




Imperial Valley
Historical
Markers

By IDA LITTLE

Illustrated by BEVERLY FISHER



IMPERIAL VALLEY PIONEERS



IMPERIAL VALLEY
HISTORICAL MARKERS

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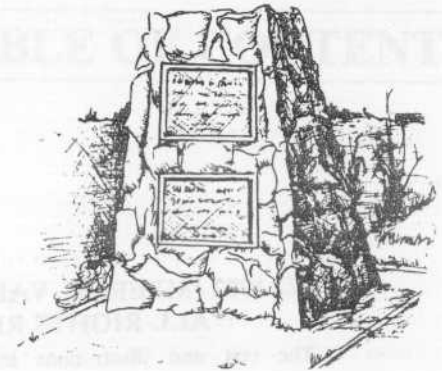
IMPERIAL VALLEY FOUNDERS

THE HISTORY OF THE VALLEY

DEDICATION

Dedicated to my parents, Susie and Ernest Edwards, and to all the other pioneer settlers who worked so hard to make their dreams become realities in the development of this wonderful Imperial Valley.

Ida Little
IMPERIAL VALLEY PIONEERS



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IMPERIAL VALLEY PIONEERS

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MENT
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INTRODUCTION

FOR many years I have been interested in the historical markers located in the Imperial Valley and vicinity. After the Imperial Valley Pioneers published the little book about Silsbee and Indian Well, I thought of putting a descriptive booklet together. The best idea for the publication was when I thought of asking Beverly Fisher to illustrate it. Prior to that I took pictures that I hoped to use.

Beverly isn't as desert-oriented as I am but she went to work on the illustrations with enthusiasm. She has said many times how much she has enjoyed our trips into the desert to sketch the monuments.

The most fabulous trip of all was on April 27th, 1982. Ken Tooker, of Borrego Springs, took us up Coyote Canyon in his Jeep to the famous "white child monument". This monument is accessible only by a four-wheel drive vehicle. Much of the trail is in the creek bed which is never dry. It is a rough ride.

Coyote Canyon was in bloom with the flat land covered by a carpet of yellow dandelions. Also in bloom we found desert lavender, chuparosa, krameria, prickly poppies, brilliantly colored sand verbena, palo verde and tamarack trees, hedgehog and beavertail cactus and many, many other plants.

The historical markers have been constructed by a variety of sponsors, commemorating persons and events important in Imperial Valley history.

Some historical records are controversial. Every effort has been made to make the material in this book as accurate as possible.

The markers are listed to facilitate long or short trips, depending on the amount of time the visitor has available.

Starting point for the tour is El Centro, from which point the markers are numbered consecutively in the order they may be most easily visited.

IDA LITTLE

Holtville, September 1, 1982

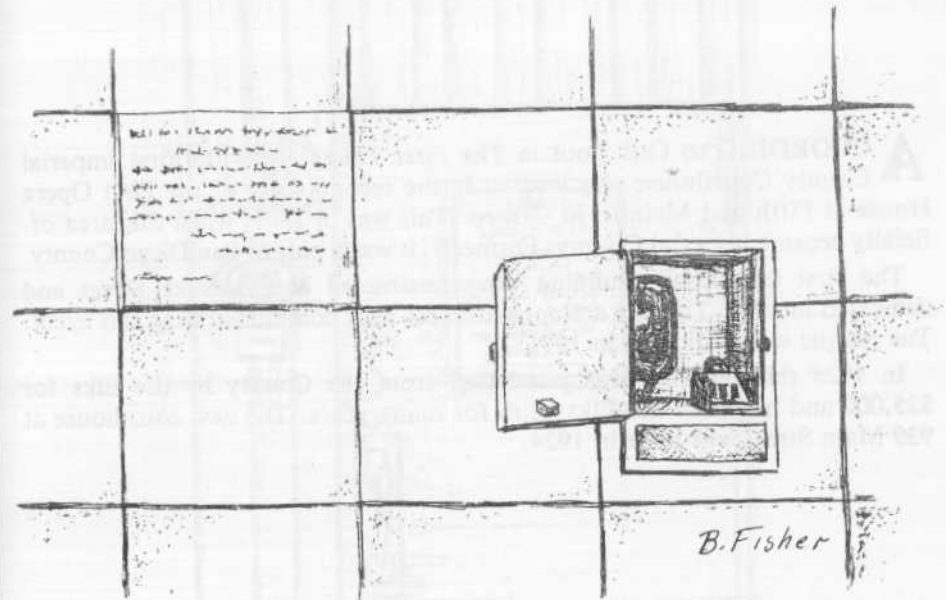
TELEPHONE COMPANY

A HISTORICAL plaque has been placed on the wall at the entrance to the Telephone Company located at 763 State Street in El Centro. The plaque commemorates some of the accomplishments of W. F. Holt, the founder of Holtville. According to *The First Thirty Years* by Otis Tout, some early pioneers credit Mr. Holt with the idea of establishing the townsite of Cabarker, at the point where his Holton Inter Urban Railway reached the Southern Pacific tracks. Later the name was changed to El Centro.

According to Mr. Tout, Mr. Holt was one of the chief stockholders in the building of The Barbara Worth Hotel. The Valley Steam Laundry, and many other businesses were started with the financial backing of Mr. Holt.

In *The First Decade* by Howe and Hall, Mr. Holt is quoted as writing, "I believe it is a man's duty to enter into the life of whatever community he finds himself linked with and whatever he may do to better conditions of living in that community, it devolves on him as a duty to do."

The first, single-strand telephone line was built by Mr. Holt from Flowing Wells to Imperial in 1902. The line was later extended to Blue Lake and then to Calexico. Brawley and Holtville were added next in 1906. In 1908, the line was extended to El Centro.



THEY HAD THE VISION TO SEE, THE FAITH TO BELIEVE,
AND THE COURAGE TO DO

COMMEMORATING THE ACCOMPLISHMENTS OF AN EARLY
PIONEER, W. F. HOLT "THE EMPIRE BUILDER" WHO IN 1903
ESTABLISHED THE FIRST TELEPHONE LINE OF
COMMUNICATIONS ACROSS IMPERIAL VALLEY.

PIONEER ASSOCIATION OF IMPERIAL COUNTY
BY COMMEMORATION COMMITTEE

MARCH 6, 1955

EL CENTRO, CALIF.

THE FIRST COURTHOUSE

ACCORDING to Otis Tout in *The First Thirty Years* the first Imperial County Courthouse was located in the second story of the Holt Opera House at Fifth and Main in El Centro. This was in 1907, when this area officially became Imperial County. Formerly, it was a part of San Diego County.

The first courthouse building was constructed at 631 State Street and dedicated in 1908. There is a plaque at street level commemorating this event. The plaque was dedicated in 1971.

In 1925 this building was purchased from the County by the Elks for \$25,000 and has been the Elks Club for many years. The new courthouse at 939 Main Street was built in 1924.



B. Fisher

FIRST IMPERIAL COUNTY COURT HOUSE

DEDICATED 1908

SUPERVISORS

S. MC HARG	1ST DISTRICT
R. H. CLARK	2ND DISTRICT
F. S. WEBSTER CHM.	3RD DISTRICT
GEORGE R. WADE	4TH DISTRICT
P. N. FERGUSON	5TH DISTRICT

PLAQUE PLACED BY

IMPERIAL VALLEY PIONEERS ASSOCIATION

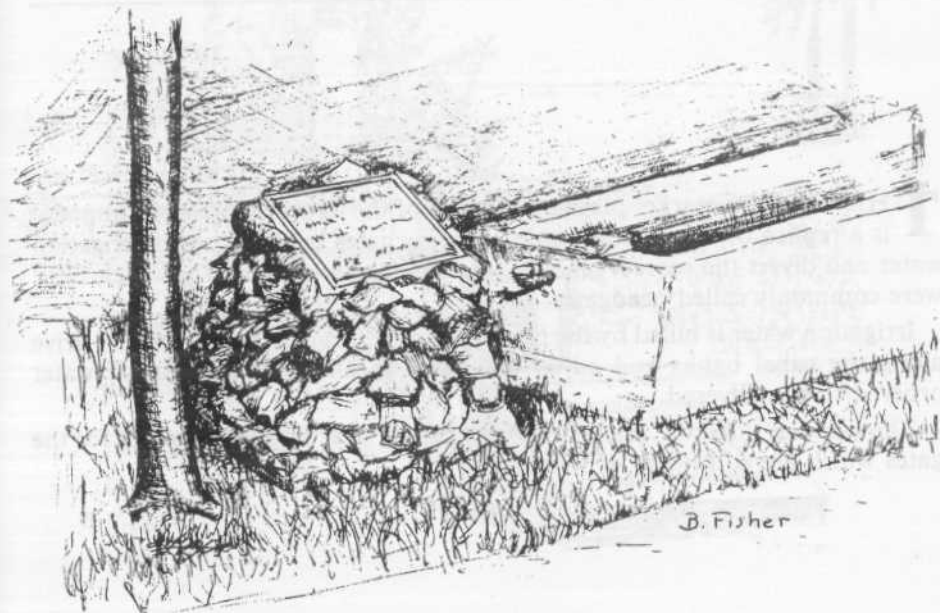
1971

THE WATERING TROUGH

THIS concrete horse and mule watering trough was built in 1924 when the new courthouse was built. It is located at the corner of Ninth and Main Streets, El Centro, in Courthouse Square. It had little use. Horse and buggy days were over by the time it was installed.

George Bucklin, a prominent pioneer and author, wrote in an article about the watering trough, "At one time there was a movement afoot to have the old watering trough removed by a beautification commission since it was an unsightly object. The crusade failed."

At the dedication on December 15, 1976, two Shetland ponies hitched to a small buggy were part of the background as they were driven up to the watering trough.



HISTORICAL MARKER

THIS WATERING TROUGH WAS BUILT IN 1924 AS A
CONVENIENCE TO RANCHERS TRANSACTING BUSINESS AT THE
COURTHOUSE.

DEDICATED TO IMPERIAL VALLEY'S PIONEERS

BY

EL CENTRO BICENTENNIAL COMMITTEE

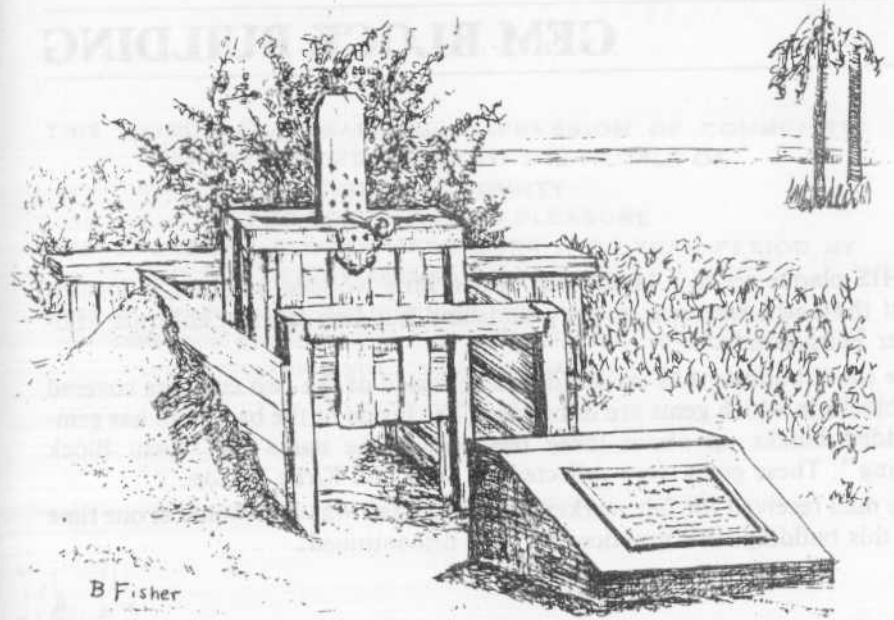
DECEMBER 15, 1976

WATER DELIVERY GATE

THIS historical marker placed just south of the airport building in Imperial is a replica of the wooden water delivery gates built to control irrigation water and divert the correct amount into the farmer's ditch. These "checks" were commonly called headgates.

Irrigation water is billed by the number of acre feet delivered. Zanjeros drive along the canal banks and adjust the gates to allow the amount of water ordered to be delivered.

The wooden "checks" have been replaced by ones of cement except for the gates which are still made of wood.



AUTHENTIC WATER DELIVERY GATE (HEAD GATE)

THIS MONUMENT COMMEMORATES THE COMING OF WATER TO
IMPERIAL VALLEY AND THE EFFORTS OF THE PIONEERS TO
TURN THE DESERT INTO A PRODUCTIVE AGRICULTURAL AREA.

