CALIFORNIA STATE UNIVERSITY, NORTHRIDGE

A Local History--Antelope Valley
Study Unit for Junior High

A project submitted in partial satisfaction of the requirements for the degree of Master of Arts in Education

by
Robert Eugene Van Wassenhove

June, 1973
The project of Robert Eugene Van Wassenhove is approved:

California State University, Northridge
June, 1973
ACKNOWLEDGMENTS

I wish to express appreciation to Dr. Louise Grindstaff and Dr. Martin Levine for their time and suggestions. A thanks to Mrs. Lorraine Roderick, librarian at Joe Walker Junior High School, for the loan of materials and to Julie and Diana for their assistance.

I am most thankful for the patience and understanding of my wife, Marilyn and my family.
TABLE OF CONTENTS

Acknowledgments ............................................................. iii

Chapter I: THE PROBLEM

  Introduction and Background ........................................... 1
  Problem and Purpose .................................................... 1
  Assumptions .................................................................. 2
  Scope of the Project ..................................................... 2

Chapter II: REVIEW OF RELATED LITERATURE

  Overview ..................................................................... 3
  Value ......................................................................... 3
  Localized History Programs ............................................ 4
  Summary ...................................................................... 7

Chapter III: UNIT OF LOCAL HISTORY

  Part I--Yesterday .......................................................... 12
  Part II--Today ................................................................ 48
  Part III--Tomorrow ....................................................... 57

Chapter IV: SUMMARY, CONCLUSIONS, AND
RECOMMENDATIONS ....................................................... 63

  Summary and Conclusions .............................................. 53
  Recommendations ........................................................ 64
  References .................................................................... 65
CHAPTER I

THE PROBLEM

Introduction and Background

The project reported herein was written in part due to the relative unavailability of literature by which students can study the local history of Antelope Valley. Textbook material dealing with this region is nonexistent. Land of the Free, presently used as a state junior high school American history text, contains no mention of this area; nor does We the People, a new state adoption. Textbook publishers cannot be held entirely at fault since the textbooks are intended for use primarily on a nationwide basis and in-depth regional or local history is impractical. Local historical society publications were available but lacked organization and continuity needed for classroom use. As a result of this dearth of material, the author developed an original local history unit of study.

This project was written in part as an attempt by the author to create pupil interest and involvement in national history through a study of local history. Local history has the advantage of interest since students can develop a feeling of "belonging" whereas national history may seem too abstract. Hopefully, junior high students who would be introduced to a history of their local area would then transfer this involvement to their study of history on a national level.

Problem and Purpose

Literature on the history of the local area, written in a
sequential manner and intended for junior high pupils was unavailable. As a result, the author has attempted to present a unit to fill the void.

The purpose of this project was to develop a unit of study for junior high school students which incorporated the available research on Antelope Valley. The development of such a unit, it was hoped, would lead to the following outcomes: (1) create a greater interest in the study of American history and a better understanding and knowledge of local history, (2) help the student to better understand himself, (3) give him perspective and a sense of participating in an ongoing project of some antiquity, and (4) produce a student who will want to study history for his own edification and enlightenment.

Suggested activities anticipate involvement beyond the ordinary scope of textbook material. The unit centered on providing a framework which could be used as a basis for study and additional investigation.

Assumptions

The basic assumptions made herein were that the study of this unit would create a greater interest and understanding of local history and as a result would give the student a greater appreciation and sense of participation in his national heritage.

Scope of the Project

The information presented in the project unit was restricted to the educational level and interest of the junior high school student; therefore, the language and style was designed for this type of pupil.
Overview

The literature reviewed in this chapter was surveyed to answer two questions:

1. Is there a value in the study of localized history?
2. What has already been done by teachers and students in formalizing a localized history program?

Value

The literature surveyed indicates that local history possesses value on two dimensions. One is the element of reality, and the other is the larger framework within which local history is set (Cordier, 1969). For instance, Ralph A. Brown (1961), writing for the National Council of Social Studies, has stated: "Local events can be tied in with national history. Countless subjects are mirrored in the history of almost every city. Once students see that history is all about them, their interest is unlimited."

D. Van Luevan (1971), Professor of Education at Nichols College, indicates that local history can strengthen the effectiveness of American history in several ways by: (1) introducing the student to primary sources, (2) demonstrating the process of history, (3) developing inductive-deductive methods, and (4) making history leave the confines of the textbook.

According to Peter J. Hovenier (1969), Assistant Professor of Education at Southern Oregon College, working with their own
community as a laboratory helps children become more involved citizens of today and the future, and prepares them for leadership roles in the community.

Mary Lou Krusic (1969), sixth grade teacher in Washington, argues that group skills as well as communication skills are enhanced while working on local projects. She concludes that children learn to shoulder responsibilities as part of a group.

A goal of social studies is to help students become active learners rather than passive receptacles of knowledge. Terry Northrup (1972), Assistant Professor of Education at Georgia State University, indicates that the study of local history performs this function.

C. L. Lord (1967), President of Hofstra University, writes that localized history has all the values of general history but goes even further. He reports that it supplies illustrative material, teaches the student to be suspicious of generalizations, and also puts man under the microscope. According to Lord: "Community resources put life into history. Localized history puts history into the life of the pupil. The materials are legion and of infinite variety; the possibilities are numberless; the horizons unlimited."

Localized History Programs

Literature was also surveyed to determine work being done in local history. The following are examples of local history projects by teachers and students.

In Washington, D. C. a high school class did an extensive in-depth study of the assassination of President John F. Kennedy (Cuban, 1970). Tight, short units interlaced with exercises
consolidated learning. Students were involved in such activities as writing essays, scrutinizing evidence, organizing defense of arguments, distinguishing between relevant and irrelevant materials, and mock trials—the entire spectrum of communication skills. Larry Cuban, a teacher directing the project, indicated that the local flavor of the incident was important in creating student interest and involvement.

One of the most publicized local history projects was developed in Rubin Gap, Georgia. A group of Nacoochee High School students discovered that they had unique access to the local mountain culture which was in danger of becoming lost. They created a quarterly magazine called Foxfire, whose contents were based on student interviews with elderly inhabitants of the area. In preparing their magazine, students engaged in such activities as taping, photography, transcription, diagramming, and editing. It was reported that the students now cherish a heritage that belongs to them and in the process also acquired marketable skills. From this original project two others have arisen in different locations—documentation of life in a racially mixed slum neighborhood in New York City (Thomson, 1972), and the voice of Sioux Indian youth of Pine Ridge Reservation in South Dakota (Thomson, 1972). The publications which emerged from their inquiries into local history were entitled Fourth Street and Hoyekiya. Both magazines involved young people developing skills while at the same time informing their readers about their cultural heritage.

In Portland, Oregon, J. T. Leeson (1972) indicates that junior high students studied the city through research of its buildings. The
students prepared and duplicated maps of the city, went on a field trip to the metropolitan museum, established a miniature museum in the classroom, visited the city's historical buildings, toured the city, and even redesigned sections of the city. History, social problems, and future planning of Portland were involved. A. O'Dowd (1972) relates that fifth-grade students in Staten Island, New York, studied the local history of the community by the architectural styles of the homes. Classroom activities took the form of discussions, research, making notebooks of pertinent material, illustrating architectural features of homes viewed on field trips, taking photography, preparing bulletin board displays, making Victorian mansion collages, or reliving the period of the homes through creative writing.

Sixth-graders in Tyler, Texas studied architecture using as a basis the buildings in the city. They read about famous architects, learned to recognize famous structures, and became aware of building styles and materials. The city was toured giving students opportunities to see examples of what they had studied. J. Littleton (1972) reports that as a result of the project, the students also became better acquainted with the city and neighborhoods.

A summer school program in Rochester, Minnesota conducted a social studies seminar on local history for students of junior high school age. In cooperation with the historical society's museum, a four-week study was developed. Arthur Gittus (1970), teacher in the Central Junior High School, indicates the value of such a project as being a higher degree of awareness of local history and the part
it plays in making of state, national, and world history.

Another local history project was initiated in Lancaster, California. A two hundred page booklet was written and then published in 1973 by junior high students as a regional study of Antelope Valley.

Summary

This review of literature demonstrated the value of the study of localized history. Numerous authorities were cited in support of this view.

