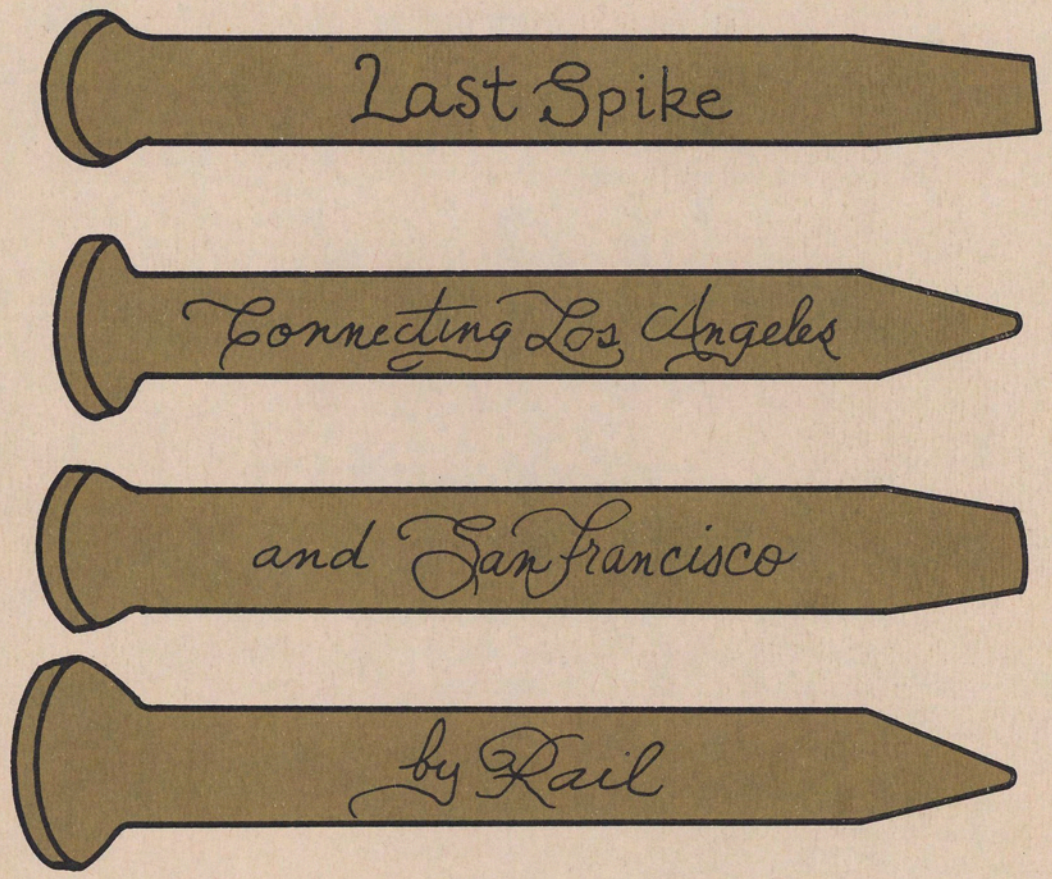
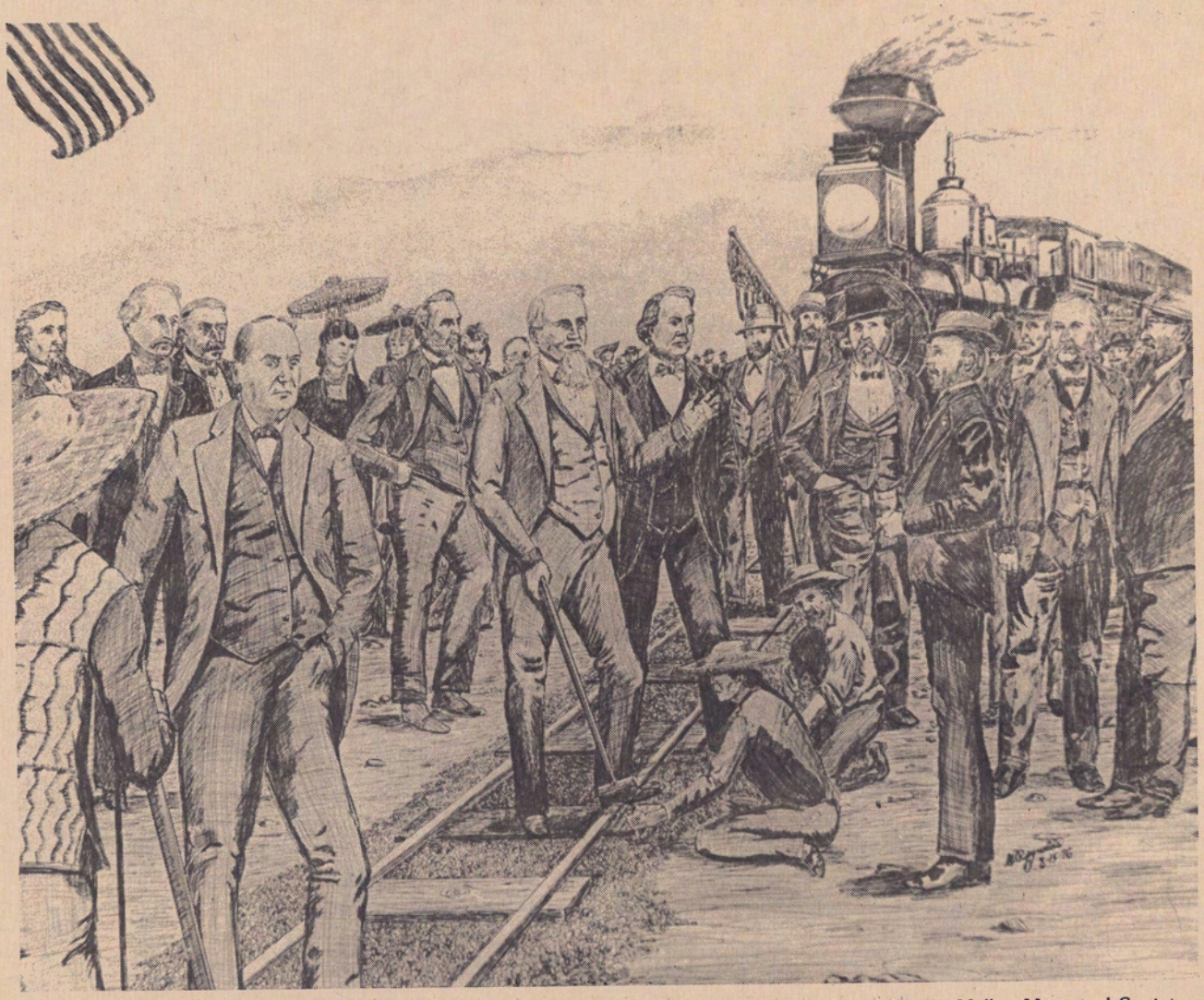
Illustrated Historical Program

GOLDEN SPIKE CENTENNIAL



Lang Station

Sunday, September 5, 1976



Santa Clarita Valley Historical Society

No photographer was present to record the driving of the golden spike at Lang, but Gerald G. Reynolds, curator of the Santa Clarita Valley Historical Society, has hereby recreated it from portraits of the participants. They are, left to right: Chinese laborer, Judge Robert M. Widney, Elias J. "Lucky" Baldwin, Maj. Benjamin Truman (Los Angeles Star), Gen. Phineas Banning (in foreground), Mrs. Crocker, Leland Stanford, Charles Crocker (with hammer on track), David D. Colton, Chinese laborer (placing spike), Frank Frantes (kneeling), Mayor A.J. Bryant of San Francisco (under Flag), Darius O. Mills, ex-Governor John G. Downey, Joseph W. Crawford, Benjamin D. Wilson (in top hat), Mayor Prudent Beaudry of Los Angeles, I.W. Hellman.

CONTRIBUTORS:

Gerald M. Best, Railway & Locomotive Historical Society
Mac Linton, E Clampus Vitus
Emma Louie, Chinese Historical Society of Southern California

Edited and produced by Ruth Newhall, managing editor, Newhall Signal for the Santa Clarita Valley Historical Society.