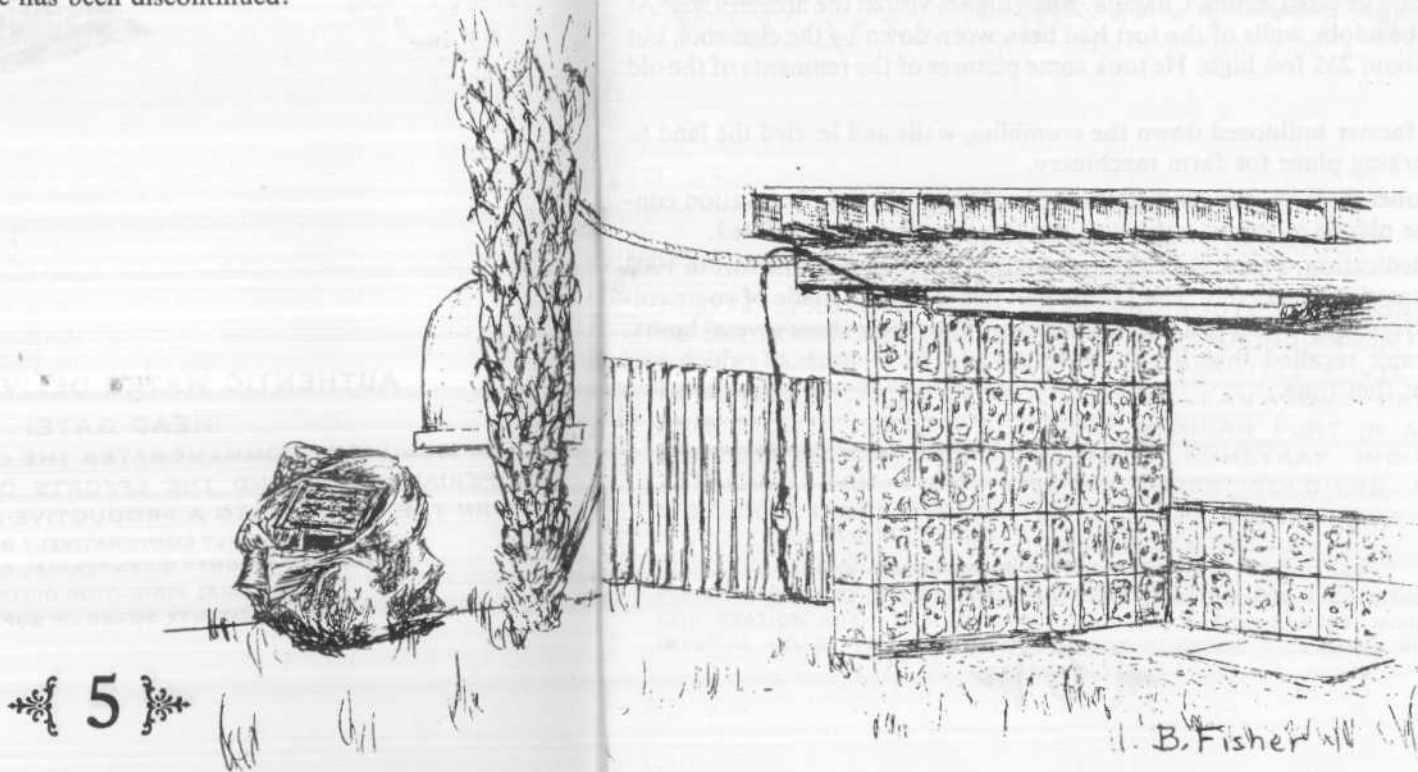
BUILT COOPERATIVELY BY
IMPERIAL COUNTY BICENTENNIAL COMMISSION
IMPERIAL IRRIGATION DISTRICT
IMPERIAL COUNTY BOARD OF SUPERVISORS

GEM BLOCK BUILDING

THIS plaque set in a large rock near a little wooden building, is located at the north entrance to the grandstand building at the California Mid-Winter Fairgrounds.

The small building has three sides. The inside of the two ends are covered with blocks in which gems are imbedded. The inside of the back wall has gem-embedded blocks up about three feet, hence the name the "Gem Block Building". These gems were collected by Sally and Kirby Patton.

The mail received for fair workers during the fair was distributed at one time from this building; this practice has been discontinued.



THIS UNIQUE AND BEAUTIFUL EXPRESSION OF COMMUNITY
EFFORT IS DEDICATED TO THE PEOPLE OF
IMPERIAL COUNTY
FOR THEIR LASTING PLEASURE
GEM EMBEDDED BLOCKS MADE OVER A 30 YEAR PERIOD BY
KIRBY AND SALLY PATTON

SPECIAL THANKS TO ALL THE FINE MEN, WOMEN AND TRADESMEN WHOSE
GENEROUS, COOPERATIVE SPIRIT MADE THIS SHELTER POSSIBLE
E CLAMPUS VITUS, SQUIBOB CHAPTER, 1964

FORT ROMUALDO PACHECO

MANY dreams have come true in the development of Imperial Valley so maybe the dream of a park at the crescent-shaped bend of New River that is located seven miles west of Imperial will materialize, too.

This is the site of a Mexican Fort Romualdo Pacheco, according to Jay Von Werlhof, archeology instructor at Imperial Valley College. In February 1978, students, under the leadership of Mr. Von Werlhof, began excavating at the site. A fence encloses the area.

Former sheriff Herbert Hughes, a writer and historian, has done extensive research on the location and history of this fort. His research indicates the name of the fort was Laguna Chapala. Mr. Hughes visited the area in 1968. At that time the adobe walls of the fort had been worn down by the elements, but were still about 2½ feet high. He took some pictures of the remnants of the old fort.

Later a farmer bulldozed down the crumbling walls and leveled the land to make a parking place for farm machinery.

On October 3, 1981, the plaque was dedicated at the site. Excavation continues. The plaque is stored until such time as the work is completed.

At the dedication, Frank Rosenbaum recalled stopping near the fort in 1902 when he was eight years old. The family had paused in the shade of some cottonwood trees, near water, to let the team rest. They were there several hours. Young Frank recalled that he explored the old fort, much of which was standing at that time.



SITE OF FORT ROMUALDO PACHECO

(1825-1826)

IN 1774, SPAIN OPENED AN OVERLAND ROUTE FROM SONORA TO CALIFORNIA BUT IT WAS CLOSED BY YUMA INDIANS IN 1781. IN 1822, MEXICO ATTEMPTED TO REOPEN THIS ROUTE. LT. ROMUALDO PACHECO AND SOLDIERS BUILT AN ADOBE FORT AT THIS SITE IN 1825-26. THE ONLY MEXICAN FORT IN ALTA CALIFORNIA. ON APRIL 26, 1826, KUMEYAAY INDIANS ATTACKED THE FORT, KILLING THREE SOLDIERS AND WOUNDING THREE OTHERS. PACHECO ABANDONED THE FORT, REMOVING SOLDIERS TO SAN DIEGO.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 944
PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH THE IMPERIAL VALLEY COLLEGE BARKER MUSEUM, IMPERIAL VALLEY PIONEERS, AND SQUIBOB CHAPTER, E CLAMPUS VITUS.
OCTOBER 3, 1981

SILSBEE AND INDIAN WELL

THIS historical monument with two plaques is located at the corner of Silsbee and Northrop Roads west of El Centro. It was dedicated on October 20th, 1979.

It was a beautiful day. Those attending the dedication stood to the east of the monument. Nothing was there to show that the original townsite of Silsbee was located at this spot; just a group of people, the parked cars, the monument and some very inquisitive brahma cattle in the pasture to the west.

It was a most impressive sight as the Duflock children unveiled the monument. Post 25 of the American Legion of El Centro presented the colors. As the wind unfurled the flag, Ann Horne sang the song *Imperial Valley* which compares the Valley to *La Palma de la Mano de Dios*, The Hollow of God's Hand.

Harry Sones, in a brief address, paid tribute to the pioneers.

The second plaque commemorates Indian Well, an old Kamia Indian Village two miles to the south. This well was a stage stop for both the Jackass Mail and the Butterfield Overland Mail. Indian Well was destroyed by the floods in 1905-1907.

INDIAN WELL

LOCATED 2 MILES TO THE SOUTH WAS THE SITE OF AN OLD KAMIA INDIAN VILLAGE, AND A STOP FOR THE JACKASS MAIL IN 1857. IN 1858 THE BUTTERFIELD OVERLAND STAGE COACH LINES BUILT A STATION THERE. FROM THE FIRST, WELLS FARGO PROVIDED FUNDS AND ASSISTANCE. FROM 1875 ON, OTHER STAGE LINES USED THE STATION, WHICH WAS DESTROYED IN

THE FLOODS OF 1905-07.

IMPERIAL VALLEY PIONEERS

OCTOBER 1979

TOWNSITE OF SILSBEE

NAMED FOR THOS. H. SILSBEE, A CATTLEMAN WHO SHIPPED RANGE CATTLE VIA THE SOUTHERN PACIFIC RAIL STATION AT FLOWING WELL TO FATTEN ON THE GRASSES NEAR BLUE LAKE. IN 1901 THE BLUE LAKE TOWN CO. MAPPED THE SITE INTO 97 BLOCKS OF BUSINESS AND RESIDENTIAL LOTS. BLUE LAKE BLVD., INSIDE THE TOWN, WAS ALMOST 2 MILES IN LENGTH AND ENCIRCLED BLUE LAKE. SILSBEE WAS TO BE WINTER RESORT WITH BOATING AND FISHING IN THE 12-FT. DEEP LAKE. COLORADO RIVER FLOODS OF 1905, 6 AND 7 DRAINED THE LAKE AND ENDED THE DREAMS OF THE DEVELOPERS.

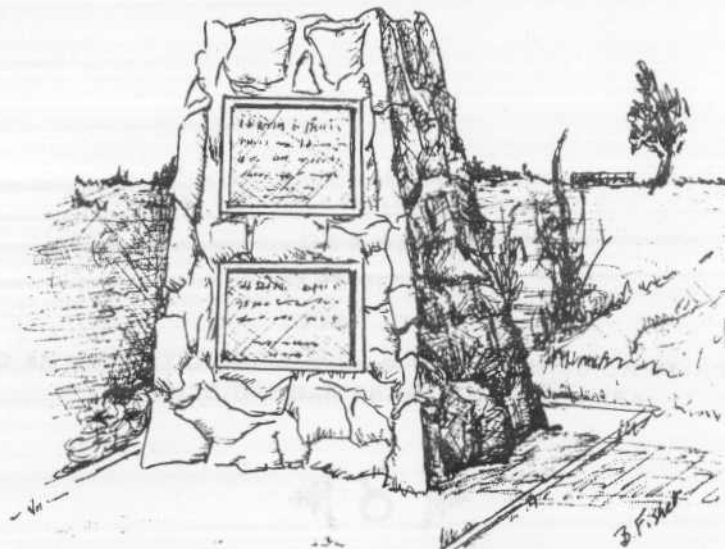
DONATED BY THE WM. DUFLOCK JR. FAMILY

THE PETE RYERSON FAMILY

AND THE IMPERIAL VALLEY PIONEERS

OCTOBER 1979

7



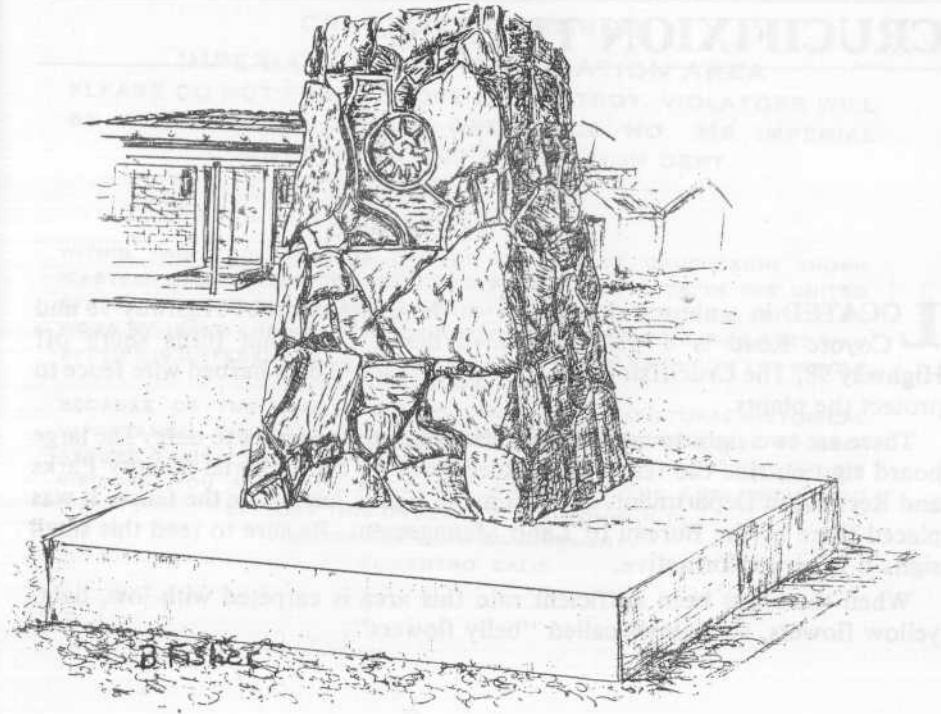
MONUMENT TO DE ANZA

THIS monument, yet to be dedicated, is very impressive. It is located at the Mt. Signal store on Highway 98.

In 1775 Juan Bautista de Anza led a party of settlers to Monterey and on to San Francisco, traveling west of Mt. Signal. This was Anza's second trip but the first group of settlers.

Later Anza took Chief Palma, chief of the Indians who lived at the junction of the Gila and Colorado Rivers, to Mexico City. Here Chief Palma was welcomed royally and was baptized on February 13, 1777.

There are many monuments commemorating Anza's trips. Four will be described in this booklet.