Though literature on local history projects for junior high school is not abundant, those reviewed here did show that such programs could be formalized in the public schools.
CHAPTER III
UNIT OF LOCAL HISTORY
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Part</th>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part I</td>
<td>YESTERDAY</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>GEOGRAPHY</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>PREHISTORY</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>INDIANS</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>TRAVELERS</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>SETTLERS AND EARLY COMMUNITIES</td>
<td>29</td>
</tr>
<tr>
<td>Part II</td>
<td>TODAY</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>ANTELOPE VALLEY ECONOMY</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>COMMUNITY CAPSULES</td>
<td>50</td>
</tr>
<tr>
<td>Part III</td>
<td>TOMORROW</td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>OUTLOOK</td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>GUEST SPEAKERS</td>
<td>62</td>
</tr>
<tr>
<td></td>
<td>FIELD TRIPS</td>
<td>62</td>
</tr>
</tbody>
</table>
YESTERDAY

As you drive your "bike" over the desert, go rock hunting in the hills, play in the snow in the surrounding mountains, or even sit in a school room, have you ever wondered anything about Antelope Valley? Have you ever wondered what mountains surround us? Have you ever wondered if Indians once lived here? Have you ever wondered if explorers traveled here? Have you ever wondered what it was like fifty, seventy-five, or one hundred years ago? If you have asked yourself any of these questions or any others about Antelope Valley, hopefully you will find the answer as we move through these pages. Let's begin with a look at the geography of the valley.

GEOGRAPHY

The Mojave Desert region in southern California has an area equal to the combined areas of Massachusetts, Rhode Island, Connecticut, and New Jersey. It is a part of the so-called "Great American Desert," a vast region that covers nearly one-sixth of the area of the United States. Incidentally, the Mojave Desert occupies one-sixth of California.

Antelope Valley occupies 1,500 square miles in the western-most Mojave Desert. It is shaped like a triangle with the apex pointed west. The valley is flanked on the north by the Tehachapi Mountains and on the south by the San Gabriel Mountains. The mountains are barriers to the rain-producing winds of the Pacific.
Ocean, so that precipitation is so low that in most parts of the valley, crops cannot be grown without irrigation. The Antelope Valley does receive slightly more rainfall than the desert to the east and underground flow does come from the surrounding mountains. The San Gabriel Mountains are both high and steep. North Baldy, the highest peak in the divide of the Antelope Valley, rises 9,389 feet above sea level.

On the northwest, Antelope Valley is separated from the San Joaquin Valley by the Tehachapi Mountains. The highest peak of these mountains is Double Mountain, 7,950 feet above sea level. The divide between Antelope Valley and other regions north and east is divided by isolated "buttes" or low rock ridges, or by alluvial material.

Antelope Valley is considerably larger than most of the basins in the Mojave Desert. The typical basin looks flat from a mountain peak, but from its low point it slopes gently upward in all directions like a shallow bowl. On the eastern edge of Antelope Valley are relics of extensive Ice Age lakes, such as Muroc and Rosamond. These playas or intermittent lakes are usually dry and their hard packed clay surfaces may gleam with mineral salts. After flash summer storms and winter precipitation they will be covered briefly with shallow water.

The natural vegetation has value for scenic appeal. The main vegetation type is the brownish green creosote bush which grows in association with burroweed. Well known California desert plants add variety. The yucca is found on many hillsides below 2,500 feet. A
"lily" that is especially prevalent in Antelope Valley is the Joshua tree. It grows ten to twenty feet high. The palo verde, ironweed, and honey mesquite are common along sandy washes.

Color is added to the desert when perennials bloom at the end of the rainy season—the red-flowered ocotillo, the yellow-blossomed palo verde, and the white waxy spikes of the yucca are an attraction. When sufficient rainfall has blessed the valley, California poppies and lupines are especially abundant.

Animal life is surprisingly varied. Burrowing animals include the kangaroo rat, the white footed mouse, and the jack rabbit. Occasionally one catches a fleeting glimpse of a coyote or even by chance a view of some wild burros. There are spotted skunks, badgers, and kit foxes. Reptiles include numerous lizards, the desert tortoise, the desert rattlesnake, and also the sidewinder, a rattler that has adopted a curious sideward method of keeping as much of his body as possible off the hot ground. There are a multitude of insects, including ants, flies, grasshoppers, and beetles; some, like the scorpion, are poisonous.

The lowest part of the Antelope Valley lies 2,275 feet above sea level, with the average being about 2,350 feet. Hot weather is the rule in the summer. The thermometer rises above 100°F frequently. Away from the desert floor, summer temperatures average in the low 90°F's in the daytime and in the low 60°F's at night. During the summer, the residents of Antelope Valley are reasonably comfortable as temperatures drop at dusk, followed by cool and pleasant evenings.
The thermometer reading is often 60°F during the winter day, falling at night to several degrees below freezing. It is not uncommon to have winter night temperatures of 15° - 20°. The winter temperatures average 44°F in the daytime and 31°F at night. Relative humidity is low, averaging thirty percent daytime and fifty percent night time with summer time lows about fifteen percent.

Precipitation is very slight in the valley. It occurs during the winter season and differs in various parts of the valley. Those areas near the hills and mountains receive the greatest amount of rainfall. Average precipitation in the Lancaster-Palmdale area is 7.5 inches, but rainfall for 1971 and 1972 has been far below this figure. The average rainfall is almost one inch in January and falls to a low of .03 of an inch in the month of July.

Winds in the Antelope Valley are a characteristic feature and are prevalent from the southwest. The mean hourly speed is seven miles per hour. Winds with a velocity of up to thirty-five to forty miles per hour are not uncommon with occasional gusts reaching fifty to fifty-five miles per hour in the desert regions. Although the severe windstorms are not commonplace, upon occasion it is possible for an auto to receive a sandblasting.

Most of the days in Antelope Valley are sunny and clear. The yearly average of clear days is seventy-eight percent or approximately 284 days. Thirteen percent (forty-eight days) are partly cloudy and the remainder nine percent (thirty-three) days are classified as cloudy.

As you can tell, Antelope Valley is a typical upper desert
region with hot, dry summers and cool winters. Clear days are common and wind is the usual order of the day.

**PREHISTORY**

Until recently very little, if anything, was known about this area's first migrants and settlers--early man and Indians. In 1964-1965, archeological work was done in the valley and some conclusions have been reached regarding the early inhabitants. The work was done under the direction of Stuart Glenman, a resident of Antelope Valley, who was a student of U.C.L.A. graduate school.

The archeological site, called the Sweetser site, is located three miles northwest of Rosamond between two hills. The site covers an area of about five thousand square yards with the majority of the stone tools being recovered from the central one thousand yards. The site is at an elevation of approximately 2,500 feet sea level. It commands a view of Antelope Valley to the south and west and the Tehachapi Mountains about seven miles to the northwest.

The collection recovered at the site includes over 1,300 artifacts, the greater majority being chipped stone implements and the remainder being ground stone milling equipment.

Rhyolite was the major raw material used in the manufacture of the flaked stone implements. Numerous sources of rhyolite are present throughout the surrounding hills. Three of the raw materials represented in the collection do indicate some degree of travel. The obsidian may indicate some ties, possibly of a trade nature, with the Owens Valley region over eighty miles to the north of the Antelope Valley.
From the types and number of tools discovered, the site reflects more of an emphasis on hunting than plant food processing. The site was most likely a semipermanent camp occupied over a fairly long period of time, from which small groups could operate. The base camp was probably the center of activity during much of the year with smaller camps being established in the mountains during the summer months. Small hunting and gathering parties foraging the surrounding region from such base camps is a likely pattern. The number of people occupying such camps at any one time was no doubt small, probably numbering only a few families. Many sites on a par with the one described are probably covered by valley sedimentation.

There is little doubt that hunting played an important part in the economy, with wild plant food gathering being less important than on the Southern California coast during the same time period. This is indicated by the emphasis on hunting and animal processing equipment with lesser percentages of seed milling equipment. Due to the complete lack of floral and faunal remains at the site, the actual plants and animals involved in the food cycle and the degree of importance of any given item within that total cycle cannot be determined.

No exact date can be established as to when the site was occupied, but archeologists believe it may have been somewhere between 2,000 and 4,000 B.C.

Perhaps someday one of you students will enter this field of work and uncover more secrets concerning the early people of
GEOGRAPHY AND PREHISTORY

ACTIVITIES

1. From past records construct a graph showing the average rainfall for the months of January and July from 1960 until the present year.

2. From past records construct a graph showing the average temperature for the months of January and July from 1960 until the present year.

3. From past records construct a graph showing the average wind velocity for the months of April and September from 1960 until the present year.

4. Write a report on why the rainfall is so low in the Antelope Valley.

5. Draw a picture and write a report about one of the animals or insects that live in our valley.

6. Draw a picture and write a report about one of the wild flowers or plants that grow in our valley.

7. Bring to class any collection of desert rocks you may have.
A huge gap exists in the history of Antelope Valley between the time uncovered by the archeological digging and the coming of the Spanish—anywhere from three thousand to five thousand years. Some field work at sites from the period between the Sweetser site occupation and the historic contact has been carried out by the Antelope Valley College, but none of the material has been published. So much of the history of the vast period of time is unknown.

