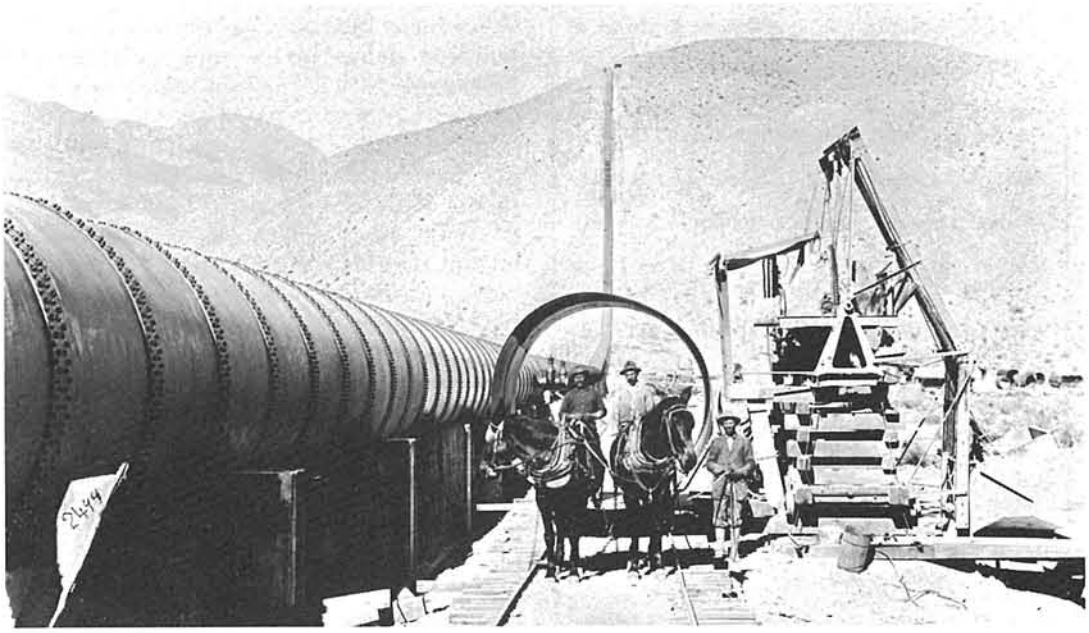
LOS ANGELES WESTERNERS CORRAL
The Branding Iron
J. GOODMAN

DECEMBER 1973 LOS ANGELES CORRAL NUMBER 112



Final stages in the completion of the Los Angeles Aqueduct. It was then believed this supply of water would take care of Los Angeles for all time. — *Los Angeles Department of Water and Power*

JOSEPH BARLOW LIPPINCOTT

By ABRAHAM HOFFMAN

To many residents of Southern California the names of Van Norman, Mulholland, Sherman, and Haynes are more easily known as reservoir, street, suburb or stream plant than as human beings, even more dimly remembered are those contributors whose names have not been attached to assorted municipal monuments. Such is the case for Joseph Barlow Lippincott, expert on water resource development and consultant on water problems from Hawaii to Texas.

J. B. Lippincott. No relation to the publishing firm; like most people who contributed to the evolution of Los Angeles towards megalopolis status, he was a transplant, out of Pennsylvania by way of the University of Kansas (B.S., 1886), arriving, bride in hand, in Los Angeles in the early

(Continued on Page Four)

The Branding Iron

THE WESTERNERS
LOS ANGELES CORRAL

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DONALD DUKE
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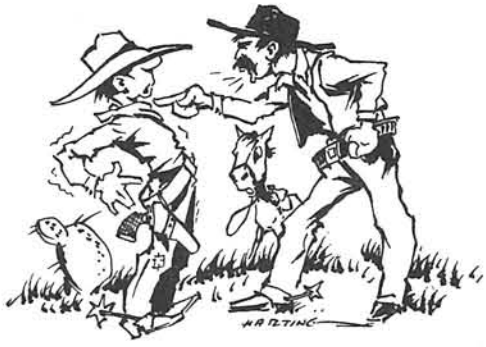
THE BRANDING IRON solicits articles of 1500 words or less, dealing with every phase of the Old West. Contributions from members and friends welcomed.



The Foreman Sez . . .

Thanks to a generous Westerner, the Westerners International presents two one hundred dollar prizes each year for the best books with a Western orientation written during the previous year by a member of Westerners. One is for a book of Western history or biography, chiefly textual matter with limited space for illustrations, while the other is for a volume with limited textual matter, the burden of its message being carried by pictorial material such as photographs, prints, reproductions, etc.

The sweepstakes for the first category was presented to our own Paul Bailey for his revealing and heart-warming book *Polygamy Was Better Than Monotony*. While Paul was not in attendance at the Western History Association gathering to receive the award first hand, it was presented to him at the November Corral gathering.

It is seldom that an author or writer, receives the recognition of the fruits of the vine. Bailey is a deserver if there ever was one. The bon vivants of the Los Angeles Corral tip our hats to you.

Corresponding Members Welcomed by Corral

The Los Angeles Corral of The Westerners welcomes the following new Corresponding Members:

They are: Charles W. Dallum, Glendale; Charles E. Dixon, Los Angeles; James McCloud, Santa Barbara, and Gary L. Rafferty also of Santa Barbara.

THE MONTHLY ROUNDUP

OCTOBER

"Ghost Towns of Nevada and Bodie" was the subject of the October Corral meeting. Corresponding Member Powell Greenland shared with us his years of research into the story of the southern Nevada ghost town, especially his favorite Austin and Bodie. Colorful slides, from his own camera, were projected on the screen as Powell told his living story. Artwork relating to the slide lecture was on hand for inspection before and after the meeting.

Scene at the October Corral Meeting with Powell Greenland (right) sharing the lore of Nevada ghost towns. — *Iron Eyes Cody photograph*

NOVEMBER

Henry Villard and the completion of the Northern Pacific Railway, the first transcontinental line in the northwest which linked Lake Superior with Puget Sound, was the subject of Ray Billington as he presented "Driving the Last Spike: The Northern Pacific, 1883."