LT. COLONEL JUAN BAUTISTA DE ANZA
BY DECREE OF CARLOS III OF SPAIN

DE ANZA
EXPEDITION
1775 1776

LED AN EXPEDITION NEAR THIS SITE - THE MISSION BEING TO
COLONIZE THE SAN FRANCISCO BAY AREA

CRUCIFIXION THORNS

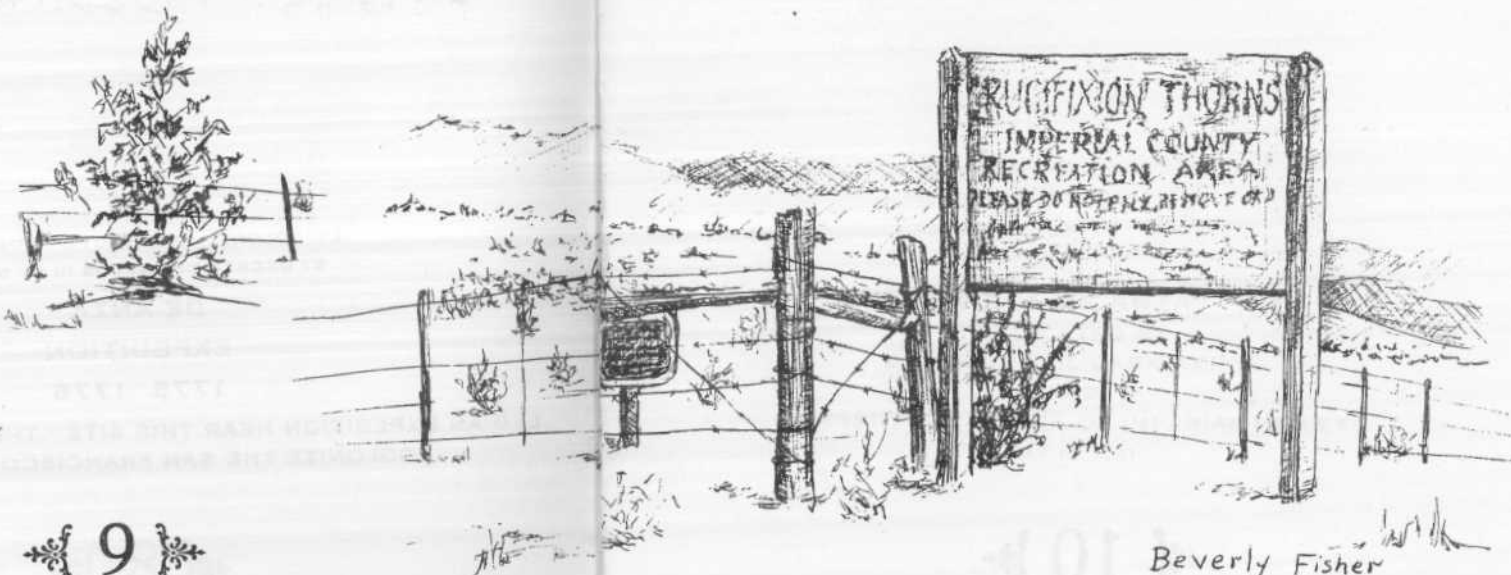
LOCATED in a natural depression at the intersection of Highway 98 and Coyote Road is a well-maintained desert road that turns south off Highway 98. The Crucifixion Thorn area is enclosed by a barbed wire fence to protect the plants.

There are two signs to mark the location, no stone marker to date. The large board sign outside the fence was placed there by the Imperial County Parks and Recreation Department. A small metal sign is just inside the fence. It was placed there by the Bureau of Land Management. Be sure to read this small sign. It is very informative.

When there has been sufficient rain this area is carpeted with low, light-yellow flowers, sometimes called "belly flowers".



9



Beverly Fisher

CRUCIFIXION THORNS

IMPERIAL COUNTY RECREATION AREA

PLEASE DO NOT PICK, REMOVE OR DESTROY. VIOLATORS WILL BE PROSECUTED: COUNTY ORDINANCE NO. 318 IMPERIAL COUNTY PARKS AND RECREATION DEPT.

CRUCIFIXION THORN

WITHIN THIS ENCLOSURE IS ONE OF THE FINEST CRUCIFIXION THORN (CASTELA EMORI) PLANT COMMUNITIES FOUND ANYWHERE IN THE UNITED STATES. WHILE CLOSELY RESEMBLING THE 'CROWN OF THORNS' SAID TO BE WORN BY JESUS CHRIST AT HIS CRUCIFIXION. BOTANISTS AGREE THAT THIS SPECIES IS DIFFERENT FROM THE CRUCIFIXION THORN NATIVE TO THE MIDDLE EAST.

BECAUSE OF THE PLANTS LIMITED RANGE AND CULTURAL-HISTORICAL IMPORTANCE. THIS AREA HAS BEEN SET ASIDE AS A PRESERVE TO HELP ASSURE THEIR CONTINUED EXISTENCE FOR THE ENJOYMENT OF FUTURE VISITORS. YOU ARE ENCOURAGED TO WALK INTO THE ENCLOSURE AND EXPLORE THIS UNUSUAL PLANT COMMUNITY.

BUREAU OF LAND MANAGEMENT
EL CENTRO, CALIF.

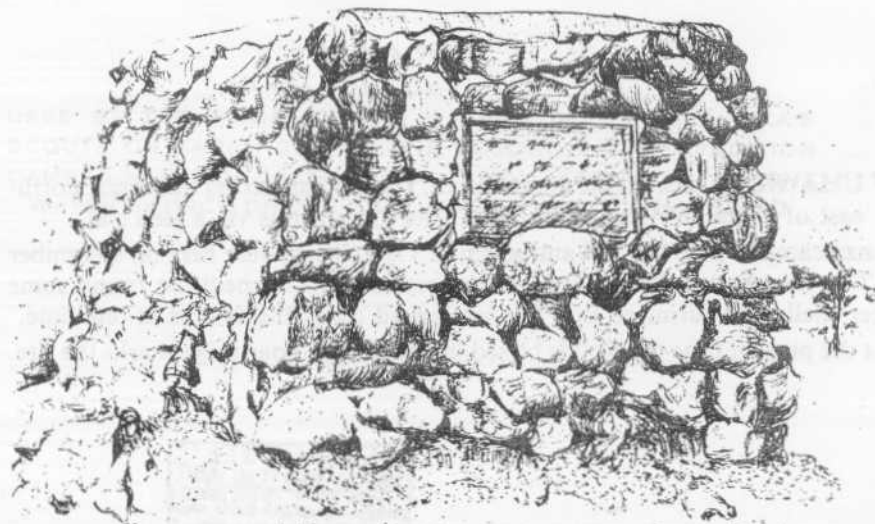
VISTA DE ANZA

THERE is a little desert road called Anza Trail that leads north off Highway 98 to Vista de Anza historical marker.

This marker is on the edge of a bluff overlooking Yuha Basin. Juan Bautista de Anza is believed to have passed over this spot in 1774 during his first expedition from Sonora to California.

The De Anza Trail Caballeros, who co-dedicated this marker, were a group of horsemen who annually rode the old Anza Trail, camping out along the way. This ride has been discontinued.

Standing beside this monument on the edge of this high bluff and looking out over Yuha Wash, it is easy to visualize Indians walking by, then later Anza with his men, horses and cattle, and still later the covered wagons and stage coaches. They must have been slow moving and dusty treks.



B. Fisher

VISTA DE ANZA
DEDICATED BY
DE ANZA TRAIL CABALLEROS
AND
DESERT CAVALCADE OF IMPERIAL VALLEY
MAY 10, 1941

YUHA WELL

YUHA Well is located on the banks of Yuha Wash across the desert north-east of Vista de Anza monument. The approach is via a jeep trail.

Anza camped here in 1774 and again in 1776. It was near here on December 9, 1776, that Father Pedro Font of the second Anza expedition found some oyster shells and surmised that the sea spread over all this area at one time.

At the present time the well is boxed in and a large board sign marks the site.

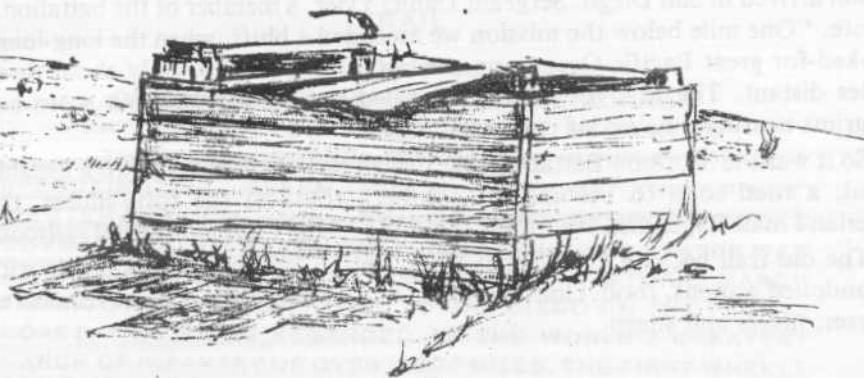


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YUHA WELL

(SANTA ROSA DE LAS LAJAS)

USED BY THE KAMIA INDIANS WHO SHOWED IT TO ANZA'S SCOUTS ON MARCH 8, 1774. THE SECOND ANZA EXPEDITION CAMPED HERE ON DECEMBER 11, 1775. LATER AN IMPORTANT WATER SOURCE ON THE TRAIL FROM YUMA TO SAN DIEGO.



B. FISHER

THE MORMON BATTALION

THIS monument to the Mormon Battalion is located at the rest stop on the north side of Freeway 8.

Quoting an article written by Gregg Layne in the November 1951 issue of *Westways*, "When the United States declared war in Mexico in 1846, Mormon emigrants were crossing the plains from Nauvoo, Illinois, to find a new home in the west. President James Polk ordered a battalion of infantry to be recruited among them to assist in the conquest and to find a wagon route to California.

"With Brigham Young's consent, a battalion of 486 men was recruited and marched to Santa Fe, New Mexico, where they arrived in October and were placed under the command of Lieutenant Colonel Philip St. George Cooke.

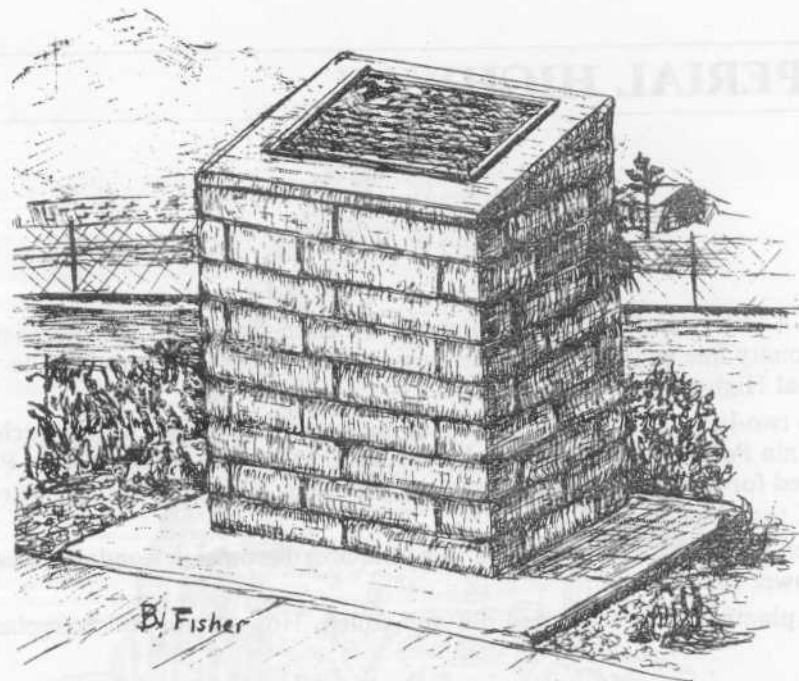
"After weeding out the sick and the aged, the battalion of 397 men left Santa Fe on the long trek, October 19th and proceeded with mules, oxen and wagons along General Stephen Kerney's route to where he turned west from the Rio Grande."

These Mormon men enlisted for a period of one year. Each man was to get \$3.50 a month for clothes and draw \$7 a month wages.

After a perilous journey beset with many hardships and dangers, the battalion arrived in San Diego. Sergeant Daniel Tyler, a member of the battalion, wrote, "One mile below the mission we ascended a bluff, when the long-long-looked-for great Pacific Ocean appeared plain to our view, only about three miles distant. The joy, the cheer that filled our souls, none but worn-out pilgrims nearing a haven of rest can imagine."

So it was the Mormon Battalion that turned an indistinct trail into a usable road, a road soon to become the southern route of the forty-niners, the overland mail stages and eventually the route of the transcontinental railroad.

The old trail became a road that could not be lost, marked as it was with abandoned wagons, food, clothing, tools, household goods and the remains of horses, mules and sheep.



1846 - 1848
MORMON
BATTALION
TRAIL

MONUMENT ERECTED 1978 NO. 1
ON FRIDAY, JANUARY 15, 1847, THE MORMON
BATTALION, A VOLUNTEER UNIT OF THE ARMY OF
THE WEST, CROSSED INTERSTATE HIGHWAY 8
APPROXIMATELY SEVEN MILES WEST OF THIS POINT.
LIEUTENANT COLONEL PHILLIP ST. GEORGE COOKE
COMMANDED THIS BATTALION WHEN THE UNITED STATES WAS
AT WAR WITH MEXICO. THEY MADE THEIR HISTORIC MARCH
FROM COUNCIL BLUFFS, IOWA, TO SAN DIEGO ON THE PACIFIC
COAST. THIS BEING REGARDED AS THE WORLD'S GREATEST
MARCH OF INFANTRY OF OVER 2,000 MILES. THE FIRST WHEELS
THAT TRAVERSED THIS AREA, NOW IMPERIAL COUNTY,
CALIFORNIA, WERE BY THE BATTALION SUPPLY WAGONS
OPENING THE FIRST SOUTHERN ROUTE WEST.
ERECTED ON THE ONE HUNDRED THIRTY-FIRST ANNIVERSARY BY EL CENTRO
COMPANY IN THE CALIFORNIA DIVISION OF THE MORMON BATTALION, INC.,
HEADQUARTERS AT SALT LAKE CITY, UTAH

IMPERIAL HIGHWAY

LOCATED on the Imperial Highway on the San Diego County-Imperial County line as you enter Anza Borrego State Park is a monument to the Imperial Highway.

This two-lane, paved road opened up inaccessible desert attractions such as Mountain Palm Canyon, Little Palm Spring and the Bad Lands. Sweeney Pass is named for Bud Sweeney of Holtville who worked diligently for the construction of the road.

When there has been sufficient rain, the area becomes a wonderful desert wildflower garden.

