

TOOTLE TIME!

It must have been a year or more since Sir William led an expedition of hardy explorers out into the wilderness of Lucerne Valley on one of his legendary tootles. But so he did on a recent Sunday afternoon. He and his little band (all women of hardy pioneer stock) set forth to face down the wild beasts (not even a roadrunner showed his face) and roaring rivers (How long was it since water was in that wash over there?), ready for a week of survival training (Pass me a sandwich, please, and then I'd like the chocolate crème Oreos, please, and I gotta be home by 6 to feed the doggies).

Yep, true desert-rat explorers, we are. Not. We are dependent on modern technology all the way. 4-wheel-drive Jeep? Check. A/C and heat in the Jeep? Check. Sub sandwiches from that wonderful Deli Café at "The Market"? Check. Promos for the store's great Deli Café secreted in the tootle article? Double check. Rifles, machetes, knives, and other protective gear? Nope. Just the hope and confidence that the modern stuff won't let us down – no flat tires, no radiator hoses blown, no oil pans cracked.

Our destination? Sir William never tells, so we just sit back and enjoy the scenery, unless he's on one of those STEEP roads with lots of loose rock so that you slide down it and hope your wheels don't spin on the way back up.

We set out north from Northside Road (what would you expect?) and travelled up that long slope toward the mountains. You know, the mountains we look at every day, just over there, across the valley? The ones that look like they are right there, just barely beyond Northside Road? Hahahahahaha. It never ceases to amaze me how



deep that terrain is, how many ridges and valleys there are between us and the peaks of the Ord Mountains. Just imagine being out there in 1880,

with only your burro for company, and discovering several more ridges between you and your destination! Sir William's internal GPS kicked in as usual, confounding us as he turned here and there, ending up on a steep road to a point from which we had a spectacular view of, well, of the desert somewhere to the northish and westish, maybe Stoddard Valley or who knows?? But it was beautiful, even though hazy and smoky from all the fires around us.

Our next stop was a spring in a canyon that looked just like a movie set where the Indians (uh, oh, Native Americans, excuuuuse



Indian Blind

me!) hid in the rocks and then ambushed the cowboys. I never did see any real live Indians, so they must have hidden themselves pretty well. Sir William (aka Bill-ee goat) led us (aka Lumbering Mamas) up a steep gravelly and rocky hillside to some very faint Indian rock art (when did the name change from "petroglyphs"?). A spring and old wooden gate spoke of cattle



Mine Tunnel

ranching in decades past, and Sir William called it as an Indian blind for hunting critters that came to the spring.

As we drove along, mine tailings marked the landscape here and there, with a perfect mine tunnel located a short walk from



Watering Hole

the road. No, we didn't go into the tunnel this time. And then as we tried to drive up to another beautiful lookout point, we had to get out and walk 1/3 mile because the road was too washed out even for a Jeep. (Hint: a God-created, non-techological burro could have made that climb easily!) Another panoramic view to somewhere, looking at something. The wind was COLD and one had to guess we might be at 4 or 5000 feet elevation.

Finally, six ridges and five valleys later (ok, I exaggerate just a little*), we came to what



Monument

may have been "the destination": Saddle Spring, a cattle watering hole located on Shield Ranch, where cattle still graze and water in the middle of NOWHERE, for those intrepid few who hold on to private property and grazing rights in the face of overbearing government pressure to give it all up.

It's a marvel how these little springs exist in the middle of a vast dry desert, and how they provide life to so many different critters.

By this time the afternoon

was moving right along, and I could hear the doggies calling (and Amos the cat, too). We resumed our travels over four more ridges and three more valleys* to get to a dry lake we had seen 'way off in the distance. I actually recognized it as one we had crossed on previous outings. A right turn there took us to Harrod Road and Camp Rock Road, where the car breathed a sigh of relief as it came to smooth pavement. (The mythical burro would have preferred to stay in the rocks...)

Other than the numerous suspicious looking greenhouses out there – I wonder what is growing in those greenhouses? – the only surprise on Camp Rock was a new-looking monument placed in a non-descript flat spot on the west side of the road. Really?? How did someone decide to place this monument to Mitsubishi Cement's Cushenbury Plant just right there? Mitsubishi deserves any and all credit given to them for what they do for our little community, but a monument several miles north on Camp Rock Rd?

