



SEPTEMBER 1984

LOS ANGELES CORRAL

NUMBER 156



California Pacific trolley car on Beacon Street in San Pedro.

## Public Transportation to San Pedro

*by Donald Duke*

From the early Spanish days, the principal seaport for Los Angeles had been the harbor at San Pedro. When Dana visited San Pedro Bay in 1835, he described it as the worst harbor along the coast. Nevertheless, it was the best harbor between San Diego and Santa Barbara, and Dana learned to his surprise that the desolate-looking place fur-

nished more hides than any port on the coast.

Oxcarts supplied the first mean of transportation between the harbor and Los Angeles. After the American conquest, large-horse drawn wagons began to appear on the road between Los Angeles and San Pedro. The first agitation for a railroad connection

*Continued on Page Three*

# The Branding Iron

THE WESTERNERS  
LOS ANGELES CORRAL

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THE BRANDING IRON solicits articles of 1,500 words or  
less, dealing with every phase of the Old West. Contribu-  
tions from members and friends welcomed.

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Los Angeles Corral



## THE MONTHLY ROUNDUP

### JUNE

This year the Corral held its annual Fandango at a place most appropriate for a "fandango" event — the Andres Pico Adobe in Mission Hills. Corral members, their wives and children, and guests enjoyed tours of the Adobe, headquarters of the San Fernando Valley Historical Society.

After a delicious catered dinner during which everyone made use of the Corral's newly purchased tableware — a vast improvement over the plastic knives and forks of previous fandangos — the Corral heard Elva Meline, curator of the Adobe, give a brief presentation on the building's history. This year the Pico Adobe celebrates its 150th anniversary. The evening's featured speaker, Dolores Heller of the Kern County Pioneer Museum, then presented a delightful and sometimes surprising and unexpected account of the history of clothing, particularly women's undergarments, over the past 200 years. To illustrate her presentation, Mrs. Heller displayed as varied an assortment of petticoats, bustles, BVDs, bandeaus, long johns, and drawers (open and closed varieties) as could be found in a shelf-ful of Frederick's of Hollywood catalogs. Her delightful presentation gave new meaning to the term "women's liberation" — not only from the restrictions of layers of clothing and posture-wrenching corsets, but from the burden of washing, boiling, and hanging out to dry the household linen, the bedsheets forming a barrier of decency to keep the family underwear from nosy neighbors.

Many Corral members contributed to the success of the event, and thanks were accorded them by those who attended. The number attend-

Continued on Page Ten

between the two places came in 1861, but it was 1867 before Phineas Banning was able to get the California state legislature to authorize the Los Angeles & San Pedro Rail Road.

Trains began to run on a regular schedule November 1, 1869, but the service was poor. The road had only one locomotive at the time, the little "San Gabriel," and it was all it could do to maintain two runs between Los Angeles and San Pedro each day. Service did improve with the purchase of two additional locomotives, but by the time the Los Angeles & San Pedro Rail Road was given to the Southern Pacific in 1872 as an inducement to build to Los Angeles, the line was in dire need of repair and rebuilding.

The Southern Pacific used the former LA&SP as a trunk line to bring in construction materials from San Francisco by sea in order to connect its tracks to a rail line building south down the San Joaquin Valley and to extend a line south toward Yuma. San Pedro all at once had the best public transport south of the Tehachapi Range. Once the Southern Pacific completed its construction north and south, the line to the harbor became the road's San Pedro Branch and passenger service was to erode year by year.

Carl F. Rosecrans, the owner of the Rosecrans Rancho, became interested in the late 1880's in connecting his estate with downtown Los Angeles and as a means of easier shipment of produce to the harbor region. He was unable to influence the Southern Pacific to extend a branch line to his property or to obtain an extension of the Los Angeles & Redondo Railroad which had built a narrow-gauge (3'6" between the rails) steam railroad connecting Los Angeles with Redondo Beach in 1890.

