at a cost of \$100,000. The new Glenwood hotel is one of the most attractive hostleries in southern California. Riverside has good electric line service, and many miles of splendid automobile boulevards. Banks: Citizens' National, First National, National Bank of Riverside, Riverside Savings Bank & Trust Co., Security Savings bank.

ROSEVILLE, Placer county, with a population of 3,000, is eighteen miles northeast of Sacramento on the junction of the Shasta and Ogden routes of the Southern Pacific. The Southern Pacific railroad is spending large sums of money in the construction of car repair shops, roundhouses and many miles of trackage in their yards at Roseville. Two of the roundhouses located here are the largest in the State. Grapes are grown extensively and hay, fruit raising and agriculture are important industries. Roseville Banking & Trust Co.

SACRAMENTO, capital of the State and county seat of Sacramento county, with a population of nearly 60,000, is located on the river of the same name at the southern end of the Sacramento valley, ninety miles northwest of San Francisco. It was here that gold was first discovered which started the famous '49 rush. This is a prominent railroad center and distributing point for the great Sacramento valley. Formerly the greatest gold mining center in California, it has become very important as a commercial and agricultural section. The State House, composing a beautiful structure built of granite at a cost of more than \$3,000,000, is located in the center of one of the prettiest capital parks in the United States. Historic Fort Sutter is one of its points of interest. Sacramento has good street car service and inter-urban electric lines which connect it with the nearby towns. The district around Sacramento has developed into a great fruit and alfalfa raising area. The banks are: California National, Capital Bank & Trust Co., Farmers & Merchants' Savings, Fort Sutter National, Goethe bank, Japanese bank, National Bank of D. O. Mills & Co., Nippon, People's Savings, Sacramento, and Sacramento Clearing House.

SAINT HELENA, Napa county, with a population of 2,500, located on the Northwestern Pacific railroad and the Napa Valley Route, eighteen miles north of Napa, is situated in a growing and thrifty fruit district. Here, amid the hills and mountains, are some magnificent country homes, owned by those attracted by an exceptional combination of beautiful scenery and perfect climate. A famous sanitarium is located here. Splendid transportation service connects it with the bay cities.

SALINAS, county seat of Monterey county, a city of 6,000, is on the Coast Division of the Southern Pacific railroad, sixty-seven miles south of San Jose and ten miles from Monterey bay. Salinas is one of the Southern Pacific railroad terminals and a large railroad pay roll adds greatly to the prosperity of the town. The raising of potatoes and sugar beets is an important industry. Stock raising and dairying are also important occupations, and deciduous fruits and berries are being grown with profit. The Gabilon mountains along the eastern border are rich in mining products. Banks: First National, Monterey County bank, Salinas City bank, Salinas City Bank of Savings, and Salinas Valley Savings.

SAN ANDREAS, county seat of Calaveras county, with 1,200 inhabitants, is an inland town a short distance from Valley Springs, its

nearest shipping point. It is located in a prosperous mining district, mining being the chief industry. San Andreas is in the vicinity of the famous Calaveras big trees. Stock raising and dairying are carried on.

SAN BERNARDINO, county seat and metropolis of San Bernardino county, with a population of 15,000, is on the Southern Pacific, Santa Fe and Salt Lake routes, sixty miles east of Los Angeles, and situated in the center of a valley of unexceptional fertility at the base of the San Bernardino mountains. It is ten miles northwest of Redlands, with which it is connected by an electric line. San Bernardino is the center of a large fruit raising industry in the valley, and lumber industry in the mountains, and the location of a large railroad machine and car shop employing 1,000 men. A \$300,000 courthouse, \$60,000 hall of records and \$20,000 library are among its splendid public buildings. The city is supplied with water by a large number of artesian wells, some of which yield unprecedented quantities, and is utilized for irrigation. Arrow Head Springs, reached by an electric six miles long; Harlem Hot Springs, another famous health resort, are but a short distance. San Bernardino is also supplied with commodious hotels and several important manufacturing industries. It has a wide-awake board of trade. Bank of San Bernardino, California State, Farmers Exchange National, San Bernardino National, San Bernardino County Savings, and Savings Bank of San Bernardino.

SAN DIEGO, county seat of San Diego county, a city of nearly 50,000 souls, 126 miles from Los Angeles, on the northeastern shore of San Diego bay, has the only land-locked harbor south of San Francisco. The harbor is six miles long with a minimum depth of 22 feet at low tide. San Diego is famed world-wide for its even temperature and climate, and has a phenomenal growth from a population of 17,000 in 1900. In addition to San Diego's delightful climate and her attractions as a home city, she has a geographical location which is destined to make her one of the leading commercial centers on the Pacific coast. Her splendid harbor being the most southerly in the United States, will be, on the completion of the Panama canal, the first port of call for vessels from the Atlantic coast, and her inter-oceanic commerce is destined to become very important. The Tehuantepec railroad, connecting San Diego with the Gulf of Mexico, makes it possible to ship goods from San Diego by water, as at present by rail. San Diego has promise of a brilliant and prosperous future. Banks: American National, Bank of Commerce & Trust Co., Blochman Banking Co., Citizens Savings, First National, Merchants' National, San Diego Savings, Sixth Street, Southern Trust & Savings, University Avenue, and San Diego Clearing House.

SAN DIMAS, Los Angeles county, with a population of 1,500, on the Southern Pacific and Santa Fe railroads, 31 miles east of Los Angeles, is an important citrus fruit shipping point. Two large orange packing houses, one of the largest lemon packing establishments in California, and a large citrus nursery are located here. Irrigation is an important factor in the prosperity of San Dimas. Bank of San Dimas.

SAN FERNANDO, Los Angeles county, having a population of 1,300, is twenty-one miles north of Los Angeles, on the Southern Pacific railroad, in the north end of San Fernando valley. Orange, lemon and olive groves are profitable industries, one of the largest olive groves in the world being located here. Artesian wells furnish good water. San Fernando is being made headquarters for the Seventh Day Adventists from the southwestern portion of the United States. San Fernando Valley bank.

SAN FRANCISCO, San Francisco county, claiming a population of half a million, the metropolis of California and the most important city on the Pacific coast, is on the northern end of a peninsula twenty miles long, at a point six miles wide which separates San Francisco bay from the ocean. It was originally called Yerba Buena but was christened its present name in 1847, being named after her patron saint, St. Francis. In 1848, six months after the gold discovery, it was a village of 500 inhabitants. Located on a land locked harbor, one of the finest harbors in the world, its strategic point will always make it the open door to the Orient and it will always command the largest portion of the oriental trade. The rapid increasing of the vast commerce of the Pacific will eventually make San Francisco one of the leading ports of the world. The completion of the Panama Canal in 1915 will be a great impetus to its growth and commercial importance.

The enterprising spirit of San Francisco's business men has been exemplified in the manner in which the city has been rebuilt since the earthquake of April 18, 1906, and the conflagration which followed. This fire devastated an area of three and a half miles long and nearly two miles wide, covering almost five square miles of the heart of San Francisco's business section, and making a loss of property to the value of upward of \$500,000,000. This apparent catastrophe has been an impetus rather than hindrance to San Francisco's growth and prosperity, and out of her ruins has been built a much grander and more magnificent city. Many of her antiquated and wooden structures have been replaced by marble and granite, and the enterprise of western brain and brawn have culminated in the architectural triumphs which make up the New San Francisco. Besides her shipping, San Francisco has a great commercial and distributing industry. Her wholesale houses supply a territory from the Rocky mountains to the coast, and from Mexico to the Canadian line. Manufacturing industries have had a remarkable development. Among San Francisco's attractions are the Ocean Beach, Seal Rocks, the New Cliff House, Golden Gate Park, Sutro Baths, the United States Mint, and the Presidio, the army headquarters. San Francisco has fifty-five banks among them are, American National, Bank of California, Bank of San Francisco, Crocker National, First National, San Francisco National, Western National, Wells Fargo & Co., National Bank, and San Francisco Clearing House.