There is though, at least some limited information concerning the people of the region at historic contact by the Spanish. The information comes to us from the early Spanish travelers and also from historians of early Indian life. A. L. Kroeber is the recognized authority. His contribution on inland Indians followed an earlier work by Stephen Powers.

At the time of historic contact with the Spanish, two groups of Indians were living in the valley and surrounding mountains. Both groups were Soshonean speakers. The Kitanemuk lived in the southern half of the Antelope Valley. These people lived mainly in the mountain and foothills along the southern and western edge of the valley. An early Spanish visitor in 1776, Francisco Garces, a Franciscan friar, visited a village probably located near present-day Lake Hughes. At that time the Kitanemuk were living in large, rectangular huts covered with tule and willow mats. Each house had two entrances, one to the east and the other at the west, and a sentinel was posted at each during the night. These communal houses may indicate some association with other tribes in the San
Joaquin Valley. Shell inlaid vessels seem to indicate a trade carried on with Indians of the Santa Barbara region. There is also evidence that the Kitanemuk made small temporary conical-shaped huts of juniper limbs which were probably covered with mats as well.

By 1910, the number of Kitanemuk must have been down to a few families at most because a historian of the area in 1925 lists only 150 people remaining for the entire Indian group (Serrano) of which the Kitanemuk was one of the four tribes.

The picture of the Kitanemuk is a meager one but even less is known of their neighbors living in the northern half of the valley of the Kawaiisu tribe. They are thought to be an offshoot of the Chemehuevi, moving into the Antelope Valley and the Tehachapi Mountains from the eastern Mojave desert. Father Garces also passed through Kawaiisu territory in 1776 but failed to mention their existence. They were probably a small group with a historian placing their aboriginal population at about five hundred. The Kawaiisu also spent most of their time in the mountains. The Kawaiisu and Kitanemuk seem to have been friendly and at one time are reported to have lived together in Prite Valley, near Tehachapi.

From what is presently known of the historic peoples of the Antelope Valley, they spent little time in the valley proper, but remained in the mountains and foothills the majority of the time. Just how far back into prehistory this settlement pattern goes is open to question.

The pattern of living was almost the same for both tribes according to Powers and Kroeber, two historians who spent much of their life studying California Indians. The mountain Indians differed
somewhat in habits and customs from the valley people, although a
definite thread of similarity runs through the manner and method of
ceremonies, superstitions, and tribal organizations. They ate the
same foods. They were sensuous, devoted to dances and merry
making.

To both tribes, the eagle or the coyote, depending on the tribe,
was the creator of the universe. There was no "Great Spirit" or no
"Happy Hunting Ground." Heaven to them was a realistic life of
plentiful food and complete relaxation.

They were usually naked and frequently barefoot. If the men
wore anything it was a skin over the shoulder or around the loins.
The women usually wore short skirts of skin or feathers. But as
Father Garces embarrassedly reported in his diary, "they were not
very coy."

The men didn't assume the role of mighty hunters as the Plains
Indian did in killing the buffalo. There were too many plants and
berries and nuts; insects and rodents were numerous. When they did
hunt the elk and antelope on the plains, they did it the easy and un-
heroic way.

On foot the tribe strung out in long lines surrounding the herds
on the plains. Gradually they closed in, driving the antelope into
ever narrowing lines. At the critical moment the strongest hunters
stepped out with hunting bows of mountain cedar wood and flint-tipped
arrows of buckeye branches to bring them down.

The formidable grizzly bear was left strictly alone. The
Indians must have made this decision at an early date, for bear meat
was taboo. The dangerous rattlesnake was also taboo as a food.

The acorn was the mainstay of the Indian diet. Great quantities were gathered in the baskets of tule reeds. All members participated in the gathering after which the harvest was taken to the mortars hollowed out in granite or other rock. With the use of the pestle, the squaws shelled the nuts, pounded the meat into flour after drying and then kneaded the watered paste into loaves, or made it into thick soup.

The stalwart men of the tribe might enjoy the pleasure of manzanita cider. The berries of the manzanita bush were used to brew a cool and refreshing drink described in early accounts as "clear, cool, and richer than most California apple cider." The liquid would be consumed before fermentation set in.

The nuts of the buckeye trees produced another food supply. Although poisonous in the unprocessed state, the poison was eventually leached out by pouring the flour-water mixture through sand before drying into flour.

The tribes followed the custom of a prescribed remarriage system in the event of family deaths. The widow married her dead husband's brother, and widower married his dead wife's sister. Sometimes polygamy resulted when a widower married two surviving sisters or a mother and daughter. Never did a husband speak to or recognize a mother-in-law.

Except with the Kawaiisu, who recognized wealth only, the chieftainship descended by heritage. The father appointed his son to succeed but not always his eldest son. The chief was supposed to
know more of religion than other tribal members and to possess superior knowledge of tribal customs, superstitions, and ceremonies.

The few surviving Indians today in California know little of the ancient practices and customs of their forefathers. In 1955 the Indian Bureau census lists 36,000 names on the California Indian roll of whom only about one-fourth live on reservations. It is doubtful whether there are any descendants remaining of those early tribes from the Antelope Valley who came into contact with the Spanish.

INDIANS ACTIVITIES

1. From what you have studied of the two tribes who lived in our valley, write what a day might have been like in the life of one of our early inhabitants.

2. On an outline map of California locate the principal Indian tribes in the state.

3. From what you have studied of our two tribes draw a picture concerning them in any of their everyday life activities.

4. Build a model of the shelter used by the Indians of our area.

5. Draw pictures showing at least four different types of shelter used by various Indian tribes in our country.

6. Make a report to the class concerning the life of a reservation Indian.
TRAVELERS

Recorded history of the Antelope Valley began in the late 1700's and was marked by the visits of many famous travelers.

In 1772 Pedro Fages, who was the Spanish military commander of Upper California, was, as far as is now known, the first white man to enter Antelope Valley. Captain Fages was coming from the Cajon Pass area following along the San Andreas fault heading west. He was in this area looking for deserters from his army.

His route, as worked out by a historian Dr. Herbert Bolton of the University of California, is a trail-blazing journey through Imperial Valley, through the Cajon Pass, along the edge of the Mojave Desert, through Antelope Valley, across to Hughes Lake, over to Tejon Pass and down into the San Joaquin Valley. He was the pioneer and discoverer of all this country, before Anza and Garces.

His narrative, written a year later, dismisses as almost nothing the hardships that must have been encountered.

"Last year," he wrote, "coming from San Diego in pursuit of deserters, I went and struck the plain fifty leagues toward the east. Lack of water forced us into the sierra, but when we were parallel with the mission of San Gabriel we went about fifteen leagues to strike the plain again; and we went along the plain toward the north, keeping close to the sierra, on account of water, traveling for about twenty-five leagues, until we reached the pass of Buena Vista. Most of these twenty-five leagues we were passing through groves of date palms, the land both to the east and south having more and more palm groves. But the country appeared to be very short of water."
We saw many smokes all along the plain."

Dr. Bolton concludes that the date palms were the Joshua trees of Antelope Valley, and the twenty-five leagues or about seventy-five miles is about the distance from the top of Cajon Pass to the crest of Tejon Pass.

In 1776 Father Francisco Garces, as mentioned previously, entered our valley while coming from the San Fernando Mission. He crossed through the west end of the valley and through Willow Springs. In April, thirty-eight year old Father Garces and his Indian companions crossed the four-year-old trail of Fages at Lake Hughes on the edge of Antelope Valley. Here he found a village "where according to the signs, Senor Capitan Faxes (Fages) had been." To reach this point he had traveled from Yuma to San Gabriel Mission, then had swung against the mountains over into the San Fernando Valley, over the hills into the upper Santa Clara Valley near the present site of Castaic, and then northeast to the Tehachapis.

At Lake Hughes the trails of the two Spanish pioneers diverged. Fages had gone northwest to discover Tejon Pass and Garces pointed northeast to find another point of entry into the great San Joaquin Valley. A day later he was in the Tehachapi Pass. In 1781 Father Garces was killed by the Yuma Indians in what is known as the Yuma Massacre.

Years elapsed before we have any further record of a white man entering our valley. This time it was Jedediah Smith, a famous American trapper. He was the first white person to reach California overland. For his troubles he was imprisoned by the Mexican
authorities in San Diego. He was later released and in 1827 via the Cajon Pass, Smith recrossed the Sierra Madre range, moved slowly northward along the eastern foothills into the San Joaquin Valley. On his journey he came through the western end of Antelope Valley and Willow Springs.

The next most famous party to travel through the Antelope Valley was John C. Fremont party in 1844. Accompanying his party was Kit Carson. After crossing the Sierra Nevadas into California, Fremont rested several weeks at Sutter's Fort. He moved southward through the San Joaquin Valley and crossed the Tehachapi Pass into the western end of Antelope Valley. He then proceeded eastward toward the Great Salt Lake.