Billington told how Villard was fighting heavy costs during the final stages of completion, and how he wanted a grand celebration to honor the opening of the line. Dignitaries from all over America and royalty from Britain and Germany were invited to attend the weeks long event which started in New York, then by private train to Chicago, and on to Minneapolis-St. Paul where the towns fought with sumptuous meals, parades several miles long to celebrate the event and outdue each other. Then on to the driving of the last spike ceremony. In the end Villard was to lose the line for lack of operating capital. A stirring piece of railroading, and told by the master of historians.

Corral Chips

Westerner authors get top billing in this issue of the *Branding Iron* because of an awesome array of recent publications from members of the Los Angeles Corral.

Herschel Logan employs his talents as an artist to create a miniature book titled *Little Portraits of Famous Americans;* the thirty-three woodcuts, block prints, pen and ink, and brush sketches that comprise the volume are reproduced in the steel die process by engraver, Associate Member *Tony Kroll.*

Culminating a project initiated in 1962 by Fletcher Bowron, Mayor of the City of Los Angeles, civic ceremonies announcing publication of *Los Angeles and Its Environs in the Twentieth Century, a Bibliography of a Metropolis* are held, with Editor-in-Chief *Doyce B. Nunis, Jr.* as one of the honored guests. With approximately 10,000 entries, this 520 page volume represents a monumental reference tool to unlock the history of Southern California.

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1890s. He opened up an office as a civil engineer and, from that point on until his death at age 78, he was involved in an incredible number of civic projects, most of which involved controversial issues.

It is a measure of the man that he approached these controversies from the viewpoint of his profession, using the eye of an engineer. His disregard of political partisanship inevitably pleased the faction that found his reports favorable, but he earned the opprobrium of the opposition. Within the engineering profession he was recognized as a significant contributor to the field of civil engineering. Outside the engineering profession – well, that was another matter.

The dawn of the 20th century proclaimed a golden era for the engineer. Cities wrestled with problems of electrification, transportation, and sanitation; rural areas looked to engineers for answers on matters concerning irrigation and reclamation. Soon after his arrival in Southern California, Lippincott began to utilize his engineering skills on several levels. Not content with ignoring any distinction between private and public service, Lippincott also worked simultaneously for the municipal and federal levels of government, turning out rainfall surveys and studies of water storage, hiking into the mountains and deserts to check on possible damsites and flood control projects, and writing articles for both technical and popular periodicals.

In these endeavors he was hardly unique. He was one of a group of young men, similar in age and temperament, who were engaged in such activities. Arthur Powell Davis, Frederick H. Newell, Charles E. Grunsky – these and other engineers worked out the blueprints for the visions of crusaders like William E. Smythe and George H. Maxwell. Inevitably, the interests represented by some engineers clashed, for politics and engineering, then as now, proved to be a most volatile mixture.

Lippincott's first exposure to the inherent conflict between politics and engineering came with the fight by the city of Los Angeles to win the right to operate its own municipal waterworks. Lippincott served on the committee that campaigned for a municipal waterworks system. The effort was opposed, naturally enough, by the private water company that held the franchise for water distribution. The struggle to divest the company of its franchise lasted for several years, with the city emerging victorious. Lippincott found himself in league with like-minded friends in working towards the attainment of this progressive goal. The friends included William Mulholland, the new manager of the municipal water supply, and Fred Eaton, formerly city engineer as well as mayor of Los Angeles.

Los Angeles in the first five years of the 20th century has often been pictured as facing decisions of crucial importance in matters of growth and development. The burgeoning population promised to make the city the chief metropolis on the west coast, but problems existed to match the promise. Chief among the problems was the question of water supply. The city aggressively defended its title to existing water sources and began to explore additional possibilities.

With the battle for a city-operated water supply won, Lippincott faced a conflict on a level apart from water politics: the problem of conflicting interests. With ambitious plans under way for dams, bridges, reclamation projects, and other endeavors utilizing the latest technological innovations, qualified engineers were in short supply. Lippincott had more work than he could handle. The U.S. Geological Survey found his work invaluable, so much so that its chief engineer, Frederick H. Newell, agreed that Lippincott might continue in outside consulting jobs while serving as a federal employee.

But the interests of Los Angeles and the federal work of Joseph Barlow Lippincott met head-on, promoting a historiographical controversy that has never been adequately evaluated. In 1902, with the passage of the Newlands Act, the U.S. Reclamation Service was formed within the framework of the Geological Survey. Newell assumed the post of director, with Arthur Powell Davis directly under him. Lippincott was appointed supervising engineer for California, encompassing not only that state but also southern Oregon and Arizona. Utilizing the data obtained under the auspices of the Geological Sur-

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Lippincott motoring through Owens Valley. — *Author's Collection*

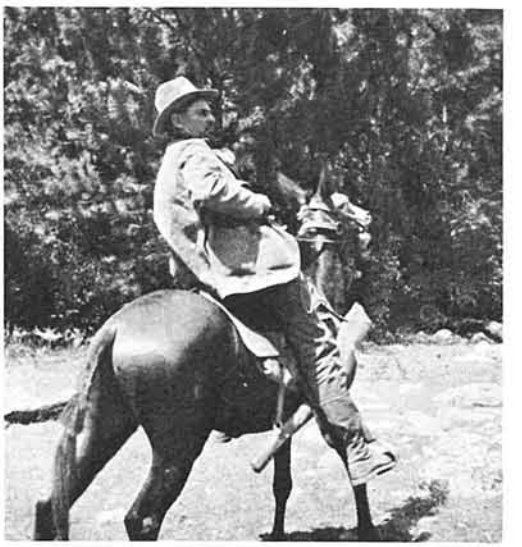
vey, the Reclamation Service began to explore possible sites for reclamation projects. Over sixty such projects were soon on the drawing boards in Lippincott's area; clearly, the appropriated funds could not include all the proposed projects.

While Lippincott moved up and down the state checking on the preliminary work for proposed projects from Klamath to Yuma, his engineering firm continued to take on an ever-increasing amount of consulting work, including investigations for a reservoir for the city of Santa Barbara. Newell cautioned Lippincott that he was overextending himself and expressed the desire that the outside work be cut down or eliminated. Lippincott, who somehow also found time for several days' service a month on the Los Angeles Civil Service Commission, agreed to reduce his private employment, but what he really did was to transfer much of this work to his partner, O. K. Parker.

