

PASADENA, CALIFORNIA

Historical and Personal

A COMPLETE HISTORY OF THE ORGANIZATION

OF THE

INDIANA COLONY

ITS ESTABLISHMENT ON THE RANCHO SAN PASCUAL AND ITS EVOLUTION INTO

THE CITY OF PASADENA.

INCLUDING A BRIEF STORY OF SAN GABRIEL MISSION, THE STORY OF THE
BOOM AND ITS AFTERMATH, AND OF THE POLITICAL
CHANGES AND PERSONAGES INVOLVED IN
THIS TRANSFORMATION.

CHURCHES, SOCIETIES, HOMES, ETC.

BROUGHT DOWN TO DATE AND
FULLY ILLUSTRATED

BY

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It was the energy and foresight of H. E. Huntington who planned with such perspicacity the great interurban system that now comprehends three great counties, and whose genius made him a notable figure in Southern California.

THE CALIFORNIA CYCLEWAY Co.

This was the promise of a road, elevated and on grade, as circumstance required, between Pasadena and Los Angeles for the use of "bicycles or other horseless vehicles," as the franchise stated. It was organized by Horace M. Dobbins, in 1897, who secured rights of way for about six miles of the required distance and made a beginning, building an elevated way, finishing it as far south as the Raymond Hotel. It was a stock company, and because of lack of support, and the bicycle enthusiasm declining, the project was abandoned. When the city purchased the land for Central Park, this elevated road traversed it. Dobbins exchanged his right of way for other rights as far as Glendale Street, with the city. Then, in 1909, this corporation was transformed into the Pasadena Rapid Transit Company, proposing to build a narrow gauge rapid transit railway to Los Angeles. W. R. Stevenson was the engineer of this enterprise and much detail work was completed. But the required financial aid was not forthcoming for this project and it was halted until, when in February, 1917, the City of Pasadena, conforming to a popular demand for a municipal railway, paid \$5,000 for an option to purchase all the rights of way, etc., of the Dobbins corporation, for the sum of \$156,425. At this writing, appraisers are at work securing data on a complete right of way into Los Angeles, with the object of submitting the proposition to the voters and asking their approval of a bond issue for building and equipping such a road.

A RAILROAD TO THE SKY

THE MT. LOWE RAILWAY.

A ladder to the clouds! A railway to the sky!

This is in effect, what the incline, and its continuation far up steep mountain sides, means. It is Pasadena's pet spectacular scenic achievement, made possible by the engineering genius of a quiet man, fathered by the enthusiasm and daring of an inventor, whose patents had ranged from gas stoves to

war balloons. A railroad that would climb into the canyons and seek the peaks of the Sierra Madres had been discussed for years. As early as 1884, or 1885, Clarence S. Martin, an enterprising boomer, had considered it and even escorted, as his guest, an eastern engineer named Horn up the Mt. Wilson trail, and obtained from him some data bearing upon mountain railways and their practical possibilities. That engineer believed a road to the top of Mt. Wilson feasible, and recommended that it commence in Eaton Canyon and be constructed in the manner of the Pike's Peak road—a cog system. But the cost seemed, at the time, too formidable to make the undertaking easily financed, or profitable to its builders, hence no active steps were taken to promote it by Martin, or his friends who had been impressed by his idea.

Then came D. J. McPherson, an engineer of experience. McPherson began the contemplation of these peaks and of a means of attaining them, and made several trips to the summits in the determination of a plan. He essayed several possible routes in this quest, and, being of Scotch lineage, he just "hated to give up" a problem, until it was satisfactorily solved.

McPherson's plan was to build to the top of Mt. Wilson; as he considered that the most feasible, and the finest from a scenic point of view. In pursuance of this idea he laid his scheme before P. M. Green, president of the First National Bank, and J. W. Vandevort, who was interested in the Mt. Wilson trail, and an owner of property there. Neither of these men were much impressed or disposed to give financial backing to the scheme; and McPherson was recommended to see one Professor T. S. C. Lowe, who had achieved some reputation as an inventor and balloonist during the Civil War, and who was a recent arrival in Southern California. Owners of Brady's Civil War pictures may see, in one of these, a photograph of Professor Lowe's balloon which was used at the battle of Fair Oaks, Va. That balloon did signal service in the battle of Fair Oaks in reconnoitering above the field of battle. Communications with the field were maintained by telegraph. Thus recites history.

Professor Lowe was fired by McPherson's scheme and agreed to finance it. But difficulties met him in the start. The owners of the trail to Mt. Wilson would not agree to his requirements. This is why that summit was not the terminus

of the Mt. Lowe railway. Failing to come to terms, as stated, Lowe and McPherson began looking for another route, and in pursuance of the object McPherson set out in January, 1890, accompanied by some chain men, to discover another route that would be desirable scenically, and be practical from an engineering point of view. The result of many difficult trips was the choice of the route adopted, and over which the road was built.