Order of Events

September 5, 1976

1:00 to 4:00	**Exhibits of historic and railroad interest.**
4:00	**Concert by Brass Band, Canyon High School, concluding with National Anthem.**
4:15	**Southern Pacific Centennial Engine arrives.**
4:25	**Presentation of Six Historic American Flags by Canyon High School Song Leaders.**
4:30	**Chairman Charles Weeks introduces Bobbie Trueblood, Santa Clarita Valley Bicentennial Chairman, to lead Salute to the Flag.**
4:35	**Invocation.**
4:40	**Introduction of James G. Shea, Vice President Southern Pacific Company, who introduces honored guests.**
4:50	**Don Torgeson of E Clampus Vitus leads Clampers parade and places plaque.**
5:00	**Stanley Lau, President of Chinese Historical Society of Southern California, introduces Lion Dance. Lion dance is followed by placing of plaque by Chinese Historical Society.**
5:20	**James G. Shea introduces Robert Banning, grandson of Phineas Banning. Driving of Golden Spike.**
5:30	**Adjournment to reconvene for barbecue at Elks Lodge, 17766 Sierra Highway, Canyon Country.**

Beginning of the Rails

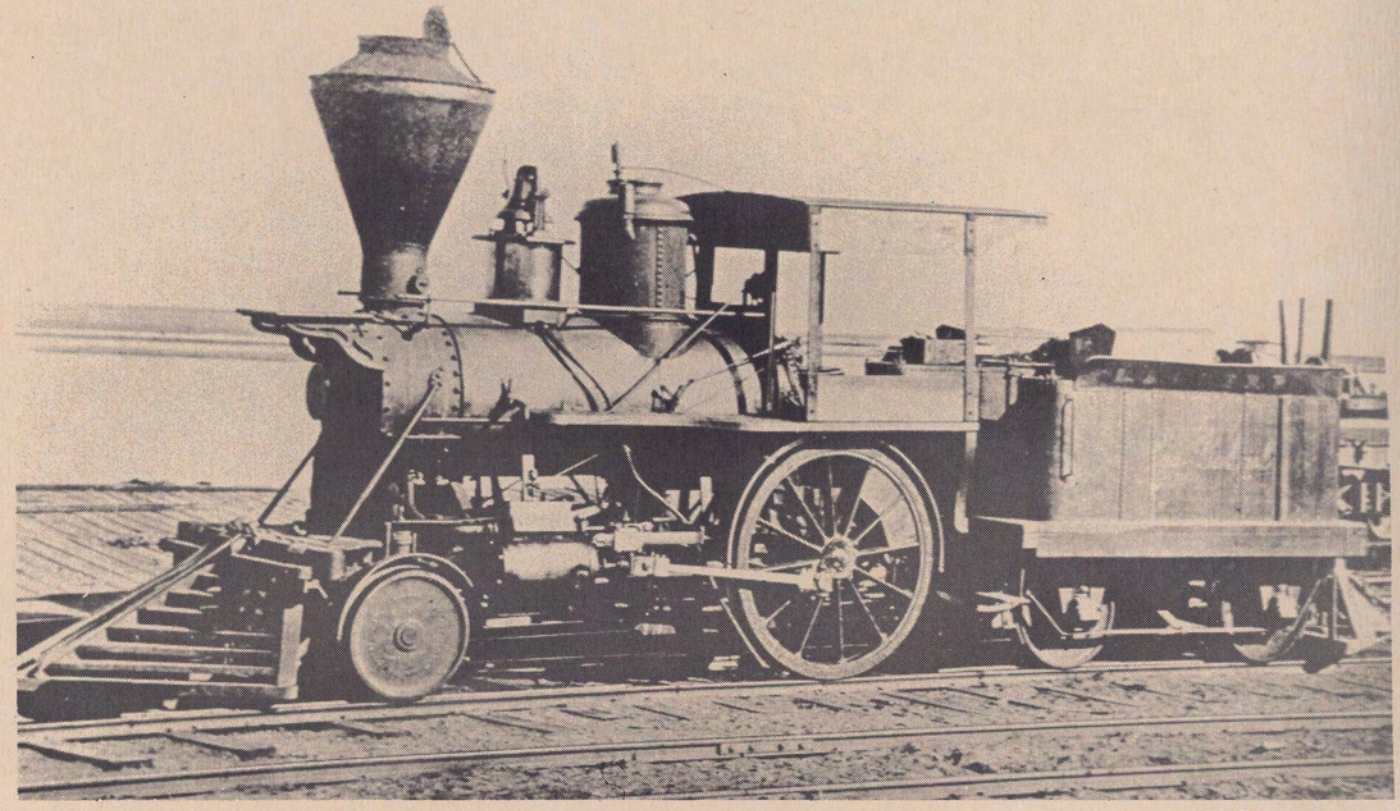
Condensed from a forthcoming book by Gerald M. Best, noted railroad historian.

Railroad fever gripped the Nation through the last half of the nineteenth century. A new world had been born. For the first time in the long history of mankind, he and his goods could be transported across land at a speed faster than a galloping horse. People could now move over great distances in comfort; goods could be moved in quantity over those same distances.

Communities competed wildly for rail service; the men who laid the rails held the reins of political and economic power. For a while it appeared that the railroad, moving south from San Francisco toward the Colorado river, would bypass the farming town of Los Angeles, "Queen of the Cow Counties."

This tiny engine, christened the San Gabriel, was shipped by water from San Francisco to General Phineas Banning, who had long operated mule and wagon trains from the harbor at Wilmington to Fort Tejon, on the crest of the Tehachapi mountains. Banning and a partner started to build a railroad from the harbor to the city,

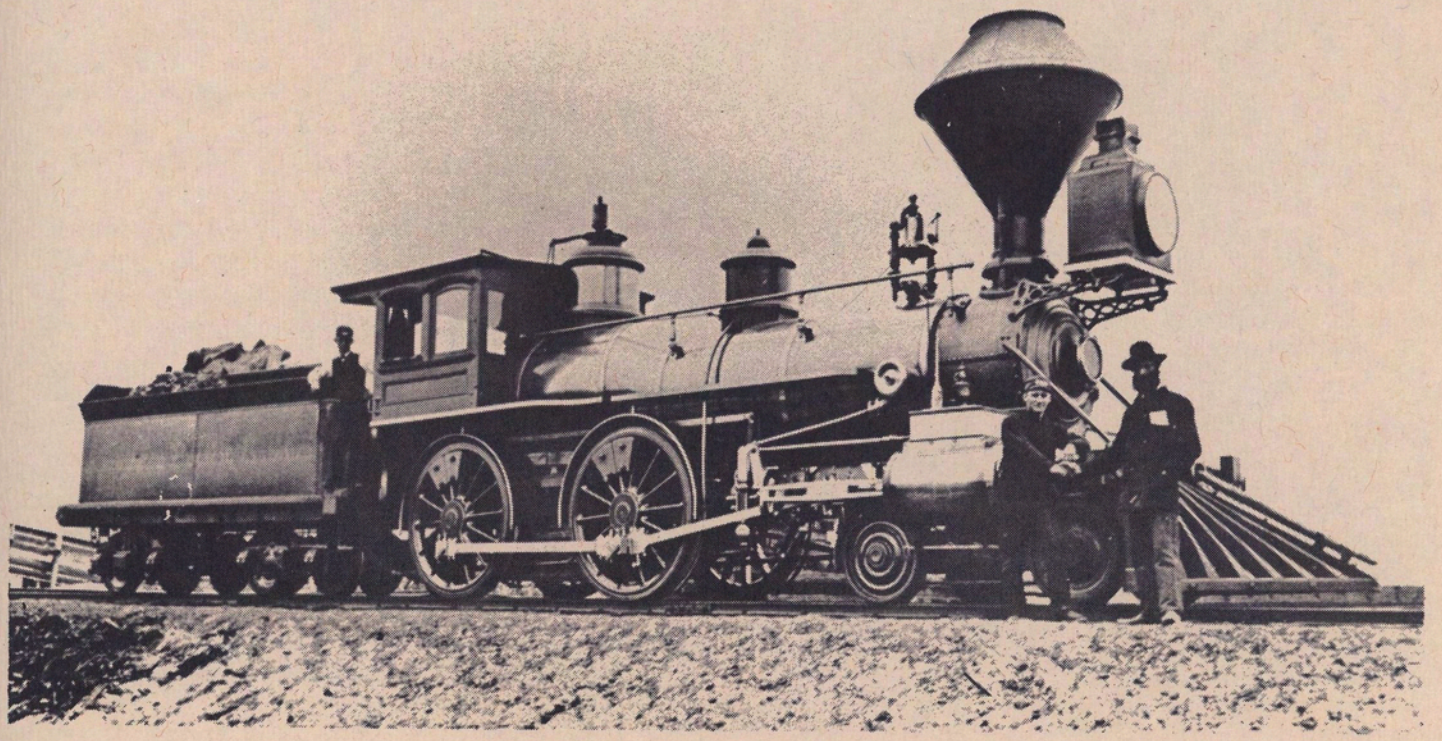
The engine San Gabriel.



Gerald M. Best collection

under the banner of the Los Angeles & San Pedro Railroad. They had laid three miles of track, hauled in from the pier with drayhorses, before the San Gabriel and three flat cars arrived. (The San Gabriel was reported to have fallen off the Alameda wharf the year before, and had been raised and repaired. It was given to constant breakdowns.) The tracks reached halfway from the harbor to Los Angeles when word came that the Union Pacific and Central Pacific had joined their transcontinental tracks at Promontory Point, Utah. Four months later, September 9, 1869, the tracks were complete. The eight-wheeled Schenectady engines which had been ordered had not arrived, so the little four-wheel San Gabriel did all the railroad's passenger and freight hauling — with frequent time out for breakdowns — until the locomotive Los Angeles was landed, six weeks later, after a seven months' voyage around the Horn.

