

TRAVELS NOW AND THEN

© Christopher Earls Brennen

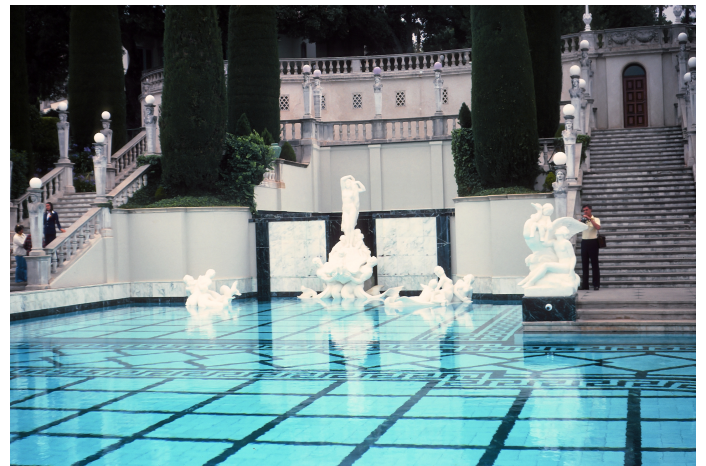
CAMPING 1976



Camping at San Simeon Beach

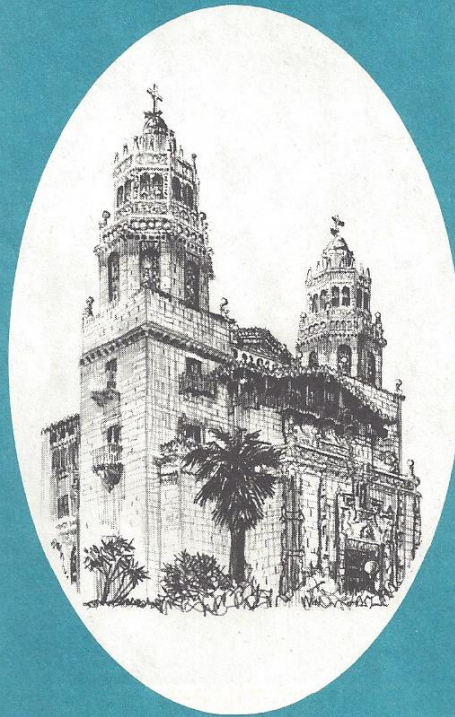


San Simeon Beach



Hearst Castle, San Simeon

HEARST
SAN SIMEON
STATE HISTORICAL
MONUMENT



A UNIT OF THE
CALIFORNIA
STATE PARK SYSTEM

Pfeiffer Big Sur



NATURE TRAIL GUIDE



past, large numbers of these trees were stripped of their bark for use in the natural tanning of leather; some bark is still used for this purpose, especially in the San Francisco Bay and Santa Cruz areas. Note the very large acorns and the shape of the leaves.

11. BIG SUR RIVER. The Big Sur has been flowing in this region for over a million years. Gravel deposits in terraces indicate the river at one time ran westward from the present gorge; later geologic uplifts have caused it to cut deeper into its channel and shift toward the southwest, leaving gravel terraces behind. The Big Sur River drains a relatively small region of about 46 square miles of the Santa Lucia Mountain Range. It is not uncommon for the lower reaches of the river to flood during the winter storms, and debris from past flooding can be observed along the river banks.