The plaque has been gouged out and stolen. Hopefully it will be replaced soon.



AMERICAN U.S. LEGION

JANUARY 8, 1933

MEMBERS OF BOYCE ATEN POST NUMBER 25
AMERICAN LEGION OF EL CENTRO
BLAZED THIS TRAIL FOR THE BUILDERS
OF THE IMPERIAL HIGHWAY

PALM SPRING

THE monument at Little Palm Spring is one of my favorites. It is not to be confused with the Palm Springs. Going north on Imperial Highway before you come to Agua Caliente there is a sign "Palm Spring". Turn east on a desert road. Watch for the yellow-topped brown post and turn north there. The spring is 1.7 miles from Imperial Highway. You can see the palm trees long before you get there.

Grace Agnew and I took Agnes Northrop, a prominent pioneer, to Palm Spring in 1967. Mrs. Northrop was so excited as we approached the spring that she barely waited for the car to stop before she jumped out. She said, "Oh, I was here in 1915. I haven't been here since. My father and I were in a buckboard wagon pulled by two horses. We were on our way to Julian. There were corrals, a house and large mesquite trees. I guess these large old stumps are what is left of the trees. I remember it so well."

This is a beautiful watering and resting place for migrating birds. One time we found hundreds of bluebirds here in the mesquite trees.

According to the book *The Anza Borrego Desert Region* by Lowell and Diane Lindsay: "This was the probable site of the first palm tree oasis to be described in California. In 1783 Pedro Fages was on his way to San Diego after delivering messages in Yuma when he stopped at Palm Spring to rest, finding 'a small spring of good water, near which there were three or four very tall palm trees.' Water has existed at this mesquite-surrounded watering spot since Indian times, as is shown by the scattering of shards and the remains of cooking fires and camp middens. This became an important watering spot on the Emigrant Trail midway between the water at Carrizo Cienega and that at Vallecito."

A relay station was established at Palm Spring by the Butterfield Overland Mail. The small adobe building and corrals disappeared years ago.

Emigrants in the 1850's cut down the original palm trees for firewood. Those here now were planted by park rangers.



PALM SPRING

HERE WAS A PALM-STUDED DESERT RESTING PLACE 1826-1866, FOR MEXICAN PIONEERS, MOUNTAIN MEN, THE ARMY OF THE WEST, MORMON BATTALION, BOUNDARY COMMISSION, FORTY NINERS, RAILWAY SURVEY, BUTTERFIELD OVERLAND MAIL STAGES, AND CALIFORNIA LEGION. IT WAS THE SITE OF THE BUTTERFIELD STAGE STATION BUILT IN 1858 BY WARREN F. HALL.

CALIFORNIA REGISTERED HISTORICAL
LANDMARK NO. 639

PLAQUE PLACED BY THE CALIFORNIA STATE PARK COMMISSION IN
COOPERATION WITH THE FREMONT-KEARNEY HISTORIANS OF OLD SAN DIEGO,
OCTOBER 6, 1958

VALLECITO

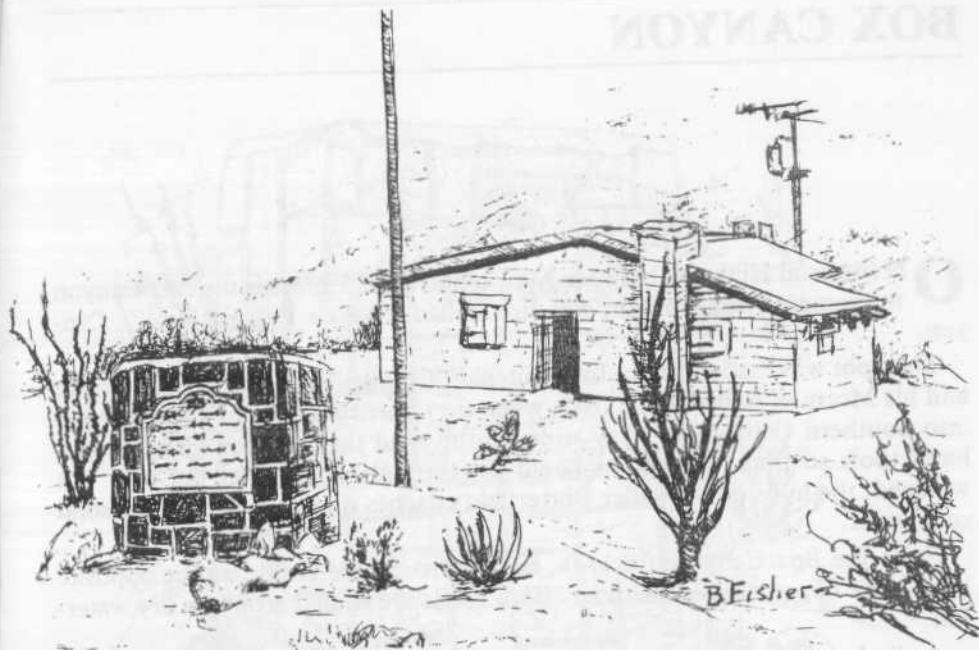
VALLECITO is, perhaps, the most famous of all the old stage stations. The name Vallecito means Little Valley and the spot was named by Pedro Fages who traveled through here in 1772.

Vallecito was a most welcome stop for weary, westbound travelers as there was abundant water and plentiful feed for the animals after the hardships endured on the journey across the desert.

Grace Agnew, Agnes Northrop and I stopped at the restored station in 1967. Mrs. Northrop told of spending the night here with her father in 1915, unrolling their bed rolls in the corner on the dirt floor. She said how grateful they were for the protection of the walls that were still standing, for there was a chill wind blowing that night.

Indians lived here before Fages came through in 1772 and were still here in 1852. The first permanent sod building was built by the military in 1852 as a sub-depot for army supplies. This small building was later enlarged by the Butterfield Overland Mail in 1858. Many different persons lived here but James E. Mason was the first legal owner. Now the area is a San Diego County Park. The buildings have been restored, a ranger lives nearby in a mobile home, and there are picnic tables and camping areas.

There is a historical monument near the entrance and a plaque on the building.



VALLECITO STAGE STATION

A RECONSTRUCTION (1934) OF THE VALLECITO STAGE STATION
AT THE EDGE OF THE GREAT COLORADO DESERT. ORIGINAL
WAS BUILT IN 1852

ORIGINAL SIGN AT VALLECITO

DEDICATED TO THE MEMORY OF JAMES E. BIRCH
"THE MAN WHO PUT AN EMPIRE ON WHEELS"
FOUNDER AND PROPRIETOR OF THE 1ST OFFICIAL TRANSCON-
TINENTAL OVERLAND MAIL-STAGE LINE IN THE UNITED STATES
THE SAN ANTONIO TO SAN DIEGO OVERLAND MAIL OF 1857 -
1861 AND THOSE BRAVE DRIVERS WHO "HANDLED" THE REINS.

BOX CANYON

ON Imperial Highway between Mason and Blair Valleys is the Box Canyon monument. Box Canyon was first called Cooke's Pass or Devil's Canyon.

This spot was made famous by Lieutenant Colonel Philip St. George Cooke and his Mormon Battalion in 1847, when they opened up the first wagon road into Southern California. They widened the road through Box Canyon with hand tools so that the wagons could get through. Even after the pass was widened, the hubs of the wider Butterfield coaches often scraped on the solid rock walls.

From the Box Canyon overlook, two old roads are visible on the opposite bank. The upper road is the older. Both roads are routed around a dry waterfall.

A climb down into the canyon will give you an even better picture. Visualize the covered wagons as the drivers struggled to get them through the narrow pass.



BOX CANYON

THE OLD WAY VARIOUSLY KNOWN AS SONORA COLORADO RIVER OR SOUTHERN IMMIGRANT TRAIL AND LATER AS BUTTERFIELD OVERLAND MAIL ROUTE TRAVERSED BOX CANYON JUST EAST OF HERE, JANUARY 19, 1847. THE MORMON BATTALION, UNDER THE COMMAND OF LT-COL PHILIP ST. G. COOKE, USING HAND TOOLS, HEWED A PASSAGE THROUGH THE ROCKY WALLS OF THE NARROW GORGE FOR THEIR WAGONS AND OPENED THE FIRST ROAD INTO SOUTHERN CALIFORNIA.

STATE REGISTERED LANDMARK NO. 472

MARKER PLACED BY SAN DIEGO COUNTY BOARD OF SUPERVISORS AND THE HISTORICAL MARKER COMMITTEE
ERECTED 1953

PUERTO PASS

PUERTO Pass is the steep pass between Blair Valley and Earthquake or Shelter Valley. Access to the monument is across a dry lake bed in Blair Valley. Drive close to the mountains on the left until you come to a park marker with directions to the monument. There is a short, steep trail to hike. The deeply rutted and worn tracks of the old coaches are quite evident on the old wagon road to your left.

This pass has also been called Little Pass and Foot and Walker Grade. The latter name originated because often stage coach passengers had to walk over the pass and sometimes had to help push the coaches. This road leads into Earthquake Valley.

Many of the residents and real estate interests of this area do not like the descriptive name Earthquake Valley. They prefer to call it "Shelter Valley."



B. Fisher

BUTTERFIELD OVERLAND MAIL ROUTE

THIS PASS, PUERTO, BETWEEN THE DESERT AND THE COOLER VALLEYS TO THE NORTH WAS USED BY THE MORMON BATTALION, KEARNEY'S ARMY OF THE WEST, THE BUTTERFIELD OVERLAND MAIL STAGES AND EMIGRANTS WHO EVENTUALLY SETTLED THE WEST. THE ERODED SCAR ON THE LEFT WAS THE ROUTE OF THE BUTTERFIELD STAGES 1858-1861. THE ROAD ON THE RIGHT WAS A COUNTY ROAD UNTIL RECENT YEARS.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 647

OCTOBER 6, 1958

SCISSORS CROSSING

THE monument at Scissors Crossing, which is at the intersection of Imperial Highway and Highway 78 is called Vallecito Butterfield Stage Station. A few hundred yards north of the monument is the site of the San Felipe Stage Station. This was the last stop in the desert country for westbound travellers.

According to Horace Parker's *Anza Borrego Desert Guide Book*, the stage drivers would blow the coach horn when they reached the spot where the marker is located to warn the station-keeper to have the horses or mules ready. John Butterfield's instructions to his drivers were "Remember boys, nothing on God's green earth must stop the United States Mail!"

Highway 78 goes through an old Indian burial ground here. Nearby were many Indian villages. Long ago there were many mesquite trees in this area. Mesquite trees furnished food and shelter for the Indians. The mesquite beans were ground into meal in deep wooden mortars using long stone pestles. Agave grows nearby, too. The Indians roasted the tender shoots of the agave and ate them. Animals were plentiful for food.



B. Fisher

19 MILES

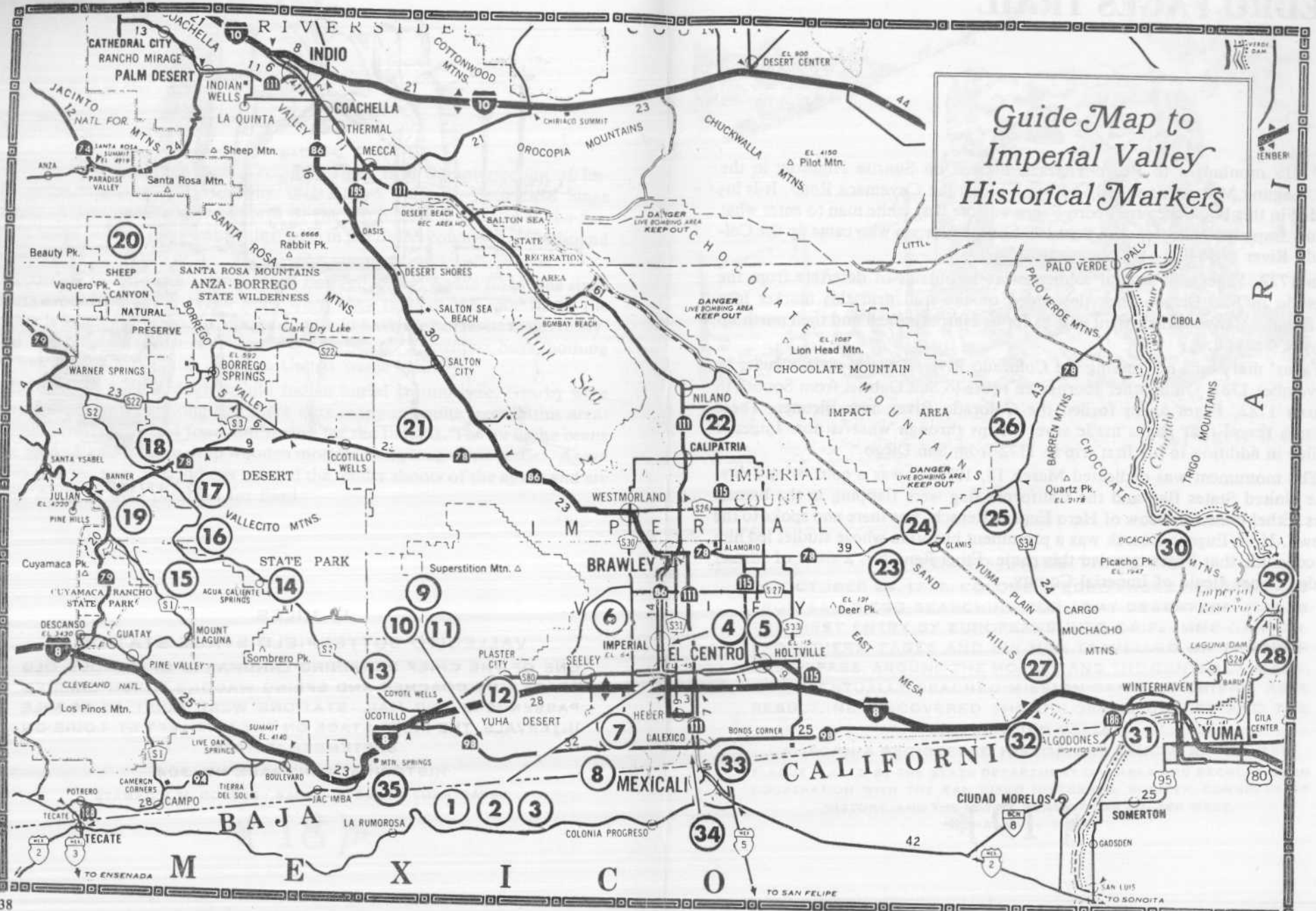
VALLECITO BUTTERFIELD STAGE STATION

ONE OF THE CHIEF REMAINING LANDMARKS OF FAMOUS OLD STAGE LINE COACHES AND SPRING WAGONS WHICH CARRIED PASSENGERS AND MAIL. STATIONS WERE BUILT AT 20-MILE INTERVALS. THE FIRST STAGE ON THE LINE LEFT ST. LOUIS ON SEPTEMBER 15, 1858.