One of the proposed reclamation project sites proved to be of great importance to the future of Los Angeles. This was the Owens Valley, where Reclamation Service engineers moved in during 1903 to investigate the feasibility of a project there. During August 1904, while on a brief leave of absence from his Reclamation Service duties, Lippincott took a party of friends, including his young daughter, on a camping trip through Owens Valley.

This trip through Owens Valley has received an unwarranted degree of notoriety in the annals of the Los Angeles-Owens Valley Aqueduct controversy. Devotees of the "conspiracy" theory point to it as the trip where Lippincott and Eaton, who was a member of the party, plotted to defraud the Owens Valley settlers out of their water rights. Whatever may have been in Eaton's mind at the time of the trip, Lippincott later insisted that no such intentions were expressed. Lippincott presented his views at length in a letter to his artist friend Fernand Lungren, who had also gone on the outing. This letter, the original of which is in the Huntington Library, is reproduced in the Fall 1972 issue of *Southern California Quarterly*.

Lippincott's involvement in a wide range of engineering projects spread his time pretty thinly, to the point that Newell finally asked him not to take on any more outside work, and to complete the commitments already made by his firm as soon as was feasible. Newell did not, however, request him to terminate such agreements



FRED EATON

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immediately. Several engineers in federal service had expressed resentment over Lippincott's outside work, noting that they could considerably increase their own incomes if they did the same thing. Lippincott's position was that he was already an engineer of some prominence and that by working only for the federal government he would be sacrificing himself financially.

In March 1905, Lippincott accepted a contract from the city of Los Angeles to explore possible areas for new water sources. This was only the most recent in a series of such consultation agreements, but by this time Lippincott knew of the city's interest in the Owens Valley, and in taking the contract he violated Newell's stricture against further outside work. Lippincott later admitted to Newell that taking the contract was a major error on his part.

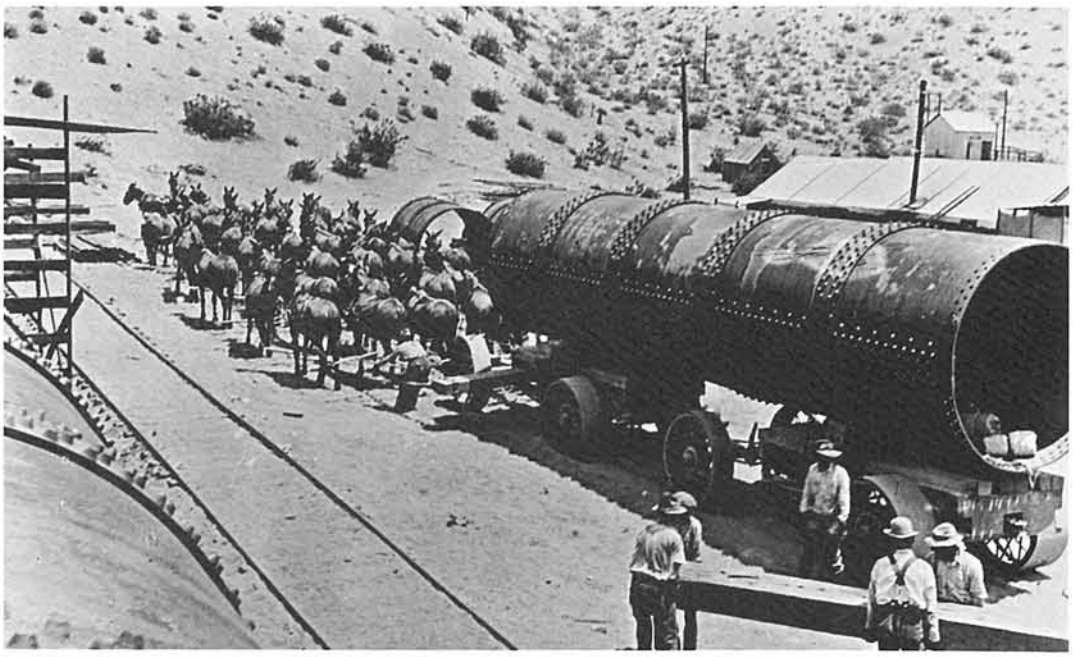
The error was compounded by the actions of his friend Fred Eaton. Short of personnel in early 1905, Lippincott asked Eaton to do him a favor in connection with some rights of way applications in the Owens Valley. Eaton, already the owner of considerable acreage in the valley and holding options on still more land, used Lippincott's letter to give the impression that he, too, was a Reclamation Service official, and he obtained important options on water rights through this procedure. Owens Valley residents had seen Eaton and Lippincott together, and Eaton did not bother pointing out to them what his exact relationship to the Reclamation Service really was.

While Mulholland and Eaton supervised the quiet acquisition of options on Owens River water, Lippincott recommended that the Reclamation Service not pursue a project in the Owens Valley. His argument was that the available funds could better be spent on more feasible projets. His decision must be weighed in the light of the progressive philosophy of the period, summarized in the much-used phrase, "the greatest good for the greatest number." In Lippincott's mind, there was no question but that federal money could be more wisely used on other projects, such as Laguna Dam near Yuma. As for the Owens Valley, the valuation on the use of the water clearly favored the proposal by Los Angeles to obtain its water from the Owens River. At the time it was believed that there was enough water for both city and valley.

J. B. LIPPINCOTT

When the Los Angeles *Times* broke the news of the city's plan to use Owens River water, the people of Owens Valley felt Lippincott had betrayed them. W. A. Chalfant, editor of the Inyo *Register*, branded him "Judas B. Lippincott." The engineer steadfastly maintained that the survey work done by the Reclamation Service had been preliminary in nature, that his reports were matters of public record, and that many of the details concerning his activities had been misrepresented even by Los Angeles newspapers friendly to the Aqueduct project. All to no avail. Throughout the rest of his career, no matter how distinguished his accomplishments, the shadow of the Owens Valley controversy followed him.

Lippincott remained with the Reclamation Service for another year, enduring the criticism of Arthur Powell Davis, who felt that Lippincott's activities were too extensive and his involvement in the Aqueduct controversy embarrassing to the Reclamation Service. An investigation into his actions was conducted, but nothing improper was found. Other than questioning his judgement in accepting outside work, which Lippincott himself admitted was a vulnerable point in light of what had happened, the investigation cleared him of any malfeasance in office.