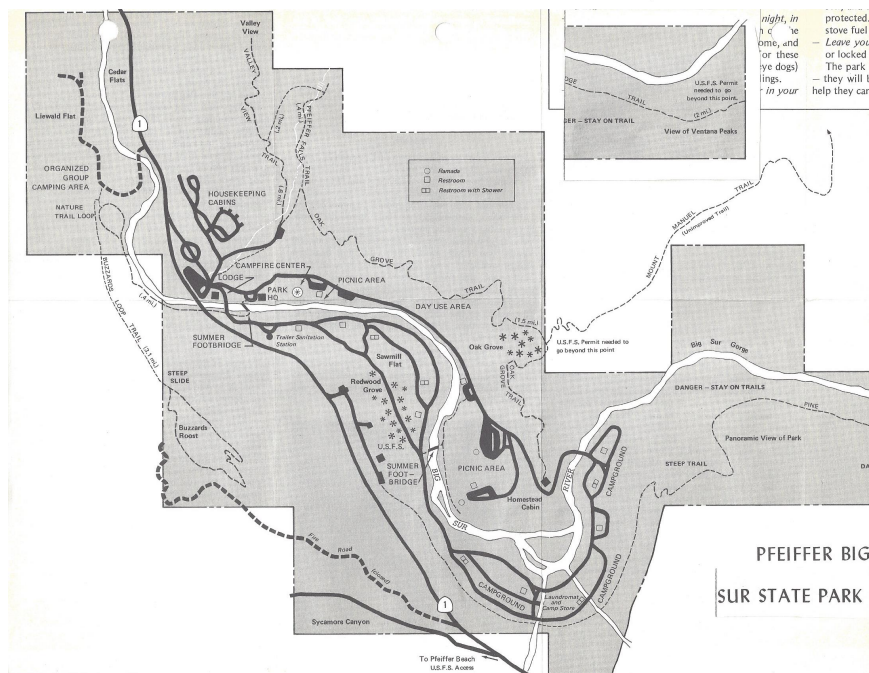
12. YOUNG COAST REDWOOD TREE. Young coast redwood trees do not sprout or survive well except in areas where they have fine, exposed mineral soil in which to grow, so few seedlings appear in the thick mulch of the coastal redwood forests. The coast redwood reproduces primarily from root crown shoots. These shoots that you observe above the trail can become mature redwood trees.

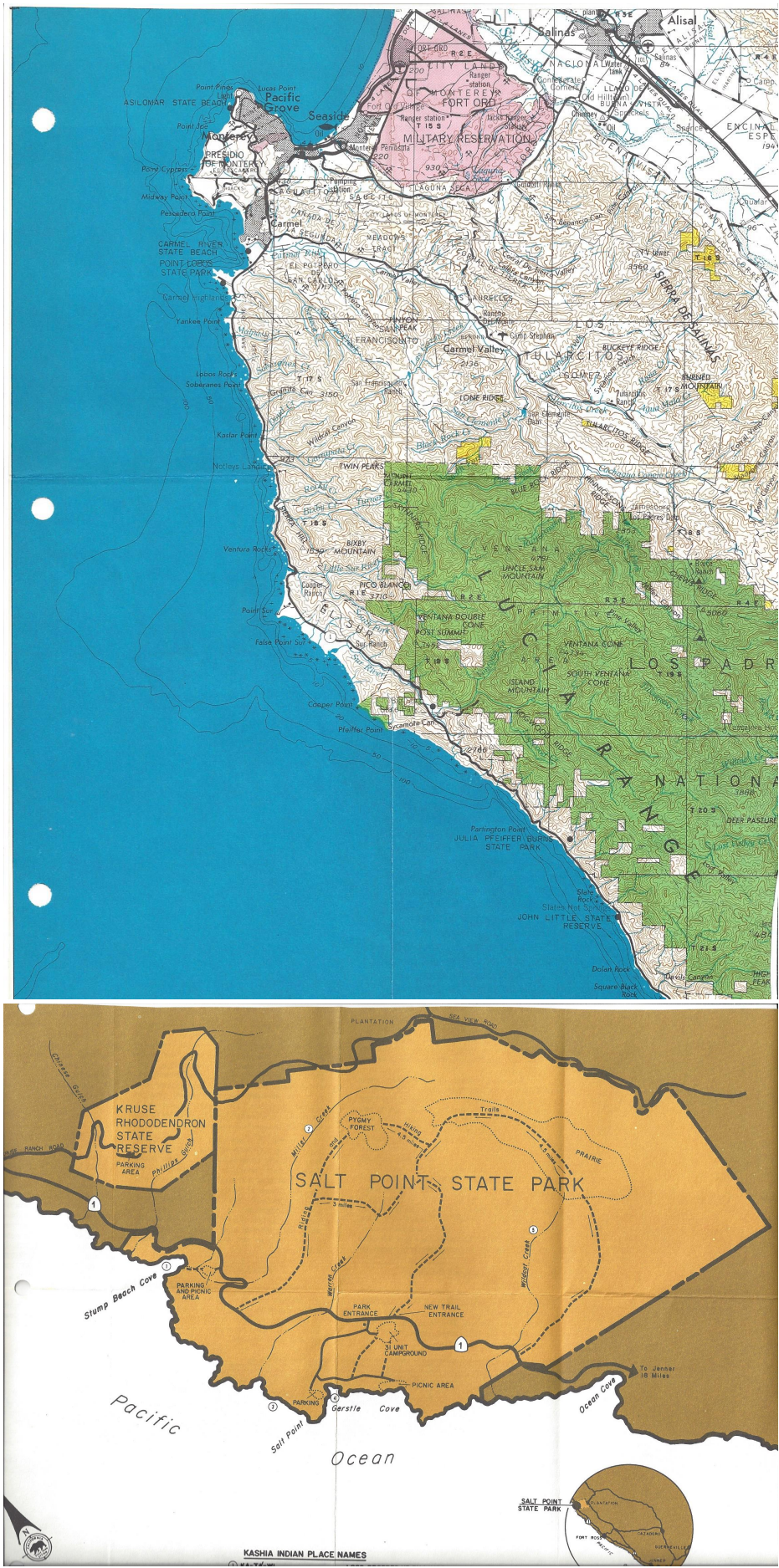
13. REDWOOD STUMP. This area was selectively logged many years ago when the redwoods were sought for their straight-grained heartwood. Now the trees are safe from such operations since they are protected within the boundaries of Pfeiffer Big Sur State Park.