The Los Angeles engine to Lang

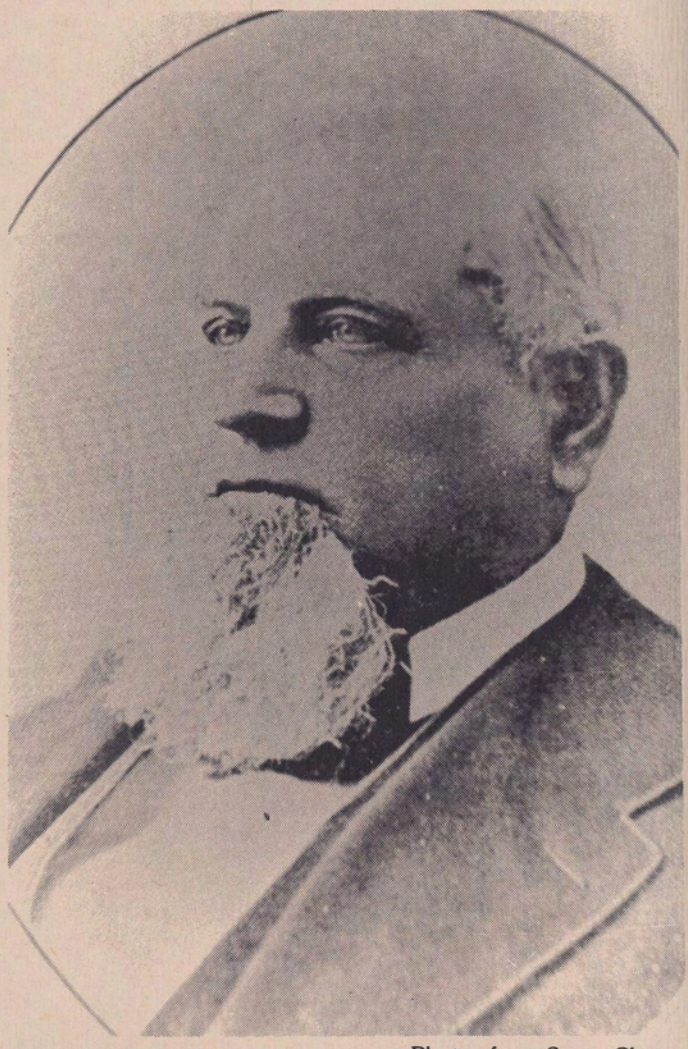


Gerald M. Best collection

A Bargain with the Railroad

The people of Los Angeles figured that their 21-mile railroad must some day, somehow, be linked to the rest of the world. Politicians and financiers engaged in loud public argument and quiet backroom deals.

The answer was worked out one day in July, 1872 in the office of former Governor Leland Stanford, president of the Central Pacific. With him was Charles Crocker, who had supervised the building of the railroad from California eastward, and who was president of a newly-acquired subsidiary, the Southern Pacific Railroad. Another former Governor, John G. Downey, a leading citizen of Los Angeles, sat down with the two and they worked out a deal for the Southern Pacific to build a line out of Los Angeles, to join with the Southern Pacific line then being built southward through the San Joaquin valley, connecting with the Central Pacific main line near Stockton. In return, the railroad would get full ownership of the Los Angeles & San Pedro Railroad, with rolling stock, wharf, stations, yards, and rights of way to build lines to Pomona and Anaheim.



Charles Crocker

Photos from Santa Clarita Valley Historical Society



Leland Stanford.

The public, of course, had to buy these properties and present them to the Southern Pacific. On November 5, 1872, the voters enthusiastically voted themselves in debt for the sake of the railroad.

The Southern Pacific bustled about in the Los Angeles area through 1873 and most of 1874, building lines to Anaheim, Pomona, and San Fernando, and importing a total of eight locomotives, but there was little progress on the rails to the north.

Suddenly a rival railroad appeared on the scene, and Southern Pacific started massive construction. The route crossed two great barriers: the Tehachapi Mountains between Bakersfield and the Mojave desert; and the short but jagged and forbidding San Gabriel Range between San Fernando and Newhall.

The Great Tunnel

It was estimated that it would take two years to bore the tunnel north of San Fernando through nearly 8000 feet of solid rock, but that surveys were being made and a large force of Chinese stone masons would soon be at work at both ends of the proposed tunnel. During those two years, contractor Charles Strobridge, who had built the Central Pacific, would reach the summit of the Tehachapi Mountains, and should be able to meet the tracklayers working north from the completed San Fernando tunnel some time in 1876.

A large force of Chinese workmen began arriving in groups of 200 in March 1875. At the foot of the mountain through which Phineas Banning and General Edward F. Beale had made their spectacular cuts, the crews began to dig. Work was commenced at both ends for this 7000 foot bore through solid rock, and to speed the process, the exact spot at the summit of the mountain which would be directly over the center of the tunnel was located by surveyors, and a shaft was sunk through the rock until the level of the tunnel was reached. To hoist the waste rock out of this bore, the Southern Pacific's Sacramento shops built a large cable drum and hoisting engine which was sent in sections by ship and assembled on top of the mountain. The engine and boiler had been removed from one of the abandoned Market Street Ry. steam cars, and as one spectator described, "it was the funniest looking contrivance you ever did see!" As soon as the shaft was completed, crews were then able to work in both directions towards the stone cutters chipping away at the north and south ends. This shortened the time required to complete the bore by a number of months.

On January 1, 1876 the contractor for the San Fernando Tunnel announced that 2900 feet of the tunnel had been completed, leaving 4100 feet to go. At that rate the tunnel was sure to be completed by summer. The track had been extended from San Fernando to the mouth of the tunnel, where the stage coaches for Mojave and the north could conveniently meet the trains. Charles Crocker announced that 1500 men and 500 animals were at work in Tehachapi Pass, the line from Caliente to Tehachapi Summit requiring the boring of 14 tunnels and the building of a giant loop to keep the grade at the required 2.2%.

The San Fernando Tunnel, 7000 feet long, was the principal subject of conversation in Los Angeles as it



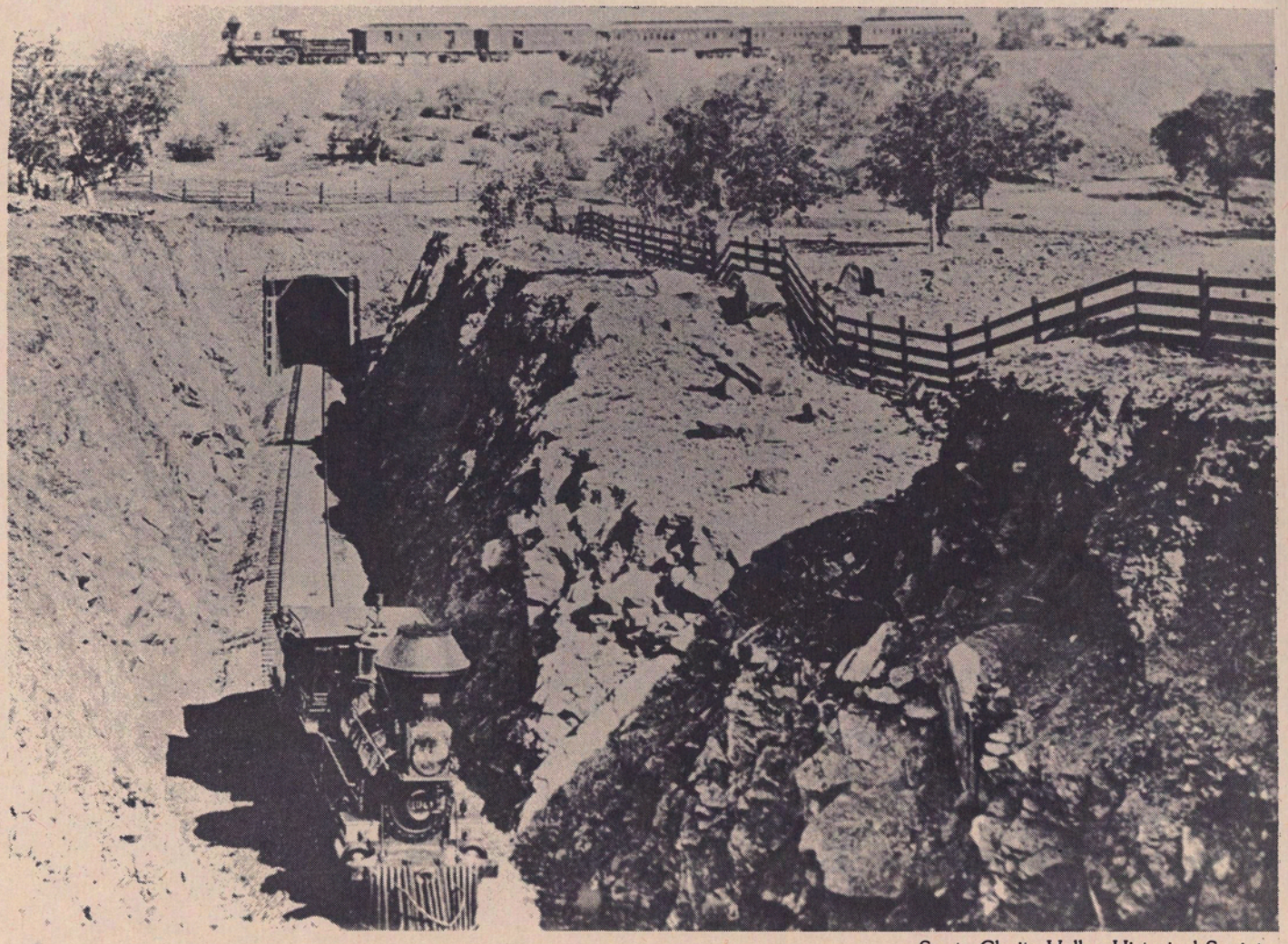
Santa Clarita Valley Historical Society

Beale's Cut, the man-made defile between San Fernando and Newhall, was hacked 30 feet deep in the 1850s by Phineas Banning to get his stagecoaches and wagon teams through. A decade later Edward F. Beale, then commander at Fort Tejon, deepened it to 90 feet and sent camel trains through. For 40 years after the railroad tunnel was cut beneath it, it was the only way for wagons or cars to travel north of San Fernando.

neared completion, and one Sunday an excursion with six cars jammed with passengers made the trip to the south portal and return. Tracklaying north of the tunnel began at the end of July and soon Newhall was reached. Train service to San Francisco now began at Keene, high up in the Tehachapis near the great loop, and the track had passed Tehachapi Summit and the graders were already out on the Mojave Desert. On July 27, 1876, Crocker announced that Tunnel No. 19 in Soledad Canyon had been holed through at 223 feet and that this was the last tunnel that was needed to complete the line. The Southern Pacific announced that the rails would be joined on September 5, 1876 at a point called Lang, 43 miles from Los Angeles and 440 miles from San Francisco.