All in all, we had a refreshing jaunt into our wondrous desert on a beautiful Sunday afternoon,

with our modern trappings to keep us safe. How did people survive before 4-wheel drive with air-conditioned comfort? Only the burros know.

Linda Gimmel

MITSUBISHI CEMENT CORPORATION CUSHENBURY PLANT

IN 1861, ONE YEAR AFTER THE DISCOVERY OF GOLD IN HOLCOMB VALLEY, PROSPECTOR JOHN CUSHENBURY LOCATED A SILVER PROSPECT IN THE LIMESTONE DEPOSITS NEAR THE CANYON THAT NOW BEARS HIS NAME. A SMALL SILVER RUSH ENSUED, WITH MINERS LIVING NEAR TODAY'S CUSHENBURY SPRINGS IN A SETTLEMENT CALLED CUSHENBURY CITY. THE SILVER SOON PLAYED OUT, BUT SETTLERS REMAINED NEAR THE YEAR-ROUND WATER SOURCE. THE AREA LATER BECAME A GOLD MINING DISTRICT UP UNTIL WORLD WAR II. EARLY IN THE WAR INDUSTRIALIST HENRY KAISER, WHO WAS THEN BUILDING LIBERTY SHIPS IN LONG BEACH, WAS TASKED BY THE GOVERNMENT TO PROVIDE THE MINERAL FOR HIS MILL IN FONTANA. KAISER THEN DECIDED TO BUILD A CEMENT PLANT TO UTILIZE THE LARGE DEPOSITS OF LOWER GRADE LIMESTONE NOT BEING USED TO MAKE STEEL, BUT PERFECTLY SUITABLE FOR CEMENT. THE CUSHENBURY PLANT WAS DESIGNED AND BUILT IN 1957 WITH TWO PRODUCTION TO 1 MILLION TONS PER YEAR. IN ENDING YEAR THE PLANT WAS UPGRADED, MODERNIZED, AND MADE MORE EFFICIENT. IN 1987 KAISER CEMENT WAS SOLD TO HANSON PLC, AND ONE YEAR LATER ACQUIRED BY A GROUP OF MITSUBISHI COMPANIES. THE MITSUBISHI GROUP IS THE LARGEST BUSINESS EXPAND AND INCREASE ITS EFFICIENCY AND ENVIRONMENTAL CONTROLS. ITS PRODUCT IS DISTRIBUTED ALL OVER THE GLOBE AND CONTINUES TO PLAY AN IMPORTANT ROLE IN THE BUILDING OF THE WORLD'S INFRASTRUCTURE.

DEDICATED OCTOBER 13, 2010 BY BILLY HOLCOMB CHAPTER 1069 OF THE ANCIENT AND HONORABLE ORDER OF E CLAMERS WITH IN COOPERATION WITH THE MITSUBISHI CEMENT CORPORATION



SPECIAL ANNOUNCEMENTS

L.V. School Board Meeting

Thursday, Nov. 14, starts at 5:30PM.
At the Alternative Education Center,
8560 Aliento Rd up Highway 18.

FLU SHOTS

The St. Mary Health Van will have free flu shots available when they are here through November in the parking lot in front of the Wash n Shop on Tuesdays, 8:30am to 3:30pm.

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LIMITS & MULTIPLE PRICING

Please, unless otherwise indicated, ON AD ITEMS NO MORE THAN 6 TOTAL (including all flavors or varieties) OF ANY ITEM, PER FAMILY, DURING THE AD PERIOD, AT THE SALE PRICE, except in produce and meat, which are limited to normal retail quantities, or which carry limits specifically stated. Sorry, we must reserve the right to further limit or refuse sales.

ON MULTIPLE PRICING, when purchasing items in quantities more or less than the multiple stated, the register is built automatically to charge the "each" price times the quantity. (Example: Price of item is 3/\$1. The price of: one = 34¢, two = 68¢, three = \$1, four = \$1.34, five = \$1.68, six = \$2.00).

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