The San Francisco Exposition. To celebrate the completion of the Panama Canal, in 1915, a **world's exposition** will be held at San Francisco. Preparation is now being made on a large scale to make this celebration one of the most memorable in the history of the Nation. It will mark the beginning of a new era for the Pacific Coast commerce. No expense nor labor will be spared to make the commemoration of this event an affair of historic magnitude. The United States Government has made a liberal appropriation, and the Pacific Slope States will work in harmony with the great State of California to make this celebration worthy of the event which it will commemorate.

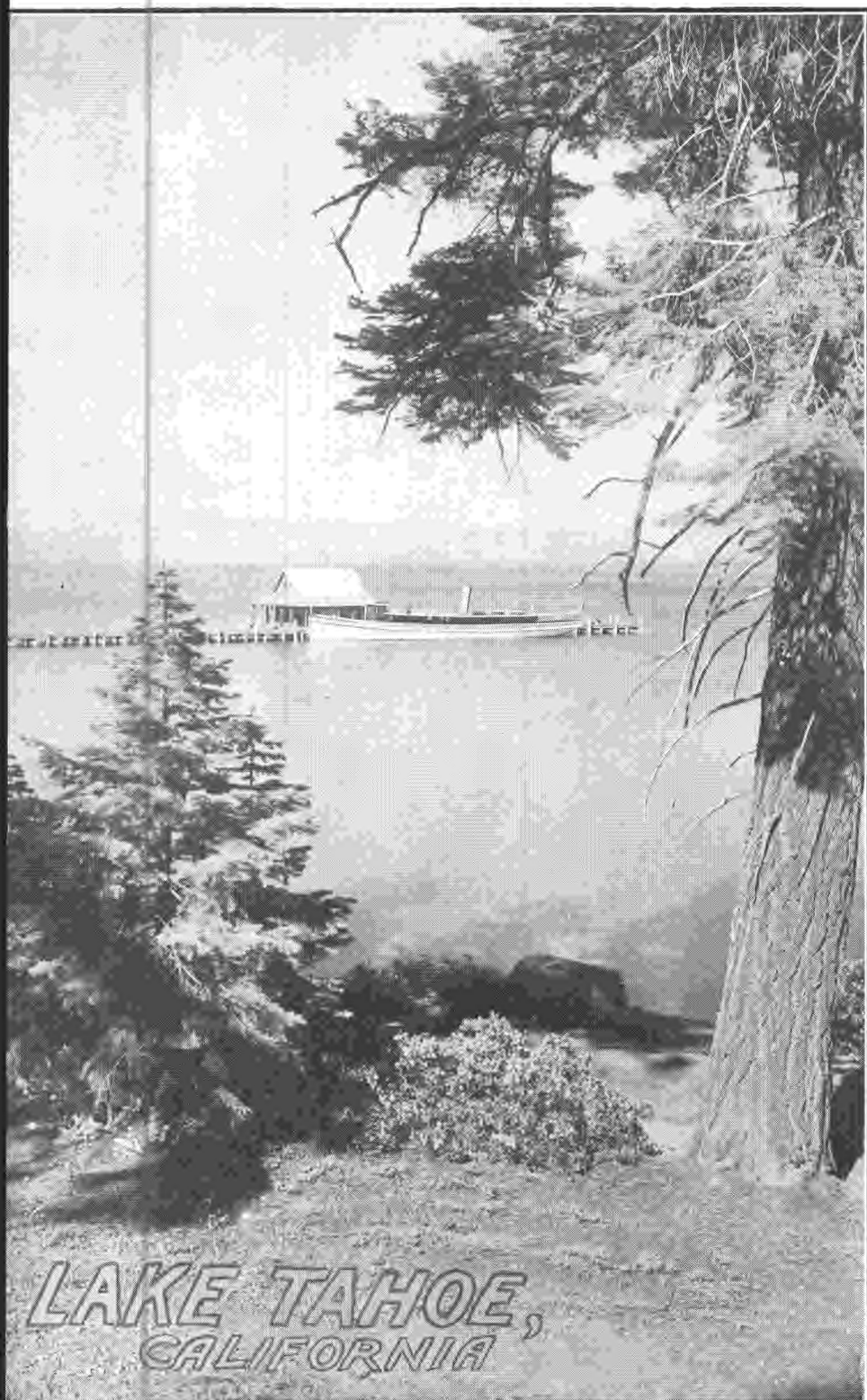
SAN GABRIEL, Los Angeles county, with a population of 1,800, is ten miles east of Los Angeles, on the Southern Pacific railroad, and on the San Gabriel branch of the California Electric. San Gabriel has one of the largest grapevines in the world, and the oldest orange groves in Southern California. Two wineries utilize the grapes grown in this vicinity. St. John's Episcopal School for young men, is located here.

SANGER, Fresno county, having a population of 2,200 is fourteen miles southeast of Fresno, on the Southern Pacific railroad. The chief feature of Sanger is its "V" flume which brings lumber from far up in the pine forests, and it is here dressed and prepared for market. First National Bank.