A forty mule team brings up a large section of pipe for the Los Angeles Aqueduct.
— *Los Angeles Department of Water and Power*

Lippincott felt badly enough about the whole affair to offer his resignation, if called to do so. He finally resigned from government service in June 1906, only to commit an error in public relations so great it can only be explained by his firm inner belief that he had done nothing wrong in his Owens Valley work: he accepted the position of assistant chief engineer on the Aqueduct project, second only to Mulholland. This action was viewed by the Owens Valley people as a blatant display of arrogance, and it only confirmed their suspicions that he had been in the pay of Los Angeles all along.

The construction of the Los Angeles Aqueduct achieved significant rank in a period of great engineering accomplishments. Any shortcomings in the design surfaced only years later, when it became obvious that inadequate provision had been made for storage of water in the Owens Valley itself.

In 1913, the Aqueduct completed, Lippincott severed his last link with regular government service. Thereafter his only involvement with public works projects was as a special consultant. He expanded his offices and specialized in preparing reports for cities, irrigation district, and development companies throughout the West planning the construction of sewage systems, dams and reservoirs, and waterworks projects. The Mackay Dam in Idaho; the Lindsay-Strathmore Irrigation District in Los Angeles and Orange counties; waterworks projects in Santa Barbara, El Paso, Denver, and elsewhere commanded the services of his engineering firm.

Water resource development was not Lippincott's only concern. He served the Automobile Club of Southern California as a special consultant and among other projects outlined the route for what eventually became the Angeles Crest Highway in the San Gabriel Mountains. Lippincott served two terms on the Los Angeles Parks Commission, and it is apparent from the commission minutes that he participated actively in raising the standards for park employees and promoted the development of public parks in Los Angeles. He also served several terms on the Civil Service Commission. In the 1930s Lippincott was appointed a member of the International Boundary Commission to tackle the recurrent problems posed by the shifting banks of the Rio Grande. A full list of his activities and services would run to many pages.

Many of the development projects, of course, were colored by controversies brought on by factionalism. Groups whose position met with unfavorable engineering reports fought against those who had won out. The engineer frequently found him-

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On November 5, 1913, 30,000 people gathered just northwest of San Fernando, to watch the first mountain waters from the High Sierra plunge down the open adueduct. — *Donald Duke Collection*

self in the middle. Lippincott ignored the political squabbling. His reports and recommendations were based on his experience and qualifications.

The engineering profession recognized Lippincott's contributions. The American Society of Civil Engineers awarded him its James R. Croes medal in 1914 for his research and publication on the uses of tufa cement in aqueduct construction. In 1936 the society elevated him to the status of Honorary Member, a rank awarded only sparingly.

Yet his professional accomplishments failed to balance the lingering memory of the Owens Valley controversy. In the late 1920s the famous "dynamite war" erupted as a result of Los Angeles's attempts to buy as much land in the valley as possible. This created new feelings of bitterness that have never faded in the Owens Valley, an area where today the city of Los Angeles is still the largest single landholder.

Two books written in the early 1930s, Chalfant's second edition of *The Story of Inyo* and newspaperman Morrow Mayo's *Los Angeles,* depicted Lippincott as an unscrupulous and dishonest public official. Works partial to Los Angeles which were published around the same time failed to defend Lippincott. Remi Nadeau's *The Water Seekers,* the standard work on the controversy, does not provide an in-depth examination of the role played by Lippincott. Over the years professional historians, attempting to place the sprawling history of California in perspective, have tended to rely on and recommend the few published sources dealing with the controversy, despite the biases and shortcomings to be found in these works. Authors dealing more specifically with studies on water resource development and urban growth have also failed to investigate the problem by using little-worked primary sources instead of the usual secondary studies.

And so no reservoir, street sign, park, or school is named for Joseph Barlow Lippincott. His contributions have been forgotten, and those who worked with him or against him have long since passed away. What would Lippincott think of the city he helped transform from middle-sized town to megalopolis? One wonders. A year after his death in 1942 smog appeared on the Los Angeles horizon. The streetcars familiar to Lippincott are gone, and nothing has taken their place save thousands of automobiles on over-crowded freeways. Ironically, the quality of the drinking water has become arguable.

Lippincott and his contemporaries sought, in the progressive parlance of the time, to provide "the greatest good for the greatest number." The legacy we have gives us half the equation; we have only the number, with the good lost somewhere in the recent past. Whether Los Angeles can provide the greatest good for its number will be a task for the next generation of civic leaders to accomplish.

In Remembrance

HOLLING CLANCY HOLLING
1900 - 1973

On September 7, 1973, at 8:30 a.m., Holling C. Holling, nationally renowned artist, author, and beloved Westerner, passed away.

In the earlier years of the Los Angeles Corral, Holling was exceptionally active. His warm and witty presence was a part of the Wednesday gatherings, and his great gift as artist and historian added beauty and stature to the Corral's Brand Books and publications. When crippling illness finally struck him down, and he was no longer able to share the meetings, he stepped aside to the status of Corresponding Member in order to make room for members more actively able to contribute with their presence. But none of the old-timers of the Los Angeles Corral will ever forget Clancy, nor the part he played in Westerner history.

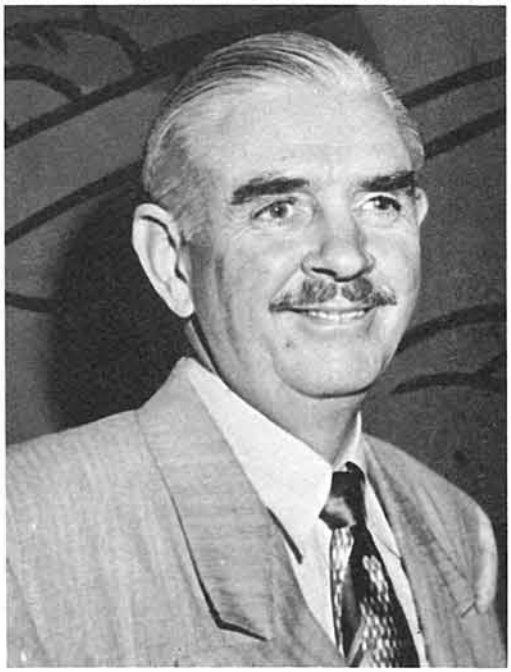
Though Holling C. Holling was originally trained as an engineer, his encyclopedic knowledge of animal habitats, physiology, and anthropology, was gained through world travel as a scientist-artist for the Field Museum of Natural History (now the Chicago Museum of Natural History). Out of a vast and richly varied lifetime of experience came a series of books, created for juvenile audiences, which won him enduring and worldwide fame. The Holling books, translated into a dozen languages (with even Javanese editions on Batik paper), were exacting projects, requiring months and years of field research to assure their accuracy, and an equally long time to write and illustrate. In the immense task of their preparation and production, his wife Lucille, a museum naturalist whom he had met at the Chicago institution, and promptly married, was a lifetime co-worker in producing the Holling classics.