14. WOOD FERN, *Dryopteris arguta* and REDWOOD SORREL, *Oxalis oregana*. Redwood forests offer ideal conditions for luxuriant fern growth. The three-leaf, clover-like plant is the redwood sorrel, which provides a beautiful ground cover growth in the forest. Both of these plants thrive in the indirect light that filters through the towering redwoods.

15. SPRINGS are common in this area due to the large amount of yearly rainfall and the park's unusual geologic history. Here can be seen some of the plants typical of very damp locations. The chain fern, *Woodwardia fimbriata*, which may reach a height of eight feet, grows above the spring.

16. FLATIRON GROWTH OF COAST REDWOODS. The coast redwood leaning away from you has built — or grown — a buttress support to counteract the lean. This growth characteristic is sometimes called a







California Coast Road



Big Sur



Big Sur



Carmel

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STATEMENT
Holiday Inn of RICHMOND
915 West Cutting Blvd. Phone 415/237-3000
RICHMOND, CALIFORNIA 94804

DATE REF. NO. CODE AMOUNT
08-17 0100 07 21.00
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Thank You!

HURRY BACK

LAST BALANCE IS
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OTHERWISE INDICATED

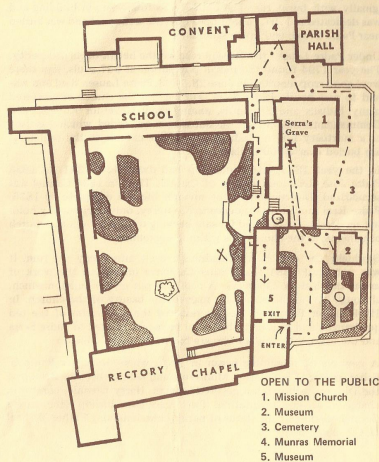
From Folio To

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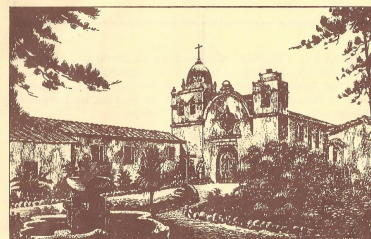
FORM 3.3
LITHO U.S.A.

HOLIDAY INN BUSINESS FORMS

In 1960, His Holiness, Pope John XXIII, through the Sacred Congregation of Rites, granted Bishop Willinger's petition that Carmel Mission as a historical shrine be raised to the status of Minor Basilica. It now stands as one of only two Basilicas in the entire Western United States. As such it is a symbol of the continual prayers of many Christians that its founder, Padre Junipero Serra, who lies buried within its consecrated walls, may one day be found worthy of the title Saint.



Welcome
TO
The Basilica
OF
MISSION SAN CARLOS BORROMEO
DEL
RIO CARMELO
CARMEL-BY-THE-SEA, CALIFORNIA



FOUNDED JUNE 3, 1770

San Francisco Maritime State Historic Park
2905 Hyde Street
San Francisco, California 94109
415-441-2116

San Francisco Maritime State Historic Park
please contact the park staff:
for reservations for school or other organized groups,
or for information including a free interpretive brochure,
on the Golden Gate from Fisherman's Wharf. For
on the Hyde Street Pier at the foot of Hyde Street just west
of every description in and out of every port, harbor, or
tidal flat loading point on the Bay or in the sloughs and
backwaters of the Sacramento-San Joaquin River Delta —
until diesel trucks and asphalt highways drove them out of
business.