HISTORICAL LANDMARK NO. 304

DEPARTMENT OF PUBLIC WORKS - DIVISION OF HIGHWAYS

Guide Map to Imperial Valley Historical Markers



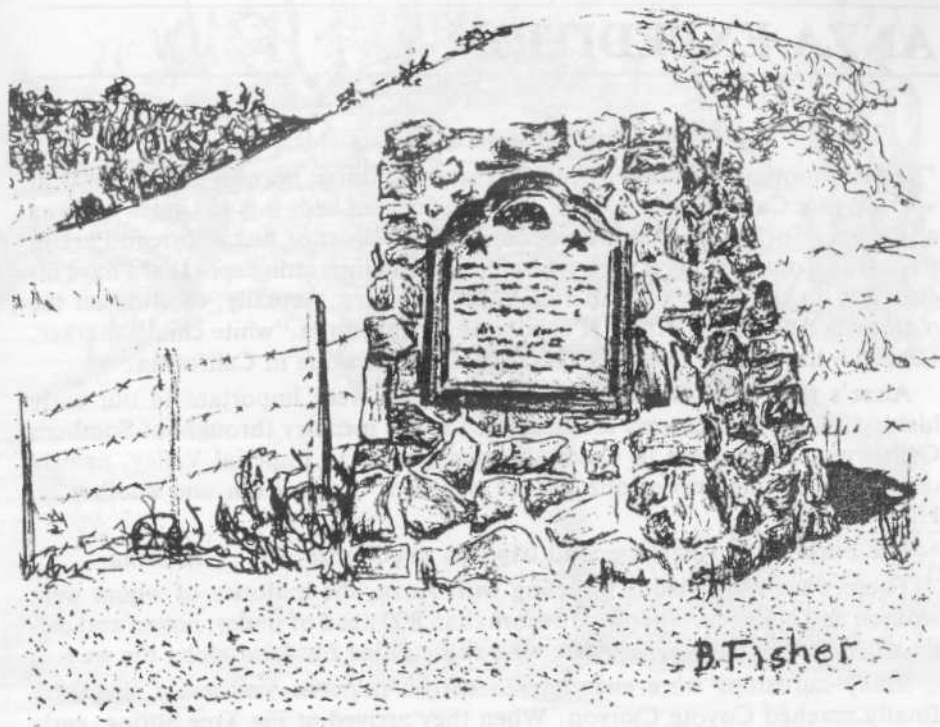
PEDRO FAGES TRAIL

THIS monument to Pedro Fages is located on Sunrise Highway in the Laguna Mountains shortly before it meets the Cuyamaca Road. It is included in this book because Pedro Fages was the first white man to enter what is now Imperial Valley — with the exception of Alarcon who came up the Colorado River in 1540.

In 1772, Fages and several soldiers were in pursuit of deserters from the Presidio in San Diego. They descended on the trail near this marker into Oriflamme Canyon, then went east as far as Harper's Well and then north up Coyote Canyon.

Fages' diary tells of crossing the Colorado River at the ford of Bicuner in November 1781. On another journey en route to San Gabriel from Sonora in March 1782, Fages again forded the Colorado River near Bicuner. These records reveal that Fages made several trips through what is now Imperial Valley in addition to his first trip in 1772 from San Diego.

The monument was dedicated March 18, 1973. It was a cold, windy day. The United States flag and the California flag were flapping in the breeze. Mrs. Ethel Rensch, widow of Hero Eugene Rensch, was there and spoke to the crowd. Hero Eugene Rensch was a prominent historian whose studies led him to conclude that Fages traveled this route. Ethel Rensch is a sister of former Judge Elmer Heald of Imperial County.



PEDRO FAGES TRAIL

ON OCTOBER 29, 1772, COLONEL PEDRO FAGES HEADED EAST FROM SAN DIEGO SEARCHING FOR ARMY DESERTERS. IT WAS THE FIRST ENTRY BY EUROPEANS INTO ORIFLAMME CANYON. FROM THERE, FAGES AND HIS MEN TRAVELLED ON THROUGH CAJON PASS, AROUND THE MOJAVE AND THE CENTRAL VALLEY, AND EVENTUALLY REACHED MISSION SAN LUIS OBISPO. AS A RESULT, HE DISCOVERED THE COLORADO DESERT AND THE SAN JOAQUIN VALLEY.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 858
PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN
COOPERATION WITH THE SAN DIEGO HISTORICAL SOCIETY, CONGRESS OF
HISTORY, AND THE NATIVE SONS OF THE GOLDEN WEST.

MARCH 18, 1973

ANZA EXPEDITION

(FIRST WHITE CHILD MONUMENT)

THE monument to one of the first white children born in California is in Coyote Canyon on the bank of a wide stream bed. It is at Upper Willows at Fig Tree Spring about two miles beyond the border of Anza Borrego Park in Riverside County. This is such a fascinating and interesting spot that I have included it in the book of Imperial Valley markers. Actually, the title on the marker is Anza Expedition. It is commonly called the "white child" marker. Research has shown that other births predate this one in California.

Anza's two trips across Imperial Valley are very important in our early history. Many monuments are dedicated to his memory throughout Southern California. Several are in Coyote Canyon, three in Imperial Valley, namely one at Mt. Signal store, one on the banks of Yuha Wash and another on Highway 78.

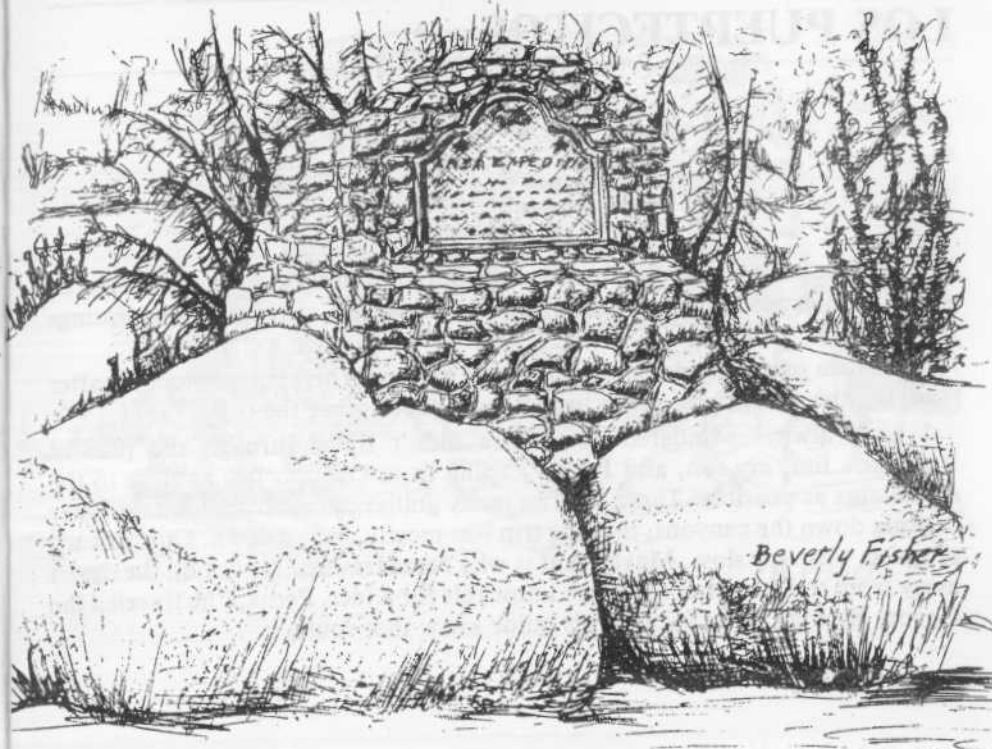
The purpose of Anza's second trip was to colonize Alta, California.

There were 240 persons traveling with Anza, the majority of whom were women and children. There were more than 800 head of mules, horses and cattle when they started. The cattle were to be killed for food along the way.

Many hardships were encountered across Imperial Valley but the party finally reached Coyote Canyon. When they arrived at Fig Tree Spring, early camp was made because a woman was about to give birth. This was the third baby born on the trip. On Christmas Eve, 1775, little Salvador Ignacio Linares was born; hence, the monument.

In 1957, my son Jim and I (Jim was then 16) drove to Hemet to join a group of four-wheel-drive enthusiasts for a trip down Coyote Canyon. There were 400 jeeps. I think we were about 375th in the line as they serpented down Coyote Canyon. The jeep trail was rough and rocky, sometimes on one bank, then across the stream to the other side and much of the time in the stream itself. There is always water in Coyote Creek, and the creek was running full that day due to heavy rains. I must admit to becoming apprehensive when the line stopped and our jeep formed a dam across the stream. I had visions of sinking in quicksand.

When we reached the monument we stopped to read the inscription. I didn't write it down. Later, I could not find the words in any book. So I said I would return to the White Child Monument soon if "the good Lord was willing and the creek didn't rise." It was 25 years before I got back to the marker. I finally made it in the spring of 1982. It was the most fabulous desert trip I have ever enjoyed.



ANZA EXPEDITION

NEAR THIS SPOT ON CHRISTMAS EVE 1775 WAS BORN ONE OF CALIFORNIA'S FIRST WHITE CHILDREN. SALVADOR IGNACIO LINARES. HIS MOTHER, SENORA GERTRUDIS LINARES WAS A MEMBER OF THE COLONIZING EXPEDITION OF JUAN BAUTISTA DE ANZA FROM WESTERN MEXICO TO ALTA CALIFORNIA. HERE, IN COYOTE CANYON, THE CHILD WAS BAPTIZED ON CHRISTMAS DAY.

MARKER WAS PLACED BY CALIFORNIA CENTENNIAL COMMISSION.
BASE FURNISHED BY ROADS TO ROMANCE ASSOCIATION, INC.
DEDICATED MAY 7, 1950

LOS PUERTECITOS

LOS Puertecitos, another monument to Juan Bautista de Anza, is located 1.7 miles east of Ocotillo Wells on Highway 78, called the Kane Springs Road.

The Anza party camped in the flats east of here. This spot was located after studying the description given in the diary kept during the trip.

I have always wondered why Anza didn't travel through the pass at Vallecito. Jim, my son, and I tried jeeping from Ocotillo just as close to the mountains as possible. There were so many gullies caused from the rain water rushing down the canyons, that the trip was mostly up and down. Our forward progress was very slow. Maybe that is why Anza traveled far out on the desert away from the mountains. I don't know this for a fact. Perhaps he traveled the Coyote Springs route because his guide knew that route.



LOS PUERTECITOS

JUAN BAUTISTA DE ANZA'S EXPEDITION MARCHED THROUGH THIS LITTLE PASS DECEMBER 19, 1775, ON THE WAY TO STRENGTHEN SPANISH COLONIZATION IN CALIFORNIA. MANY OF THE 240 MEMBERS OF THE PARTY WERE RECRUITED FROM MEXICO TO BE THE FIRST RESIDENTS OF SAN FRANCISCO. THEY HAD CAMPED THE PRECEDING NIGHT SOMEWHERE IN THE WIDE FLATS JUST EAST OF THIS MONUMENT.

CALIFORNIA REGISTERED LAND MARKER NO. 635

PLAQUE PLACED BY THE CALIFORNIA STATE PARKS COMMISSION IN COOPERATION WITH THE CUYAMACA PARLOR NO. 298 NATIVE SONS OF THE GOLDEN WEST

JANUARY 31, 1959

FLOWING WELLS

THE marker at Flowing Wells is very attractive. A wagon wheel has been mounted in the monument located northeast of Calipatria. It was erected here by Boy Scout Troop Number 79.

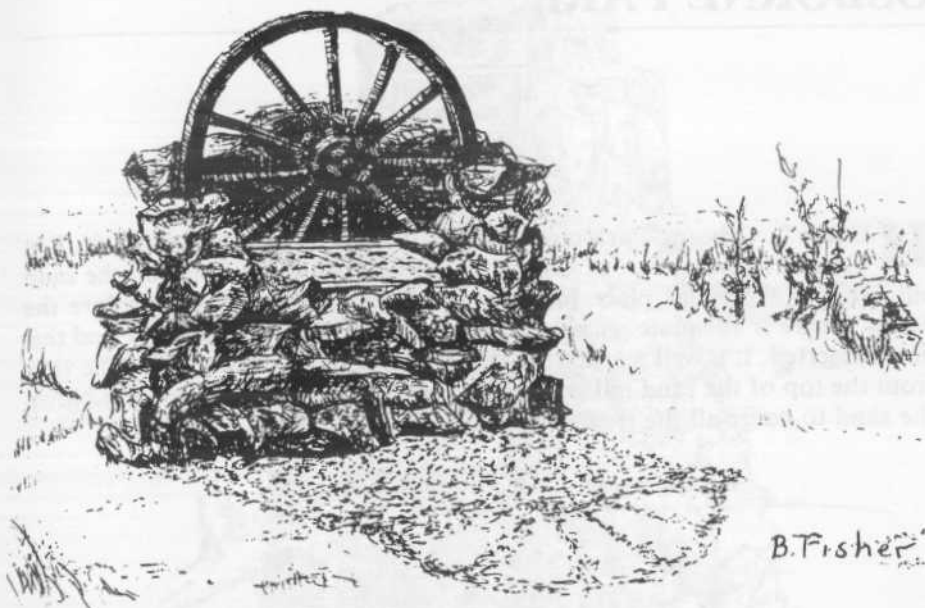
There was no well at Flowing Wells. The trains which stopped there brought water to fill a cement cistern. Early Valley stages and wagons transported passengers to and from this train stopping place. Accommodations, such as they were, were available for passengers who had to stay overnight.