Great plans for the event were in the works in Los Angeles, and invitations were issued to 40 of the town's most prominent citizens to accompany Supt. E.E. Hewitt to the ceremony of driving the last spike. For the officials and their invited guests from San Francisco, the Southern

The Tehachapi loop, as it appeared in the 1880s.

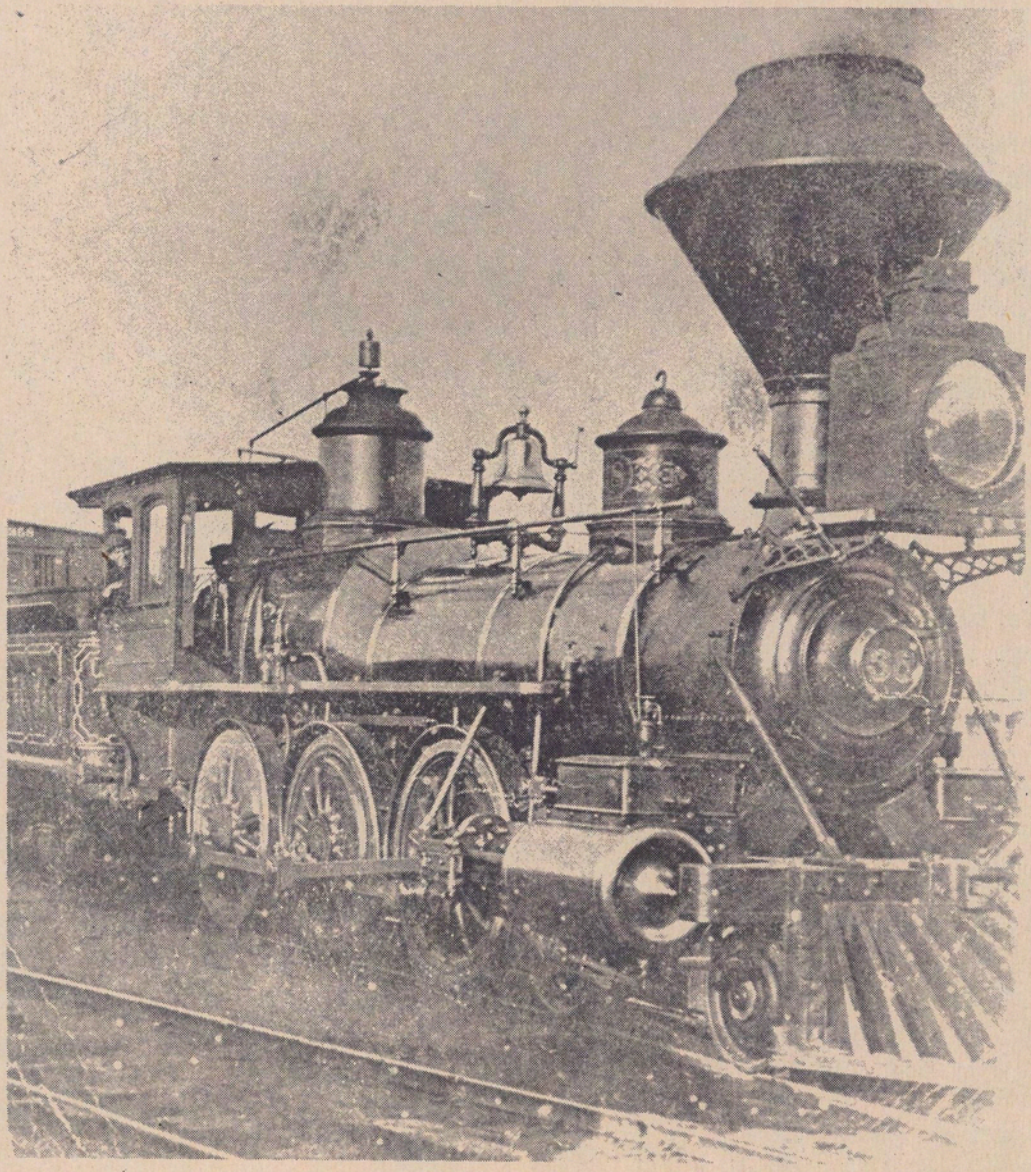


Santa Clarita Valley Historical Society

Pacific provided a special train to bring a party of 56, who came in style aboard three Silver Palace Sleepings Cars and the new Director's car *California*. The train left Oakland Mole on the afternoon of September 4th with 56 passengers aboard. Representing the "Big Four" was Leland Stanford; Crocker was down at Lang and C.P. Huntington and Mark Hopkins were absent. Included in the party were San Francisco's mayor A.J. Bryant, Gen. McDowell, commander of the Presidio, the editors of all the San Francisco newspapers and their star reporters. Even M.H. deYoung, owner of the Chronicle and not noted for his support of the S.P. was present. So were a number of prominent businessmen and politicians. The special reached Fresno late in the evening, and Central Pacific's fast passenger engine No. 95, an eight wheeler built by McKay & Aldus hauled the train over the relatively level stretch to the division point at Sumner (Bakersfield.) Here a brand new, heavy ten-wheel engine No. 38, one of ten built by Schenectady that spring for the Southern Pacific, was attached to the special, then started out for the meeting point at Lang. A helper engine was attached at Caliente, at the foot of the long climb to Tehachapi Summit, from where No. 38 made it alone to Lang.

In the meantime, Governor Downey called the general committee for the railroad celebration together and last-minute arrangements were made for the reception and banquet which would be held at Union Club Hall on the evening of the 5th. The Los Angeles Star of September 3 said that the train with invited guests would

The engine from the North, S.P. No. 38, photographed after it arrived in the yards at Los Angeles.



Gerald M. Best collection

leave Los Angeles station at 9 a.m. on the 5th and that "Supt. Hewitt of the railroad is happy and yet he is unhappy; happy at the event and unhappy because he can't invite the whole community to witness the demonstration. There will be only 40 invitations!"

The train consisted of eight-wheel engine No. 25, the last of a group of five built by Schenectady in 1875 and shipped to Los Angeles by sailing vessel, and five coaches which seated about 60 persons each, enabling him to pick up a few extra passengers on the way to Lang. He had forgotten about the brass band which was a necessity for an occasion such as this, and by the time the train left Los Angeles Hewitt had 191 passengers. After stopping at the stations enroute, more people boarded the train and by the time they reached the end of track near Lang, there were standees in the aisles, on the platforms and hanging on the steps. Many others made their way by horse-drawn carriages, on horseback or on foot, and were at Lang ahead of the special trains.

Quoting a reporter from the San Francisco Chronicle: "Shortly after 1 o'clock, the San Francisco excursion train, having been delayed a trifle by the giving out of the air brakes, pushed its way through the narrow pass to the place of junction, near Lang Station. Our magnificent ten-wheeled engine was gaily decorated with flags and as soon as it came in sight was hailed by loud shouts by the Los Angeles group who, to the number of more than a thousand, had arrived at an earlier hour."

The Los Angeles Star's reporter said: "On arriving at the point of junction at Lang Station the entire working force of the road — some 4000 strong — was seen drawn up in battle array. Swarms of Chinese and scores of teams and drivers formed a working display such as is seldom seen. The secret of rapid railroad building was apparent at a glance. The spot selected for the ceremony was on a broad and beautiful plain surrounded by undulating hills on the one side and the rugged peaks and deep gorges of the San Fernando mountains on the other. The scene was one worthy of the painter's pencil, but by some strange oversight, no photographer was present and the picture presented will live only in the memories of those whose good fortune it was to be present."

The Chronicle reporter resumed: "There were nearly 4000 people on the ground, nearly 3000 being Chinese employees of the railroad who with their picks, shovels and bamboo hats arranged on either side of the track looked on with wondering eyes and jabbering away like so many parrots."

Your historian would like to note at this point that this group of 4000 formed the railroad workers only; another 1000 or more were the spectators who gathered at various vantage points to view the scene. The crossties

TWO CITIES JOINED.

Progress of the Great Southern Pacific Railroad.

The Last Spike Driven in the Los Angeles Division.

The Ceremonies Witnessed by Large Delegations from Both Cities.

Great Enthusiasm Over the Auspicious Event.

Speeches by President Crocker, Gen. Colton, Governor Stanford and Others.

Last Trip of the Los Angeles Stage Coach.

REGULAR TRAINS BETWEEN THAT CITY AND SAN FRANCISCO TO BEGIN RUNNING TO-DAY.

DEVELOPMENT OF THE SEMI-TROPICAL REGION.

BRIEF REVIEW OF THE RAILROAD SYSTEM OF SOUTHERN CALIFORNIA.

A WONDROUS WORK ALREADY DONE.

The Southern Pacific Steadily Stretching Out Toward the East.

San Francisco Representatives Feasted at Los Angeles Last Evening.

Delightful Termination of a Most Auspicious Day.