San Francisco Maritime State Historic Park is located
on the Hyde Street Pier at the foot of Hyde Street just west
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business.

Wapama — A West Coast-built, wooden-hulled steam
schooner — one of the fleet of steam driven vessels that
gradually took the coastwise trade away from sailing ships
like the C.A. Thayer.

Hercules — A large, powerful, ocean-going steam
tug designed and built in 1907 to tow sailing ships and
barges up and down the coast between Seattle and San Diego.
(The Hercules is still privately owned at this time,
but a fund-raising drive is being conducted by the State
Parks Foundation in an effort to save her and make her a
permanent part of San Francisco Maritime State Historic Park.)

Eureka — A large, double-ended, "walking-beam"
ferryboat — one of the fleet of transbay ferries that once
formed a central and extremely vital link in the
transportation system of the San Francisco Bay Region.

Alma — Last of the San Francisco Bay scow
schooners — small, hard-working boats that carried freight
on the Hyde Street Pier at the foot of Hyde Street just west
of every description in and out of every port, harbor, or
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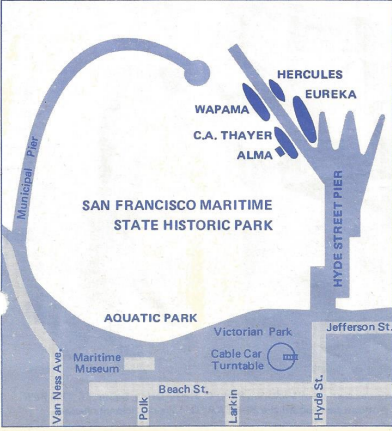
Located here on San Francisco's colorful northern
waterfront are five historic ships and many related exhibits
that tell the story of seafaring men and ships in the
development of San Francisco and the West. It is an epic
story — one that deserves to be remembered — and the ships
are eloquent reminders. Painstakingly restored by dedicated
craftsmen, the ships themselves are complemented and
interpreted by historical photographs, charts, and other
maritime artifacts as well as by a number of interpretive
programs and publications. By-Word headers (included in
the modest admission fee) make it possible for you to
explore the ships on your own — to wander where your
curiosity takes you at whatever pace is comfortable — and
still have a "guided" tour. Pre-recorded messages include
the sounds of ship's bells, wind and weather, sailors at
work, crowds of people boarding the commuter ferry Eureka,
and true stories told by men and women who actually sailed
aboard these vessels. Guided tours are available by advance
reservations, and the park staff stands ready to answer any
questions you may have. A number of books and other sale
publications are available for those who would like to know
more about our unique West Coast maritime heritage.

The ships include:
C.A. Thayer — A three-masted schooner built in
1895 to carry lumber along the Pacific Coast during the
last great days of sail, and at the end of her career in
1950, the last sailing vessel in commercial service on the
Pacific Coast.

San Francisco Maritime State Historic Park

WELCOME TO

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
P.O. Box 2390, Sacramento 95811 3-75



Map of San Francisco Maritime State Historic Park. The map shows the location of the ships Wapama, Hercules, Eureka, C.A. Thayer, and Alma, and the Aquatic Park area. The map also shows the location of the Maritime Museum, Cable Car Turntable, and the Victorian Park area. The map is oriented with the ships at the top and the Aquatic Park area at the bottom.



Illustration of a sailor looking through a telescope on a ship's deck. The sailor is standing on a wooden platform, looking out over the water. The illustration is in a classic, nautical style.



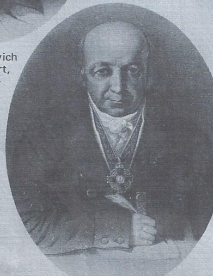
San Francisco

FORT ROSS STATE HISTORIC PARK

stockade. Near the present-day parking lot a visitor center complete with historical exhibits is also planned, and some additional acreage around the Fort will be acquired in order to protect the whole historic setting.