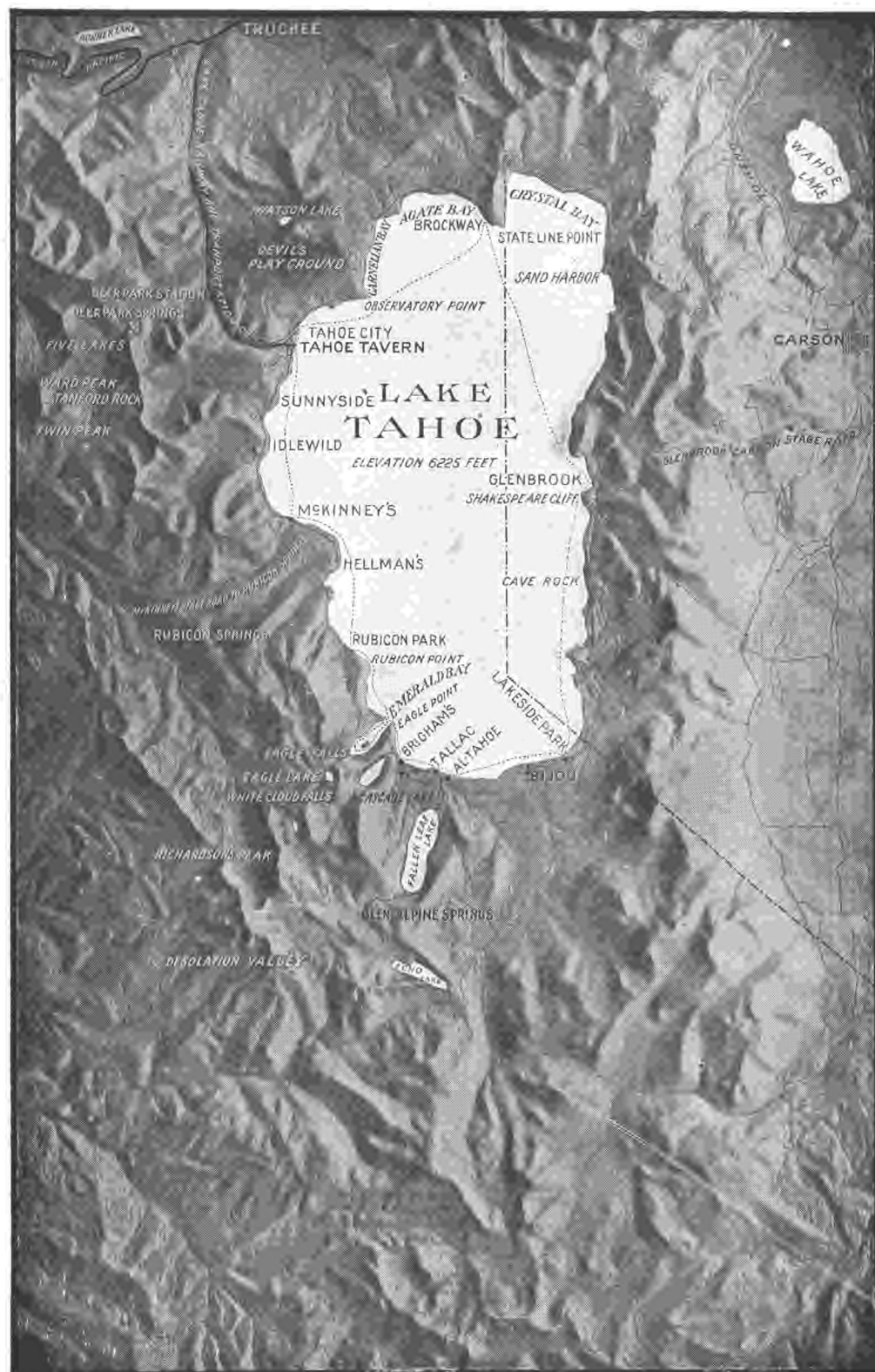
SAN JACINTO, Riverside county, with a population of 1,500, is forty miles southeast of Riverside, on a branch of the Santa Fe railroad. Dairying, alfalfa, grain, hay, and fruit growing are the principal industries, although stock and poultry raising are also profitable. First National Bank.

SAN JOSE, county seat of Santa Clara county, with a population approaching the 50,000 mark, on the coast route of the Southern Pacific railroad, forty-seven miles southeast of San Francisco, is the commercial center of the Santa Clara Valley and an important railroad town. The city is an immense garden of fruit orchards raising great quantities of apricots, prunes, grapes, and small fruits and vegetables of all kinds. The College of Notre Dame, University of the Pacific, Santa Clara College, State Normal School, and the proximity to Leland Stanford University, give it unexcelled educational opportunities. A drive of twenty-five miles takes one to the Lick Observatory on Mt. Hamilton. Bank of James A. Costa & Co., Bank of San Jose, Commercial & Savings, First National, Garden City Bank & Trust Co., San Jose Safe Deposit, Security Savings, Security State, and San Jose Clearing House.

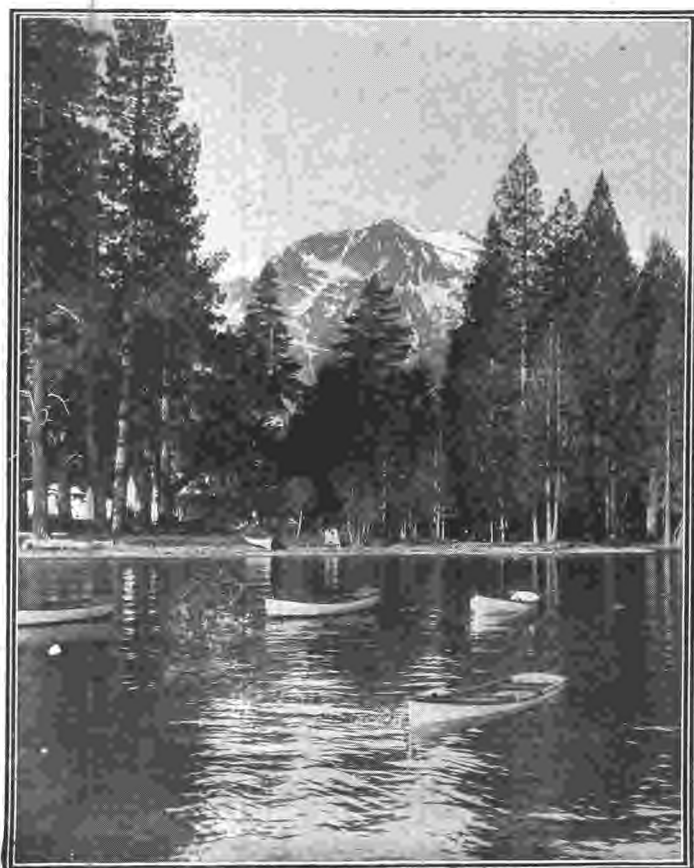
SAN JUAN, San Benito county, with a population of 1,200, on the San Francisco railroad, twenty-two miles south of Santa Ana, is of great historic interest. Here are the San Juan Bautista Mission, the Governor's House, and other ancient buildings. Dairying, grain, hay, and stock raising are the principal industries, although apples, pears, prunes, sugar beets and vegetables yield heavy crops.