In 1849, Rogers and Manly came through the Valley on their three-hundred mile walk to San Fernando Mission. They were trying to get help for a party of pioneers (of which they were members) who had wandered into Death Valley and were hopelessly lost. After securing provisions at the Mission and returning to their entrapped party they guided them out. The party came down the eastern slopes of the Sierras, passed through the Red Rock Canyon and camped at Willow Springs on their way to San Francisco.

Not a sign of human existence was to be seen in the Valley when in August of 1853, General Beale and three companions entered it. Traveling west along the foothills from San Bernardino they made their way through Antelope Valley to Tejon Pass. General Beale had purchased in 1852, about three hundred thousand acres called El Tejon for approximately five cents an acre. General Beale was most
favorably impressed and he indicated that wild game was to be seen everywhere in abundance and at Elizabeth Lake "duck and geese were so thick that three were killed with one shot of a rifle."

Again in 1858 General Beale came through the Antelope Valley on the way to Fort Tejon with his famous camel corps. Beale supervised several subsequent trips between that fort and Albuquerque, the camels being used principally to transport freight.

Antelope Valley had its share of notoriety when the famous bandit Tiburcio Vasquez established Elizabeth Lake as his headquarters. From the years 1863 until 1874 he was the most feared man in southern California. He was captured and hanged in 1875.

Four years before the Declaration of Independence, the first Spanish entered Antelope Valley but not to stay. It was not until fifty years later that the first American entered the area also; not to settle, but merely traveling through. More time elapsed and brings us up to the point in our history where permanent settlers began to move into our valley.

TRAVELERS ACTIVITIES

1. Write a report on Fages or Garces.
2. Write a report on Jedediah Smith.
3. Write a report on Kit Carson.
4. Write a report on John C. Fremont concerning his connection with California history.
5. Write a report on the Rogers and Manly expedition and their hardships in Death Valley.
6. Write a report on General Beale and his connection with El Tejon.
7. Write a report on the early outlaws of California (prior to 1900).

8. Write a report on the attempt by the U. S. Army to use camels in the Southwest.

9. On an outline map, trace the paths of Fages, Garces, Smith, Rogers, and Manly and Fremont as they traveled through our valley.

10. Draw a time line of our early travelers and also a time line of historical activity in the eastern part of our country for the same period of time.
SETTLERS AND EARLY COMMUNITIES

It was in the 1860's (probably 1869) that the first settlers came into the Valley. The Covington family of seven moved from Los Angeles and settled east of Rosamond at what is now called Indian Wells. Later that same year the family moved west of where Mojave is now located and a few years after that moved to what is now the Elizabeth Lake region. John Covington, a young boy at the time, tells how later in his youth he and a group of cowboys counted over seven thousand antelope in the area. He tells about one winter killing sixty-two bears in the nearby mountains.

In the early summer of 1876 the Southern Pacific Railway tracks were laid through Antelope Valley from the north. Other companies had received provisional grants through this territory but had either lost their right-of-ways or sold out to other corporations. Meanwhile, another crew was laying tracks from Los Angeles in the south. The "golden spike" in the first rail line to connect San Francisco and Los Angeles was driven by Charles Crocker at Lang Station in Soledad Canyon on September 8, 1876.

The rapid development of southern California at this time just after the completion of the Santa Fe Railroad from the east brought a large number of people to the region. Antelope Valley with its large area of cheap land was invaded by intending settlers, most of whom knew little or nothing of the peculiar limitations of development in arid California. For many years Antelope Valley was developed rapidly rather than wisely. Most of these early settlers were victims of the promoters' wiles, of their own lack of caution and
foresight, and of their general ignorance of local features and conditions, especially of water supply and climate.

About 1880 a few farmers settled south of Del Sur. The Goddes and other pioneer families began to settle around the Quartz Hill area. After that there was a rush of settlers, most of them with only enough money to file on a claim and erect a cabin. Others who had money, took up land but they knew nothing of dry farming and so failed. In these settlements at the west end of the Valley, it was generally believed that the winter rainfall would be sufficient for crops and pasturage. It was also generally believed that water for domestic usage could be had only a few feet below the surface, as in the eastern lands from which most of them had come. When the true conditions were discovered, farming without irrigation, except along the foothills was admitted to be impossible, and one by one the homesteads were abandoned.

In 1882, Mr. M. L. Wicks, a southern California real estate promoter, started a Scotch colony of about one hundred fifty people in Antelope Valley. They settled about eight miles south of Willow Springs to the west of Rosamond. But they finally drifted away without accomplishing anything.

There were no towns in the Antelope Valley at this time. Settlers were so few that there was little use for a town to supply their needs. About the only reason for the establishment of a town was the coming of the railroad as the railway company had to have water and an engine house. The first artesian well in the valley was drilled along the railroad in the spring of 1884. A roundhouse for
the repair of engines, and a number of shacks around the depot for
the workmen were the beginning of the town of Lancaster.

In 1884 Wicks purchased sixty sections from the railroad
company at two and one-half dollars an acre, laying out a townsite in
streets and lots. Until that year there were no houses on the present
site of Lancaster, except the Southern Pacific section and pump
houses and one store. The store was a half tent and half lumber
affair in which the few travelers who stopped off were able to obtain
a bed. There seems to be some disagreement on the source of the
town name. Some people say that Wicks was from Lancaster,
Pennsylvania and thus used that name. Other people say that the
town was named for a Southern Pacific railroad engineer.

The new town promised to be a success from the first and many
settlers began moving in. Extensive advertisement was carried on
especially in England. Several groups of English families moved to
Lancaster.

In 1888 Wicks sold the townsite to James Ward for about twenty
dollars an acre. By now the town had a livery stable, blacksmith
shop, wheelwright establishment, lumber yard, newspaper, and
hotel. The hotel was known as the Gilwynn, later changed to Hotel
Western. The building is still standing on Lancaster Boulevard in
downtown Lancaster. It has been designated as a California historical
site. In 1900, Mr. Ward sold most of the land to B. F. Carter.

It was during the previous few years (mid-eighties) that the
Antelope Valley lost almost half its approximately thirty thousand
head of antelope. Unusually heavy snows occurred in the mountains
and on the floor of the valley. John Covington recollects the heavy snow all the way across the country to Death Valley. Trapped in the heavy snow, many of the antelope died or were made easy prey for coyotes and wolves. Also as the settlers came into the valley and began fencing off large areas, the antelope were cut off from their grazing range and shot by settlers. As with the buffalo on the plains, the antelopes were used for target practice by the crews of trains passing through Antelope Valley. The combination of the heavy snows and the coming of the settlers doomed the continued existence of the namesake of the Antelope Valley.

The year 1890 found the Antelope Valley in prosperous condition. Land seekers and settlers continued to pour into the area and many of them settled in the eastern end of the valley several miles from Lancaster, intending to raise grain and fruit. In 1891 the John Brown colony came to the eastern end of the valley but trouble over the title to the land forced the colony to disband.

The peoples of Antelope Valley had been having wonderful crops during the early years of the nineties and then came the dry years of 1895, 1896, and 1897. By 1898 a great many of those who had come to the valley only a few years before had moved.

It was these three dry years that broke up the Manzana Colony in the west end of the valley. It had probably the largest almond plantation in the world—over 2,200 acres under cultivation.

The Llano and Almondale colonies were also deserted in 1897. Hundreds of acres of fruit trees withered away in the intense heat and lack of rainfall and died.
The dry years continued. Drought conditions prevailed throughout California, and food for stock was scarce. Many cattle were brought to the valley from other parched areas. As a result, the valley was overstocked. Native vegetation and wild flowers suffered greatly and have never been as profuse.

Lots in the town of Lancaster sold for only twenty-five dollars but there were very few takers. Lots outside the town limits would hardly sell at any price. One settler who had faith in the future purchased 150 town lots and 160 acres with four houses on the outskirts of town for $4,800.00.

In 1900 Antelope Valley was still isolated as far as roads to Los Angeles were concerned. Its only means of transportation were the train and the horse and wagon with unimproved roads. However, some isolation was removed in 1902 when telephone lines were installed.

Prospects began to look a little better for Antelope Valley with the introduction of water development by the use of the gasoline engine instead of depending on artesian wells. This was the beginning of the great alfalfa industry in the valley which was to make the valley one of the largest alfalfa producers in California. The Antelope Valley, especially Lancaster, was the scene of great activity from 1907 to 1912 while the Los Angeles Aqueduct was being built. All supplies were hauled by way of Lancaster. Many newcomers came to the valley, among them were several Japanese families who settled on ranches on the west side of the valley. The Southern Pacific Railroad ran excursions to the valley. A Los
Angeles paper gave away a free lot in Lancaster with each year's subscription. In 1913 advertisements about the valley were run in the national Sunset magazine extolling its agricultural possibilities. In 1915 Antelope Valley High School was constructed. It was the only high school between Bakersfield and San Fernando. Girls attending the school from great distances were housed in a dormitory.