F. C. Farr tells in his book *The History of Imperial County* written in 1918, of a Jose Huddleston arriving by train at Flowing Wells in October of 1901. She called it "the jumping off place." Nothing was there but sand, a little sagebrush and mesquite. Her party spent the night, sleepless, under a tent there in the desert. The next morning at six they took a stage for Imperial, thirty-three miles away. They arrived in Imperial at four in the afternoon.

A branch line of this railroad was opened to Imperial in the spring of 1903 and from Imperial to Calexico in the summer of 1904.

During a summer storm in 1982, the dry wash about 20 feet west of this mark turned into a gully-washer. Water cut under the marker, which fell into the stream bed.

Efforts are under way to move the well-cemented marker, which appears to be undamaged, to a safer spot.



FLOWING WELLS

ONCE A TINY DESERT RAILROAD STOP, FLOWING WELLS BECAME THE GATEWAY TO IMPERIAL VALLEY IN THE FIRST FEW YEARS OF THE TWENTIETH CENTURY. HERE, THE HARDY PIONEERS WHO HAD COME BY RAILROAD TO MAKE THE VALLEY WHAT IT IS TODAY HAD TO TRANSFER TO A STAGE WHICH WOULD TAKE THEM TO THE LAND OF THEIR CHOICE. TO THESE PIONEERS, TO THE RAILROADERS AND STAGE DRIVERS THIS MONUMENT IS DEDICATED BY THE
BOY SCOUTS OF AMERICA TROOP 79

OSBORNE PARK

HUGH T. Osborne Park monument is located on a high sandhill on Ben Hulse Highway west of Glamis. A paved road leads south up the sand hill. This is a popular place for desert vehicles to take off and explore the dunes. There is adequate parking space. Rarely do you drive by and find this place deserted. It is well worth a stop especially at dawn or sundown. The view from the top of the sand hill is beautiful, especially when the wind has blown the sand to cover all the tracks made by the dune buggies.



THE PEOPLE OF THE IMPERIAL VALLEY
RESPECTFULLY DEDICATE THIS PARK
TO HUGH T. OSBORNE

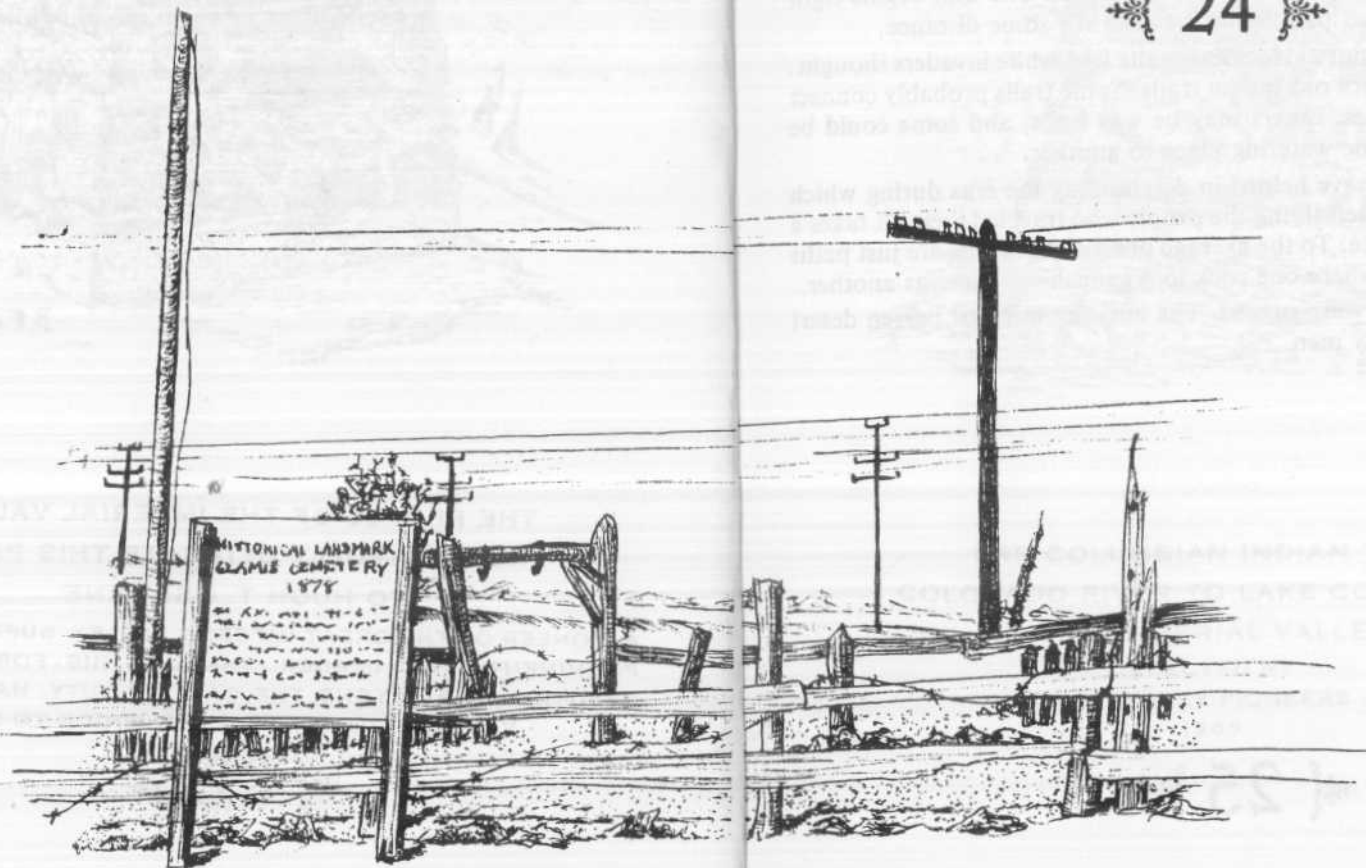
A PIONEER OF THE GREAT IMPERIAL VALLEY, SUPERVISOR AND
PROMINENT CIVIC LEADER. THROUGH HIS FORESIGHT AND
DEVOTION, FAR BEYOND THE CALL OF DUTY, HAS MADE OUR
VALLEY A BETTER PLACE IN WHICH TO LIVE

DEDICATED 1961

GLAMIS CEMETERY

GLAMIS Cemetery is located just north of the Highway at Glamis. In lieu of a monument, there is a large board sign placed there by Herbert Hughes when he was sheriff of Imperial County.

The graves are fenced in with an unpainted wooden fence. Mr. Hughes says the cemetery is the resting place of early railway workers and their families, dating from 1878.



HISTORICAL LANDMARK GLAMIS CEMETERY 1878

WARNING ANY PERSON WHO MUTILATES, DISINTERS, OR REMOVES FROM THIS PLACE OF INTERMENT ANY HUMAN REMAINS WITHOUT AUTHORITY OF LAW IS GUILTY OF A FELONY.
CALIFORNIA HEALTH AND SAFETY CODE SECTION 7082.
BY ORDER OF HERBERT HUGHES, SHERIFF, IMPERIAL COUNTY

❖ 24 ❖

INDIAN TRAIL MONUMENT

THE Indian Trail Monument is located on Ben Hulse Highway east of Glamis and west of the intersection with the Ogilby Road (S34). It is on the south side of the road. South of the monument, a portion of an old Indian trail has been sturdily fenced in to prevent damage from off-road vehicles. As you stand on the hill at the east end of the fence, look east. You can clearly see the old trail extending across the desert. The trail begins eight miles east of Glamis and runs parallel to the road for some distance.

The Colorado Desert was not as trackless as the first white invaders thought. The desert is criss-crossed with old Indian trails. Some trails probably connect ceremonial and camping sites, others may be war trails, and some could be trade routes that go from one watering place to another.

Discards along the trails have helped in determining the eras during which the trails were used, and in identifying the people who traveled them. It takes a trained eye to see the evidence. To the average observer the trails are just paths through the rocky terrain, where one rock looks much the same as another.

The Indians of the desert were rugged. The hot, dry miles of barren desert held few fears for these early men.



PRE-COLUMBIAN INDIAN TRAIL
COLORADO RIVER TO LAKE COACHUILLA
(NOW IMPERIAL VALLEY)
ERECTED BY
IMPERIAL VALLEY PIONEERS ASSN.
1965

BEN HULSE HIGHWAY

ON the Glamis Road, now named the Ben Hulse Highway, northeast of the Ogilby turnoff, is the Ben Hulse Highway monument. It is on the west side of the road.

Paving of the road from Imperial to Palo Verde Valleys, completed in 1964, was an important accomplishment. Before it was paved it was commonly said that it cost at least one ruined tire to drive from Imperial Valley to Blythe. I tried it once. I was driving to Blythe to see my older son play football in a Holtville versus Blythe game. When I had a flat tire I turned around and came home. I had put on my one spare tire.

This road was named the Ben Hulse Highway to honor former Senator Ben Hulse.



BEN HULSE HIGHWAY DEDICATED FOR PUBLIC USE MARCH 21, 1964

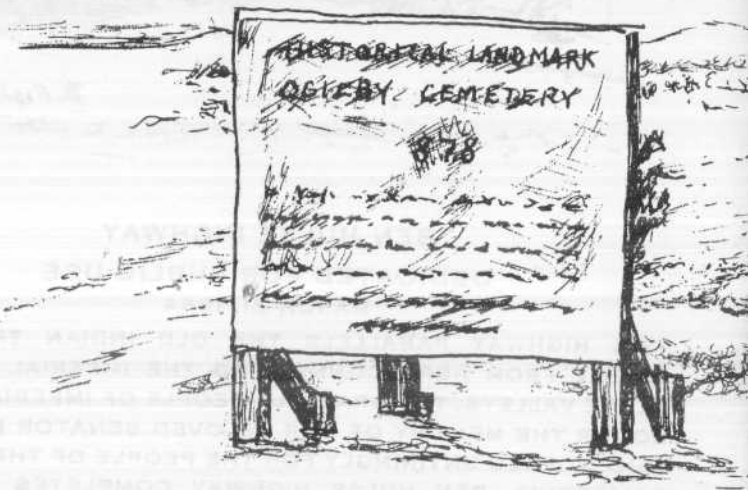
THIS HIGHWAY PARALLELS THE OLD INDIAN TRAIL STILL VISIBLE FROM HERE CONNECTING THE IMPERIAL AND PALO VERDE VALLEYS. THE GRATEFUL PEOPLE OF IMPERIAL COUNTY HONOR THE MEMORY OF OUR BELOVED SENATOR BEN HULSE WHO WORKED UNTIRINGLY FOR THE PEOPLE OF THE STATE OF CALIFORNIA. BEN HULSE HIGHWAY COMPLETES THE FOUR STATE SYSTEM FROM CANADA TO MEXICO WHICH CULMINATES TWENTY-FIVE YEARS OF WORK BY COUNTLESS CIVIC MINDED CITIZENS.

ERECTED BY THE NATIVE SONS OF THE GOLDEN WEST DE ANZA PARLOR NO.
312 GRAND PRESIDENT JOSEPH G. OESCHGER

OGILBY CEMETERY

EAST of the Algodones Sandhills on Freeway 8 there is a highway sign indicating the turnoff to Ogilby. Several miles north on the Ogilby road is the townsite of Ogilby. To reach the old Ogilby Cemetery, do not cross the railroad tracks on the Ogilby road, but continue north on a lesser-used road. The Cemetery is on the left. It is marked with a board sign put there when Herbert Hughes was sheriff of Imperial County. There are a few graves with wooden crosses on them. It is a desolate, desert spot.

At one time Ogilby was a thriving little desert town with a school house, store, post office and houses. Nothing remains except some cement slabs where the buildings were and the old cemetery.



27

HISTORICAL LANDMARK

OGILBY CEMETERY

1878

WARNING ANY PERSON WHO MUTILATES, DISINTERS, OR REMOVES FROM THIS PLACE OF INTERMENT ANY HUMAN REMAINS WITHOUT AUTHORITY OF LAW IS GUILTY OF A FELONY.
CALIFORNIA HEALTH AND SAFETY CODE SECTION 7082

BY ORDER OF HERBERT HUGHES, SHERIFF, IMPERIAL COUNTY



Bev Fisher

OLD MISSION SITE

SAN PEDRO Y SAN PABLO DE BICUNER

THE location of Mission Bicuner has been a controversial subject. Father Felix Pudlowski, a historian who came to the St. Thomas Yuma Indian Mission shortly after its founding in 1922, studied diaries and historical records and interviewed old timers about the up-river location. Pudlowski went to the site about one mile south of Laguna Dam. He found charred posts so located that he decided that this was the correct location. Pudlowski's Mission Bicuner church site is about 500 feet north of the present Potholes Cemetery and the townsite of Bicuner is just south of the cemetery. No trace remains today of this settlement.