It was at first believed that a cog wheel system must be used to negotiate safely the steep ascent, but McPherson devised the cable incline, supplemented by the electric trolley now in existence, and began work upon the problem at once. Upon the completion of the engineer's plans work was begun April 12th, 1892, at the foot of Echo Mountain in Rubio Canyon. At the same time, preparations were made to continue the trolley line up Lake Avenue and into Rubio Canyon, which was necessary to carry supplies for the project. Many engineering difficulties had to be overcome in doing this, but all were surmounted and that part of the work completed in quick time. Work upon the cable was rushed and it, too, was completed and made its first revolution about the ponderous wheels supporting it, June 21st, 1893. These great cables, for they are duplex, form a continuous unit composed of steel strands interwoven and each has a length of 5,000 feet. The length of the incline from the beginning in Rubio Canyon to its final landing on Echo Mountain is 2600 feet (or just half a mile) and the grade from 48% to 63%, the variation being due to a "drop" in the last section, owing to change in perpendicularity of the peak. This cable is carried over a steel cylinder at each end of the incline, supported by grooved wheels, set at intervals, and is said to have been the first of its kind in the world. Each of the cables conveys a car resting upon steel rails, one car descending while the other ascends, thus counterbalancing. Safety attachments prevent accident, if by any chance the cable should break, but during the twenty-four years of its operation this has not occurred, nor has there been any serious accident upon the entire road.

The first ascent by this cable for passenger service occurred July 4th, 1893, with fitting services at the completion of this part of the great project.

At Echo Mountain—named because of the fine repetition of echoes that are heard in the canyon—a hotel was built for

guests; a post office, telephone, and express service also installed. For a time, a little paper called the Mt. Lowe Echo, was published to advertise the wondrous place to the world outside. The great 3,000,000 candlepower searchlight that had been on exhibition at the Chicago World's Fair, was purchased by Prof. Lowe and installed at Echo Mountain. When this light is flashed, the mariner at sea, or the resident at Catalina Island—60 miles distant—may find himself wondering the wherefore of that brilliant pillar of light that suddenly smites him, and the birds and animals hidden in secluded mountain nooks are startled and alarmed by its blinding rays.

In 1894, an astronomical observatory was built, and placed in charge of Prof. Lewis Swift. A fine 6-inch telescope was one of its instruments and through it some planetary discoveries were made by Prof. Swift and by Prof. Larkin, his successor. The elevation of Echo Mountain is 3500 feet above sea level and 2650 feet above Colorado Street, Pasadena.

The completion of the cable was but the beginning of more difficult problems. To reach the summit of the highest peak was the final aim; work was begun on this part of the plan, and within a year it was completed to Alpine Tavern—its final stop within a few hundred yards of the actual summit. This line is on electric trolley system, one of the most spectacular of its kind, and producing many thrills in the passenger as it climbs its careful journey to the summit. Great care is exercised to reassure the timid, and no accident has ever marred the interest of this journey. Sometimes the car seems to be actually suspended above canyons thousands of feet in depth, and as it creeps around dizzy looking mountain sides the magnificent prospect makes the traveler forget his fears. Alpine Tavern, the end of the line, is reached and a tempting menu is set for the hungry. This hotel is located in a picturesque glen a few hundred feet below the actual summit of Mt. Lowe.

The rise from Echo Mountain has been 3000 feet and the grade nowhere exceeds 8%. The height of Mt. Lowe is 6723 feet above sea level. From its summit one may, indeed, have the world at his feet, for the beautiful San Gabriel Valley with its clustering towns, cities and villages lays before him like a splendid canvas, while farther westward is seen the Pacific with Catalina in its misty robes.

Mt. Lowe, as it is now called, was originally known as Oak Mountain, but in honor of the builder of the steel trail to its peak, was rechristened September 24th, 1892, by a party of the Professor's admirers, who had accompanied him to its summit. Unhappily, from this enterprise Professor Lowe did not benefit financially. In fact, it was the beginning of financial difficulties, for he exhausted his entire resources in the undertaking, and lost the property afterwards. The road was sold under bankruptcy proceedings in 1900 to Valentine Peyton for \$175,000, probably half its cost; but it will remain a lasting monument to his perspicacity, and to D. J. McPherson's genius and skill.

Creighton, the new owner of the road, was a successful business man and capitalist, but did not undertake the management of his new enterprise, instead he engaged J. Sidney Torrance, a Pasadenan, to manage his business for him. Thus it was conducted, its financial entanglements being straightened out, for several years, when it passed into the hands of the Pacific Electric system. It is a popular trip, summer and winter, in summer because of its attractiveness as a mountain resting place and for its picturesque beauties; in winter because, when heavy rainstorms bring to that altitude snowfalls until the summits are clothed in white, the Easterner, far from his familiar winter scenes, delights to find here the usual home surroundings. "From Oranges to the Snow" is a miraculous transformation; and many thousands enjoy the pleasures of snow by a ride of an hour or two from their sunny homes in the valley below.