Holling's adventurous and magnificently illustrated *Paddle to the Sea* so intrigued the National Film Board of Canada that they transformed the book into a motion picture documentary. Many other books followed, which became classics in their field, and were used by educators the world around as supplemental studies for young people, including his unforgettable *Tree in the Trail.* His vast audience of young people, who literally devoured his books, became an immense and profitable enterprise for his publishers, the Houghton Mifflin Company.

The book *Pagoo* took three years of traveling and research by Clancy and Lucille just to glean the background facts from helpful marine biology stations along the Pacific Coast. Complete mastery of taxidermy, and research projects in zoology and anthropology, provided the expertese for the intricate sketches of flora and fauna found in other Holling books.

Clancy's engineering background made the drawings and marginal addenda of his river books, such as *Minn of the Mississippi,* a scientific adventure for tens of thousands of young readers. Holling's books were as basically accurate as they were colorful and exciting.

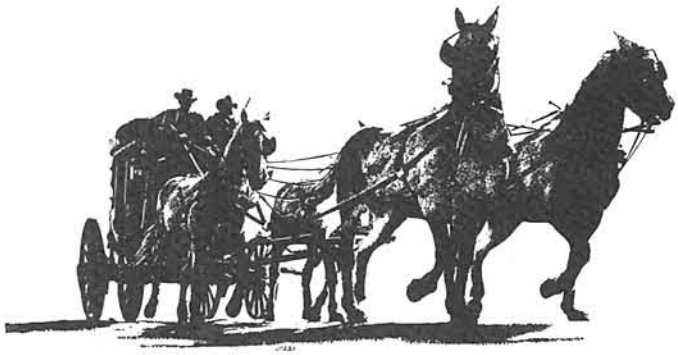
To know Holling C. Holling was to know a man of tremendous knowledge, a willing and helpful human, and a raconteur of wry and delightful humor. Like a number of other Westerners, Clancy was a loyal knight of E Clampus Vitus — an organization on which, like the Westerners, he left an imperishable mark. In 1941, when the late Dr. Carl Wheat handed



Holling the Latin quotation "Per Caritate Viduaribus Orphanibusque Sed Prime Viduaribus," and asked him to design a letterhead symbol for Platrix Chapter ECV, to include the said quote, Holling presented the chapter, at its next meeting, with the now famous design of the Braying Jackass". Not only was it adopted as the official symbol of Platrix Chapter, but later became the official emblem of every chapter of that weird and incredible organization.

In any capacity he chose to serve, Holling C. Holling was unique and unequalled. As so many Westerners will attest, to know Clancy was to love him. In the Los Angeles Corral, one more of its giants has fallen. There will never be another like him.

— Sid Platford and Paul Bailey



WESTERN STAGE DRIVERS

Old newspapers are a wonderful source for descriptions of some of the exciting parts of frontier history that nobody can know first hand today. Reading microfilm of the old *River Press,* which served Fort Benton, Montana Territory, starting in 1875 when Benton was the head of navigation for the steamboats plying the Missouri River, there was a reprint from the *Milwaukee Sentinel* — well worth repeating again — that describes the skill of the old stage coach drivers in the West.

"The skill of the drivers in the downward drives is something wonderful. The roads are a continuous succession of the letter S, winding in and out about the heads of gulches, in many places the turn being so sharp as to let the three teams of horses form the three sides of it. They are also rough and rutty at this season of the year, and at the rapid motion the roughest places must be avoided.

"The driver, on his high seat, with six lines and the long whip in hand, and one foot on the brake with the other as a brace on the footboard, appears to have perfect control of the whole turnout as if it was a puppet. He will throw those four horses from one side of the road to the other to straddle a rut or avoid a stone as if they were an animal. Sometimes the hub will scrape the bank on the upper side, and the next instant the wheels will be on the very verge of the down side. When approaching a sharp corner and one's impulse is to slow down, crack will go his whip, and we dash around it like a gush of wind. The reins seem to be nerves, or living tissues, conveying the driver's thoughts, and their pulses beat and their hearts throb in unison.

"An accident seldom happens with those drivers, for extreme caution, coupled with absolute control of their team and vehicle and perfect knowledge of the laws of he stage motion, governs all their acts.

"They are compelled to make rapid progress down hill to compensate for the slower motion up, and they have learned by experience all its safeguards, and practice them. One driver will make this drive of seventy-five miles into the mountains one day and back again the next, every day of his life until he knows every turn and rut and stone on the line, and his sinews are as strong as the lash of his whip."

— Ralph Miracle.

Do Navajo Indians Still Need Trading Posts?

By GEORGE A. BOYCE

Do Navajo Indians still need trading posts? Or, like the corner grocery store, is the trading post due for replacement by some other system?

This is a burning issue on which the Bureau of Indian Affairs of the U.S. Department of the Interior has recently been holding hearings on the Navajo reservation. The tribe itself has requested such hearings.

This is an old problem. As Director of Navajo and Hopi Schools from 1941 to 1949, and as co-author of the first comprehensive governmental program of socio-economic rehabilitation of the Navajo and Hopi tribes, this "old-timer" has long been familiar with traders over the entire Navajo country. Earlier extensive research was conducted and reported by Dr. B. Youngblood of the Dept. of Agriculture in the 1930's.

Trading post prices then were very high in comparison with town prices. They still are. The Navajo Indians live in what is in many ways the most expensive part of the United States. However, studies have shown trader markups not to be excessive on the whole. Nor have net profits been excessive in spite of high retail prices. Traders don't have large incomes. It is highly unlikely that a merchant doing only $30,000-$50,000 gross business annually can become rich from his store. What is wrong, then?