The mission and pueblo of Bicuner was established as part of the effort by the Spanish to start a colony here as protection for the Colorado River crossing. The settlement had a very short life, January 7 to July 17, 1781. The founding was the result of long years of planning by the Quechan Indians and the Spaniards. The tragedy which ended it and brought bloody retaliation is recorded in history.

This historical marker was located at this up-river site and dedicated on May 3, 1980. The date of May 4 on the plaque is incorrect.



B. Fisher

SITE OF MISSION SAN PEDRO Y SAN PABLO DE BICUNER

TO PROTECT THE ANZA TRAIL WHERE IT FORDED THE COLORADO RIVER, THE SPANISH FOUNDED A PUEBLO AND MISSION NEARBY ON JANUARY 7, 1781. THREATENED WITH THE LOSS OF THEIR LAND, THE QUECHANS (YUMAS) ATTACKED THIS STRATEGIC SETTLEMENT ON JULY 17, 1781. THE QUECHAN VICTORY CLOSED THIS CROSSING AND SERIOUSLY CRIPPLED FUTURE COMMUNICATIONS BETWEEN UPPER CALIFORNIA AND MEXICO.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 921
PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH E CLAMPUS VITUS, IMPERIAL VALLEY PIONEERS, PHIL PORRETTA AND FAMILY, BUREAU OF LAND MANAGEMENT, YUMA COUNTY HISTORICAL SOCIETY AND QUECHAN TRIBAL COUNCIL.

MAY 4, 1980

PHIL SWING PARK

PHIL Swing Park is located at Imperial Dam on the California side of the Colorado River. The monument is to the right as you enter the beautiful little park.

Phil Swing played an important part in the early development of Imperial Valley. He came to the Valley in 1907 and became a law partner of John Eshelman. According to *The First Thirty Years*, by Otis Tout he was "Assistant District Attorney from 1908 to 1911, District Attorney from 1911 to 1915, Chief Counsel for the Imperial Irrigation District from 1916 to 1919, Judge of the Superior Court in 1919 to 1921 and then a member of Congress beginning in 1921."

He worked for the passage through Congress of constructions projects to control the Colorado River and co-authored the Swing-Johnson bill. After many attempts the Boulder Canyon Project Act finally passed and was signed by President Calvin Coolidge on December 21, 1928.

It is appropriate that this monument is located on the Colorado River at Imperial Dam in honor of Phil D. Swing. The story of the legislation he worked for is, according to Tout, "an epic of a people with an able leader, a man who never quit, never gave up, and, seemingly never even grew tired."

Eugene K. Chamberlin said at the dedication of this marker, "His (Mr. Swing's) efforts helped change the nature of human existence in Imperial Valley."

In April, 1961, Phil Swing was the honored guest at the thirty-fourth annual picnic of the Imperial Valley Pioneers.



PHIL SWING PARK
IN MEMORY OF
1884 - PHIL SWING - 1963
CO-AUTHOR OF THE BOULDER CANYON PROJECT
(HOOVER DAM) AND THE ALL AMERICAN CANAL
DEDICATED MAY 2, 1965
SQUIBOB CHAPTER ECW

TOWNSITE OF PICACHO

PICACHO is located in the eastern edge of Imperial County, on the Colorado River about 21 miles north of Winterhaven. The area is centered on the Picacho State Recreation Area.

This area is rich in history and is significant in Quechan Indian myths and legends. Alarcon may have reached this area in 1540. His jumbled records leave this open to perpetual speculation. The glamor and drudgery of its mining days lasted from the 1850s to the 1930s. After mining was discontinued the area became a squatters haven for, perhaps, thirty years. Squatters were evicted by court action in 1962.

On April 28, 1979, the plaque was dedicated even though the marker was not constructed. The plaque was placed in storage at the Ranger Station at the site.

(MONUMENT HAS NOT
YET BEEN ERECTED)

PICACHO

AS AVI-MILIKIT OF QUECHAN LEGENDS, PICACHO NOTED SPANISH ARRIVAL IN 1540. LURED SONORA MINERS AFTER 1852, BROUGHT STEAMBOATS TO ITS MINING AND MILLING PORT UNTIL 1910. HER MINES WERE NEVER WORKED TO EXTINCTION, BUT PICACHO BECAME A SQUATTERS HAVEN. IN THE 1960'S, CALIFORNIA MADE IT A RECREATION AREA TO PRESERVE ITS RUGGED BEAUTY FOREVER.

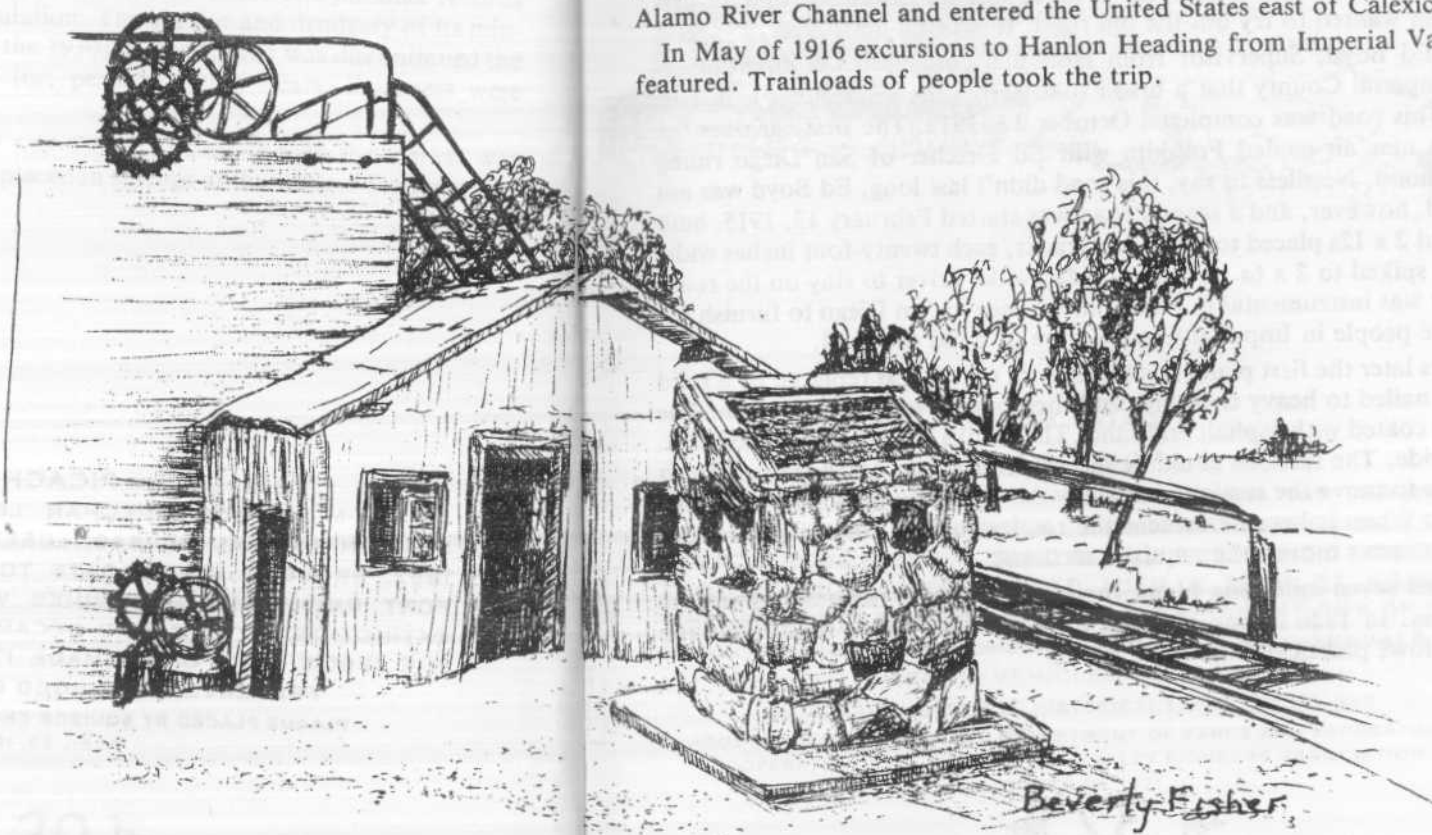
PLAQUE PLACED BY SQUIBOB CHAPTER E CLAMPUS VITUS
APRIL 28, 1979

HANLON HEADING

BUILT IN 1906 BY CALIFORNIA DEVELOPMENT COMPANY AS EARLY SOURCE OF WATER INTO IMPERIAL VALLEY. SERVED ALL WATER USERS THROUGH ALAMO CANAL UNTIL 1942 WHEN ALL AMERICAN CANAL COMPLETED. ACQUIRED BY IMPERIAL IRRIGATION DISTRICT IN 1916 AND SINCE 1918 SERVED AS CHECK GATE FOR ROCKWOOD GATE BUILT ONE MILE UP STREAM.

DEDICATED JANUARY 30, 1965

NATIVE SONS OF THE GOLDEN WEST
JAMES D. BOINTANO, GRAND PRESIDENT



HANLON HEADING

THIS marker is located on the east side of the Algodones Road at Hanlon Heading.

The Imperial Irrigation book *The First Forty Years* by M. J. Dowd says, "Actual excavation of the intake canal at Hanlon Heading commenced in August 1900 with a four-yard dipper dredge which Chaffey had purchased in Yuma. The point of diversion was a short distance downstream from the present Rockwood Heading. From there the canal was excavated to the international boundary line and into Mexico." This canal connected with the old Alamo River Channel and entered the United States east of Calexico.

In May of 1916 excursions to Hanlon Heading from Imperial Valley were featured. Trainloads of people took the trip.

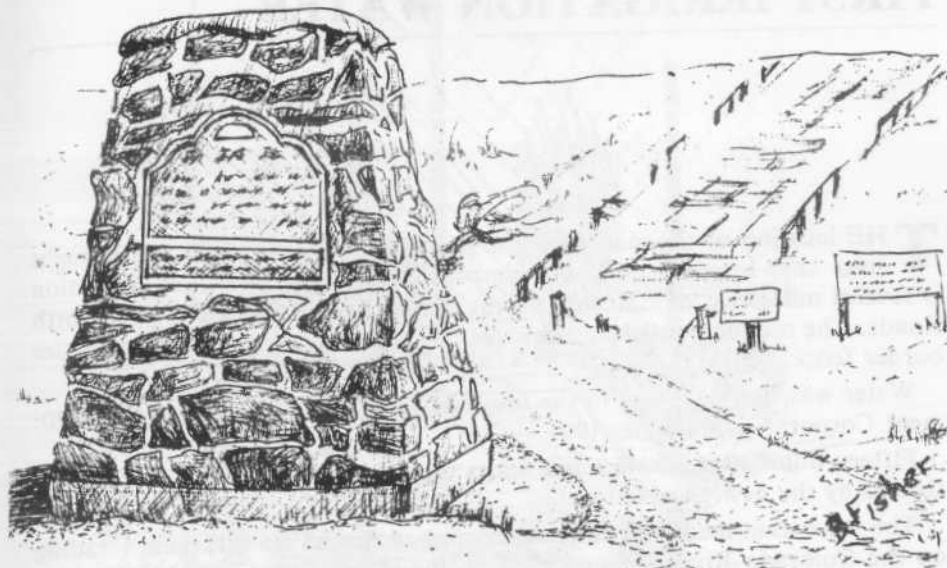
THE PLANK ROAD

TO reach this monument, take the off-ramp off Freeway 8 at the west edge of the Algodones sand dunes. This monument to the famous old plank road was dedicated October 16, 1971. A section of the plank road was moved to this area and fenced in to protect it from vandals. At the time of this writing (1982) the fence has been destroyed. It looks like thoughtless people in off-road vehicles wanted to try out the old road. It is being destroyed.

In 1912 Ed Boyd, Supervisor from Holtville, convinced the other supervisors of Imperial County that a brush road across the sand dunes would be practical. This road was completed October 12, 1912. The first car over the road was a new air-cooled Franklin with Ed Fletcher of San Diego riding astride the hood. Needless to say, this road didn't last long. Ed Boyd was not discouraged, however, and a second road was started February 13, 1915, built of 2 x 8s and 2 x 12s placed to make two tracks, each twenty-four inches wide. These were spiked to 2 x 6s. It took a wide-awake driver to stay on the road. Ed Fletcher was instrumental in raising the money in San Diego to furnish the lumber. The people in Imperial County were to build the road.

Two years later the first plank road was worn out. It was replaced by a solid plank road nailed to heavy cross-ties and then bound with strips of iron. The surface was coated with asphalt and sand. The planks were in 20 foot sections, eight feet wide. The sections could be moved with a four horse team. Thus it was possible to move the sections to follow the ever-changing contours of the sand dunes. When it became evident the road would be covered with sand, maintenance crews moved the requisite sections.

I think this seven-mile long plank road was the most famous road in the United States. In 1926 it was replaced by a two-lane paved road. Now the Freeway follows practically the same route.



PLANK ROAD

1914 TO 1927

THIS UNIQUE PLANK ROAD SEVEN MILES LONG WAS THE ONLY MEANS EARLY MOTORISTS HAD FOR CROSSING THE TREACHEROUS IMPERIAL SAND DUNES. THE EIGHT BY TWELVE FOOT SECTIONS WERE MOVED WITH A TEAM OF HORSES WHENEVER THE SHIFTING SANDS COVERED PORTIONS OF THE ROAD. DOUBLED SECTIONS WERE PLACED AT INTERVALS TO PERMIT VEHICLES TO PASS

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 845
PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN
COOPERATION WITH THE IMPERIAL VALLEY PIONEERS ASSOCIATION.
OCTOBER 16, 1971

FIRST IRRIGATION WATER

THE location of the marker at the site where the first water was brought into the Imperial Valley from the Colorado River for irrigation is several miles east of Calexico on the corner of Anza and Barbara Worth Roads. The monument is just a few feet from the high Mexico-United States border fence.

