The road divides to
Santa Clara, Palo Alto, Redwood City,
San Mateo, Colma, Hayward, Ocean View, Mission de los Dolores

or to
(Camino Real de San Jose)
Mission San Jose,
San Leandro,
Oakland, San Pablo,
Mission San Rafael

or to
Benicia, Mission San Francisco Solano de Sonoma

or to
San Francisco
Presidio

The road divides to
San Francisco water front, from the water front by water to Mission
San Rafael, Mission San Francisco Solano de Sonoma
The unimproved (and somewhat daunting!) El Camino Real through Gaviota Pass, north of Santa Barbara.

At Goleta, a few miles west of Santa Barbara, the road is much improved by the work of Santa Barbara County. The travelers enjoy the lush greenery of beautiful Santa Barbara and the Hope Ranch. Their joy is unbounded as they smoothly roll along a portion of dust-free, hard-surfaced road through Montecito. Their pleasure is short-lived, however, as the pavement ends and they again bump their way toward Los Angeles.

The navigator tells of an article he has recently read about the wooden causeway being built along the coast near Rincon Point. They both lament its unfinished condition as they are forced inland over the double summits of Casitas Pass, down into Ventura.

Once past Camarillo, the final major incline before Los Angeles is the Conejo Grade. The climb is not terribly taxing to the car, as the grade is less than ten percent and the road is very good. Twenty miles of a rolling, easily-followed road brings them to Calabasas. They get their first glimpse of the San Fernando Valley and realize that their journey is almost ended. Rolling over a good road through Los Angeles County, much of which is oiled (oil, being an excellent dust palliative, is much used by Los Angeles County), the travelers descend the Cahuenga Grade into Hollywood at dusk. Driving past the Los Angeles City Hall, the driver checks his odometer and determines the total distance traveled from San Francisco to be 475.5 miles. They agree that it is quite close to the 472.2 miles shown in the Tour Guide and heartily rejoice the successful completion of their motor tour. They are both amazed as they recall that almost six years earlier, two men in a Pope-Hartford had made the same trip in seventeen hours and fifty-five minutes. However, they agree that their driving time of just over thirty-nine hours is far more typical.

The Transition Continues

The State Highway Commission was charged with maintaining and properly naming the state road system. As a result of all of the early days of squabbling about potential routes, in 1910 California Highway 2 was named El Camino Real. Many years later Highway 2 was redesignated Highway 101.

With the advent of modern engineering and road-building equipment, Highway 101 developed into one of the state’s best highways, traveling the entire length of the state
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