



# The Heritage Junction Dispatch

A Publication of the Santa Clarita Valley Historical Society

Volume 43, Issue 6

November - December 2017

## Calendar

### Monday, November 27

Board of Directors Meeting  
6:30 PM Saugus Station

### Friday, December 1

Deadline for the November-December *Dispatch*

### Saturday, December 2

Christmas Open House  
12:00-4:00 PM Heritage Junction  
See page 9

### Saturday, December 9

Talk on the history of Fort Tejon  
by Karina Dunbar, President of the  
Fort Tejon Historical Association  
2:00 PM Old Town Newhall Library  
See page 9

### Monday, December 18?

Board of Directors Meeting  
6:30 PM Saugus Station  
Date TBD

### OutWest Concert Series at The Main, 24266 Main St in Newhall. 8:00 PM

Friday, October 27: An evening with  
Almeda Bradshaw. \$20 for SCVHS  
members

Check [www.scvhistory.org](http://www.scvhistory.org) for  
other upcoming events.



Articles and inquiries regarding  
*The Dispatch* may be made to  
661 254-1275

To arrange for filming at Heritage  
Junction, contact Cathy Martin at  
661 645-0107

## President's Message

by Alan Pollack



Sitting atop a steep  
mountain pass,  
Fort Tejon and its  
soldiers protected  
the Southern  
California frontier  
for ten years in the  
mid-19th century.  
Fort Tejon was

established in 1854 in Grapevine Canyon at  
the southern end of the San Joaquin Valley.  
The original intent of the Fort was said  
to be twofold: First, to curb the theft of  
livestock by local Paiute Native Americans,  
and second, to presumably protect the  
Native Americans from the violent actions  
of white settlers.

### THE ESTABLISHMENT OF FORT TEJON

Fort Tejon was located in the vicinity of  
the San Sebastian Indian Reservation,

organized in 1852 as the first California  
reservation by Edward Fitzgerald Beale,  
then the Superintendent of Indian Affairs  
for California and Nevada. According to  
Philip J. Wilke and Harry W. Lawton in "The  
Expedition of Capt. J.W. Davidson From  
Fort Tejon to the Owens Valley in 1859"  
(1976), after the secularization of the  
California Missions in 1834, large numbers  
of the Mission Indians returned to their  
homelands, only to be harassed further by  
white settlers who poured into the area  
after gold was discovered at Sutter's Mill  
in 1848. The white settlers created farms  
and ranches which displaced the Native  
Americans, and disrupted their traditional  
means of obtaining food and sustenance.  
Having little choices left, the Native  
Americans resorted to stealing cattle and  
horses to use for food. Although many

*Continued on Page 2*

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## President's Message

*Continued from page 1*

instances of thievery were also committed by white and Mexican outlaws, much of the blame was placed on the Tulare tribes of the Southern San Joaquin Valley and the Paiutes of the Mojave Desert. To gain control of the Tulares and Paiutes, the Federal government made treaties with them, never ratified, in 1851-1852, which forced them to give up their lands and settle on reservations such as San Sebastian. The Native Americans were confined to the San Sebastian reservation based on Treaty No. 4, which was titled "Treaty with the Castake, Texon, Etc., 1851." Stanford University anthropologist Robert F. Heizer (1972), called the treaties negotiated "a farce from beginning to end." He further stated "Rarely, if ever, in United States history, have so few persons without authority been assumed to have had so much, and given so much — for so little in return — to the federal government". The reservation was to be located at the bottom of today's Grapevine extending about half way to present day Bakersfield.

The establishment of Fort Tejon was ultimately only partially successful in curbing the stealing of livestock. The animals would be stolen a few at a time and eaten right away, after which the thieves quickly disappeared into the surrounding wilderness. Scouting expeditions were generally unsuccessful in catching the raiders. After the start of the Civil War, it became evident that the upkeep of the Fort was both expensive and unnecessary. By 1861, many of the soldiers at the Fort had been transferred to battlefields further east, and the Fort remained unmanned, except for a short period in 1863, until its abandonment by the army in 1864. By then, much of the Native American population in the area had been decimated by smallpox.