Nicolai Petrovich Rezanov, a brilliant young nobleman and advisor to the Tsar, was the mind behind the Russian-American Company during its most successful years. In 1806, he called for southward expansion of Russian America to include outposts on the Columbia River and beyond.



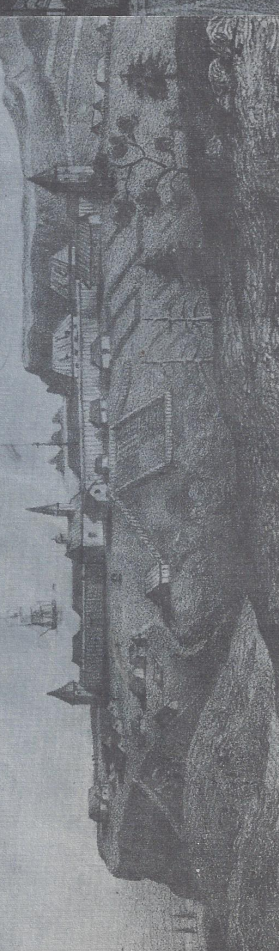
Alexander Andreoevich Baranov was the short, slight, balding, but indomitable field leader of governor of Russian America. In 1812 he ordered his assistant, Ivan Kuskov, to establish a permanent outpost at Fort Ross.

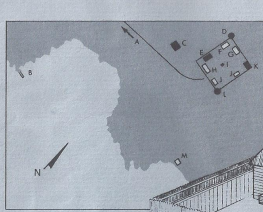
Please feel free to contact the park staff for more information about Fort Ross. A number of publications about the history and natural history of the Fort Ross area are available in the park office, and guided tours of the park are given from time to time especially on weekends and during the summer. Interpretive exhibits are on display in the Commandant's House and in the two blockhouses. Special arrangements for group tours can be made by contacting the park staff in advance of arrival at the park.



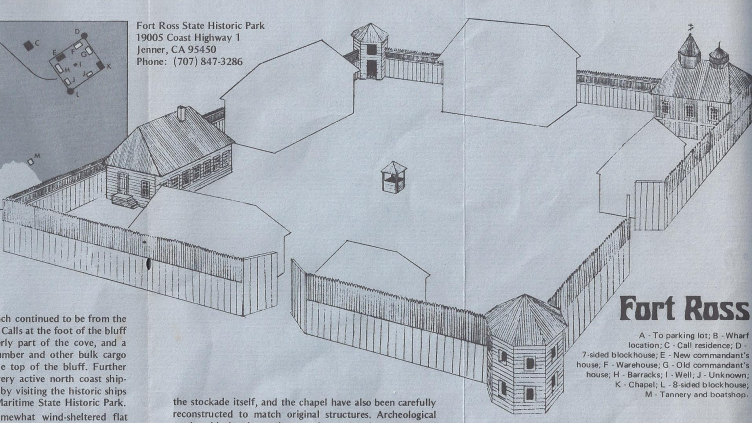
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P.O. Box 2390, Sacramento 95811 8-75

Cover: Fort Ross in 1818, from a lithograph by Bernard DuHaut Cilly.





Fort Ross State Historic Park
19005 Coast Highway 1
Jenner, CA 95450
Phone: (707) 847-3286



■ existing structures
□ structure locations

Fort Ross

A - To parking lot; B - Wharf location; C - Call residence; D - 7-sided blockhouse; E - New commandant's house; F - Warehouse; G - Old commandant's house; H - Barracks; I - Well; J - Unknown; K - Chapel; L - 8-sided blockhouse; M - Tannery and boatshop.

primary access to the Call Ranch continued to be from the sea. A wharf was built by the Calls at the foot of the bluff in the most sheltered, northerly part of the cove, and a 180-foot-long chute carried lumber and other bulk cargo directly to the ships from the top of the bluff. Further information about this once very active north coast shipping industry can be obtained by visiting the historic ships that make up San Francisco Maritime State Historic Park.

Prior to 1812, this somewhat wind-sheltered flat below the hill was the site of a Kashia Pomo Indian village generally referred to as Ma-Shu-Nai and/or Ma-Shu-Mu. The site (or sites) was probably used at least intermittently or seasonally by the Kashia Pomo (the people of Kashia), in order to collect abalone and other seafood items. The Russians maintained generally good relations with these Indians over the years, and many of the Kashia Pomo came to be very closely associated with Ross either through marriage, employment, or in other ways. Some Indians continued to live at Fort Ross even after the Russians were gone, and today the descendants of these early-day residents of Ross still live in the general vicinity of the old Russian settlement.