These were the days of the great jackrabbit drives. The jackrabbits had to be eliminated or greatly reduced because of their menace to trees and crops. These events were widely advertised and thousands of people would come on special trains, some as spectators and some as active participants. The men on horseback and on foot formed in a large circle about the area to be driven, then gradually closed in and drove thousands of rabbits into corrals. There they would be beaten to death with clubs.

By 1915, Lancaster was still a "horse and buggy" town even though several residents were automobile owners.

Big changes took place in the valley between 1915 and 1925. During the years of the war the farmers prospered by getting big prices for their produce. In 1915 electric power was introduced into the valley. By 1917 electric pumps began to replace the gasoline engine type pump on the ranches. A volunteer fire department was organized in Lancaster in 1921. The Mint Canyon highway was completed in 1921, which gave the valley a paved road to Los Angeles. In 1915 the first Fair was held in Lancaster. In 1920, Lancaster had a population of four hundred, and by 1930 it had increased to 1,550. New stores continued to be opened downtown.
During the 1910's, John Wayne the noted movie actor, was a resident of Antelope Valley for a few years, living as a child three and one-half miles south of Lancaster. During the same time Frances Gumm, later to be known as Judy Garland, another movie personality, was a resident of Lancaster. In 1929 junior college courses were first offered. In 1933 the first permanent camp of the U. S. Air Force was established at Muroc Dry Lake, several miles east of Rosamond. This became the major cause of great population growth in the valley. During the early 1940's the first U. S. jet plane was flown in tests over the valley from Muroc Air Force Base. In 1947, the first plane to break the sound barrier was flown from this same field. This world famous base changed its name in 1950 to Edwards Air Force Base.

Other communities in the valley started to spring up at nearly the same time Lancaster began as a railroad roundhouse and water stop. The railroad tracing its way through the valley was the force behind the founding of these communities. To the north of Lancaster we have the beginning of Mojave with its mining and twenty-mule team borax history. Also to the north is Rosamond and a history of mining. To the south, Palmdale begins to take shape but east of the railroad line, only later to move. About thirty years after this time a Socialist community east of Palmdale is formed but soon fades away.

On the following several pages I have traced some of the early history of these other communities. Also included is a story about one of the most interesting (but yet odd) structures in the area. It is
located in the foothills of the western portion of the valley.

Mojave

In 1876 the Southern Pacific Railroad crept out of the Tehachapi Mountains and across the Mojave Desert. That same year the town of Mojave was established. It became an important jumping-off place for the inner reaches of the desert. It also became a strategic shipping center with the various desert mines and the borax deposits contributing their business from Searles Lake and Death Valley.

Mojave was not quite like other towns. Its first citizens were not settlers, nor yet miners—but the Southern Pacific workers. When the rails were connected with Los Angeles in 1876, Mojave attracted hotel, store, and saloon people since it was more than anything else a supply and shipping center. Some of these business-minded folks came down from the older mountain settlements.

The streets were full of chuck holes, lined by board sidewalks. After the arrival of railroad employees, who first lived in a few wooden shacks, a few more permanent buildings were constructed.

Mojave drew the twenty-mule team borax trade to her doors and here it was that most of the hard earned pay of teamster and swamper was spent in one of the town's more populous saloons. In 1884 the town became the terminus of the teams which until 1889 brought ore to Mojave for rail shipment. The borax was brought to the railroad in Mojave over 165 miles of mountain and desert trail from Death Valley. A round trip required twenty days. The ore wagons, drawn by twenty animals, hauled an ore payload of twenty tons. The wagons were designed and built in Mojave at a cost of
nine hundred dollars each.

A two-man crew handled the twenty-mule team—a mule skinner and a swamper. The mule skinner rode up on the wagon box where he controlled his massive wagon by a strap arrangement fastened on the brake and his mule power by a 120-foot jerk line. There was handy a box of pebbles and a black snake persuader to help with the mules. The mule skinner’s pay was usually one hundred twenty dollars a month.

The rear wagon brake was handled by the swamper, whose duty it was to gather the fuel for cooking and the rocks for the skinner to throw at the mules. It was also his task to squirt a small amount of castor oil from the long spouted can into the bored holes of the wheel hubs. These holes had tight fitting corks to keep the necessary oil in and sand out. The borax companies kept on hand the best grade of castor oil they could buy for this necessary lubrication. The swamper also performed other sundry duties held to be beneath the dignity of the skinner. The swamper’s monthly pay was usually no more than seventy-five dollars.

Not far east of Mojave today the great Boron borax deposit is being mined. This deposit didn’t miss too far being under the long, torturous road that required three weeks for a round trip from Mojave—to bring back Death Valley’s borax.

An impetus to the growth of Mojave also occurred in 1894, with the discovery of gold near the town in Soledad Mountain, a picturesque, colorful hump of unbeautiful but imposing proportions. Soledad rises almost vertically from the Mojave tableland—a worthy
monument of gold and silver. Some of the earlier producers were the Queen Esther, Gray Eagle, Karina, Gypsy, and Echo. A fabulously rich body of ore was discovered in 1934 when, with the increase in the price of gold, prospectors poured in from all sections. This period brought Jess Knight and his son, Goodwin into the region and became owners of the Elephant Eagle Mine. Goodwin Knight was later to become governor of California.

Construction of the Los Angeles aqueduct through the area from 1907 to 1913 brought a number of workers into town and stores supplied the aqueduct camps with merchandise.

After the eras of the railroad construction and operation, the building of the aqueduct and the mining, the town of Mojave gained some prominence as a switching yard for the Southern Pacific Railroad and the population stabilized.

During World War II, a Marine air base was constructed in Mojave and servicemen were stationed there. Today the runways and buildings still stand but are idle, waiting for some type of industrial development to make use of the facility.

Mojave itself is like the air base, lonely and rather desolate, waiting as it has for the past decade or two to again grow and prosper.

Rosamond

"Sand Creek is also dreary, but water is only a few feet below the surface, and this peculiarity extends over nearly all the plains, and promises well for the future development. Now the plains furnish us a valuable stock range as they abound with bunch and other nutritious grasses. In the spring of the year these plains are a vast
and beautiful flower bed, perhaps unequalled by any other gathering of colors to be found in California. Between Sand Creek and Lancaster the road begins to ascend, the lowest elevation being 2,300 feet, about six miles south of Sand Creek station. Off to the left there seems to be an ocean; it is sand, alkali, and well-known "mirage of the desert."

The above is a description of Rosamond in the "Pacific Tourist" which was published in New York in 1879. The Southern Pacific was completed through Sand Creek three years earlier in 1876. Early sources tell us the name was changed from Sand Creek to Rosamond by an official of the Southern Pacific Railroad when he renamed the town after his daughter.

The early history of Rosamond is tied to cattle raising and mining. Rosamond in the 1880's being the center of the Valley's important cattle industry. E. M. Hamilton, one of the earliest residents in Rosamond, tells of the 1880's when Rosamond had two hotels, two blacksmith shops, two livery stables, three saloons, and several homes. Rosamond, as did Lancaster, went into a decline because of the dry years and many settlers moved away.

The first mining activity came in the last 1870's. A Dr. Crandall discovered in the nearby hills west of Rosamond a material that could be used for fire clay. At this time Los Angeles was in dire need of this fire clay and so samples were sent to various users.

One of these users was a Mr. Ezra Hamilton who operated a pottery company. The clay proved to be very satisfactory and in
1882 Mr. Hamilton purchased the clay pit from Dr. Crandall. The pottery business boomed until the early 90's when a depression started slowing down the Los Angeles building. One day Ezra Hamilton started panning some of the clay material. He discovered a few small specks of bright shiny metal that proved to be gold. He then began to pan the source of his clay in Rosamond. In 1896 after much time spent in prospecting the hills, he discovered ore that had a very rich assay. In 1898 he built his first stamp mill and his mining venture began to boom. In 1900, Mr. Hamilton sold one of his claims for one hundred thousand dollars.

Soon other mines were born in the area as miners poured into the hills west of Rosamond. Some of the rich producers had such names as Lida, Fairview, and Tropico. In Hamilton's Lida shaft was found some of the most beautiful "jewelry rock" specimen to be found anywhere. In 1904 some of his gold ore was exhibited at the World's Fair in St. Louis, Missouri. (Incidentally, his ore samples were never returned to him from the fair.)