### FORT TEJON AND PETER LEBECK

Fort Tejon was built about 15 miles southwest of the Indian Reservation. Bishop Kip's diary of October 11, 1855, described the setting of the Fort: "The fort at the Tejon is on a little plain, entirely surrounded by high mountains, which give it a confined appearance. It is, however, a beautiful place, surrounded by oak trees. Under one of these, which stands on the parade ground, in 1837, Peter LeBec, an old hunter, was killed by a bear, and his companions, buried him at its foot. They then stripped the bark for some three feet from the trunk of the tree and carved on it an inscription surmounted by a cross, which remains to this day, though the bark is beginning to grow

over it on all sides." In fact, Peter Lebeck remains one of the great historical mysteries of Fort Tejon. To this day it is not certain who he was, or where he came from. What is known is that he was killed by a grizzly bear at the future site of Fort Tejon. The inscription carved on the tree stated "IHS [+] PETER LEBECK KILLED BY A X BEAR OCTR 17 1837." In that time period, grizzly bears were referred to as "X" bears based on the shape of the fur on their backs. As "IHS" is a Catholic symbol, one theory has Lebeck as a French-Canadian fur trapper associated with the Hudson's Bay Company out of Fort Vancouver.

### FORT TEJON AND EDWARD F. BEALE

After his appointment as Superintendent of Indian Affairs in 1853, Beale submitted a plan to build Fort Tejon as his headquarters for administering Indian Affairs. The Fort was built in a location without any regard to a strategically defensible position. An Army order on June 24, 1854 instructed "The Quarter Master Department will, without delay, erect quarters for one company of Dragoons and one of Infantry on the site, in the Military Reserve for Indians near the Tejon Pass, designated by E. F. Beale, Esq., Superintendent of Indian Affairs and approved by Capt. Jordan, Asst. Quartermaster. The buildings will be constructed on the most economical plan, and if it is impracticable to complete all this season, those of the Dragoons will be first erected." On September 15, 1854, Major General John E. Wool wrote to Army Headquarters in San Francisco "I have the honor to report that a military post is now being built at the Canada de las Uvas, fifteen miles southwest of the Tejon Indian Reservation, which is to be called Fort Tejon, to indicate its location. I have assigned Brevet Lieutenant Colonel B.L. Beall, Major 1st Dragoons, to the command, and Company A, 1st Dragoons, is now there as a garrison..."

Fort Tejon is noteworthy for having been one of the stations on the famed Butterfield Overland Stagecoach route which ran between St. Louis and San Francisco from 1858-1862. It was also the home of a military brass band which gave concerts to the citizens of Los Angeles. Famed explorer Kit Carson, who, along with Edward Beale, was a hero of the Battle of San Pasqual in 1846 in the War with Mexico, visited the Fort in 1854, at which time he noted a marked decrease in the number of Native Americans compared to a previous visit to the area in 1829.

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## President's Message

*Continued from page 2*

### FORT TEJON EARTHQUAKE

The Fort fell victim to the great Fort Tejon Earthquake which occurred in the early morning hours of January 9, 1857. This earthquake, with an estimated magnitude of 7.9, was the last "big one" to hit Southern California. It was equal or greater in magnitude than the San Francisco quake of 1906. Arthur Woodward, of the Los Angeles Museum, later gave a description of the damage to the Fort:

"On the morning of January 9, 1857, a severe earthquake, apparently centering somewhere in the vicinity of the Post, threw down a number of the adobe walls in the Fort, causing the garrison to flee into the open and take up residence in tents. The hospital was evacuated and the sick likewise placed in tents. As a result of the temblor, the Los Angeles, San Francisco, and other California papers were filled with reports of the damage done. In one of these reports, published in the Los Angeles Star, Saturday, January 24, 1857, an itemized list of the buildings that suffered from the shock at Fort Tejon was given."