ature's Masterpiece—The Unexcelled Beauties of Tahoe



Lake Tahoe, showing surrounding Mountains and Summer Resorts



BY COURTESY OF
SUNSET MAGAZINE

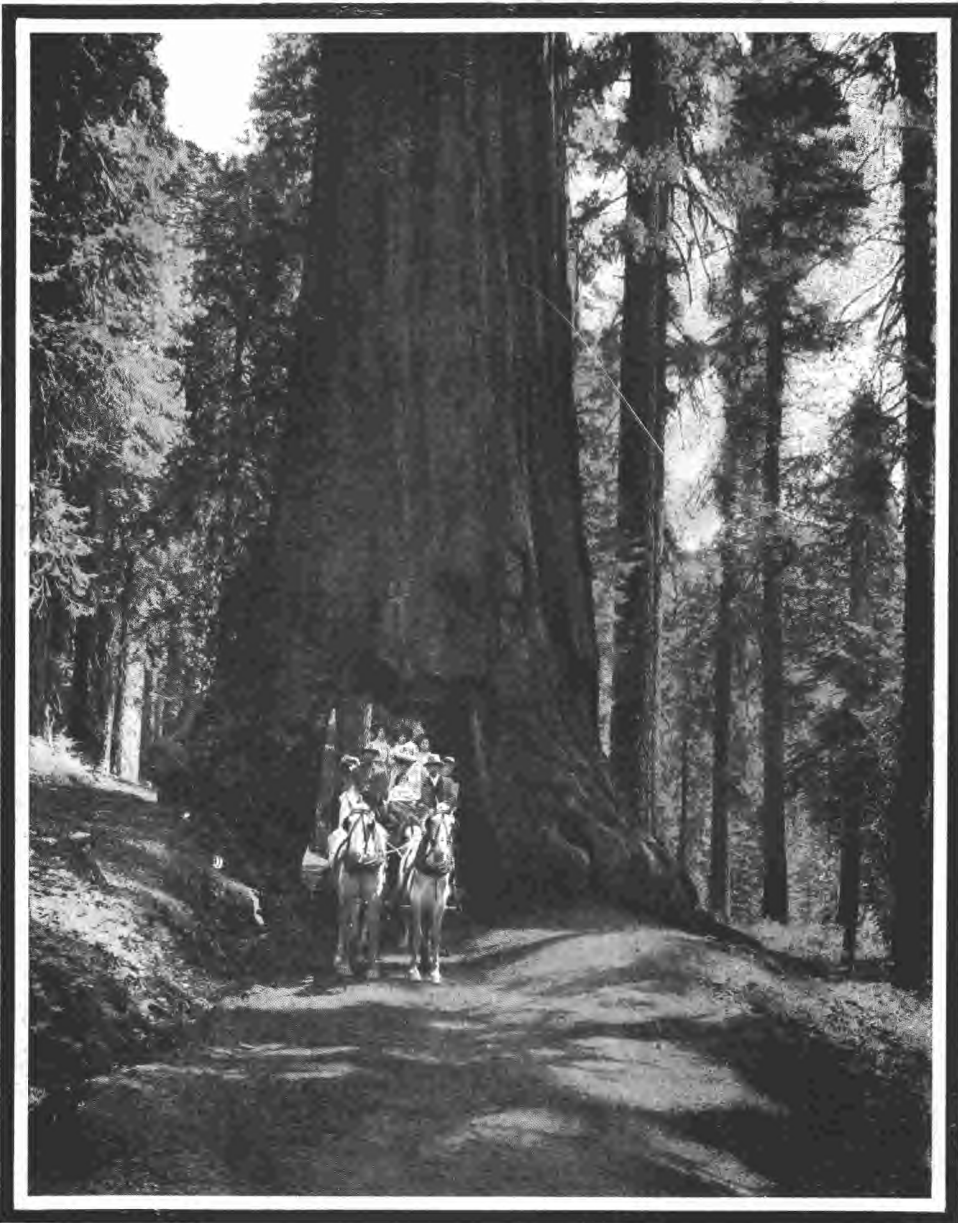
Along the Shore at Tahoe



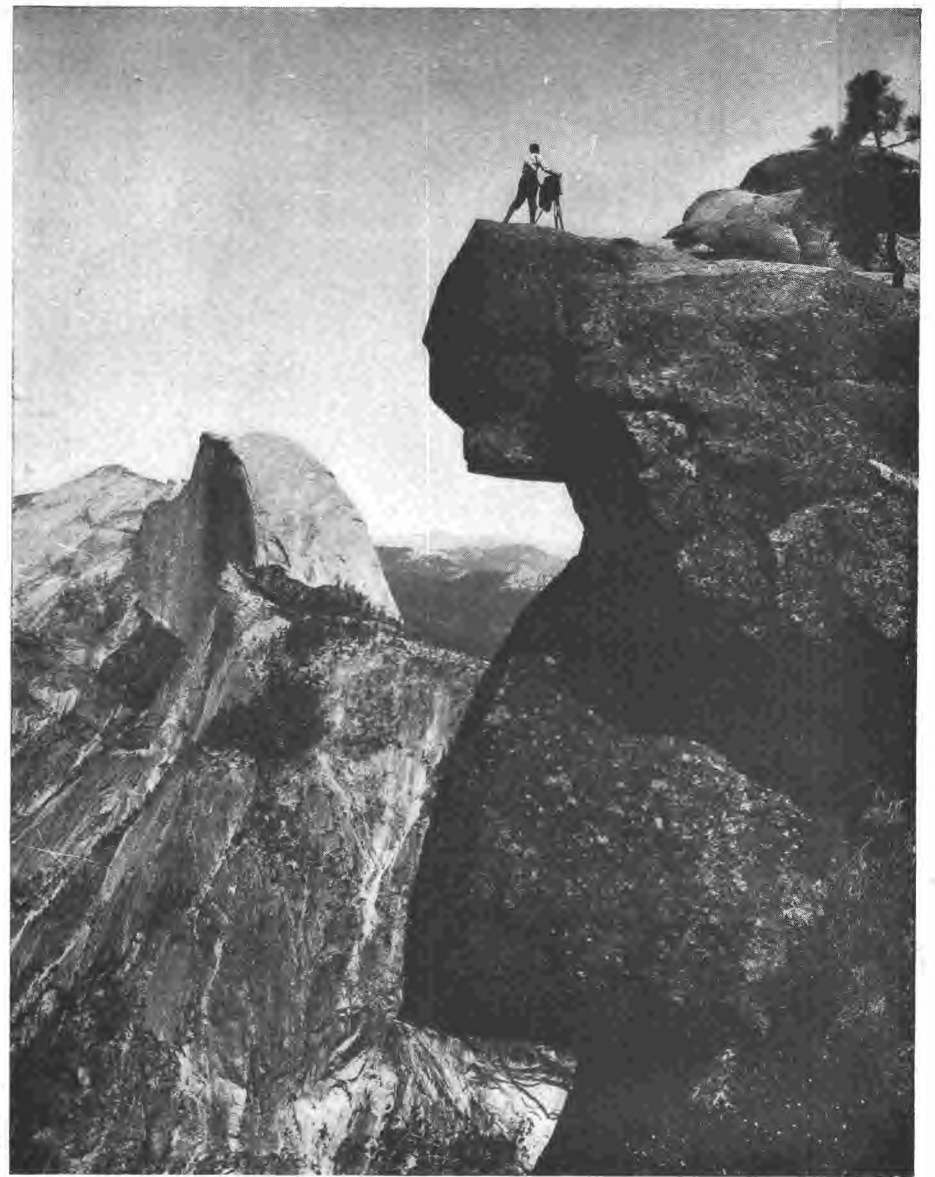
ELLIS A. DAVIS, PUBLISHER

Tahoe Tavern and Pines

Lake Tahoe, the Gem of the Sierras



The Great Mariposa Tree, Yosemite



Glacier Point, 3200 Feet Straight Down



BY COURTESY OF
SOUTHERN PACIFIC CO.

Vernal Falls



ELLIS A. AVIS, PUBLISHER

A Wild Spot Among the Sierras'

Scenes in the Unrivaed Yosemite Valley

SAN LEANDRO, Alameda county, having a population of 4,000, is on the Southern Pacific and Western Pacific railroads, fifteen miles from San Francisco. Cherry culture predominates, although fruit, grape, and vegetable growing are important industries. A large agricultural machinery factory, cannery, pickle and vinegar works, fruit dryer and evaporating plant, are located here. Bank of San Leandro.

SAN LUIS OBISPO, county seat of San Luis Obispo county, with a population of 7,000, on the Pacific Coast and Southern Pacific railroads, 118 miles north of Santa Barbara, is the business center of a large and productive agricultural and mining section. It is the division headquarters of the Southern Pacific railroad and the terminal of the Pacific Coast railroad, both companies maintaining large shops in the city. San Luis Obispo county holds the world's record for prize vegetables and has been barred by seed growers from further competition. The only state polytechnic school is located here. San Luis Obispo is connected with Port San Luis by the Pacific Coast railroad. Andrews Banking Co., Commercial Bank, San Luis Savings, and Union National.