Hamilton took tons of this rich ore from the red hill and in 1900, he purchased historic Willow Springs (eight miles west of Rosamond) from the Beale estate and developed it into a virtual desert paradise used primarily as a health resort. There were orchards, trees, gardens, pools, and conveniences rare to the desert.

Most of the buildings remaining at present-day Willow Springs were built by Hamilton from the rock in the surrounding hills. In Rosamond he built, also using native rock, a fine two story hotel to
accommodate visitors who arrived late at night by train on their way to the mines and Willow Springs.

In 1908 Hamilton sold his mining claim and it was resold the following year to the Tropico Mining and Milling Company. Hamilton Hill became Tropico Hill and has retained this name to the present day.

In 1933, under new owners and a higher price for gold, Tropico Hill boomed with an eventual production of eight million dollars. World War II and an ensuing inflation forced the closing of this gold mine, as all of the gold mines in the area.

As with Mojave and the Marine Air Base, Rosamond and the Tropico mine seem to be waiting. Maybe the continued increase in the value of gold will reopen the mine and it, along with Rosamond, will again find their past glory.

Palmdale

Palmdale, "The Gateway to Antelope Valley," is nestled in the foothills at the south entrance of the valley. It serves as the trade and business center of the southern portion of the valley.

Its forerunner, Old Palmdale Colony, was settled sometime between 1870 and 1875, about three miles east of the present site. It was located somewhere near 27th Street East and Avenue R. The settlement was called Palmenthal. Its name evidently came from the mistaken idea that the Joshua tree is a palm tree. No palms ever grew native here. It was quite a thriving community. The village consisted of a livery stable, blacksmith shop, shoe shop, stores, school, church, post office, and a real estate office.
Later a new brick school was built near Sixth Street East and Palmdale Boulevard but this has been torn down. About six of the old buildings from the first site were moved into Palmdale but they have been demolished by now.

The opening of the Mint Canyon Highway in 1921 gave Palmdale easy access to its neighbor, Lancaster, and to Los Angeles.

During the depression of the 1930's the valley was hit like the rest of the country and the Works Progress Administration started the first work on the Palmdale Airport. The Palmdale Airport was to develop into the mainstay of the economic life of Palmdale as U. S. Air Force Plant #42.

Little did people realize what the future was to hold for Palmdale.

Llano del Rio

Some twenty odd miles east of Palmdale thrived one of Antelope Valley's most curious communities. It was a utopian Socialist colony which thrived here during the 1914-1918 period.

The idea for Llano was that of Job Harriman, California Socialist, who started looking for land on which to build a colony as early as 1914.

East of Palmdale he found that the Mescal Water and Land Company had extensive holdings and were in financial trouble. Rallying together families with similar interests, the land was purchased and Harriman advertised in Socialist newspapers for colonists.

As early as May, 1914, the first families moved onto the barren site north of the San Gabriel Mountains.
They took the name for the colony from that of a nearby creek. The first few months saw a population of one hundred. By 1916 records told that there were 650 on the site. Three years from founding there was a population of nine hundred.

Tents and temporary structures were put up to house the colonists. Some adobe houses came up later. A community building, a hotel, were erected using cobblestones and native boulder base and with frame sides.

Members bought shares in the colony, were paid the good wage of four dollars a day—but most of the transaction was on paper. Some of the members of Llano were old hands at utopian colonies—at least one had lived in seven of the social experiments.

Water was secured from Big Rock Creek nearby and great fields of sagebrush and creosote and rocks had to be cleared for irrigation. Alfalfa was the first large crop and more than four hundred acres of the cattle feed was planted.

An experiment with pear orchards was unhappy. There were two hundred acres in corn, some acreage in nursery and truck garden stock, a few acres in other grains. A total of two thousand acres were under cultivation in 1917. According to government records, the colony produced seventy-five percent of what it consumed that first year. By 1916 it was producing ninety percent.

Situated in the wilderness, as it was, it was difficult to get produce to market. It was twenty miles of sandy, rough road to Palmdale and the railroad. The women of the colony worked to produce some handicrafts which could be sold in town, rag rugs and
knit underwear, but little business of this kind was transacted.

By 1917, 125 children were in the Llano schools. Adults studied at night, used the large library. There was an active social life.

Politics and lack of water caused the main trouble and the pair finally nagged the colony to death. There were hard times. Weeks went by at one period when the only vegetable the villagers had to eat was carrots. Hoping to get more water from Big Rock Creek, they built cobblestone-lined ditches.

But the water was slow in coming and the leaders started looking for another site. They found one in Louisiana, a place near Leesville, and called it Newllano. But financial problems dogged the experiment. By 1918 the colony was bankrupt and most of the colonists had left.

Today, only the stones remain of that utopian colony.

Shea's Castle

Several miles to the north and west of Lancaster and closed to the public behind an eight mile long, high fence that carries warning signs "guard dogs" is a 1760-acre spread, that once belonged to the unusual John Shea.

The castle itself, built during the years of 1922-1924 resembles one the Angeleno Shea had seen in a magazine--a Dublin castle.

In addition to the castle--it consists of a living room, seven baths, eight fireplaces--the workmen built a barn and a bridge in the same ornate design.

The castle once housed a pipe organ and was outfitted with
furniture imported from Europe.

John and Ellen Shea moved into the castle shortly after it was finished. There were a number of springs on the property as well as a small lake. Some say that Shea hoped to turn the ranch into a game refuge.

In 1929 with the stock market crash, John Shea lost the castle, moved back to Los Angeles, and here a few months later, Ellen died. Supposedly Shea had his former wife cremated, put her ashes in a chamois bag, tied the bag around his neck and committed suicide by jumping off a pier into the ocean at Santa Monica.

A mortgage company took over the castle, sold the furnishings and leased the property to a Walter Barbor who intended to make the site into a private club. The plan did not jell.

There were other owners before a Tommy Lee bought the castle. Lee refashioned the garage to accommodate his racing cars, built a race course on the property. He, too, committed suicide.

Subsequent owners have experimented with the idea of opening the property to public tours and keeping it sealed off. At present, Shea's Castle, said to have cost a million dollars, is closed to the public, its main gate locked.

There are some rumors that with the coming of Feather River water, the little lake will be filled and the springs may become active again. Shea's castle, with affectionate care, might once again become the showplace of western Antelope Valley.
SETTLERS AND EARLY COMMUNITIES ACTIVITIES

1. Construct a relief map of Antelope Valley showing the Southern Pacific Railroad line, the four principal towns and any other points of interest.
2. Contact John Wayne concerning his early life in Antelope Valley.
3. Contact Sunset magazine concerning a 1913 Antelope Valley advertisement.
4. Prepare a report to be delivered to the class:
   a. Use of irrigation in the valley
   b. Alfalfa farming
   c. Onion growing
   d. Sugar beet production
   e. Dry farming
   f. Borax mining
   g. Antelope
   h. Jackrabbits
   i. Autos manufactured prior to 1925
5. Research one of the early families of the Quartz Hill area.
6. Research the early history of Quartz Hill.
7. Research the Gilwynn (Western) Hotel in Lancaster.
8. Research the history of the Los Angeles Aqueduct.
10. Research the settlement of Japanese in the west side of the valley.
12. Research gold mining in the Rosamond and Mojave areas.
13. Research the history of the Marine Air Base in Mojave during
ANTELOPE VALLEY--YESTERDAY, TODAY, TOMORROW

TODAY

Perhaps you were born here or your family moved to Antelope Valley. Either way, our next section deals with a period of time of which you will be partially familiar as you have lived through a portion of it.

ANTELOPE VALLEY ECONOMY

The aerospace industry is the mainstay of the Antelope Valley economy, bringing many thousands of people into the area.

Prior to the late 1940's, the valley was almost entirely rural with the town of Lancaster as the main trading center. There were many alfalfa ranches on the east and west side and dry farming was extensive in the western foothills. The Littlerock area was famous for its pears and peaches. Several hundred acres on the slopes of Quartz Hill were used for growing almonds. In the 1940's, poultry raising became a major industry. Hundreds of acres were divided into small farms and many people came here to become chicken farmers. Turkeys had been raised successfully here for some time, and this phase was also expanded. In recent years, much of the chicken and turkey raising has stopped. High cost of feed and supplies, plus the low market price for the birds have been given as the reason. Deserted poultry sheds dot the landscape. Though the importance of agriculture to the area is emphasized each year with the annual Antelope Valley Fair and Alfalfa Festival, a good deal of emphasis has shifted to industry in the last few years. High land taxes, inflated real estate values, and expanding population are also
to blame for the decrease in crop land.

In the early 1950's, Antelope Valley was discovered to have even greater assets, many square miles of flat land and almost perfect flying weather, and it was then that Edwards Air Force Base, thirty miles from Lancaster and Plant 42 (old Palmdale Airport) began to expand rapidly, bringing thousands of new people. The population jumped from sixteen thousand in 1950 to over 64,000 in 1960. The entire Antelope Valley population is now approximately 135,000.