*Fort Tejon 2015*

### ABANDONMENT OF FORT TEJON

By 1861, the usefulness of Fort Tejon was brought into question. The Los Angeles Star newspaper of January 26, 1861, reported: "January, 1861: The abandonment of Fort Tejon has already been discussed in the War Department, and the probability is that this useless and expensive post will be given up. Fort Tejon offers no protection whatever for the white settlements, as it can easily be avoided and passed by savages. It is located in a cold, bleak, inhospitable, and worthless region of the country rocked by earthquakes,

unsuitable for the habitation of the white man and deserted by the Indians, besides which it involves the Government in an unnecessary expense for its maintenance. Captain Davidson, Regimental Quarter Master of the First Dragoons, clearly pointed out more than a year ago that the annual cost to the Government for the support of Fort Tejon is about \$55,000 more than it would be were the post located in San Bernardino or Los Angeles.

"Now that General Johnston has arrived, he will probably make it the subject of strict investigation.

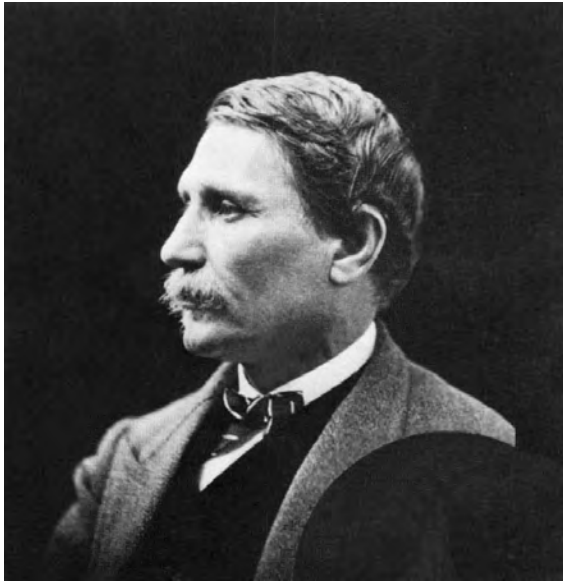
"If Fort Tejon is to be abandoned, the troops should be stationed in Los Angeles, where the expense to the Government would be much less than at either Tejon or San Bernardino, and where all Indian disturbances are first reported."

After 1861, Fort Tejon remained mostly unoccupied by soldiers until it was completely abandoned officially by the Army on September 11, 1864. The Fort grounds subsequently became part of Edward Beale's Rancho Tejon, a Mexican land grant he had previously purchased while Surveyor General of California, prompting President Lincoln to describe him as "the monarch of all he surveyed".

- Source material for part of this article derived from "Old Adobes of Forgotten Fort Tejon" by Clarence Cullimore. Kern County Historical Society and the County of Kern through its Chamber of Commerce at Bakersfield, California | 1941, Revised 1949.

### FORT TEJON AND THE CAMEL CORPS

While Fort Tejon was not the primary headquarters of the United States Camel Corps, the camels were frequent visitors to the Fort after Edward Beale brought them overland from Texas in the fall of 1857 while surveying a wagon road from New Mexico to California that eventually became part of Route 66 and presently US Interstate 40 across New Mexico, and Arizona. At the urging of Beale, Secretary of War Jefferson Davis approved a mission across the Southwest that would use camels obtained from Egypt and brought to Indianola, Texas, in 1856. In the fall of 1857, Beale was commissioned to establish a wagon road from Fort Defiance, New Mexico to California. The camels were to be used as beasts of burden on the 48-day trek through the desert. They proved to be very hardy creatures better adapted to desert travel than mules and horses. In spite of their utility, the Camel Corps was broken up with the advent of the Civil War and the camels were sold to private owners.