SAN MATEO, San Mateo county, with 6,000 inhabitants, is on the Southern Pacific and United railroads electric line, eighteen miles south of and less than thirty minutes' ride from San Francisco. San Mateo is popular the year around as a residence place for San Francisco business people. There are about twenty trains a day each way. It is an up-to-date city with good water works, electric lights, car lines, and schools. A stage line connects it with the nearby coast towns. Bank of Burlingame, San Mateo Bank.

SAN PABLO, Contra Costa county, a town of nearly 1,000, eighteen miles northeast of San Francisco, on the Southern Pacific and Santa Fe railroads, is the oldest town in the country. It is a short distance from Richmond, with which it is connected by an electric line. Grain, hay, and dairying are the principal industries.

SAN PEDRO, Los Angeles county, a city of 6,000 inhabitants, on the Southern Pacific and Salt Lake routes, twenty-two miles southwest of Los Angeles, is an important commercial center, being the distributing point for lumber to Southern California, Arizona, New Mexico, and Mexico. San Pedro is the harbor for the city of Los Angeles. The Government is expending millions of dollars in creating a free harbor, the rapid development of commerce here making this work necessary. Bank of San Pedro, Citizens Savings, First National, Harbor City Savings, and State Bank.

SAN QUENTIN, Marin county, with a population of 2,500, on the east shore of San Francisco bay, is the seat of the California State prison. It is reached by a short local line from San Rafael. Many tourists go to San Quentin for the purpose of going through the prison. San Quentin is picturesquely located on the shores of the bay and has many beautiful homes belonging to officials of the prison.

SAN RAFAEL, judicial seat of Marin county, with about 7,000 inhabitants, on the North Western Pacific, fifteen miles north of San Francisco, is a popular residence city in the San Rafael Valley. The uniformly mild climate and the picturesque surroundings have made it a popular home for San Francisco people. Good transportation facilities via Tiburon and Sausalito place it within easy access of bay cities. The valley south of San Rafael has been sold in small tracts and is being rapidly settled by people in search of roomy country homes. Hotelling Banking Co., Marin County Bank.

SANTA ANA, judicial center of Orange county, having a population of over 10,000, is thirty-four miles southeast of Los Angeles and reached by the Santa Fe, Southern Pacific, and Pacific electric lines. Santa Ana is a modern, up-to-date city, connected with Orange by street car system, which is to be extended throughout the valley. The greatest industry in this vicinity is walnut growing, though many fruit orchards are being developed in this locality. General farming is done extensively. Santa Ana has a fine new courthouse, good public library, and an enterprising Chamber of Commerce. Commercial Bank, Farmers & Merchants National, First National, Home Savings, Orange County Savings, and Santa Ana Savings.

SANTA BARBARA, judicial seat of Santa Barbara county, with over 12,000 inhabitants, is on the coast line of the Southern Pacific rail-

road, 100 miles northeast of Los Angeles. Its location on the Santa Barbara channel near the base of the Santa Ynez mountains, with its picturesque scenery, makes it an ideal home and summer resort. The rich Ventura Valley on the east and the Lompoc Valley on the northwest, are an impetus to its industries. The Potter hotel, one of the finest and best equipped beach hotels in Southern California, provides a home for a large number of tourists and beach resorters. The long beach and the beautiful gardens make it an attractive resort the year around. A large amount of oranges, English walnuts, beans, fruit, live stock, lumber, and petroleum are shipped annually. Central Bank, Central Savings, Commercial, First National, Santa Barbara County National, Santa Barbara Savings & Loan Bank.

SANTA CLARA, Santa Clara county, having a population approaching 5,000, three miles northeast of San Jose on the Southern Pacific railroad and an electric line; is principally a city of charming homes. It contains the old Santa Clara Mission, which was founded in 1777. Located here is also one of the largest lumber manufactories in the State, a large fruit packing house, cannery, green fruit house, large tannery, and many seed farms add to the prosperity of the city. Beautiful toned bells in the Santa Clara Mission, presented to the mission 125 years ago, ring every day in accordance with the request of their donor. Santa Clara college is located here. Santa Clara Valley Bank.

SANTA CRUZ, county seat of Santa Cruz county, claiming over 15,000 souls, located on the Monterey bay, eighty miles south of San Francisco, is reached by two lines of the Southern Pacific, and a third railroad, the Ocean Shore, is nearly completed. This when finished will make the city but two and a half hours' ride from San Francisco. The Franciscan Mission was established in Santa Cruz in 1796, and the Spanish settlement founded the following year. The city was chartered in 1876. Santa Cruz is picturesquely located on the bay but a short distance from the base of the Santa Cruz mountains, a range with an average altitude of 2,500 feet, the highest point, Loma Prieta, being 4,287 feet. A rich valley which raises bounteous crops of fruit, lies between the mountains and the sea. An area of 4,000 acres, known as the Sempervirens Park, in which are two groves of enormous redwood trees, which are among the greatest natural wonders in California, was purchased by the State. The famous Fremont grove of big trees is but five miles from the city. Santa Cruz is famous principally as a summer seaside resort. On the bay side is a mile long beach of fine sand. On this beach a Casino, Natatorium, and pleasure pier was built in 1906 at a cost of over \$860,000. Thousands of tourists and summer resorters bathe daily in the surf during the summer season. Bank of Santa Cruz County, City Savings, First National, Peoples Bank, Peoples Savings, and Santa Cruz Bank of Savings & Loan.

SANTA MARGARITA, San Luis county, with a population of 600, lies on the coast route of the Southern Pacific railroad, seventeen miles south of San Luis Obispo, in a forest of oaks. A large ranch of 25,000 acres surrounds the town. Cattle, sheep, and hogs are raised in abundance, and dairying is an important industry.

SANTA MARIA, Santa Barbara county, claiming over 7,000 people, the metropolis of the valley of the same name, is located on the Pacific Coast railroad, thirty-five miles southeast of San Luis Obispo. Stages connect with Guadalupe on the Southern Pacific. Oil has been found in large quantities, over 40,000 bbls. per day having been produced from these rich oil fields. The California Refinery Co. have a million dollar plant and oil port here. A beet sugar factory has been erected and many thousands of acres are devoted to the raising of sugar beets. Santa Maria has a promising future. Bank of Santa Maria, First National and Valley Savings Bank.

SANTA MONICA, Los Angeles county, claiming a population of nearly 8,000, reached by the Pacific Electric, is one of Los Angeles' favorite beach resorts, and has long been noted for its splendid surf bathing. The North Beach bath house erected for the convenience of the bathers, containing a warm water plunge and private tub baths, is one of the most enjoyable on the coast. The new 1,400 foot pleasure wharf, from which fish can be caught, has added to its attractions. Fine business buildings and beautiful homes have been built. Bank of Santa Monica, Merchants National, and Santa Monica Savings Bank.

SANTA PAULA, Ventura county, with a population of about 2,800, on the coast route of the Southern Pacific railroad, sixty-six miles from Los Angeles, is located where the Santa Paula canon opens into the Santa Clara Valley. Santa Paula is the center of the orange and lemon production of Ventura county. The local oil refinery pipes in large quantities of oil from the wells in the surrounding hills, for the manufacture of petroleum. Farmers & Merchants Bank, First National, and Santa Paula Savings.