Since the valley is composed for the most part of in-migrants from other areas, the population is generally younger than in most other areas of Southern California. About five percent of the population are of minority groups. No racial problems exist in the area.

Early inhabitants of Antelope Valley (20's and 30's) would scarcely recognize their land. For many, many years now the antelope have been gone, the luxurious grass on which cattle once grew fat for market has disappeared, the springs which provided ample surface water have long since dried up and the jackrabbit drives are but a memory. What do we have to replace them?

Housing developments, freeways, airports and assembly plants, plus thousands of inhabitants who have never seen a live antelope except in captivity.

There are over two dozen manufacturing plants in the valley. Leading classes of products are: aircraft, electronic components, fabricated metals, concrete building materials, poultry products, animal feed, chemical products and garments. Some of the large manufacturing firms are: Lockheed, seven thousand employees;
North American Rockwell, eight hundred; McDonnel-Douglas, 650; California Portland Cement, 265; and Northrop Aviation, 250. Some of the non-manufacturing employment is as follows: Edwards Air Force Base and Rocket Test Site (government employees) 9,100 local, state, and federal government, 6,500 and Federal Aviation Administration, five hundred.

The federal government's investment in the valley constitutes the biggest business and "largest spread" in the valley.

Edwards Air Force Base is comprised of 301,000 acres of land and 32,000 more are leased off-base for test sites and other operations. It is one of the nation's largest aircraft testing centers with most of the nation's aircraft--including the famed X-15--having been tested there. In 1960 it employed twenty-six percent of the valley's work force. The normal daily population of Edwards Air Force Base is eighteen thousand persons. At the close of 1972, more than 124,000,000 dollars was spent to operate the base with the largest portions of the budget going to civilian and military payrolls which amount to more than fifty million dollars annually. Other organizations have an additional $23,000,000. Approximately $3.5 million dollars was spent in Antelope Valley in 1972 under the small business program.

COMMUNITY CAPSULES

Lancaster

One of the two largest communities in the valley is Lancaster. It is an unincorporated community with an estimated population of 43,000 in February of 1971. It had but 29,000 residents in April of
1960 and 3,600 as of April, 1950.

Lancaster is situated sixty-nine miles north of Los Angeles and 380 miles south of San Francisco.

The resident population of the community consists of a high proportion of professional, technical, and skilled workers. This is due to the aircraft, space, and electronic firms operating in this area. Mainly because of the lack of light manufacturing activities in the community, women show a below-average labor force participation rate.

Water service to Lancaster is provided by the Los Angeles County Waterworks District. Some interesting statistics on the water supply are as follows: (1) deep well pumping capacity is 610 gallons per person per day. (2) Maximum booster pumping capacity is 990 gallons. (3) Average daily consumption in winter months is 140 gallons per person. (4) Average daily consumption is summer months is 230 gallons per person.

The California Aqueduct (Feather River Project) has been completed and water now flows in the aqueduct just a few miles from Lancaster. Voters have turned down two bids to use this water supply.

Lancaster is an unincorporated community served by county government. A county administrative center is located in Lancaster to serve the entire Antelope Valley.

The Los Angeles County Fire Department provides service to Lancaster while the Los Angeles County Sheriff Department provides police protection.
Schools in the Lancaster area include fourteen elementary schools with a total enrollment of approximately 7,800, a parochial high school with 378 students, a public high school with 2,700, and a junior college with 1,900 day students and an additional 1,600 evening students.

Lancaster has two general hospitals and other medical resources which include eighty physicians and twenty-five dentists.

Lancaster is in close proximity to a variety of recreational facilities of the Los Angeles National Forest mountain area.

Palmdale

The second of the two largest communities in the Antelope Valley is the city of Palmdale. The city has a General Law, Council-Manager type of government. Five councilmen are elected at-large and serve four-year overlapping terms. The council elects one of its members to serve as mayor. The city administrator is appointed. The city of Palmdale was incorporated in 1962.

Palmdale had a 1970 population of 13,000 and an area of 47.35 square miles. Its population in April of 1950 was 4,700.

Palmdale is located approximately sixty-three miles north of Los Angeles with an access provided by the Antelope Valley Freeway.

The city of Palmdale has a lease agreement with the Air Force for use of Air Force Plant 42 for commercial transport aircraft operation.

Southern Pacific Railroad has a new seventy-eight-mile line between Palmdale and Colton which provides a shortcut for shippers, eliminating cars through the Los Angeles yard, thereby saving hours
and even days for transcontinental shipments.

Palmdale has a contract for fire protection with the Los Angeles County Fire Department. It also has a contract with the Los Angeles County Sheriff Department for police protection.

Schools in the area include seven public elementary schools with an enrollment of 4,500, a parochial elementary school with an enrollment of 275, and a public high school with an enrollment of 2,200.

Palmdale has a new modern hospital. Medical services in Palmdale include thirteen physicians and seven dentists.

Palmdale is also in close proximity to a variety of recreational facilities of the Los Angeles National Forest mountains.

Mojave

Mojave is an unincorporated community. It is located in Kern County at the junction of U. S. Highways 6 and 466 and the Santa Fe and Southern Pacific Railroads. It is located sixty-three miles east-south-east of Bakersfield. By 1960 the population of the 110 square mile area was 3,000 and has remained fairly near that figure thirteen years later.

The historic economic pursuits of mining borax and aggregate for cement are the most significant facets of the economy. Until a few years ago the Southern Pacific Railroad had a large roundhouse and freight switching facility in Mojave. With the general reduction in rail facilities and the trend toward consolidation, the works were eliminated.

The Kern County Board of Supervisors governs Mojave. A
drive for cityhood is in progress and the voters will decide on that issue on election day in the Spring of 1973.

Rosamond

Rosamond is another unincorporated community in Kern County governed by the County Board of Supervisors.

It is located a few miles north of the Los Angeles County line where U. S. Highway 6 and the Southern Pacific Railroad intersect Rosamond Boulevard. The western boundary of Edwards Air Force Base is one and one-half miles east of the intersection. Most north-south traffic now by-passes Rosamond with the completion of the Antelope Valley Freeway on the western edge of the community.

The Tehachapi Mountain range is fourteen miles to the northwest and the San Gabriel Mountain range is twenty-four miles to the south. In 1950 the area population was approximately 1,500; in 1960 almost 5,600, and has remained fairly constant since that time.

Rosamond's economy is based upon agriculture, manufacturing, and Edwards Air Force Base traffic. Edwards Air Force Base facilities are located about twenty-five miles east of Rosamond.

Tropico is still prominent in Rosamond as the mine draws thousands of visitors each year from all over the United States and throughout the world. Tours can be taken through the mine and a museum stands near its entrance. Every year the gold panning championship of the United States is held at Tropico and draws a huge throng of visitors.

Little remains of the early rural atmosphere of Antelope Valley. Industry has supplanted it. The railroad villages have
sprung into modern communities offering up-to-date consumer facilities and urban conveniences.

ANTELOPE VALLEY ECONOMY

AND COMMUNITY CAPSULES

ACTIVITIES

1. Prepare a report to be delivered to the class:
   a. Almond growing
   b. Chicken ranching
   c. Turkey ranching
   d. F. F. A. installation
   e. Plant 42
   f. Aluminum plant
   g. Carbon plant

2. Research Edwards Rocket Site.

3. Research the organization of county government.

4. Research the organization of city government in Palmdale.

5. Research the California Aqueduct (Feather River Project).

6. Research the Antelope Valley Fair and Alfalfa Festival.

7. Research the planes tested at Edwards Air Force Base since 1950.

8. Research the X-15 rocket plane.

9. Research a particular plane that has been tested at Edwards Air Force Base (include drawings).

10. Research an aircraft company located at Plant 42.

11. Research a school district.

12. Research the gold panning championship at Rosamond.
13. Research the W. P. A. during the 1930's in Palmdale and Lancaster area.

14. Research the Socialist political party (settlement of Llano).

15. Write a report on Charles Crocker (Southern Pacific Railroad).

ANTELOPE VALLEY--YESTERDAY, TODAY, TOMORROW

TOMORROW

OUTLOOK

Perhaps the greatest star on the horizon of Antelope Valley is the proposed Palmdale Intercontinental Airport. It will be located northeast of Palmdale and immediately east of the six thousand acres of U. S. Air Force Plant 42 (old Palmdale Airport). The site will comprise 17,700 acres of largely undeveloped land resulting in an aviation area of 23,700 acres, eight times the size of Los Angeles International Airport. At the present time, almost eight thousand acres of land has been acquired.

Now under way is a $1.1 million study financed jointly by the Department of Airports, City of Palmdale, Los Angeles County, and federal government to assure orderly development of Antelope Valley with Palmdale Airport as an integral part of the community.