*Edward Beale, see page 1*



*Peter Lebeck, see page 2*



*The Lebeck Oak, see page 2*

## Thanks to those who volunteered since the last issue of the *Dispatch*:

### Weekend Docents

Sandra Cattell	RuthAnne Murthy
Sioux Coghlan	Alan Pollack
Evan Decker	Anna Schindler
Anna Kroll	Gordon Uppman
Barbara Martinelli	

Interested in becoming a docent? Visit our website at [www.scvhs.org](http://www.scvhs.org)

### Those who open and close for the docents

Sioux Coghlan	Cathy Martin
Evan Decker	RuthAnne Murthy
Barbara Martinelli	Alan Pollack

### First-Sunday Questers\*

Sandra Cattell	Pat Horanberg
Linda Hinz	Jenewyn Van Wie

### Grounds

Mike Jarel	Ron Rediger
Cathy Martin	

\*Don't know who the Questers are? See [www.questers1944.org](http://www.questers1944.org)

## Thanksgiving, 1927

by Margi Bertram

NATURAL  
HISTORY  
MUSEUM  
LOS ANGELES COUNTY

Ninety years ago this month Bill Hart moved into his freshly-built home atop a hill in Newhall, California. What else was happening at that time that might have been of interest to Bill?

- On November 5, the *Saturday Evening Post* published an article “The Seeing Eye,” introducing Americans to the idea pioneered in Germany of dogs’ being trained to assist blind veterans. With Hart’s interest in the programs to help the blind or visually impaired, and his love of dogs, I imagine he may have been fascinated by this piece.
- Having spent a lot of time in New York, he might have read about the opening of the Holland Tunnel on Saturday, November 12, first to pedestrians, with about 20,000 people walking the length of the tunnel over the next few hours before midnight, when it was closed permanently to pedestrians and opened to cars only.

But it was another event at that time on which I wish to focus. A few years earlier, in 1924, an annual holiday parade came to New York City as a way to draw attention to Macy’s department store. The first Macy’s parade was actually a *Christmas* parade, where Macy’s employees dressed as clowns, cowboys, and other costumed creatures. They walked a six-mile route with animals on loan from

the Central Park Zoo, along with floats pulled by horses and marching bands. As you can imagine, this marketing effort worked very well – more than 250,000 people were present for this inaugural parade! This success prompted Macy’s to announce it as an annual event.

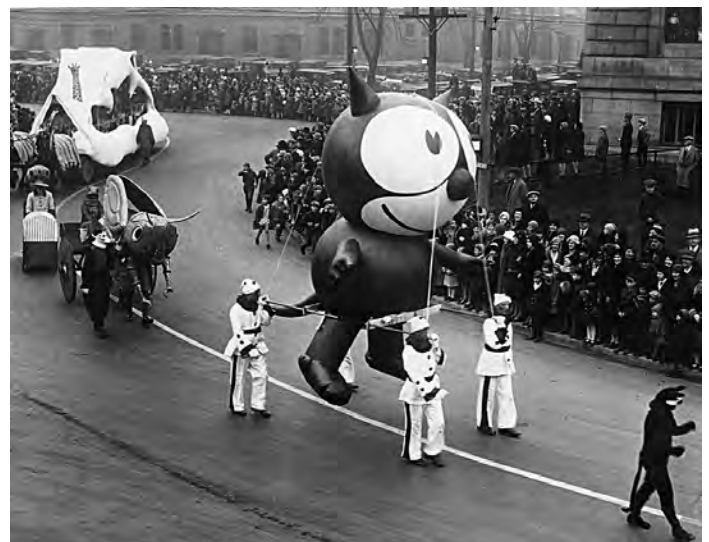
Starting in 1927, as Hart was busy unpacking boxes in his new house over the Thanksgiving weekend, the parade planners made a change that continues today. Large animal-shaped balloons created by marionette maker Anthony Frederick Sarg and manufactured by the Goodyear Tire and

Rubber Company replaced the live animals, with the comic character Felix the Cat as one of the first to make an appearance.