SANTA ROSA, or "City of Roses," county seat and metropolis of Sonoma county, claiming a population of over 14,000, on the Northwestern Pacific and Southern Pacific railways, fifty miles north of San Francisco, is the center of the large fruit industry of Sonoma county. An electric line connects it with Sebastopol and Petaluma. In no place in California is the soil and climate better adapted for the raising of fruits and vegetables of all kinds. Luther Burbank, the great plant wizard, chose Santa Rosa of all California towns, as the location for his experimental farm. Many varieties of fruit have been propagated here as the result of his experiments. The spirit of enterprise of the Santa Rosa citizens has recently been exemplified by her quick recovery from her earthquake disaster in 1906. No city in California was so thoroughly shaken up, and no city has recovered so rapidly. A new \$70,000 Federal building is being erected by the Government. A courthouse to cost about \$300,000 will soon be constructed. Exchange Bank, Santa Rosa, Savings Bank of Santa Rosa, Santa Rosa National, Union Trust-Savings and Sonoma County Clearing House.

SAUSALITO, Marin county, with about 2,500 residents, is on the Northwestern Pacific railway, six miles north of San Francisco, with which it is connected by large ferry boats. Sausalito is a famous yachting, bathing and fishing resort, and a popular suburban residence town. Several San Francisco yacht clubs have their headquarters here. Most of its residences are built high among the hills, with an unexcelled view of the San Francisco bay. Bank of Sausalito.

SAWTELLE, Los Angeles county, with over 3,000 inhabitants, eighteen miles west of Los Angeles on the Pacific Electric, is a beautiful village among the palms and trees. The Government maintains a home here for the disabled volunteer soldiers, and nearly 3,000 veterans make it their home. Street car service connects directly with Santa Monica. Citizens State bank, Sawtelle Branch Bank of Santa Monica.

SEBASTOPOL, Sonoma county, a town of over 2,000 souls, six miles southwest of Santa Rosa, on the Northwestern Pacific railway, is at the hub of the electric system of the county. The soil here is particularly adapted to the raising of fruits, berries, nuts, and grapes. The shipping of dried and green apples, and wine making are also important industries. Luther Burbank has established his famous experimental gardens in this vicinity. Analy Savings bank, Bank of Sebastopol.

SELMA, Fresno county, a town of 3,500, fifteen miles south of Fresno on the San Joaquin Valley line of the Southern Pacific railway, is the chief town in the southern part of the county. Fruit raising and dairying are the principal industries. A flouring mill, five packing houses, two wineries, and a creamery are located here. The soil in the vicinity of Selma is particularly adapted to the raising of peaches. Farmers bank, First National, and Selam Savings bank.

SHASTA SPRINGS, Siskiyou county, 237 miles north of Sacramento, on the Southern Pacific railway, is the location of excellent mineral springs, the waters of which are bottled for a wide market extending from Seattle to Los Angeles. On a fine plateau above the springs the hotel and cottages are located.

SISSON, Siskiyou county, with a population of about 1,000, seventy-eight miles north of Redding, on the Southern Pacific railway, is at the junction of the McCloud River railway with the Southern Pacific. Sisson has a fine view of Mt. Shasta. Several commodious hotels give hospitality to many who seek its pleasant summer climate. The State Fish Hatchery is located near here.

SONOMA, Sonoma county, having about 1,200 inhabitants, forty-three miles north of San Francisco, on the Northwestern Pacific rail-

way, is the principal town in Sonoma Valley. Next to Monterey, it is the oldest in California. Olive culture is an important occupation, and the fruit and dairying industries are carried on extensively. Sonoma Valley bank.

SONORA, Tuolumne county, altitude 1825 feet, with a population of about 4,000, on the Sierra railway, forty-five miles northeast of Oakdale, the junction point with the Southern Pacific and Santa Fe railways, is one of the early gold camps of California. It is a modern, up-to-date city with excellent hotel accommodations. A foundry, pickle and cider factory, and the California Electric Engineering & Plating Company's plant are located here. Sonora, lying in a valley between two high mountain peaks, has a very equable climate. First National bank, Tuolumne County bank.

SOUTH SAN FRANCISCO, San Mateo county, having about 3,000 inhabitants, on the Southern Pacific railroad, via the Bay Shore Cut-off, nine miles south of San Francisco, has more manufactories in proportion to its population than any other town in California. The various factories handle in and out large quantities of cattle, fresh and cured meats, ice, paint, lard, hay, hides, tallow, pipe and brick. Bank of South San Francisco.

STIRLING CITY, Butte county, with a population of 1,200, on the Butte County railroad, thirty-one miles north of Chico, the junction point with the Southern Pacific, is the location of the Diamond Match Company's immense saw mill, which supplies their factory at Chico and ships lumber to all parts of the State. Stirling City is a popular summer camp for the residents of the Sacramento Valley. Stirling City bank.

STOCKTON, judicial seat of San Joaquin county, and metropolis of the San Joaquin Valley, a city of about 30,000 inhabitants, ninety-two miles east of San Francisco, with which it is connected by several branches of the Southern Pacific railroad, the Santa Fe railroad, and by steamboat on the San Joaquin river, was formerly the great wheat growing and stock raising district of California. The large farms have been divided and sold in smaller ranches, and dairying, stock raising, and the fruit industry have been developed. In this entire section within a radius of five miles from Stockton, may be found practically all the productions raised in California. Stockton is favorably situated to command the trade of the San Joaquin Valley, and of the mining and lumbering districts of the Sierras. The city is at the head of navigation, on the San Joaquin river, being connected with the river by a navigation channel two and one-half miles in length. Two lines of steamers ply daily to San Francisco, a distance of eighty-five miles. Stockton is the center of the flour industry of the State, her mills having a capacity of 5,500 barrels per day. There are over 300 manufacturing establishments. Natural gas is used both for heating and manufacturing. Forty-nine commodities are shipped from Stockton in carload lots, over 100,000 tons of fruit being shipped annually. Terminal rates are given shippers on all trans-continental lines. Stockton has good educational facilities. One of the finest high schools in California, built at a cost of \$108,000. Among her other triumphs of architecture is her new, magnificent court house built of white granite. Banks: Commercial Savings, Farmers & Merchants', First National, San Joaquin, Stockton Savings, Stockton Savings & Loan Society, Union Safe Deposit, Stockton Clearing House.

SUISUN CITY, Solano county, a village of about 1,200 inhabitants, 149 miles northeast of San Francisco, on the Southern Pacific railroad. Tide water comes up close to the town and these rich tule lands are being reclaimed. Fruit drying and shipping, dairying, agriculture, hay, grain, and stock raising are carried on extensively. The Pacific Cement works are located here. Bank of Suisun, Solana County Bank, Solano County Savings.

SUNNYVALE, Santa Clara county, a town of about 2,000 people, eight miles from San Jose, on the coast branch of the Southern Pacific railroad, is an important manufacturing city. Two canneries, packing house, paint manufactory, incubator factory, roofing plant, and other industries employ 1,500 people during the busiest season. Fruit growing is an important occupation. Bank of Sunnyvale.

SUSANVILLE, county seat of Lassen county, with a population of 1,500, is located on a branch of the Nevada & California railroad, which connects with the main line at Plumas Junction. Stock raising, wheat growing, and dairying are the principal industries.



By courtesy of the
Salem Chamber of Commerce.

The Oregon State Capitol, Salem.



Along the Columbia River, Northern Oregon.



Driving the Golden Spike that united the Union Pacific and Southern Pacific Railways.