In August of 1968 the Los Angeles Airport Commission announced plans to develop the Palmdale Intercontinental Airport. In February of 1969 the Los Angeles City Council adopted a resolution for the acquisition of land. In 1969 and 1970 both the California Department of Aeronautics and federal government approved Palmdale as the site. A damper was put on the entire project in July of 1971 when the Airport Commission declared a moratorium on further land acquisition as a result of a Sierra Club suit against the federal government seeking to stop Palmdale development for environmental reasons. In July of 1972 an environment impact study was authorized. It is anticipated that the study, public hearings, review and approval
processes by all steps of government will require about twenty-seven months. In August of 1972, land acquisition for the airport was resumed and in October of 1972 a Los Angeles Superior Court denied the Sierra Club's request for an injunction to halt land acquisition.

And so this is the present situation. Some citizens of the valley are hoping that the huge complex will never be built as the effects of it will be awesome and far-reaching. Others feel that progress cannot be stopped and the material gain for the entire valley would far outshine any negative features.

In a recent study by the Los Angeles Planning Commission, a projection was made that during the period 1970-1990, the North Los Angeles County area will experience great population changes, in particular the Antelope Valley area. An estimated increase of 314,000 persons was predicted. (If the Intercontinental Airport gets the green light, this figure may be quite conservative.) In addition, it is estimated that during the same period there will be a total dwelling unit increase from 26,000 to 128,000. This represents a change of 102,000 units. (As with the population growth, if the Intercontinental Airport gets the final go ahead, this number of units will be greatly exceeded.)

In a recent conference titled "Antelope Valley Business Outlook" a prediction was made that the valley's immediate economics looked good except for the building industry and agriculture.

As for agriculture in the valley, 31,000 acres have been taken out of production due to a lack of water, real estate speculation, and increasing property taxes.
The water situation in the valley is not too rosy. A 7.1 foot drop in well depths has been the average each year for the past decade. State project water is available but cannot be used as two such proposals have been turned down by the voters in recent years.

Commander of Edwards Air Force Base indicated that he could foresee "no appreciable lessening of activity" at Edwards over the next five years.

According to the manager of U. S. Borax plant, the mining industry picture appears quite healthy for the future.

The future of the aerospace industry looks bright. Lockheed has a backlog of orders valued at over three billion dollars. The payroll of the Palmdale plant will exceed seventy-two million dollars. Rockwell-North American will increase their work force from its present eight hundred employees to approximately 3,500.

A pessimistic outlook is forecast for construction in the very near future. The Environmental Impact ruling has virtually stopped all projects of any consequence. The limitations on lumber cutting is also having an adverse effect on the industry.

The Mojave-Rosamond area will become more and more important to the valley economy. The carbon and aluminum industries continue to prosper.

Transportation will continue to improve. The Antelope Valley Freeway is completed and studies are being conducted for new and faster means of commuting from the L. A. area to the valley. With the eventual construction of the Palmdale Intercontinental Airport "transportation corridors" will have to be constructed so that
transportation is available for the airport.

The Antelope Valley has changed greatly in the past two hundred years since the time when such men as Fages, Garces, Fremont, and Beale traveled through our area. Mr. Wicks, less than ninety years ago, founded Lancaster. He wouldn't even recognize the present scene. But the changes envisioned for the valley in the next two to three decades are even greater than we have already experienced. Some people are not in favor of the change, they yearn to keep "the good old days." Other groups are promoting the change and look to a "great" future. Which group is correct will remain to be seen. Perhaps you, the student who has read and studied this unit, will be one of those who help determine the future of Antelope Valley.

OUTLOOK

ACTIVITIES

1. Research the history (past and future) of the proposed Palmdale Intercontinental Airport.

2. Prepare a map showing the intended area and location of the P.I.A.

3. Interview two realtors on their views of P.I.A. and the future of Antelope Valley.

4. Prepare to debate pro or con the construction of the P.I.A.

5. Contact our County Supervisor for his views on P.I.A.

6. Contact the mayor of Palmdale for his views on P.I.A.

7. Contact the president of the Lancaster Chamber of Commerce for his views on P.I.A.

9. Research the water supply in Antelope Valley.


11. Write a report of your feelings on the proposed P. I. A.
<table>
<thead>
<tr>
<th>Agency</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Administration</td>
<td>Palmdale</td>
</tr>
<tr>
<td>Chamber of Commerce</td>
<td>Lancaster</td>
</tr>
<tr>
<td>Faculty--Antelope Valley College</td>
<td>Historian</td>
</tr>
<tr>
<td>Faculty--Antelope Valley College</td>
<td>Anthropologist</td>
</tr>
<tr>
<td>Faculty--Antelope Valley College</td>
<td>Archeologist</td>
</tr>
<tr>
<td>Public Relations Officer</td>
<td>U.S. Air Force-Plant 42</td>
</tr>
<tr>
<td>Public Relations Officer</td>
<td>Edwards Air Force Base</td>
</tr>
<tr>
<td>Antelope Valley Wildflower Committee</td>
<td>Wildflowers and Nature</td>
</tr>
<tr>
<td>Antelope Valley Board of Realtors</td>
<td>Realtor</td>
</tr>
<tr>
<td>Antelope Valley-East Kern Water Agency</td>
<td>Irrigation and water</td>
</tr>
<tr>
<td>Antelope Valley Hay Growers Association</td>
<td>Alfalfa rancher</td>
</tr>
<tr>
<td>Antelope Valley Turkey Growers Assn.</td>
<td>Turkey rancher</td>
</tr>
<tr>
<td>Antelope Valley Indian Museum</td>
<td>History</td>
</tr>
<tr>
<td>Westside Union School District</td>
<td>School District history</td>
</tr>
<tr>
<td>Supervisor--Field Office</td>
<td>Local government</td>
</tr>
</tbody>
</table>

**FIELD TRIPS**

- Tropico Gold Mine
- Edwards Air Force Base
- Edwards Rocket Site
- Borax Mine
- Indian Museum
- Willow Springs
- Fort Tejon
- Llano Site
- U.S. Air Force Plant 42
- Western Hotel
- Archeological dig
- Shea's Castle (doubtful)
CHAPTER IV

SUMMARY AND CONCLUSION

The purpose of this project was to develop a unit of study for junior high school students which incorporated the available research on Antelope Valley. Such a unit would be used in conjunction with a history class or as a separate elective-type unit.

Various sources were consulted for historical data. The library at California State University, Northridge provided several volumes. Material available at the county library branches in Lancaster and Palmdale was also used. Publications from the Kern-Antelope Historical Society proved to be invaluable. Geography and history textbooks as well as local Chamber of Commerce literature also supplied a great deal of information.

From this literature a unit of Antelope Valley history was developed. The unit was divided into three parts—Yesterday, Today, and Tomorrow.

Included in the Yesterday unit was a section on the geography of the area. Information from an archeological study was given. Specific details concerning the life and habits of the early Indian tribes were reported. Travelers, both Spanish and white were discussed as well as the first settlers and the beginnings of our communities in Antelope Valley. Time was spent reviewing the founding of each settlement. A section of Today showed the changes which have occurred in the valley since the early families arrived. The unit was concluded with a Tomorrow section concerning what the
future might bring to Antelope Valley. Two maps were included in
the unit. Also, a multitude of follow-up enrichment activities ended
each section. A listing was made of possible field trip excursions
as well as tentative guest speakers covering the various aspects of
Antelope Valley life.

The research cited in this study has shown that a local history
unit can strengthen the effectiveness of American history, help
students become more involved citizens, improve research and
communication skills, and give students better understanding and
knowledge of their local history.

Recommendations

Recommendations growing out of this study are as follows:

1. Local history projects need to be developed not only by
history teachers, but by pupils themselves using the methodology of
professional historians.

2. Local history projects should be published and distributed
to educational and historical agencies.

3. Experimental studies need to be conducted to test transfer
of interest to national history as a result of student involvement in a
local history unit.

4. Released class time should be made available for interested
pupils or classes to make greater use of the community as a learning
"lab" to build a local history unit.
REFERENCES


Chamber of Commerce, City of Palmdale. Area Inventory of Palmdale, 1970.


Cordier, R. W. The study of history through state and local resources. The Social Studies, 1969, 60:99-104.


Cuban, L. Yet to be taught--the teacher and student as slow learners. Social Education, 1970, 34, 145-151.


Gittus, A. Course in local history: social studies seminar on local history. Social Education, 1963, 27, 147.


Leeson, T. J., Littlejohn, J. and O'Dowd, A. Focusing on the local scene. Instructor, 1972, 82, 136-137.


Thomson, P. In the footsteps of Foxfire. American Education, 1972, 8, 5-10.