Notwithstanding the Depression, the Macy’s Thanksgiving parade continued to grow. It’s hard to imagine, but starting in 1932 the parade was broadcast *on radio*! Do you think Bill Hart was listening? The parade was first televised locally in New York City

in 1939, with nationwide broadcast starting in 1948. The parade did not take place for three years during WWII, when there was a greater need for rubber as part of the war effort. The parade was featured in the 1947 film *Miracle on 34<sup>th</sup> Street*, with actual footage of the 1946 event.

Today, the parade includes more than a dozen giant balloons, and over 8,000 participants in all. Visitors are invited to observe the balloon inflation the evening before Thanksgiving. Personally, I think that’s where I’d rather be than at the actual parade!



## March 2018: St Francis Dam Disaster Commemoration Month By Maria Christopher

Commemorative activities throughout March, 2018, will mark the 90<sup>th</sup> anniversary of the St. Francis Dam Disaster. The collapse of the dam and resulting flood on March 12-13, 1928, had a major impact on the Santa Clara River Valley. It resulted in the second highest death toll in California history due to a disaster; in addition to the loss of life, there was extensive loss from property damage.

Communities along the flood path- Santa Clarita, Rancho Camulos, Piru, Fillmore, Santa Paula, and Ventura will hold public activities throughout the month of March to honor the dead, commemorate the survivors, and reflect on the response and resiliency of the people living along the river when the flood swept through the area. This commemoration will also help us understand the causes of the disaster, put it in to historical context, as well as to consider its present day relevance.

When the 80<sup>th</sup> anniversary of the dam collapse was commemorated ten years ago, there were still quite a few survivors living in the area to relate their stories. As the result of efforts by local historians such as Leon Worden and Phil Scorsa, these memories were preserved. They and other researchers over the years have contributed to the large volume of material about the construction of the dam, its failure, and the resulting flood. Extensive information, including text, photographs, and film, can be found on the Santa Clarita Valley History website. Charles Outland, a Santa Paula historian, wrote the first comprehensive book on the disaster, and others followed, with several published in the last few years. Whether viewed from the angle of Engineer William Mulholland's role, engineering failure, or geological predestination, it continues to be a topic of interest. It is always the human stories that are most compelling: How one house or family was saved while others nearby perished. How some slept as floodwaters surged a few yards away, while others rode through the streets sounding the alarm enabling many residents to escape.

In the past few years, there has also been renewed interest in the St. Francis Dam Disaster spurred by the efforts of

Dr. Alan Pollack and Dianne Erskine-Hellrigel to make the St. Francis Dam site a National Memorial. As of this writing, the current bill has passed the House and will hopefully meet similar success in the Senate. Its passage will ensure that this event and its victims are at last properly recognized. It is also anticipated that its passage will bring many more visitors to the dam site on San Francisquito Canyon Road.

Several months ago, "Dammies" (as folks who have developed an interest in the St. Francis Dam Disaster are sometimes called) began to gather together to plan activities for the 90<sup>th</sup> anniversary. The group gathered to share ideas on appropriate ways to commemorate the event and coordinate efforts and resources. However, as representatives of the various communities came together, it became a forum to learn more from one another and renew efforts to preserve the legacy of the St. Francis Dam Disaster experience.

Numerous activities and events are planned throughout March, 2018. The objective is to provide a wide variety of opportunities for both old-timers and newcomers to participate in, many free or low cost. While activities are still being developed, these are currently being planned: special exhibits, lectures and presentations by authors, archeologists, and other researchers, memorial dedications, prayer and memorial services, stewardship events, dam site tours, flood path bus tours, vintage train tours and hikes, living history reenactments, ecological tours, a bike event, a motorcycle run, walking and self driving guides to key locations, a fundraising dinner, a community potluck picnic, film presentations, and forums for story telling and community sharing. The complete list of activities will be available in February at [SaintFrancisDam.com](http://SaintFrancisDam.com). It will provide general information and links to sponsoring organizations' websites.