Unless otherwise credited,
by courtesy of the
Pacific Coast Magazine, Portland



Reminiscences of the Old Pioneer Days; Stage Coaching in an Oregon Valley.

SUTTER CREEK, Amador county, with about 2,000 inhabitants, is a prosperous mining town a few miles north of Jackson, the county seat, from which it is reached by stage. Stock raising is a flourishing industry.

TEHACHAPI, Kern county, a village of about 400, is located on the Southern Pacific railroad, in the southern end of the San Joaquin Valley. The Sierras here connect with the Coast Range shutting the valley in from the south, as Shasta does from the north. Bank of Tehachapi.

TEHAMA, Tehama county, with a population of about 350, twelve miles south of Red Bluff, on the Shasta route of the Southern Pacific railroad, is the junction point with the line that runs down the west side of the valley. Fruit and sugar beets are raised in considerable quantities. Stock raising is also carried on extensively.

TOMALES, Marin county, population 400, on the Tomales bay, is a popular summer resort fifty-two miles north of San Francisco. Bank & Trust Company of Tomales.

TRACY, San Joaquin county, with a population of about 1,500, a junction of the Southern Pacific railroad, twenty miles southwest of Stockton, is an important railway town. Tracy lies in a rich grain growing and stock raising district. The town has a promising future.

TRUCKEE, Nevada county, a city of about 3,000 inhabitants, 209 miles northeast of San Francisco on the Ogden route of the Southern Pacific railroad, is the principal town in the mountain region of the county, a few miles from the point where the overland route crosses the summit at an elevation of 7,018 feet. Truckee is the junction of the Lake Tahoe railroad with the Southern Pacific, over which the famous Lake Tahoe, fifteen miles distant, is reached.

TULARE, Tulare county, with a population of about 3,000, forty-four miles south of Fresno, on the Southern Pacific railroad, is in the heart of an artesian belt. Irrigation is rapidly developing the surrounding country. Stock raising, dairying and alfalfa growing are the important industries, although the growing of wine grapes is a profitable occupation. Bank of Tulare and First National bank.

TURLOCK, Stanislaus county, with a population of over 3,000, on a branch of the Southern Pacific railroad, thirteen miles southeast of Modesto, the county seat, is a prosperous and rapidly growing town located in a rich irrigation district, which is being developed into a fruit growing area. Fruit and vegetables characteristic to the San Joaquin Valley, grow here in abundance. Turlock is the commercial center for southern Stanislaus county. Commercial bank, Turlock National and Turlock Savings.

UKIAH, county seat of Mendocino county, population about 5,000 112 miles north of San Francisco, on the Northwestern Pacific, is an up-to-date city with good civic improvements. Ukiah is the trade center of a large tributary district and an important shipping point. There are a flour mill, three planing mills, tannery, cannery and creamery located here. Hops are the most valuable crop, although fruit culture, hay, grain, stock raising and dairying are important occupations. Bank of Ukiah, Commercial, and Savings Bank of Mendocino County.

UPLAND, San Bernardino county, a city of about 2,500, nineteen miles west of San Bernardino, on the Santa Fe railroad, is in a newly developed fruit district in which all deciduous fruits and berries characteristic to southern California are raised in abundance. Citizens Savings, Commercial Bank, and First National.

VACAVILLE, Solano county, with a population of nearly 3,000, on a branch of the Southern Pacific railroad, four miles from Elmira, the junction with the main line, is beautifully located in Little Vava Valley, one of the earliest fruit sections in California. Large amounts of apricots and peaches are raised, while grapes, cherries, pears and nuts are grown in abundance. Bank of Vacaville.

VALLEJO, Solano county, a city of about 15,000 inhabitants, thirty miles northeast of San Francisco, on a branch of the Southern Pacific railroad, is connected with San Francisco by two lines of steamers and with St. Helena by an electric line. Dairying and hay raising are the

principal agricultural occupations, the dairy productions being shipped in large quantities to the bay cities. A flour mill, salmon packing plant, tannery, planing mill, two steam laundries, two carbonated water works, machine shop, stone yard, and other industries are located here. The Mare Island Navy Yard, maintained by the Government, contributes largely to the prosperity of Vallejo. It employs 2,000 men, with a monthly payroll of \$150,000. Citizens Bank and Vallejo Commercial Bank.

VENICE, Los Angeles county, with a population of over 5,000, reached by the Pacific electric, is one of southern California's popular resorts. It is built on a system of canals with gondolas much after the pattern of the city in Italy for which it is named. A large pavilion, with a dance hall and natatorium, and a long pleasure pier have been erected. Thousands of tourists and pleasure seekers enjoy the surf bathing and the cool ocean breezes the year around. A wide boardwalk connects it with Ocean Park. Bank of Venice.

VENTURA, county seat of Ventura county, with a population of about 4,000, twenty-eight miles south of Santa Barbara, on the Coast line of the Southern Pacific railroad, is a pretty seaside city, the junction of the Ojai Valley branch with the Southern Pacific. It has good public buildings. Bean growing is carried on extensively in this vicinity, and fruit culture, dairying, cattle and hog raising are important industries. Bank of Ventura, First National, Home Savings, Ventura Savings, and Wm. Collins & Sons.

VISALIA, county seat of Tulare county, with over 5,000 inhabitants, on the Southern Pacific and Santa Fe railroads, forty-one miles south of Fresno, is a well paved, up-to-date city, with good public buildings. Several packing houses and manufacturing industries are evidences of Visalia's versatile thrift. The soil around Visalia is very rich and productive; all kinds of fruits, orange and grape culture has been developed extensively. Citizens Bank, First National, National Bank of Visalia, and Visalia Savings bank.

WALNUT CREEK, Contra Costa county, containing over 500 people, is on a branch of the Southern Pacific, thirteen miles south of Martinez, in a rich grain growing and stock raising district. Dairy produce, to supply the nearby market of Oakland, is manufactured.

WATSONVILLE, Santa Cruz county, with a population of 4,500, nineteen miles southeast of Santa Cruz, on the Southern Pacific railroad, is the center of the apple industry of the Pacific coast, and the commercial center of the Pajaro Valley. Thirty apple-packing houses are located here. Sugar beets, vegetables, berries, fruit, hay, grain and hops are grown in considerable quantities. Watsonville has an electric railroad, good schools, lumber mills, evaporators, and foundry. Bank of Watsonville, Pajaro Valley, Pajaro Valley Savings & Loan Society, and Watsonville Savings Bank.

WEAVERVILLE, county seat of Trinity county, claiming 1,000 people, is an inland city, reached by stage from Redding. The people here are engaged principally in lumbering, stock raising, and dairying. Trinity County Bank and Savings Bank of Trinity County.

WEED, Siskiyou county, population 800, on the Shasta route of the Southern Pacific railroad, ninety miles north of Redding, is the junction of the California-Northeastern railroad, which extends to Klamath Falls, the location of one of the greatest of the Government's irrigation projects. The area to be irrigated comprises about 238,000 acres. Lumbering and stock raising are the principal occupations.

WHEATLAND, Yuba county, a town of about 1,000 people, twelve miles south of Marysville, on the Shasta route of the Southern Pacific railroad, is the largest hop producing district in the world. Dairying, stock raising, grain and fruit growing are also important occupations. Farmers Bank.