Water was first delivered to the Imperial Valley by the California Development Corporation, in June, 1901.

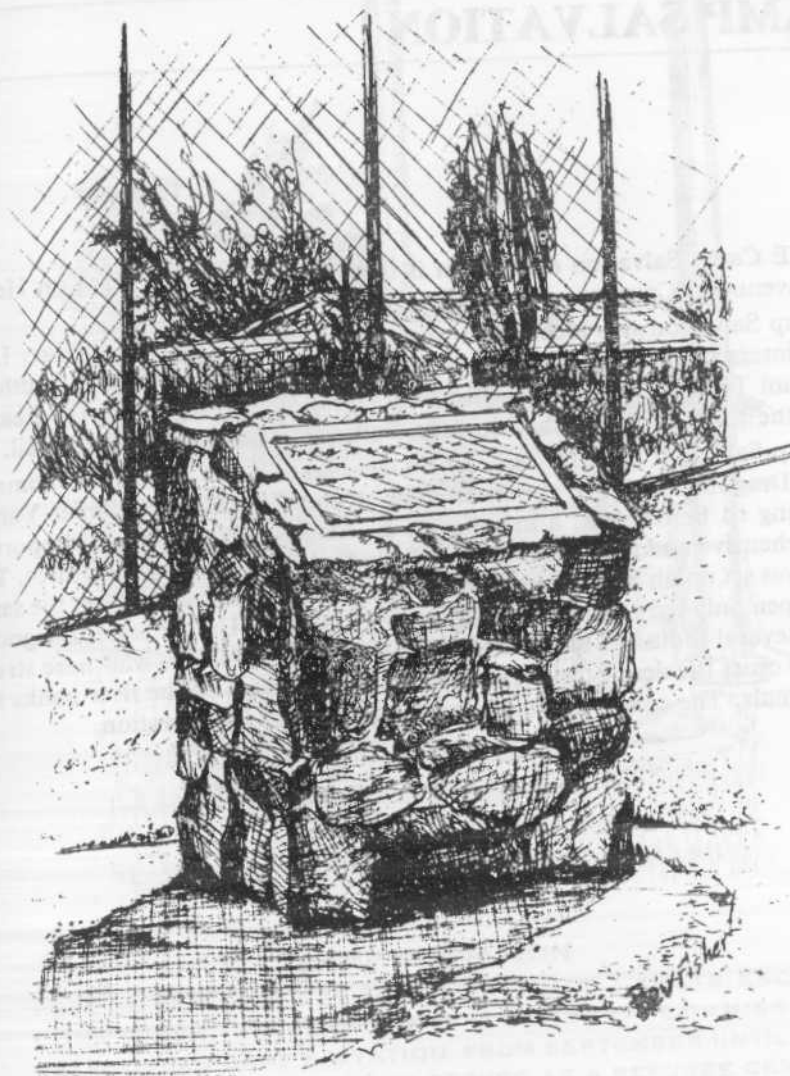
Fifteen hundred acres were put under crops in the fall of that year and irrigated by the newly-arrived water.

The water that made the desert blossom had flowed from Hanlon Heading on the Colorado River through a cut to the channel of the Alamo River, a stream which flowed west through Mexico, and then north at Calexico to the Salton Sink. Until use was made of the Alamo River bed to supply settlers in Imperial Valley with water, the Alamo flowed only in the spring when the Colorado River flooded its banks.

FIRST IRRIGATION WATER INTO IMPERIAL VALLEY

AT THIS HISTORIC SPOT THE FIRST IRRIGATION WATER FROM THE COLORADO RIVER REACHED IMPERIAL VALLEY IN 1901, COMING FROM MEXICO. THIS WATERWAY WAS REPLACED IN 1942 BY THE ALL AMERICAN CANAL. WATER HAS MADE THIS ONCE ARID AREA INTO AN AGRICULTURAL PARADISE

DEDICATED JANUARY 26, 1974 BY GRAND PARLOR
NATIVE SONS OF THE GOLDEN WEST
HOWARD E. KERN GRAND PRESIDENT
IN MEMORY OF JAMES D. PHELAN U.S. SENATOR

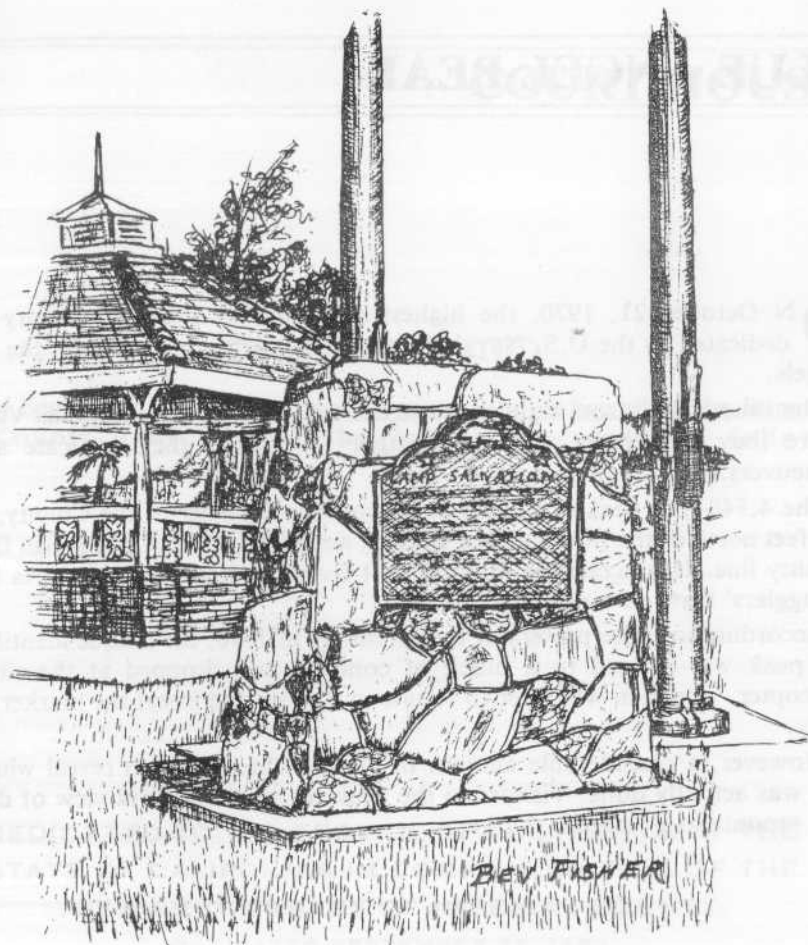


CAMP SALVATION

THE Camp Salvation monument is located in Rockwood Plaza on Heber Avenue in Calexico.

Camp Salvation was located just north of the International Boundary Line at the intersection of the line with the Southern Emigrant Trail. The Southern Emigrant Trail was also called the Sonora Trail, the Desert Trail, the Kearny Trail, the Military Road, the Mormon Battalion Trail and the Gila Trail.

Camp Salvation was established by Lieutenant Cave J. Couets in command of the Dragoon Escort of the International Boundary Commission at Yuma, according to Ben Dixon, a member of E. Clampus Vitus. Dixon's report is comprehensive and very interesting. It includes letters, maps and pictures. The camp was set up on September 23, 1849, and closed on December 1 of the same year, open only ten weeks. During these ten weeks the United States Dragoons issued several thousand army rations to starving gold seekers who were struggling to cross the desert trail. There was luxurious grass on the river banks for the animals. The camp was appropriately named Camp Salvation.



CAMP SALVATION

HERE ON SEPTEMBER 23, 1849, LIEUT. CAVE J. COUTS, ESCORT COMMANDER, INTERNATIONAL BOUNDARY COMMISSION, ESTABLISHED CAMP SALVATION. FROM SEPTEMBER UNTIL THE FIRST OF DECEMBER 1849, IT SERVED AS A REFUGEE CENTER FOR DISTRESSED EMIGRANTS ATTEMPTING TO REACH THE GOLD FIELDS OVER THE SOUTHERN EMIGRANT TRAIL

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 808
PLAQUE PLACED BY THE CALIFORNIA STATE PARKS COMMISSION IN COOPERATION WITH THE CITY OF CALEXICO AND THE SQUIBOB CHAPTER E CLAMPUS VITUS.
OCTOBER 3, 1965

BLUE ANGEL PEAK

ON October 21, 1970, the highest mountain in Imperial County was dedicated to the U.S. Navy's Flight Demonstration Squadron, the Blue Angels.

The Blues spend from eight to ten weeks each winter in the Imperial Valley, where they can count on good weather to practice their intricate aerial maneuvers.

The 4,548-foot peak is located in the southwest corner of the County, just 800 feet north of the International Border, and 4,500 feet east of the San Diego County line. It is accessible only on foot from the jeep road that goes from Smugglers' Cave to a nearby mine.

According to those present at the ceremony in 1970, the plaque identifying the peak was affixed to a block of concrete and dropped at the site by helicopter. The plan was later to return to the site and instal the marker properly.

However, a considerable amount of research has failed to reveal whether this was actually done. Visitors to the peak report a beautiful view of desert and mountains — but no marker.

COURT HOUSE

TO BE DEDICATED

ON September 25, 1982, a new plaque will be dedicated at the Imperial County Courthouse. The inscription reads as follows:

DEDICATED TO THE SERVICE OF THE PEOPLE OF THE
STATE OF CALIFORNIA IN COMMEMORATION OF THE
75TH ANNIVERSARY OF IMPERIAL COUNTY.

DEDICATED SEPTEMBER 25, 1982
NATIVE SONS OF THE GOLDEN WEST
JOSEPH URSINO - GRAND PRESIDENT

HERNANDO DE ALARCON

A HISTORICAL marker in honor of Hernando de Alarcon is to be placed October 10, 1982, near the intersection of Freeway 8 and Highway 186, near the base of Pilot Knob.

The proposed plaque wording is as follows:

HERNANDO DE ALARCON EXPEDITION, 1540

ON ABOUT SEPTEMBER 5, 1540, ALARCON AND HIS SPANIARDS WERE THE FIRST NON-INDIANS TO DISCOVER ALTA CALIFORNIA NEAR THIS POINT ON THE COLORADO RIVER.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 568

PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH THE QUECHAN TRIBAL COUNCIL, THE IMPERIAL IRRIGATION DISTRICT, IMPERIAL VALLEY PIONEERS, NATIVE SONS OF THE GOLDEN WEST, YUMA COUNTY HISTORICAL SOCIETY AND SQUIBOB CHAPTER, E CLAMPUS VITUS, OCTOBER 10, 1982.

LA PURISIMA CONCEPCION

A HISTORICAL marker for Mission La Purisima Concepcion to be placed on the west side of the statue of Father Francisco Garces which is located at Mission St. Thomas on Indian Hill.

The proposed plaque wording is as follows:

SITE OF MISSION LA PURISIMA CONCEPCION, 1780-81

FOR OVER TWO CENTURIES INDIANS BEGGED FOR A SPANISH MISSION. ON OCTOBER 20, 1780, FATHERS TOMAS GARCES AND JUAN BARRENECHE BEGAN MISSION LA PURISIMA CONCEPCION DE MARIA SANTISIMA. IT WAS INADEQUATELY SUPPORTED, COLONISTS IGNORED INDIAN RIGHTS, USURPED THE BEST LANDS AND DESTROYED CROPS. COMPLETELY FRUSTRATED AND DISAPPOINTED, THE QUECHANS AND THEIR NEIGHBORS DESTROYED CONCEPCION AND ITS SISTER MISSION AT BICUNER, JULY 17-19, 1781.

CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 350

PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH THE QUECHAN TRIBAL COUNCIL, THE CATHOLIC DIOCESE OF SAN DIEGO, IMPERIAL VALLEY PIONEERS, NATIVE SONS OF THE GOLDEN WEST, YUMA COUNTY HISTORICAL SOCIETY AND SQUIBOB CHAPTER, E CLAMPUS VITUS, OCTOBER 9, 1982.

FOR THE FUTURE...

IMPERIAL Valley has many other historical sites at which plaques, monuments or markers would be appropriate. We offer the following for consideration to local government agencies, and civic organizations for future dedication:

- Oyster Shell Beds
- Dos Cabezas
- Hedges (Tumco)
- Harpers Well
- Harold Bell Wright Ranch
- Mullet Island
- Heber Collegiate Institute
- Lakes: Cameron, Badger and Pelican.
- Mountain Springs
- Carrizo — Old Stage Station
- Elephant Trees
- Potholes Cemetery

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San Pedro Y San Pablo de Bicuner 1781 1980
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ABOUT THE AUTHOR

IDA Edwards Little was born in Holtville in May, 1907, three months before this part of San Diego County became Imperial County.

She was the first of four children born to pioneers Susie and Ernest Edwards.

A product of the Holtville Schools, she attended Whittier College and graduated from San Diego State College.

A teacher for 31 years in the Holtville area, she taught the last 19 years at Verde School. She is now retired.

Mrs. Little has two sons, Clarence of Holtville and Jim of Blanco, Texas.

ABOUT THE ILLUSTRATOR

BEVERLY Rank Fisher, born and reared in Salt Lake City, Utah, came to El Centro in 1946 following her marriage to James B. Fisher, an Imperial Valley native, whose family had settled in the Mt. Signal area in 1911.

She graduated from Stanford University with majors in English and speech and a minor in art. She taught English at Central Union High School for 22 years before retiring in 1980.

The Fishers have three children, Randy and Bob, who are musicians in Reno, Nevada, and Mary Jane, who is married to Brock T. Arner, city manager of Sonoma, California. The Arnens are the parents of the Fishers' grandchildren, Melanie, Sally and Megan.