Please mark your calendars and let your friends and family know about the March 2018 Commemoration Month. Don't miss this opportunity to learn more about our local history.

## Get a Mortgage. Buy SCV Gas.

by John Boston

*“My formula for success? Rise early, work hard, strike oil.”*

— J. Paul Getty

Sometimes I'm in the city. There's a Shell station on Fairfax and Olympic that charges, last time I drove by, \$4.59 a gallon. That's for the cheap octane. It's nearly five bucks for the high test. I am sorely tempted to stop my car in the middle of the intersection, get out and scream at the station:

**“WHAT IN THE NAME OF ALL THAT'S HOLY IS WRONG WITH YOU!!!”**

Approaching middle age as a conservative slightly right of Genghis Khan, I can't blame Shell or the owners. A block away are stations nearly \$2 bucks PER GALLON cheaper. Still. The Fairfax/Olympic station is packed with customers, and none are driving Bentleys or Bugattis.

Nearly a decade ago, we SClaritanoides earned the dubious distinction of having the highest gas prices in the continental United States. Actually, the record we held was for mid-grade gasoline, 89 octane.

That's 3 parts sump water, 1 part gas, 6 parts mothballs and a Milk Dud. It cost a buck and a half a gallon. In 2008 here, mid-grade fuel cost \$1.4999999999999999.

You know what that meant? Last chance gas stations withering out in the middle of exactly frigging nowhere — Big Sur, Chino, Boron, Badger Pass, Death Valley, China Lake, The Three Sisters Wilderness Area, Area 51 — had cheaper dratted gas than our light-to-medium industrial-based, freeway-close-to-everywhere, crammed filled with happy jogging yuppies Santa Clarita Valley.

What happened?

We were the *THIRD* most expensive gas in America for premium (92-octane grade). Only Blythe and Lompoc had more expensive high-end gas at about 3 cents per gallon more. We were the third most expensive (Blythe again and Bishop) in America for low-grade gas. Back then, the average national price for a gallon was about 98 cents per. SClaritanians paid at the pump about \$1.29 a gallon.

The jaw-gnashing irony is that the Santa Clarita Valley was home to the first commercially successful oil well in the Western United States. That was in 1876. Even earlier, the pistol fighter W.W. Jenkins and his partners Sanford Lyon and Henry Clay Wiley were using a primitive spring-pole method to pull oil out of the ground in Pico Canyon. A pure, nearly white oil that burned 100 times brighter

and longer than other oils bubbled out of the ground in Placerita Canyon and was the subject of oohs and aahs at the nation's centennial fair in Philadelphia in 1876.

You think we'd get some respect. No. Those oil companies put the price fix on us. Lousy gout-ridden capitalists.

Gasoline was a rather bothersome byproduct of the early oil boom here. In the 1890s up until the 1920s, oil workers would take the extraneous gasoline in buckets and sell it door-to-door for all manner of uses — cleaning fluid, paint thinner, a miracle elixir to fight aches and pains, and even as a worst-case-scenario pesticide. In the 1930s, two local handymen used gasoline to get rid of mice, rats, squirrels and other varmints. They'd pour a few gallons down a hole where the suspected critters lived, light a match and high-step it to safety. It was a real “Caddyshack” moment.

In 1914, an enterprising Jesse Doty sold gasoline out of a 100-gallon wooden barrel. Doty hired the two prettiest girls in town to ladle gas into primitive tanks — at a measly dime a gallon. It remained low here until the early 1970s.

Folks, and me being a folk, would visit the little dairy across the tracks on Newhall Avenue to sheepishly smile at a new-fangled contraption installed there in 1969. It was the valley's first automated gas pump. There was no smiling gas station attendant (or two or three) to run out and ask: “Regular or Ethyl?” You offered a flat dollar bill to a machine and it gave you a buck's worth of gas — not a bad deal back then when gasoline was 35 cents a gallon.