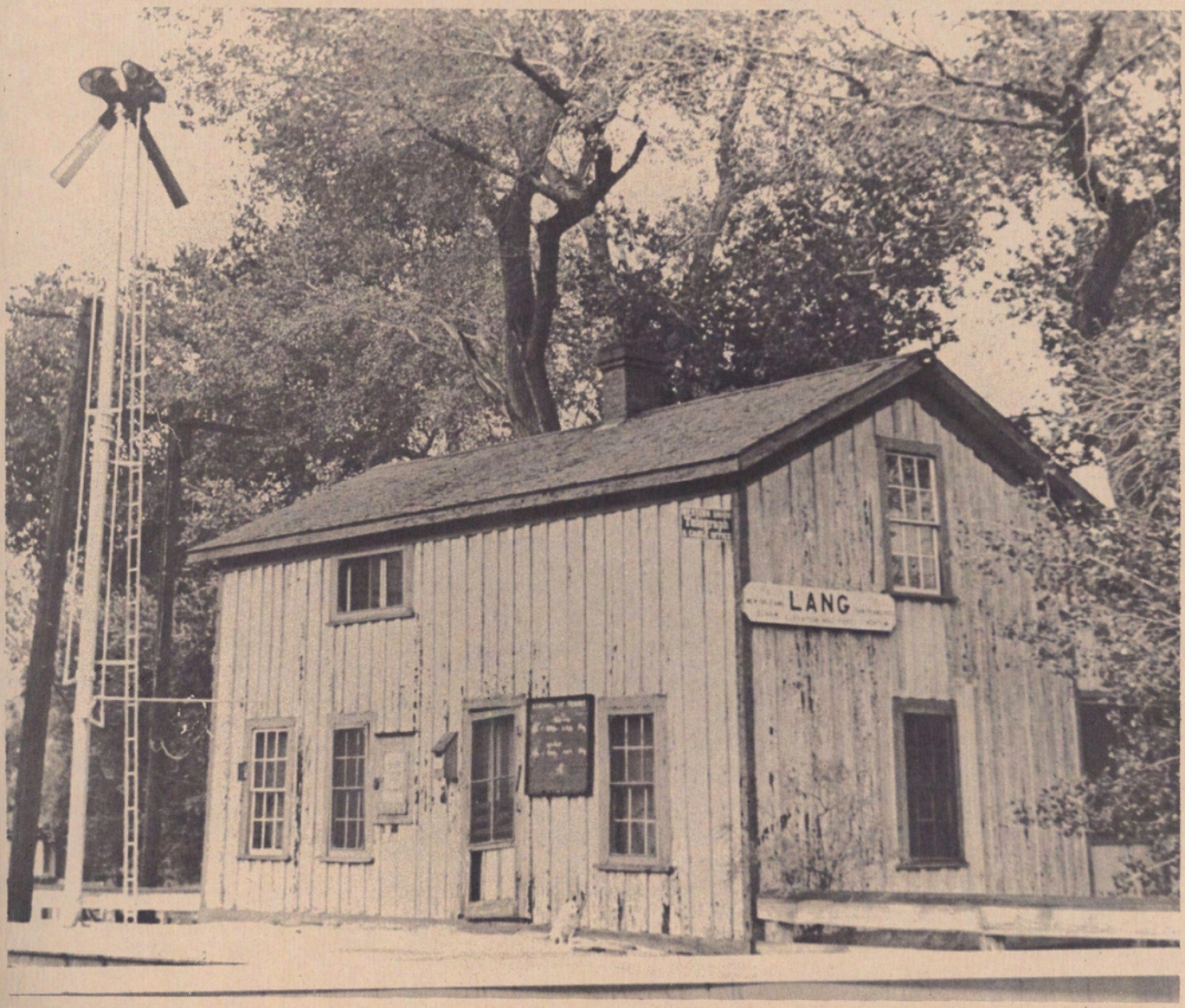
The event received mammoth headlines in every newspaper. This one is from the Alta California of San Francisco.

had already been laid, and everything finished except the layng and spiking down of the rails.

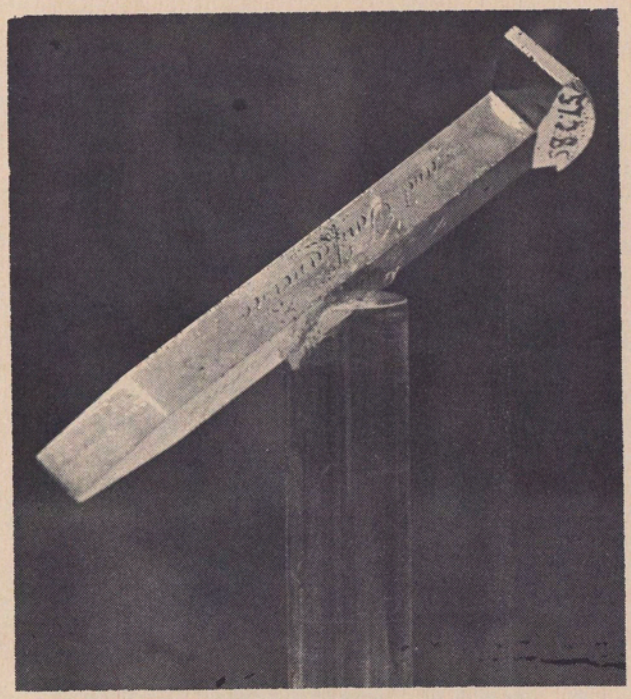
"The laying of the remaining 1050 feet of track and the connecting of the through line was done as soon as the railroad officials and invited guests could alight from the San Francisco train and take their places. Charles Crocker superintended the work in person," continued the Chronicle reporter.

The crossties were neatly lined up at proper spacing for 1050 feet, two spikes were laid at each end of each crosstie, and the surveyor's guideline was in place. To impress the spectators, the Chinese graders and stone masons were lined up in rows on each side of the roadbed. What a showman Crocker was — what a pity we have no photographs of this inspiring sight! Each tracklaying gang had a long, four-wheeled push-car loaded with between 35 and 40 rails, with eight track layers, a foreman and several relief men as was the

Lang station in 1936. The first station at the site was built in 1876, but burned down in a brush fire 12 years later. This station replaced it, but was torn down when passenger service ended in 1971.



Gerald M. Best collection



The original Golden Spike

custom of those days.

The Chronicle resumes: "After Crocker gave the signal and the locomotives whistled, in an instant all was excitement. The air was full of dust, steel rails and iron mauls hammering in the spikes. All the tracklayers were Caucasians and the Chinese simply looked on and cheered their favorite crew. For a time, neither party gained any advantage, when the railcar of the San Francisco gang ran off the track, and with a wild yell the Los Angeles gang reached the junction just one rail in advance of their opponents. This triumph was hailed with cheer after cheer, the San Francisco gang joining in good humoredly in the hurrah. The San Francisco side was then spiked down and thoroughly completed, and the accomplishment of this feat was hailed with as loud shouting as with the reaching of the junction. The time occupied was between 5½ and 6 minutes. As the rails met, the band from Los Angeles struck up a lively air and amid the frantic shouts of the crowd and a cloud of dust which obsured everything and everybody, Charles Crocker stepped to the front."

The Los Angeles Star's reporter continues the story: "After the cheering had subsided and the crowd had been induced to stand back a short distance, Gov. Downey introduced L.W. Thatcher to Col. Crocker as the public spirited jeweler who had manufactured the gold spike and silver hammer to be used in the ceremonies. Col. Crocker thanked him for his appropriate gift, and said the company would treasure them in its archives as souvenirs of the great event.

"The spike is of solid San Gabriel gold, the same in size as ordinary railroad spikes; the hammer is of solid silver with a handle of orange wood. Taking the hammer in one hand and the spike in the other, Col. Crocker said, 'Gentlemen of Los Angeles and San Francisco, it has been deemed best on this occasion that the last spike to be driven should be of gold, that most precious of metals, as indicative of the great wealth which will flow into the coffers of San Francisco and Los Angeles when this connection is made, and is no mean token of the importance of this grand artery of commerce which we are about to unite with this last spike. This wedding of Los Angeles with San Francisco is not a ceremony consecrated by the hands of wedlock, but by the bands of



Santa Clarita Valley Historical Society

The Los Angeles depot about 1878.

steel. The speaker hopes to live to see the time when these beautiful valleys through which we passed today will be filled with a happy and prosperous people, enjoying every facility for comfort, happiness and education. Gentlemen, I am no public speaker, but I can drive a spike!"

Suiting the action to the word, Mr. Crocker inserted the spike in the hole prepared for it, and with six blows of the silver hammer drove it to its resting place and the railroad connection between the two great California communities was an accomplished fact.