The Old Russian Fort

One structure built by the Russians, the Commandant's House, still stands inside the stockade. Over the years it was used for many purposes — and seriously damaged by fire — but it has now been very carefully

the stockade itself, and the chapel have also been carefully reconstructed to match original structures. Archeological work, old drawings, photographs, and written or verbal descriptions have made it possible to bring a high degree of authenticity to all of this reconstruction and restoration effort.

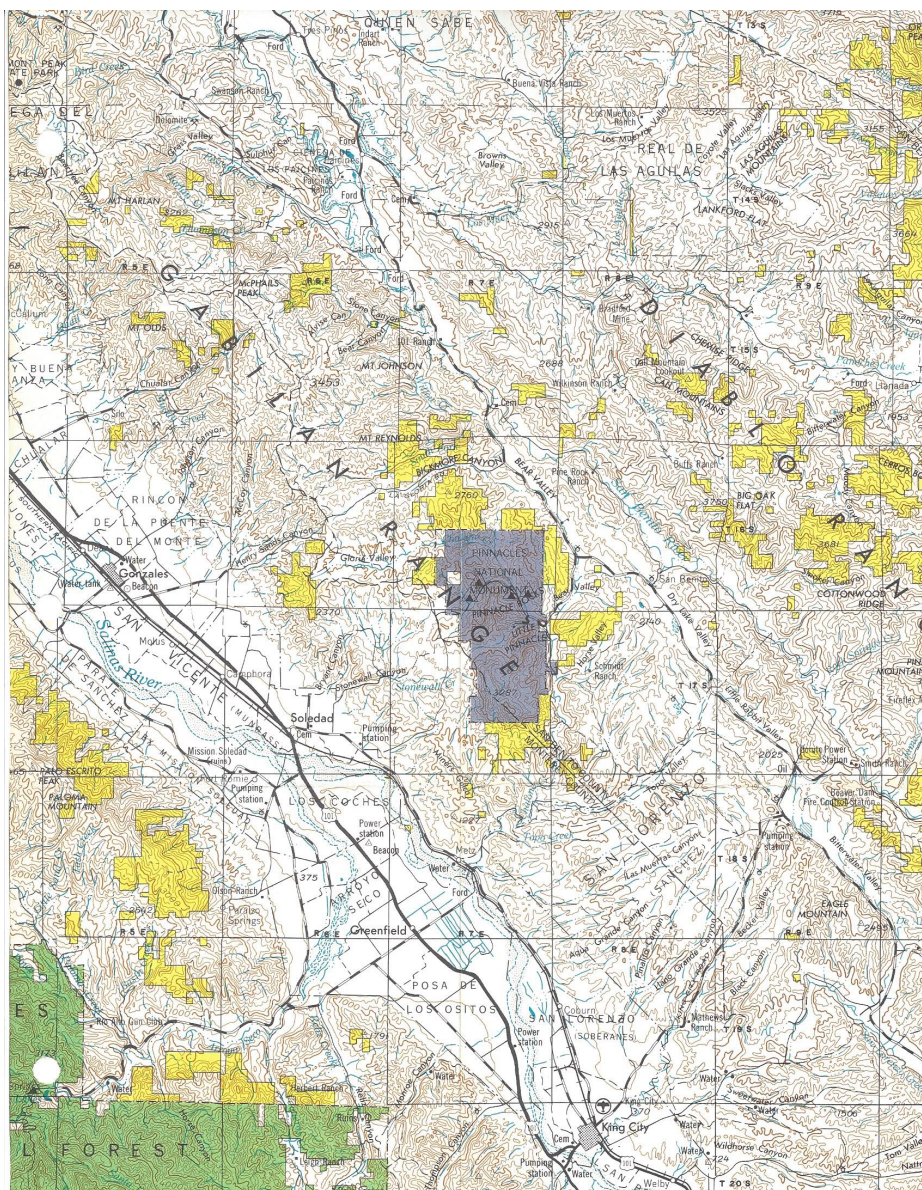
During the Russian period, several other buildings also stood inside the stockade. The most imposing and important of these was the original or "old" Commandant's House (not the present building). This two-storied, plank-covered, log structure was built by Ivan Kuskov in 1812, and stood at the top of the hill equidistant between the chapel and the north blockhouse. Arms and ammunition were stored in the lower story, while a central outside stairway led up to the main office and living quarters on the upper, or main floor. From its central position within the stockade, the house offered a commanding view of the ocean and of the scenic countryside around Fort Ross. It remained standing after the Russians departed, but was apparently torn down during the 1870's.