Sigh. That was nearly three gallons for a buck. A guy could go back in time and fill up a Prius for three dollars, instead of \$30.

When 1974 came, and along with it, the Arab Oil Embargo, I thought we were slipping into some terrible, science fiction vision of the future. Almost overnight, the face of the valley changed as gasoline prices jumped from a quarter a gallon to over a dollar. People lined up on odd-and-even days to top off their tanks. Businesses went belly-up. There was a fear that gas would hit \$5 a gallon. It did, briefly. We survived.

We never did straighten out why the holy Hades the SCV somehow the gas market somehow gave the entire valley a big, greasy, community melvin, pulling up our shorts yards up where the moon don't shine.

2017 Update: We're at about \$3 a gallon now. Cheap apartments worth maybe \$750 a month are now going

*Continued on Page 8*

## Fundraising Help from Ralphs and Amazon

**H**ello SCV Historical Society Members; we are kicking off our fundraising efforts this year with two ways to earn money for much-needed renovations at Heritage Junction.

These two well-known companies would like to see our organization prosper and grow: They are Ralphs Grocery Co. and Amazon.

Register your club card with Ralphs and your Amazon account number with the Amazon Smile rewards. They will automatically send a portion of your sale to us. **YOU WILL NOT GET CHARGED ANYTHING.** The more you spend, the more money they will be donating to the SCV Historical Society.

### **RALPHS SHOPPERS:**

First, if you shop at Ralphs and have a registered club card, you are half-way there. If you're not a Ralphs Club card member, it's very simple to apply; just stop by any Ralphs and ask to sign up for a club card, then register the card online.

For our computer-savvy members, go to their website [www.ralphs.com](http://www.ralphs.com) and log in to your account; at the bottom of the page Enroll under Community Rewards. Enter 92017 under Find Your Organization and click on Search. Select the SCVHS under Select Your Organization and click on Enroll.

For those of you that don't have computer access or have problems with the interface of the Web page, not to worry! With your Club card and our ID #92017 in hand, call **800 443-4438**. They will do the registering over the phone.

Ralphs will donate up to 4% of your purchases to SCVHS.

### **AMAZON SHOPPERS:**

AmazonSmile is a simple and automatic way for you to support the SCV Historical Society every time you shop, at no cost to you. When you shop at [smile.amazon.com](http://smile.amazon.com), you'll find the exact same low prices, vast selection and convenient shopping experience as [Amazon.com](http://Amazon.com), with the added bonus that Amazon will donate a portion of the purchase price to the Historical Society.

To shop at AmazonSmile simply go to [smile.amazon.com](http://smile.amazon.com) from your web browser, and sign in using your e-mail address and the password for your existing Amazon account. You may also want to bookmark [smile.amazon.com](http://smile.amazon.com).

On your first visit to [smile.amazon.com](http://smile.amazon.com), under "Or pick your own charitable organization", enter Santa Clarita Valley Historical Society and click on Search. On the next screen, click on the Select button next to "Newhall, CA". On the following screen, click on the check box for Yes, then on Start Shopping. Amazon will remember your selection, and then every eligible purchase you make at [smile.amazon.com](http://smile.amazon.com) will result in a donation of 0.5% of the purchase price from your eligible AmazonSmile purchases.

Donations are made by the AmazonSmile Foundation and are not tax deductible by you.

## John Boston Article

*Continued from page 7*

for \$2,500. Clearly, this must be a sign of the impending Apocalypse. And if it is, I am not worried.

When a sale visits a distant SCV Piggly Wiggly, you can get something like 3.79 liters (one gallon) of Coke for 99 cents. Add a little ice and surely there is hope . . .