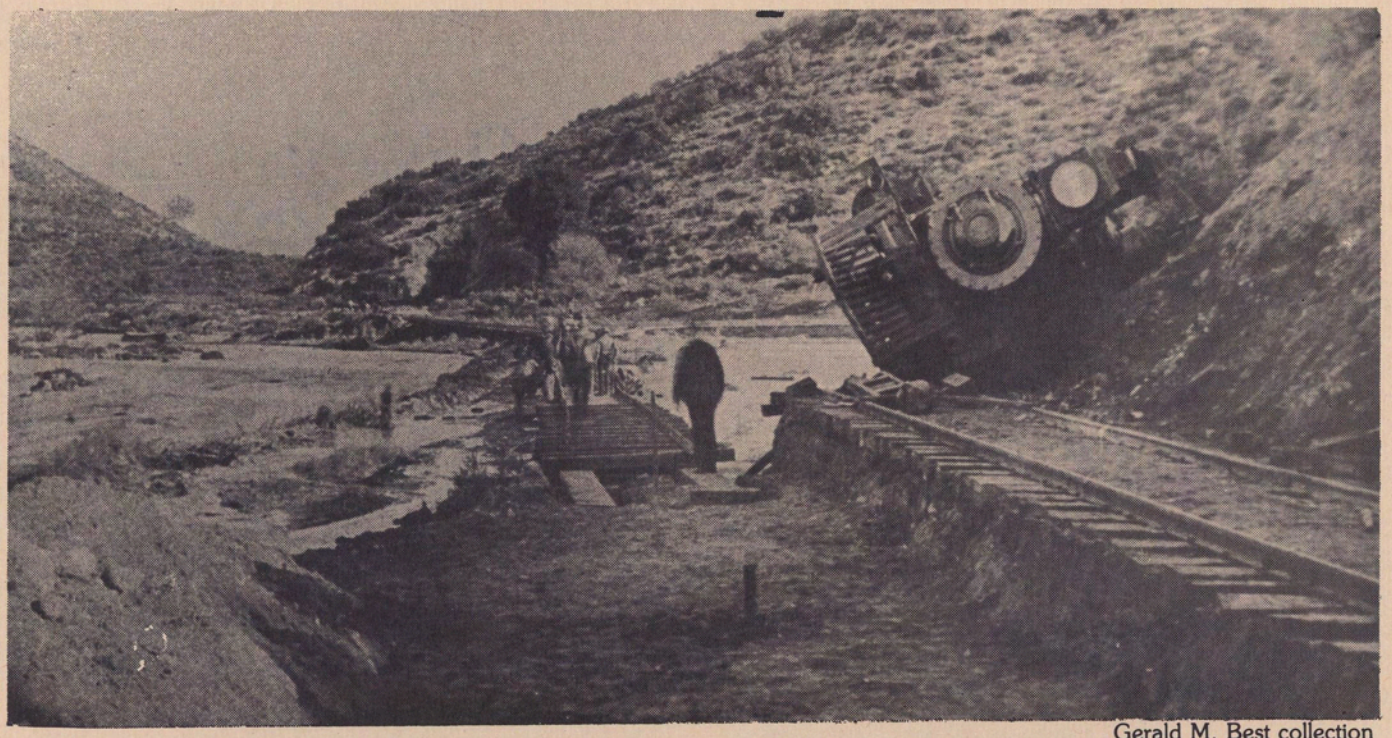
In 1976 the spike rests in the vaults of the California Historical Society in San Francisco. It weighs 9¼ ounces, is 5-7/16 inches long and is engraved as follows. Side 1 — Last Spike; Side 2 — Connecting Los Angeles; Side 3 — And San Francisco; Side 4 — By Rail. On the head is engraved the date, Sept. 5, 1876.

There followed speeches by mayors of both cities and former governors.

The trains arriving in Los Angeles from the driving of the spike were met by this stage to transport passengers to the Lafayette Hotel.

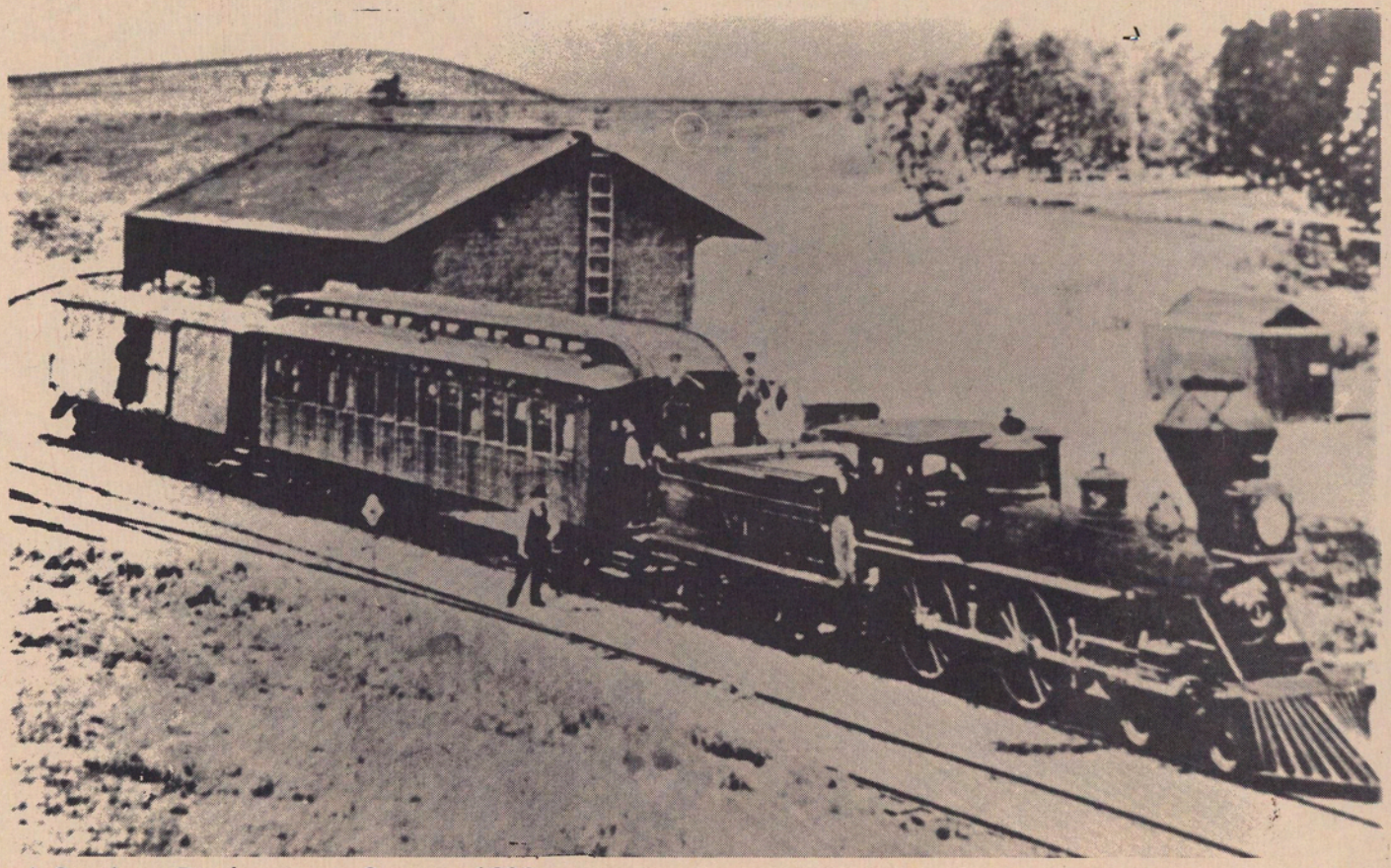


Santa Clarita Valley Historical Society



Gerald M. Best collection

Tracks in the Lang area have been relocated several times over the years, and this picture, described as "an interruption in service" shows why. Soledad Canyon, like other desert canyons, is subject to occasional destructive floods, like this one near Lang.



A Southern Pacific train in Saugus, 1890.

Santa Clarita Valley Historical Society

The first timetable of the through train, with a map showing San Francisco at the top through to Yuma, at bottom. It was 24 hours and 40 minutes from San Francisco to Los Angeles, including the 15-minute ferry trip from Oakland to San Francisco.

COMPLETION OF THE

SOUTHERN PACIFIC RAILROAD,

BETWEEN

"SAN FRANCISCO,"

GOSHEN, AND LOS ANGELES.

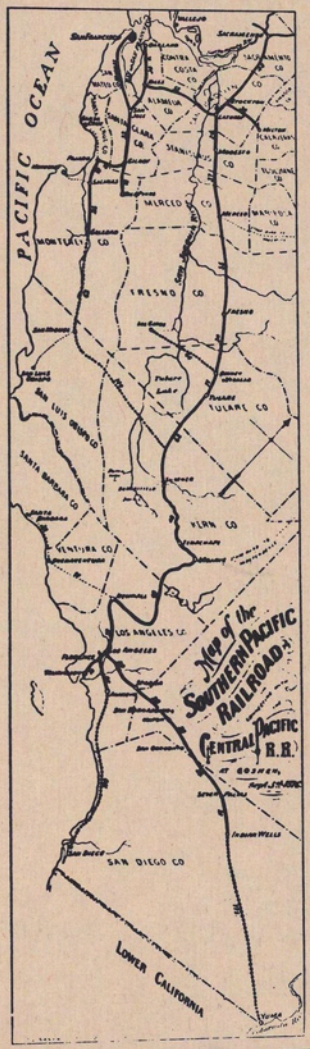
THROUGH TIME SCHEDULE.

SOUTHWARD.

DAILY.	Express.	Emigrant.
San Francisco, Lv.	4 00 P. M.	3 00 P. M.
Oakland Wharf, .	4 25 "	3 30 "
Niles, . . .	5 40 "	6 13 "
Livermore, . .	6 28 "	7 48 "
Lathrop, . . Ar.	8 00 P. M.	10 45 P. M.
Lathrop, . . Lv.	8 15 P. M.	11 15 P. M.
Modesto, . . .	9 03 "	12 45 A. M.
Merced, . . .	10 35 "	3 35 "
Fresno, . . .	1 00 A. M.	7 20 "
Goshen, . . .	2 20 "	9 53 "
Tulare, . . .	2 50 "	10 35 "
Summer, . . .	5 20 "	4 05 P. M.
Tehachapi, . .	8 00 "	9 20 "
Mojave (Breakfast.)	9 20 "	11 30 "
Alpine. . . .	11 35 "	4 20 A. M.
Newhall, . . .	1 50 P. M.	8 05 "
San Fernando, .	2 30 "	9 31 "
Los Angeles, Ar.	3 30 P. M.	11 30 A. M.
Los Angeles, Lv.	4 15 P. M.	
Wilmington, Ar.	5 30 P. M.	
Los Angeles, Lv.	4 30 P. M.	
Anaheim, Ar.	6 10 P. M.	
Los Angeles, Lv.	4 00 P. M.	
Spadra, . . .	6 20 "	
Cucamonga. . .	7 14 "	
Colton, . . Ar.	8 00 P. M.	
Colton. . . Lv.	8 30 P. M.	Passengers leaving Indian Wells on Monday, Wednesday and Friday, connect with Express Train leaving Colton at 8 30 P. M.
San Gorgonio, .	10 10 "	
Seven Palms, . .	11 45 "	
Indian Wells, Ar.	1 10 A. M.	