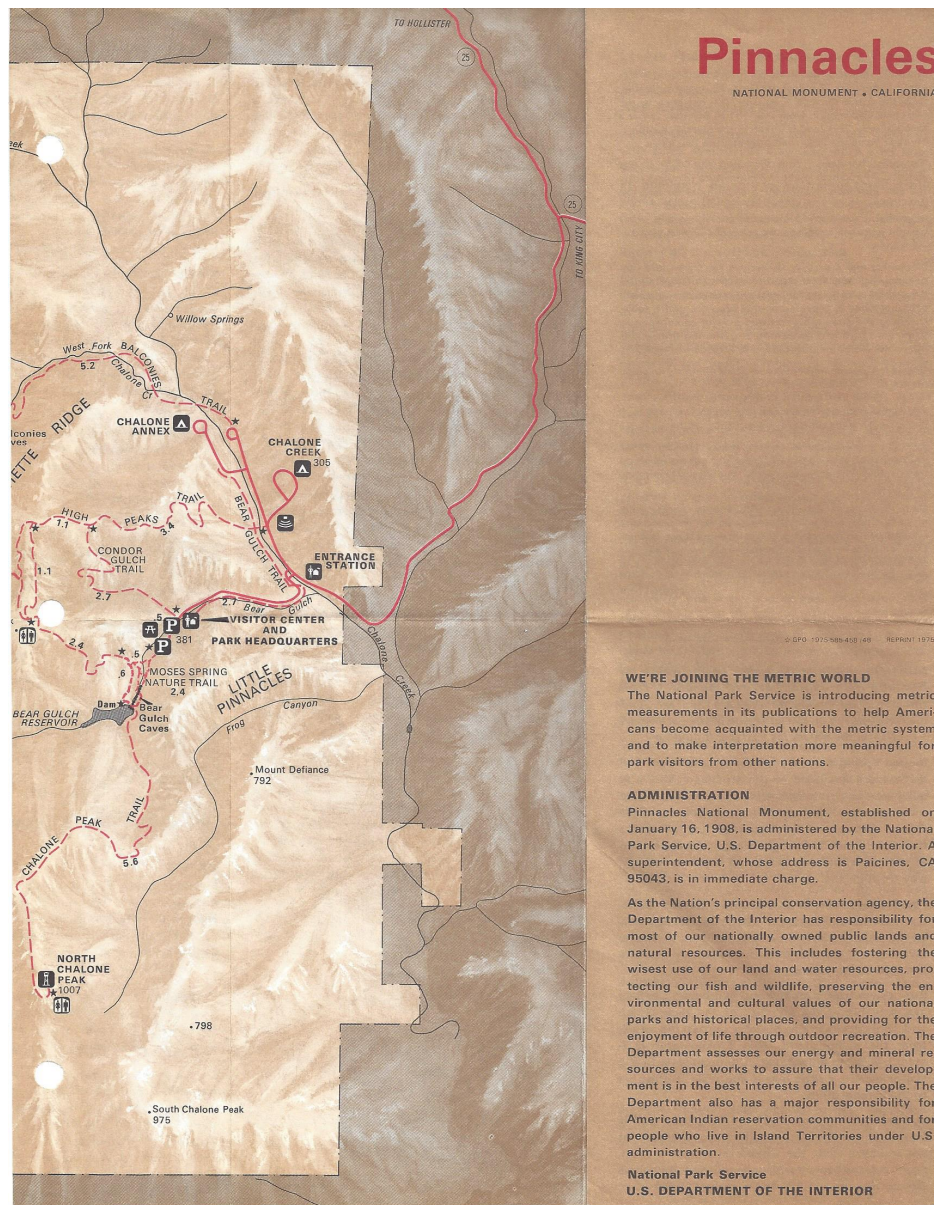
Other buildings inside the stockade included a two-storied warehouse, a barracks for the sub-chiefs, and several