In the recent hearings, some Navajo Indian customers registered bitter complaints. They asserted that traders "lost" valuable silver and turquoise jewelry within a few weeks after being left as collateral on indebtedness. In such cases, the Indian customers tend to suspect skulduggery. Navajo pawn is supposed to be held by the trader for a year at least, without interest, before being put up for public sale. During the year, it can be redeemed at any time.

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Then the Navajo owner goes to get his jewelry out of pawn so it can be worn and shown off! His jewelry is his bankbook. This is an old custom developed from the fact that the Navajo country has been a one-crop economy that produced only sheep. There is virtually no agriculture of any commercial sort. Hence, income formerly came only with wool in the spring and lambs in the fall. This requires long-term periods of credit. And prices for wool are today at a low ebb due to competition from artificial fibres.

Some complaints by Navajos relate to overcharging by traders in keeping accounts. When $2 coffee charged on the trader's books appears as a $5 purchase, intentional dishonesty is suspected. Some of the accused traders have apologized and corrected such errors.

Other complaints are that traders who operate small post offices refuse to turn over a government check for welfare unless the Navajo recipient gives the entire check to the trader as payment on indebtedness. Threats by traders to cut off credit are made, it is complained, if a Navajo wants to go to town to spend money or take his trade to a competitor on the reservation. Now, with paved roads, for Navajos to "shop around" doesn't make traders happy, Navajos say. This creates resentments.

There has even been some talk of the tribe running all white traders off the reservation and replacing the trading system with Navajo operators only. That there is always a percentage of dishonest individuals who take advantage is deplorable but to be expected. This is not to indict all traders or any other group en toto.

On the other side of the counter, individual Navajos have been known not to be above trickery in dealing with traders. Putting rocks into sacks of pinon nuts for sale to a trader, spreading wet sand onto raw wool to increase its weight, snitching sacks of tobacco or sugar and the like are old tricks played upon traders.

Trading posts in the Navajo country are less than a century old. The only trading post on record as early as 1876 was the one run by Thomas Keam at Ft. Defiance in Arizona. Today there are several hundred, most of them established since 1900.

The early-day traders brought flour, coffee, axes and wagons to the Navajo people, greatly changing the "good life" for the Indians. With no towns on the reservation, covering an area several times the size of the state of New Jersey, trading posts are still isolated and far apart from each other. Only men whose families have the instinct of pioneers would endure such a lonely life.

A typical trading post today has a gasoline pump out front. Inside, the store is usually divided into two parts. One part is the general store, carrying the kinds of goods the Navajos and occasional tourists buy. These are canned goods, hats, shirts, trousers, candy, soft drinks, flour, sugar, yard goods, potted meats, bread and crackers, water bags, axes. Nowadays there is self-service in many posts, though this hasn't resulted in substantial "savings" for the manager. He is often the only clerk on duty anyway!

The second part of a trading post usually has Navajo rugs, silver and turquoise jewelry for sale to cash customers. Pawned jewelry may be on display. Outbuildings contain wool, sheep pelts and similar products, together with other warehouse items. The trader and his family live in adjoining quarters to the rear, upstairs, or detached from the store.

If coffee sells for around $1 in the nearest town, it is likely that the price charged at a reservation trading post may be as much as $2 a pound. Ask why and you'll be told that, in spite of improved roads over older days, the wholesaler from whom the trader gets his supplies is still a hundred miles away. Maybe farther. Transportation cost is high. In addition, to give credit to Navajo customers costs the trader interest charged by his banker or wholesaler.

Often, Navajo pinon nuts, wool or other Navajo products for off-reservation sale by the trader to a wholesaler are sold at cost or for very low markup. In this case, "profit" has to come out of high markup for undertaken ways of raising income from reservation products and of job-creation for more income, realistic education on better consumption and better buying, together with ingenuity devoted to greater efficiency in the trading system have long been needed.

Corral Chips . . .

A handsome addition to the maritime history of the West Coast, *A Naval Campaign in the Californias—1846-1849: The Journal of Lieutenant Tunis Augustus Macdonough Craven, U.S.N. United States Sloop of War, Dale,* is edited by *John Kemble* for the Book Club of California.

Over Glendale way, *Art Clark* and *Paul Galleher* of the Arthur H. Clark Company publish two works by corresponding members: *Richard Upton's Fort Custer on the Big Horn, 1877-1898,* narrates the history of this frontier outpost by drawing upon journals, diaries, and newspaper accounts, and by utilizing some seventy-four illustrations. Closer to the home scene, *Charles Outland* chronicles the era of *Stagecoaching on El Camino Real,* a history of transportation along the coast of California between 1861 and 1901.

Just off the press of C.M. *Grant Dahlstrom* is C.M. *Ardis Walker's Haiku and Camera,* a series of haiku poems accompanying fifteen photographic studies by Robert Luthey. Limited Editions, Inc. is also putting out a new bicentennial edition of Ardis' long-out-of-print biography of *Padre Francisco Garces.*

Associate Member *Thomas F. Andrews,* newly installed as an Associate Professor of History at Azusa Pacific College, has an article on "Lansford W. Hastings and the Promotion of the Salt Lake Desert Cutoff" appearing in the *Western Historical Quarterly.* Another periodical, *Nevada Highways and Parks,* has printed two contributions this past year by C.M. *Bob Robertson,* "The Stetson Story" and "Buckaroo Spurs."

Turn the Rascals Out! . . . The Life and Times of Orange County's Fighting Editor Dan M. Baker is the subject of a new book by C.M. *Jim Sleeper.* The volume presents the founding story of Orange County and should be an invaluable reference work.

Finally, two more books by Westerners arrive on the scene: C.M. *Russ Leadabrand's* juvenile called *Between the 16th and 17th Floors,* and C.M. *Richard Curtiss'* informative study of *Thomas E. Williams and the Fine Arts Press,* printed by C.M. *Dick Hoffman* and distributed by *Glen Dawson.*

Roundup Foreman *Don Duke* makes his television debut on ABC-TV News when he is interviewed on the history of rapid transit.

Consorting with the Sphinx and assorted mummies are *Carl Dentzel* and C.M. *Bruce Bryan,* who are on an archaeological jaunt in Egypt.

Continuing his bibulous inclinations, *Tony Lehman* is appointed to the advisory board of the college chapter of the nationwide *Les Amis du Vin* (the Friends of Wine!).