CONNECTIONS.

Merced	for	Yosemite.
Goshen	"	Visalia.
Mojave	"	Independence.
Newhall	"	San Buenaventura.
Newhall	"	Santa Barbara.
Anaheim	"	San Diego.
Colton	"	San Bernardino.
Indian Wells	"	Arizona.



COMMENCING, SEPTEMBER 6, 1876.

NORTHWARD.

DAILY.	Express.	Emigrant.
Indian Wells, Lv.	2 00 A. M.	Passengers leaving Indian Wells on Tuesday, Thursday and Saturday, connect with Express Train leaving Colton at 8 30 P. M.
Seven Palms, .	3 25 "	
San Gorgonio, .	5 33 "	
Colton, . . Ar.	6 50 A. M.	
Colton, . . Lv.	7 30 A. M.	
Cucamonga, . .	8 10 "	
Spadra, . . .	8 51 "	
Los Angeles, Ar.	10 40 A. M.	
Anaheim, Lv.	7 00 A. M.	
Los Angeles, Ar.	8 40 A. M.	
Wilmington, Lv.	7 45 A. M.	
Los Angeles, Ar.	9 00 A. M.	
Los Angeles, Lv.	12 00 Noon.	8 30 P. M.
San Fernando, .	1 05 P. M.	10 55 "
Newhall, . .	1 50 "	12 35 A. M.
Alpine, . . .	4 00 "	4 20 "
Mojave, (Supper.)	6 00 "	9 10 "
Tehachapi, . .	8 05 "	1 30 P. M.
Summer, . . .	10 37 "	6 45 "
Tulare, . . .	1 15 A. M.	1 00 A. M.
Goshen, . . .	1 50 "	3 55 "
Fresno, . . .	3 17 "	7 20 "
Merced, . . .	5 40 "	12 30 P. M.
Modesto, . . .	7 30 "	1 45 "
Lathrop, . . Ar.	8 20 A. M.	7 00 P. M.
Lathrop, . . Lv.	8 35 A. M.	8 00 P. M.
Livermore, . .	10 25 "	1 05 A. M.
Niles, . . .	11 15 "	2 50 "
Oakland Wharf, .	12 25 P. M.	5 30 "
San Francisco, Ar.	12 40 P. M.	6 05 A. M.

THROUGH DISTANCES.

San Francisco to Santa Barbara,		518 Miles.
" " " Los Angeles,		470 "
" " " Wilmington,		492 "
" " " Anaheim,		496 "
" " " San Diego,		606 "
" " " Colton,		528 "
" " " Indian Wells,		690 "
" " " Colorado River,		715 "

THROUGH TICKETS,

For Sale at No. 4 NEW MONTGOMERY STREET, No. 208 MONTGOMERY STREET, OAKLAND FERRY TICKET OFFICE.

SLEEPING COACHES

Attached to Daily Express Trains between LATHROP and LOS ANGELES.

A. N. TOWNE,
General Superintendent.

T. H. GOODMAN,
General Passenger Agent.



Southern Pacific Company photograph

At the 50-year celebration at Lang, September 5, 1926, a more modern engine (above) was renumbered No. 38 for the occasion and fitted with an old-fashioned stack. Railroad and historical buffs came in costume for the re-enactment of the driving of the spike (below).



The banquet menu at Union Hall in downtown Los Angeles, for 190 male guests, after the joining of the rails.

Bill of Fare

SOUP
Consomme Royale

FISH
Filet de Saumon au Beurre de Montpellier

HORS D'OEUVRES D'OFFICE
Olives *Shrimps* *Anchovies*
Radishes *Butter*
Apple Sauce *Pickles* *Cranberry Sauce*

SALADS
Mayonnaise de Homards Monteis
Mayonnaise de Chicken a l'Italienne
German Salad
Russian Salad

ORNAMENTAL DISHES
Noix de Veal a la Montmorency a la Jelly
Turkey Gallantine en Belle-Vue
Pates de Foies au Attele Belle-Vue
Pates de Quails a la Jelly

ROASTS
Ham de Mayence roast a la Jelly
Smoked Tongue en Arcade au Attele
Turkey Truffee aux Papillotes
Chicken Barde a la Gelee
Quails Piques de'cores
Filet de Boeuf a la Regence
Chaux Froids de Chicken Decorated
Quartier de Venaison Marinee
Quartier de Veal a la Creme
Aspic Financiere Belle-Vue
Pieces de Flau

PASTRY
English Plum Pudding, Maraschino Sauce
Fruit Cake, Glace Blanc
Mushroom Meringue
Almond Dessert de Saucre a la Plume
Cakes a la Genoise, Glace Diverses
Vanille Soufflee
Macaroons
Ladies' Kisses

PIECES MONTEES
Nougat Baked, garnie with Fruit Caramel
Croquant de Macaroons a la Royale

Lemon Cream Pie
Apple Pie
Peach Pie

DESSERT
Champagne Jelly a la Rose
Blanc Eanger Punsche
Vanilla Ice Cream
Coffee (Cold and Warm) *Tea*
All kinds of Fruits

The Chinese Contribution

as researched by Emma Louie of the Chinese Historical Society of Southern California

It was the Chinese who made possible the transcontinental railway, and then, seven years later, the joining of Los Angeles to that railway, the event celebrated at Lang.

Charles Crocker, in charge of construction for the Central Pacific, found that the people of many lands who came to the West were generally looking for gold or land, not for back-breaking work. How would he make a roadbed across desert and mountain?

He found his answer in the diligent Chinese, who would work until they dropped. With that work force the Atlantic and Pacific were linked. Crocker then became president of the Southern Pacific Railroad, and promptly hired over 3000 Chinese, assigning 2000 to the grades and tunnels of the Tehachapi mountains and another 1000 to digging the San Fernando tunnel.

Crossing the barrier of the Tehachapis between Bakersfield and Mojave proved to be as challenging and formidable a task as that of the Sierra crossing. Wrote historian Remi Nadeau, "Working with horse-drawn plows and scrapers, the Chinese legions carved cuts as deep as ninety feet across the rugged crags." The railroad zigzagged its way up the slopes through seventeen tunnels. Due to the brittle granite, cave-ins occurred regularly. Nadeau mentions the loss of over a dozen Chinese lives due to accidents and other mishaps.

One thousand Chinese and five hundred whites worked on the San Fernando Tunnel section of the railroad. The work force faced enormous difficulties as "seven thousand feet of water-ridden trap and sandstone formation lay ahead of the Southern Pacific tunnel diggers." The mountain was saturated with oil and water; its soft blue rock formation caused frequent cave-ins. Due to such accidents, so common to this work, some lives were lost.

Deep in the mountain, hundreds of feet below its surface, oppressive heat and dampness made the work unbearable. "Oriental toilers fell at their work in regular succession and had to be carried to the sunshine burning with fever."

In July, 1876 the Chinese tunnel diggers broke through the final partition of earth. It had taken more than a year to complete the longest tunnel west of the Appalachians. As a great engineering feat, the San Fernando Tunnel still stands as a tribute to its builders.



"On this Centennial we honor over three thousand Chinese who helped build the Southern Pacific Railroad and the San Fernando Tunnel. Their labor gave California the first North-South Railway, changing the State's history."

The long-awaited railroad was finally to be connected in a "last spike" ceremony. Unlike the golden spike ceremony that joined the first transcontinental railroad, where no Chinese were present, thousands of Chinese were on hand at Lang Station to witness the event. Nadeau tells us that the Chinese ". . .clad in basket hats, blue denim jackets and trousers, and cotton sandals, stood along either side of the mounded right of way. Four thousand strong, they lined the roadbed in military file, leaning on their long-handled shovels, 'like an army at rest after a well-fought battle.'." Along with other workers, they watched city dignitaries from Los Angeles and San Francisco gather for the ceremony, and joined the cheering and shouting when the gold spike was driven in.

Following completion of the railroad the Chinese settled in many towns along its route. Prior to its construction, few Chinese lived in southern California. The population of Los Angeles's Chinatown tripled despite the fact that it was the scene of the infamous 1871 Chinese massacre. Many Chinese also settled in places such as Bakersfield, Hanford, and Visalia. Railroad building also took them to other western states where many eventually settled.

Railroad construction was not the only occupation in which the Chinese were found. The early immigrants on the West Coast were merchants and traders. The influx of Chinese immigrants began after news of the California gold strike reached Canton, China. Thousands began coming to "Gum Shan" or the "Golden Hills", their name for California. Political chaos, economic instability, natural disasters in China all combined to induce the Chinese to leave. The overwhelming majority of immigrants to this country were the Cantonese-speaking people from the southern province of Kwangtung.