*John Boston is earth's most prolific humorist, having penned more than 10,000 columns, essays, stories and blogs. He is currently working on the sequel to his bestseller, NAKED CAME THE SASQUATCH. Order Boston's gripping international thriller, ADAM HENRY:*

<https://www.amazon.com/Adam-Henry-John-Boston-ebook/dp/B00N85Y16G>

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<https://www.amazon.com/Santa-Clarita-Valley-Images-America/dp/0738569380>



## An Old-Fashioned Christmas Celebration at Heritage Junction

by Cathy Martin

The Santa Clarita Valley Historical Society is hosting its 36<sup>th</sup> annual Christmas Open House on Saturday, December 2<sup>nd</sup>, from 12:00 to 4:00 PM at Heritage Junction.

You are invited to come and stroll our little lane of decorated historic homes. Learn about why these historic buildings were preserved and moved to Heritage Junction, and enjoy a fun-filled day of activities for all ages.

Scheduled Activities planned for the day include:

- Animal Blessing at the Ramona Chapel at 1:00 PM. All pets are welcome, and a certificate of the Blessing will be given to each pet owner. Note: All pets must be on a leash or in a carrier; your pet must be under your control the entire time.
- Historic Home tours of the 8 buildings that occupy Heritage Junction- 12:00 to 4:00 PM
- Santa Claus will be hearing Christmas wishes at the Newhall Ranch House- 1:00-3:00 PM
- Children's crafts/letters to Santa at the Saugus Train Station- 12:00 to 4:00 PM (until crafts run out)
- A Christmas card photo opportunity with the steam locomotive- 12:00 to 4:00 PM
- Complimentary refreshments and cookies inside the Saugus Train Station's freight room

Please come and enjoy a fun afternoon and learn some local history. The day's events and activities are all complimentary and are provided by the S.C.V Historical Society, Copper Hill Animal Clinic, Our Lady of Perpetual Help Church, and Los Angeles County Parks and Recreation.

Heritage Junction is located at 24101 Newhall Avenue, at the south end of William S. Hart Park. For more information, call 661 254-1275.

## President of the Fort Tejon Historical Association To Give a Talk on the Fort's History

Karina Dunbar, President of the Fort Tejon Historical Association, will give a talk on: "The History Of Fort Tejon" at 2:00 PM on Saturday, December 9, 2017, in the Community Room of the Old Town Newhall Library.

ADMISSION IS FREE!!

Call 661 254-1275 for more information.

Karina Dunbar is the President of the Fort Tejon Historical Association ("FTHA") and the Chairman of the FTHA Board. Her mission and goal is to preserve the history of Fort Tejon and bring the Fort to new heights.

As also the director of Fund Raising, Public Relations and Membership, she has brought Fort Tejon to the news media, quadrupled the social media audience and brought the use of credit card capability into the Post Store.

In addition, Karina has been serving the Fort for over 7 years as a state park docent and the volunteer coordinator. Her interpretive impressions include, but are not limited to, the Fort cook, laundress, corn husk doll and candle maker. She has also mended the Stars and Stripes and uniforms as needed, and assisted in running the Post Store.

Mrs. Dunbar is also an American Civil War reenactor and participates in almost every Civil War event in Southern California. She holds an undergrad degree in Criminal Justice Administration and has completed two years of law school. She is a paralegal with over 21 years of experience, 16 years of which have been in Bankruptcy Law.

### Join the SCV Historical Society Today!

Life Member	\$350.00
Life Member with spouse	\$500.00
Corporate	\$200.00
Non-profit	\$50.00
Family Member	\$55.00
Regular member	\$30.00
Senior Member (60+)	\$20.00
Junior (18 & under)	\$10.00

Memberships make great gifts for your historically-minded friends and family! To join or renew online, visit <http://www.scvhs.org>.



The Heritage Junction Dispatch  
P.O. Box 221925  
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info@scvhistory.com

Telephone (661)254-1275  
Headquarters: Saugus Train Station  
24101 Newhall Avenue, Newhall 91321  
Open to the public each Saturday and Sunday  
1:00 to 4:00 PM  
Kingsbury House is open the first Sunday  
of each month from 1:00 to 4:00 PM

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*St Francis Dam after its collapse;  
see page 6*