Earl Adams addresses a special group of California Historical Society members at the Santa Barbara Museum of Art when they tour the Southern California showing of "The West Remembered," the fine selection of Western art from Earl's personal collection.

At the United States International Shooting Championship Meet at Black Canyon, Arizona, C.M. *David Kimes* assures himself of a trip to Mexico City by emerging as the aggregate winner and new U.S. Army Rifle Champion (service rifle) with a 565 score, only one point short of the world record.

Speaking on "Profiles of the Pilgrims," Associate Member *Dwight Cushman* addresses a meeting of the Southern California Genealogical Society.

The keepsake booklet of the Death Valley 49ers honors *Horace Albright* this year. And serving the 49ers in various capacities at their annual encampment are *Hugh Tolford, Don Torguson,* C.M. *Ron Miller,* and C.M. *Ardis Walker.*

The Santa Barbara Corral of The Westerners became a reality with a November roundup dinner at the University Club. Heading its Trail Bosses is Dr. Richard Oglesby, chairman of the History Department at the University of California at Santa Barbara; Associate Member *Byron (Bud) Bailey,* recently retired from his dental practice, is Deputy Sheriff; and C.M. *Ralph Miracle,* former Montana cattleman, is Recorder of Marks and Brands. Los Angeles Corral members will be welcome visitors any time they stray up the coast on the first Monday of every month.

With new Associate Member *John Caughey* serving as president, the Western History Association has its annual meeting in Fort Worth this time, and a host of Los Angeles Corral members are in attendance: *Doyce Nunis, Ray Billington, Art Clark,*

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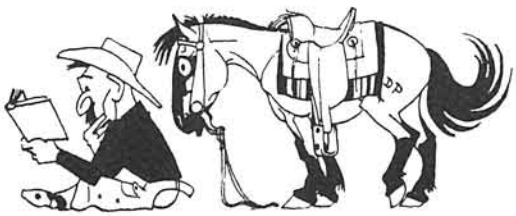
August Schatra, Everett Hager, Richard Mohr; Associate Members *"Dutch" Holland* and *Byron Bailey;* and, among the Corresponding Members we could pick out, *LeRoy Hafen, Anna Marie Hager, Abraham Hoffman,* and *Jeff Dykes.*

At the same Western History confab, Sheriff *Doyce Nunis* reads a paper prepared by C.M. *Michael Harrison,* who was unable to present the material in person.

Another Westerner to receive honors is C.M. *Al Shumate,* who is presented with the Special Award of Recognition by the Conference of California Historical Societies for his distinguished contributions to the Conference and to California history in general.

Mariposa member *Bill Kimes* and his wife Maymie spend a month in Alaska tracing John Muir's *Travels in Alaska.* While in Whitehorse, Yukon Territory, they run across a court action against a certain "Arizona Charlie" Meadows for not paying for literary work contracted. Yes, "Arizona Charlie" *is* related to our own Past Sheriff, *Don Meadows.*

Lastly, the Corral regrets the passing of C.M. *Ed Lambert,* always a friend and supporter of our work. *Vaya con Dios.*



DOWN THE WESTERN BOOK TRAIL . . .

TALES OF THE MOJAVE ROAD, A TRILOGY, by Dennis G. Casebier. Self-Published, Norco, California. No. 1—Carleton's Pah-ute Campaign, 64 pp., pocket maps, June 1972. $3.50. No. 2—The Battle at Camp Cady, 39 pp., September 1972. $2.50. No. 3—Camp Rock Springs, California, 144 pp., January 1973. $6.00.

All are well illustrated with photographs, sketches and maps. Each wrapper binding is decorated with a letter or report pertinent to that book's material. Every volume has been provided with meticulous annotations and index. E. I. Edwards, the dean of California desert history, rendered an editorial assist throughout and adds a laudatory foreword to the final book.

Dennis G. Casebier has shown a great enthusiasm in following through for a number of years with his archival and on the spot research into many of the events relating to the old Mojave military road during the 1860s. In producing this commentary on his three books, I soon found most of his material has never been published for public exposure, but all these years has been hidden away in the files of the United States Army and local newspapers.

The huge desert area of that vast San Bernardino County has always been sparsely settled; consequently, and especially as long as a century ago, events often passed with scant notice. Mr. Casebier has delineated a decade of obscure Southern California military history in a thorough, workmanlike manner. His three publications could have only one possible drawback, a limited reader audience, but every Western military buff, desert heritage fan, and San Bernardino County history student needs these items to fill out his library.

I hesitate to use the word definitive as it is as fragile as the word ephemera. When a friend spends a great deal of money to purchase an old letter or other object of passing interest, and says, "see the ephemera I just bought," my thoughts always turn to the fact that his very possession of this musty item disqualifies it as ephemera. So it is with praising someone's work as being definitive. Anyway, Dennis G. Casebier's three little books come close and they have certainly filled a void.

—HENRY WELCOME.

THE COWBOYS, by William H. Forbis. Time-Life Books, New York, 1973. $7.95

The "American Cowboy," illigitimate son of the Eastern mind impregnated by the ink of the pens of Ned Buntline's disciples, never existed in the cowman's West before the twentieth century. *Cowboy* was not a cowman's term for a range rider or cowherd on horseback during his times in the

rawhide, barbwire and early baling-wire periods of the Western beef-cattle industry. Only a few Texan trail hands adopted the name for its connotation of big, tough, gun-toting killer of dam' Yankees. Those Southerners gave the East the cowboy image which it cherishes yet today.

The East's infatuation with that image is again depicted in *The Cowboys* by William H. Forbis and the editorial staff of Time-Life Books in New York. From the book's cover, with Easterner Remington's painting of *The Cowboy,* to its last entry in the bibliography, the East's point of view concerning what it calls "the old West" is clearly illustrated.

Author Forbis patently has little interest in the cowmen of the young West and less knowledge of the cowpunchers who preceded the cowboys of modern, haywire times in his section of the range. Only a journalist or other product of the twentieth-century West would have placed the cowpunchers of Charles Marion Russell, Laton A. Huffman and Charles J. Belden, the cowhands of Erwin E. Smith, and the vaqueros of Dane Coolidge alongside of the cowboys of Frederic Remington and scores of photographers whose subjects furnished the material for production of the East's fetish. Coolidge was no Westerner but he readily perceived the differences between Texas-style cowhands and vaqueros of the far Southwest. In his early writings he identified one tenderfoot with an urge to become a "cowboy." That would-be cowboy is captioned as "cowpuncher" in *The Cowboys* (page 112). Arizona, where Coolidge did his cow-range photography, was not cowpuncher country in pre-Hollywood times. It, with California, was the *querencia* of the vaquero.