Not long after their arrival, the Chinese found their way into other work, particularly the service occupations, such as operators of laundries and restaurants and as domestic workers. The Chinese pioneered the abalone industry; by the 1870's Chinese abalone junks were a familiar sight in San Diego. They were active in the light industries such as cigar-making, shoe and boot manufacturing, the sewing trade, etc. Not surprisingly, they were in the agricultural business, older Californians today remember, such as running truck farms. The Chinese vegetable peddler was depended on by housewives in every city. Before the close of the 19th Century, the Chinese were an important part of the economy in the West.

Few educated Chinese emigrated in those early

decades. The Chinese immigrants were not in the professional field; it would take the next generation of English-speaking Chinese Americans to fulfill this role. But the appearance of an American-born second generation was delayed for several reasons.

In accordance with their own customs, Chinese immigrants had left their families behind. Few Chinese families existed in America prior to the 1880's when the Chinese Exclusion laws went into effect. From the 1850's on, beginning with the Foreign Miner's Tax in 1852, numerous California state laws and city ordinances were enacted against them. When mining and railroad building took them to other western states, anti-Chinese laws were also passed. As the railroads brought Americans West to settle, many Chinese went east to escape the hostile climate.

From the mid-1870's into the 1880's, the anti-Chinese movement in the West grew more violent, as they appeared to the Caucasians as economic rivals. With labor and politicians clamoring for action, Congress took steps on the issue of Chinese immigration. Beginning in 1882 a series of Chinese Exclusion laws were enacted to forbid further immigration of Chinese laborers.

The exclusion laws had a widespread and dire effect on the resident Chinese. Their numbers sharply declined from 132,000 persons in 1882 to the lowest point of fewer than 62,000 in 1920 as deaths and departures were not replaced. The ensuing years saw the decline of Chinese in their diverse occupations; discrimination kept



Santa Clarita Valley Historical Society

Chinese laborers completing the track in Soledad Canyon, 1876.

them from other jobs as well. The Chinatowns in large cities across the nation became ghettoes of haven and protection. Few foreign-born wives were permitted to join their husbands in this country. There was one bright note in these dismal years: a small and slowly emerging second generation.

The 1943 Congress repealed the exclusion laws. From then on various laws enabled the Chinese to be reunited with their families or find political refuge here. The new immigration act gave opportunity to other Chinese residing in various countries to emigrate here. Today's Chinese-American population is no longer confined to the Cantonese-speaking, but includes Chinese from different regions, so that many dialects and customs are represented.

The Lang celebration has special meaning for us of Chinese descent. We have the opportunity to recognize, not only that Chinese labor helped to build the Southern Pacific, but also to realize the importance of this railroad to the economic development of Southern California. We also have the opportunity to recognize the significant role of Chinese labor in the developing West.

Today's Chinese Americans work in many occupations and professions. From the Chinatowns in large cities and small towns where Chinese storekeepers and laborers had settled, their sons and daughters have gone forth as teachers, doctors, engineers, lawyers, mechanics, clerks, etc. Americans of Chinese descent have been elected as state officials, city councilmen and appointed as judges. Where once their grandfathers lived on the fringe of American society, Chinese Americans can participate fully in American life.



Southern Pacific Company photograph

Chinese laborers on a handcar in the Tehachapi mountains.

Story Of E Clampus Vitus

The members of the society of E Clampus Vitus — the Clampers, as they are known — bring the spirit of Gold Rush days to the Lang station ceremony by appearing in full regalia to affix a commemorative plaque in honor of the occasion. To those who are not familiar with the ancient order, Clamper Mac Linton hereby explains its origins.

The Ancient and Honorable Order of E Clampus Vitus is coeval with the human race, having been founded in the year 4005 B.C., one year before the Creation. It is now in its 5,981st year of directing man — and shaping women — into the Dawn of Civilization.

The Order's motto is Per Caritate Viduaribus y Orphanibusque, sed Prime Viduaribus (For the Protection of Widows and Orphans, but Primarily the Widows).

The seeds of the order came to the colonies. Some chapters may have existed in West Virginia and elsewhere, spreading to the Midwest in the early part of the 19th century.

It is recorded that Joseph Zumwalt, born July 15, 1800 in Boone County, Kentucky, responded to the call of the California gold rush, and in 1849, with wife and most of his 14 children, began his trek by ox-cart to the Mother Lode.

Stopping for directions in Bowling Green, Missouri, he entered a newspaper office and picked up a manuscript and read it. It was the ritual of E C V. He kept a copy.

The Zumwalts arrived in New Helvetia (now Sacramento) on September 5, 1849. From there Zumwalt proceeded to Hangtown (now Placerville), and established the settlement of Zumwalt (now Grimminger's Cold Springs) nearby. From there he traveled all over the diggin's.

Wherever he went, he attempted to initiate PBC's (Poor Blind Candidates) into Clamperdom. The first chapter of E C V to be established is in dispute — an early effort in Hangtown was unsuccessful. Claims are still made by Downieville and nearby Sierra City, and even by Tuleberg (now Stockton), but there is no doubt that a chapter was begun in September, 1851, in the jail at Mokelumne Hill.

From there the Order spread like wildfire through the diggin's. It is said no one could do business anywhere unless he was a Clamper.

In most of the diggin's were the fraternal orders of the Oddfellows, Knights Templar and the like. They often held parades in full regalia and were followed by the Clampers — red shirts, black hats — and carrying a hoop



skirt on a pole emblazoned with: "The Banner Under Which We Fight." Post-parade was the local saloon.

So — Pot Belly Slough, Henroost Camp, Lousy Ravine, One-Eye Diggin's, Petticoat Gulch, Whiskey Hill and Whiskey Flats, Shirtail Bend and Skunk's Misery — among many — all heard the call of the Hewgag (a unique horn that called all Clampers from far and wide, no matter the time, to meet at the nearest saloon).

With the dwindling of the gold, so with the Order at the turn of the century. A chapter in Marysville incorporated in 1915, thus preserving the name.

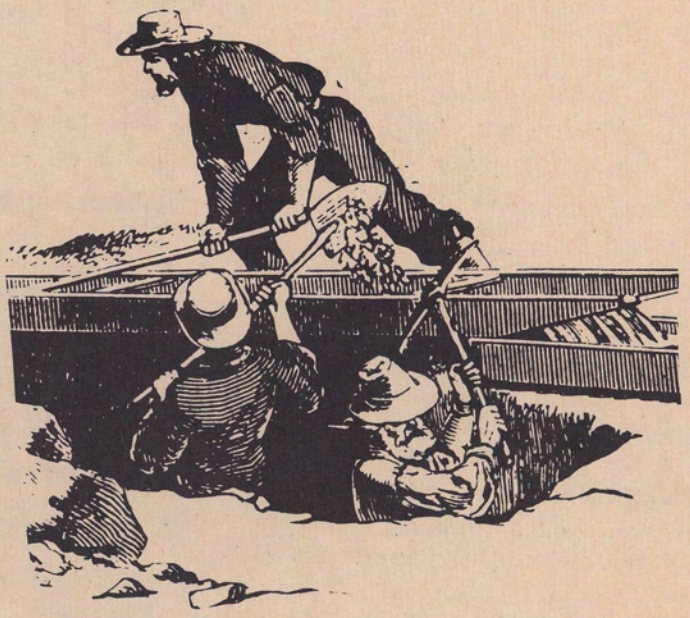
In the 1920's, Carl I. Wheat, a California History buff — recipient of the Wagner Medal from the California Historical Society — was researching old gold rush newspapers in the Sacramento library, and kept running across accounts of E C V, and remarked to a reporter of the Sacramento Bee that it was too bad that this colorful part of California History was no more.

The reporter published a story, and as was — and is — customary, it was reprinted throughout the diggin's, including Sierra City, where Adam Lee Moore read it. Moore was the last living Noble Grand Humbug of the Order and keeper of the secrets and records. He got in touch with Wheat and as a result, the Order was revived in about 1932 in Yerba Buena (San Francisco) and Platrix (Los Angeles).

The revival grew slowly with a few chapters in Hangtown, Nevada City, Sonora, etc., but since 1950 the Order has again spread like wildfire. There are now 28 chapters in every part of California and two in Nevada.

From Platrix alone, which once included all of Southern California, three chapters have split off — Peter Lebec, Bakersfield; John P. Squibob, San Diego, and Billy Holcomb, San Bernardino. Platrix now includes Los Angeles, Orange, Ventura and Santa Barbara Counties, with a toe-hold in San Luis Obispo.

All chapters hold treks of one kind or another and Clampers may join more than one chapter, or, without joining, attend most functions. All chapters install historical landmarks, many of which are registered with the state.



The Order has two by-laws: (1) All members are officers, and, (2) All officers serve with equal indignity. There are *no* excuses for non-attendance at clampfunctions. A true Clamper never has wider trouble — neither his wife's birthday, his daughter's wedding nor any debility prevents his answering the call of the Hewgag.

The principal officers in each chapter are the Noble Grand Humbug, a Grand Noble Recorder, a Gold Dust Receiver, the Damnfool Doorkeeper and other functionaries.

The Order is governed by a Grand Council which consists of the Sublime Noble Grand Humbug, a Vice-Sublime NGH, the Sublime Recorder and 15 Clamprocters. The Grand Council meets annually at Murphy's Camp, California, a beautiful village and former gold camp near Angels Camp in the Mother Lode.

In the words of Michener: "It is so beautiful one could never exhaust its variety, so provocative and evocative that it can never be fully understood — a masterpiece of concept and execution."

Credo quia absurdum.

GOLDEN SPIKE CENTENNIAL

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