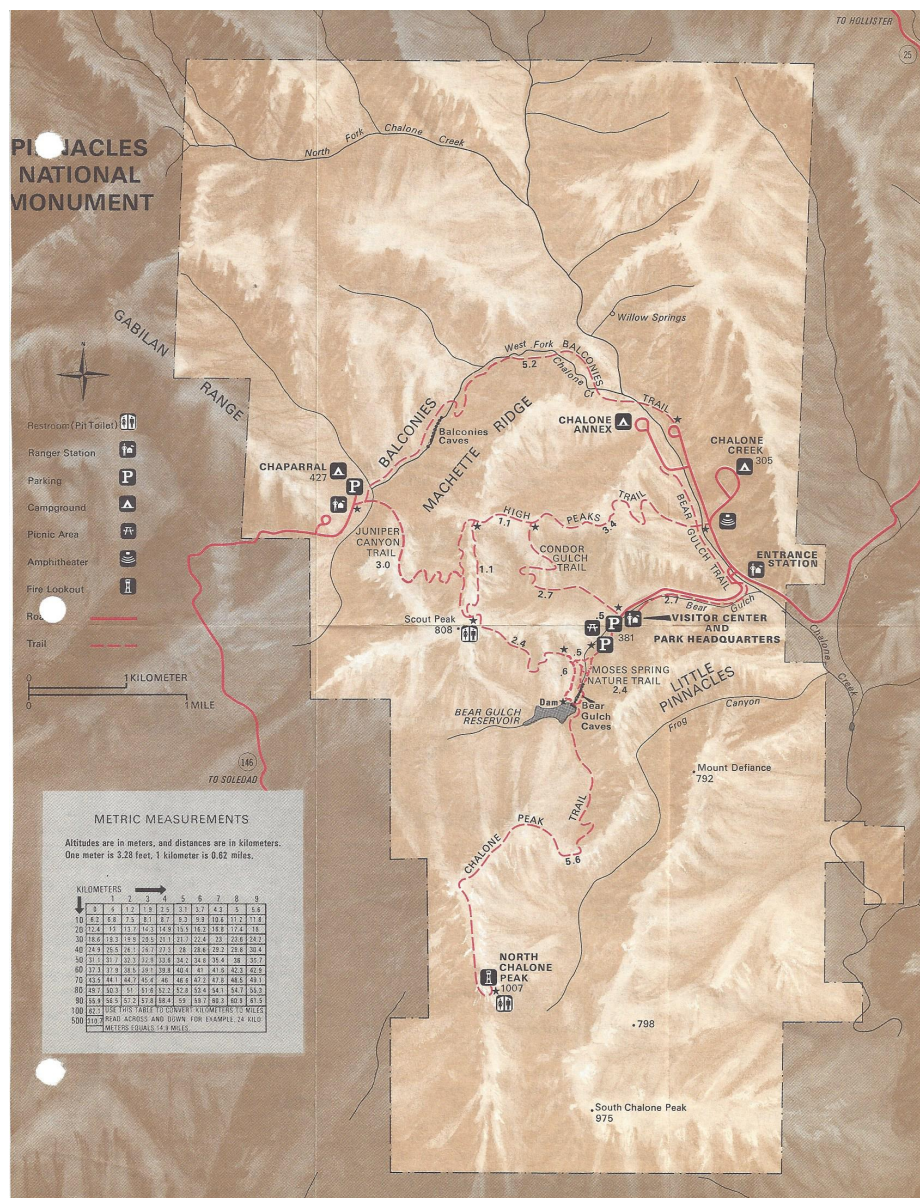
the years. At least twenty — some say as many as forty — cannons were mounted in the blockhouses and elsewhere around the fort, and this plus a certain amount of military discipline (sentinels at night, small arms practice on holidays) gave the Russian establishment an independent, thoroughly self-sufficient atmosphere, despite its extreme isolation from other Russian establishments.

**The "New" Commandant's House
(The Present One)**

For some unknown reason a new Commandant's House was built in the 1830's, very likely by Alexander Rotchev, the last commandant of Fort Ross. This house (the present one) was smaller and less imposing than the original or "old" Commandant's House, but was probably far more comfortable inside. Rotchev, himself, was a well-known poet, writer, traveller, and translator — a master of five languages plus Greek and Latin. His wife, the former

*Fort Ross*





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*Last updated 7/30/99.
Christopher E. Brennen*