No student of Charlie Russell's work nor any competent cow-range historian would suppose that the cowpuncher (page 8) "starts to jump from the saddle" when he has roped and is choking down the black mustang in order to get hobbles or a sideline onto him. Russell plainly showed that the puncher was counterbalancing the pull on the rope by leaning far over in the saddle and hooking his heel on the cantle. The author of the caption, probably unaware of rider's fancies, did not mention that the cantle was covered with a rattlesnake's skin, an ornament liked by some of those riders.

Besides giving cowhands, cowpunchers, vaqueros and buckeroos the erroneous title of cowboys, author Forbis and his editorial collaborators have filled their book with other errors and irrevelancies. Errors are contained in drawings by Nicholas Fasciano, dating of types of stock saddles, captions for pictures of bridle bits, and in interpretations of several non-cowboy illustrations. Errors of omission include inadequate descriptions of Western ranges, their climates, terrain, plants and animals and their relationship to the livestock industry. Since the book is about cowboys instead of cowmen, perhaps this is more of a consistency than an omission.

Description of earmarks, in use in the West for centuries, is limited to citation of *The Manual of Brands and Marks* by Manfred R. Wolfenstine and edited by Ramon F. Adams. Like other work bearing Adams' byline, that "manual" is a hodgepodge which deserves no better place than among other Adams cowboy books. Some of the brands shown in *The Cowboys* appear to be copies of ridiculous designs in the Wolfenstine and Adams so-called manual.

One page of *The Cowboys,* which defines branding as "heraldry" and "calligraphy," repeats the tiresome statement that brands were read in "correct order" of their parts: from left to right, from top to bottom, and from outside to inside. Some present-day State brand books of rules instruct that brands be so read but early-day stockmen named and read brands according to their own notions and drew pictures when names or word descriptions were not enough.

Outstanding irrevelancies, aside from some of the photographs and Russell's paintings, are to be found in the bibliography. Works of such authors as Abbott, Cleland, Dale, Dobie, Osgood, Snyder and other true authorities on the times of cowmen, are not relevant to the story of the cowboys of the Buntline disciples: Frederic Remington, Emerson Hough, Zane Grey, Philip Rollins, Will James, Ramon Adams, Hollywood scenarists, T-V playwrights and William Forbis. It is unfortunate that the content of *The Cowboys* does

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not match the format of the volume, a neat example of the bookmaker's art.

— W. I. "Bob" Robertson

Ina Coolbrith: Librarian and Laureate of California, by Josephine DeWitt Rhodehamel and Raymund Francis Wood. Brigham Young University Press, 531 pp., 1973. $11.95

Had she lived a few years longer, Ina Coolbrith (1841-1928) might well have been an honorary or corresponding member of one or more Westerner corrals. Those who remember her or know of her think of her as an "old maid" librarian and poet (Poet Laureate of California); students of literature may recall her as a friend and colleague of Bret Harte, Joaquin Miller, and Jack London. Since her death there have come to light details of her early life which she kept hidden in her productive years, details which put her squarely in some of the fields of interest to the Westerners.

She was willing to tell how, at the age of ten, she had crossed the Sierra Nevada on the same pony with Jim Beckwourth, the first white child to enter California through the pass he had just discovered. This involved the admission that she had crossed the plains from St. Louis, but she did not tell her real starting point — or her real name. She was born Josephine Donna Smith in Nauvoo, daughter of Don Carlos Smith, younger brother of the Mormon prophet. Her father died a natural death soon after her birth, but she was old enough to comprehend the murder of her uncles Joseph and Hyrum in 1844 and the harrassment of the Saints.

When her mother remarried in 1846, the family moved to St. Louis, and for five years the girl grew in this bustling city. As already stated, the family came to California in 1851; the crossing of the plains was on the whole uneventful, though there was a terrifying experience of getting lost in the Nevada desert. After periods in the Sierra, Marysville, and (briefly) San Francisco, the family moved in 1855 to the brawling Queen of the Cow Counties, Los Angeles. This was not, perhaps, the best surroundings for a teenage girl, but she seems to have been shielded from the livelier aspects of Los Angeles life; she went to school, associated with the better elements of society, and published her first poem in the *Star* in 1856.

Just after her seventeenth birthday in 1858, Josephine D. Smith married a man who was both an actor in minstrel shows and owner of an iron works in Los Angeles. This marriage brought some of the more sordid aspects of life into her experience, for the husband turned out to be pathologically jealous, and often threatened his wife and mother-in-law with violence. This treatment led to a gun duel with a family friend in which the husband lost a hand. There was a divorce in 1861. Although the details are not clear, there was a child who died in infancy, compounding the young woman's distress.

In 1862 she moved to San Francisco, putting her past behind her. She combined her nickname, Ina, with her mother's maiden name, Coolbrith, and henceforth went under that name. For a dozen years she engaged in literary work with various periodicals, especially the *Overland Monthly*. In 1874 she became librarian for the city of Oakland, a position she held for nearly twenty years. Later she was librarian of the Mercantile Library in San Francisco, and spent her last years as a writer and lecturer, being made Poet Laureate of the state in 1919. She died in Berkeley in 1928.

C.M. Raymund Wood and Josephine D. Rhodehamel have collaborated in this biography of Ina Coolbrith, which is certainly definitive — indeed, it is encyclopaedic. It consists of 531 pages of 10-point type, with over 1,200 footnotes, extensive bibliographies, genealogical charts, and an exhaustive index. In the notes one can find such details as the date of birth of one of her favorite cats, and in the index there is a list of her street addresses from 1875 to 1928. All this is presented in purple ink, with purple dust jacket, binding, and endpapers. In reading one soon loses awareness of the color of the ink, but it is quite noticeable in the illustrations, and makes some of them rather muddy. In all these pages and words there are remarkably few typographical or factual errors; one of the latter is that El Molino Viejo does not belong to the California Historical Society (p. 56), but to the city of San Marino.

— Edwin H. Carpenter.