WHITTIER, Los Angeles county, with a population of about 4,500, nineteen miles southeast of Los Angeles, on the Southern Pacific railroad, is the Quaker colony of southern California. Whittier is the location of the State Reformatory institution, and the Whittier College of the Society of Friends. Fruit, vegetable and walnut growing are carried on extensively. First National Bank, Jones' Savings, Whittier National, and Whittier Savings Bank.

WILLIAMS, Colusa county, population about 600, 125 miles north of Sacramento, on the Southern Pacific railroad, is the shipping point for supplies to, and water from Cook's and Martlett's Springs. A stage line connects with these points. The people are engaged in grain, stock raising, and grape culture. Bank of Williams.

WILLITS, Mendocino county, with about 2,000 inhabitants, twenty-six miles north of Ukiah, on the Northwestern Pacific railroad, is the center of a great stock raising district, many large herds of cattle and sheep grazing on the ranches in this locality. Grain growing is important and dairying is carried on. Bank of Willits.

WILLOWS, county seat of Glenn county, having a population of about 2,500, eighty-eight miles north of Sacramento, on the Southern Pacific railroad, is the junction point with the Fruto branch. Irrigation is rapidly developing the surrounding territory. Several large ranches are being sub-divided and sold in small tracts. Fruit, stock raising, grain, and dairying are the chief occupations. Bank of Willows.

WILMINGTON, Los Angeles county, with a population of about 1,200, nineteen miles southwest of Los Angeles, on the Southern Pacific railroad, is the center of a profitable grain industry. Bank of Wilmington.

WINTERS, Yolo county, with about 1,500 inhabitants, on a branch of the Southern Pacific railroad, sixteen miles from Elmira, is located in the center of an old Spanish grant. Fruit, nuts, grapes and vegetables are profitable crops. Winters has splendid public schools, which, under

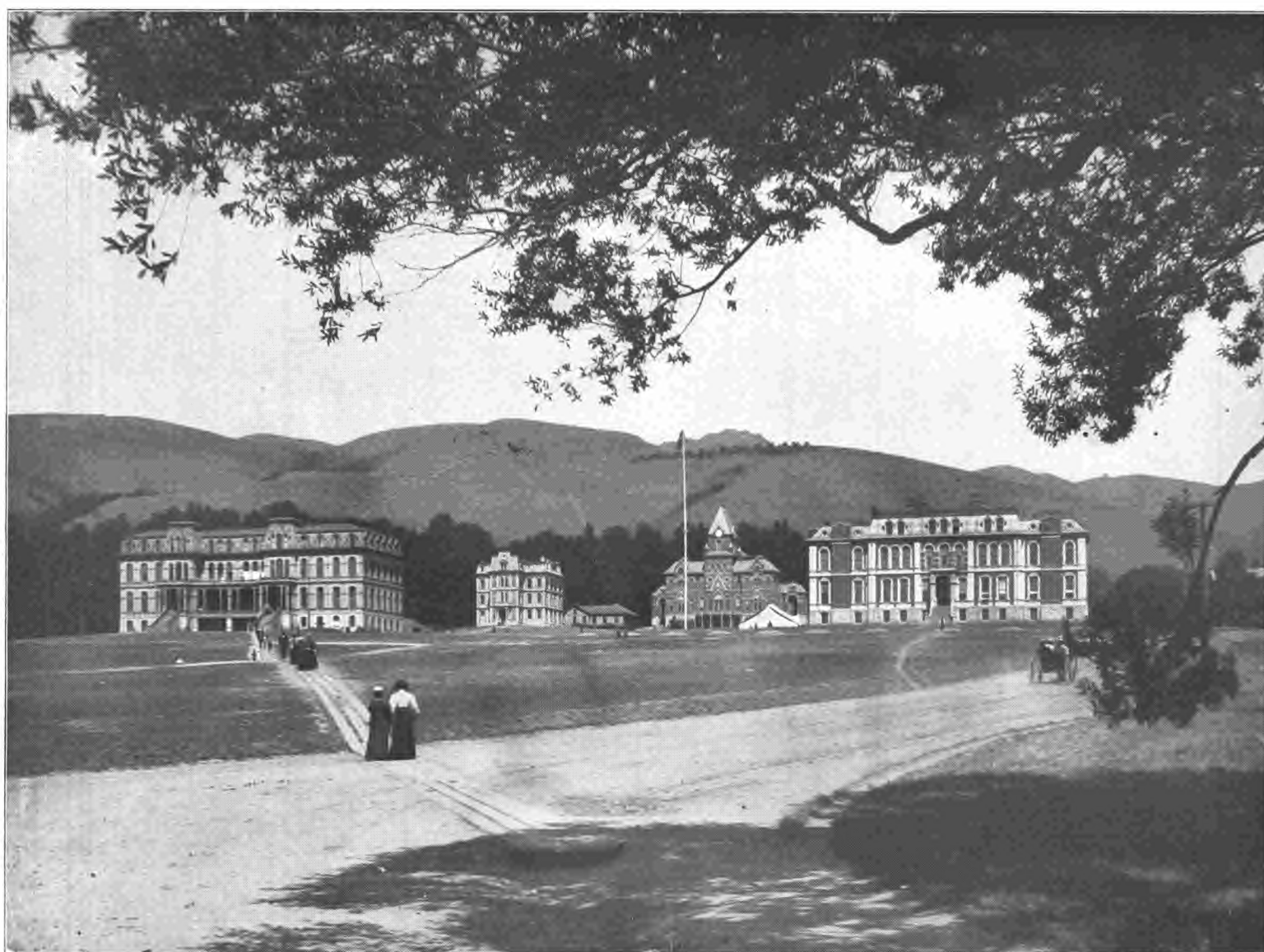
their recent government, have been brought to a very high state of efficiency. Bank of Winters, Citizens' Bank, and Citizens' Saving Bank.

WOODLAND, county seat of Yolo county, with population of about 5,000, twenty-three miles northwest of Sacramento, on the Southern Pacific railroad, is the center of a rich farming district. Wheat, stock raising, fruit and dairying are the principal industries. The recent development of irrigation has added greatly to the prosperity of this vicinity. Woodland has good county buildings, hotels and schools. Bank of Woodland, Bank of Yolo, First National, and Yolo County Savings Bank.

YOUNTVILLE, Napa county, containing about 1,500 people, nine miles north of Napa, on the S. P. and S. F. V. & N. V. railways, is an attractive town. The Veterans' Home for old soldiers is located here. Wine making and fruit growing are the chief occupations.

YREKA, county seat of Siskiyou county, with about 1,800 inhabitants, on a branch of the Southern Pacific railroad, seven miles from Montague, on the main line, is the shipping point for much of the western part of the county. Several stage lines connect with the nearby towns. The people are engaged in mining, lumbering, stock raising, dairying and agriculture. Siskiyou County Bank.

YUBA CITY, Sutter county, a city of 2,800 people, on the Southern Pacific and Northern Electric lines, two miles across the Feather river from Marysville, with which it is connected by a fine bridge and street car line. Wheat, fruit and grape growing are important. A large cannery and preserving plant, packing houses and fruit driers are located here. Farmers Co-operative Union Bank.



CAMPUS AND BUILDINGS, UNIVERSITY OF CALIFORNIA, BERKELEY, CAL.



The State Capitol, Carson City.



Main Truckee-Carson Irrigation Canal.



Truckee River and Bridge, Reno.



The Nevada State University, Reno.



Virginia City and Mount Davidson.



The Truckee-Carson Irrigation Dam.