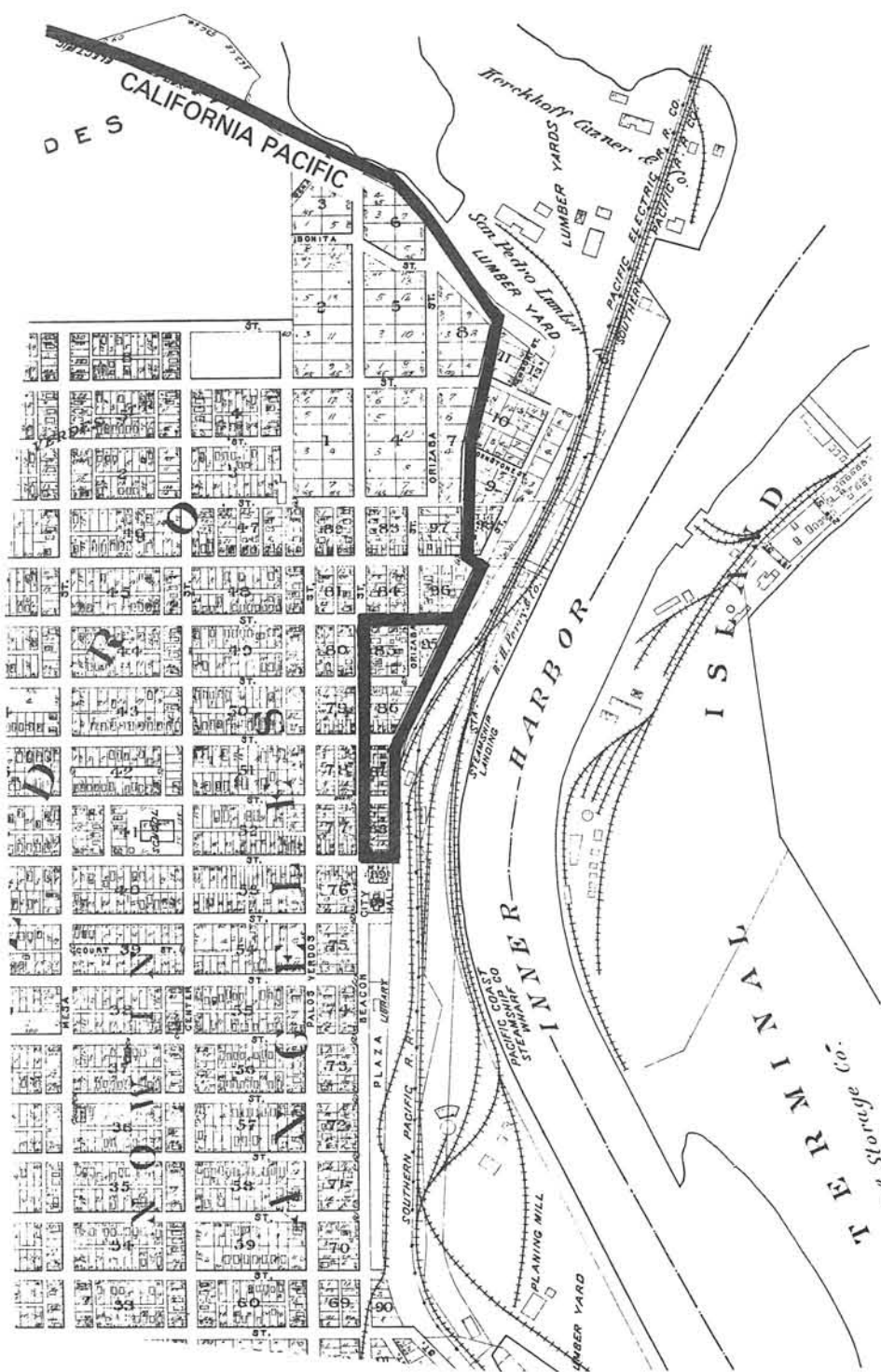
By 1891 San Pedro had officially been selected as the main harbor of Los Angeles over Port Los Angeles built by the Southern Pacific near Santa Monica. It took eight years of fighting in Congress before the selection was approved and work began on a deep-water port. The first load of rock which was to form the breakwater was dumped in 1899, and the tremendous arm protecting the anchorage from the sea was completed in 1912.

It was 1897 before Rosecrans obtained a railway for his section of Los Angeles County. In order to interest W. S. Hook and his associates in the construction of a line between Los Angeles and San Pedro, he had to guarantee the delivery of at least 75 percent of the private right-of-way which the builders required. In the summer of 1899, he commenced the work of procuring the land for the tracks and subsequently delivered about 90 percent of the total land, without voluntary purchase or condemnation proceedings to the Los Angeles Traction Company, the builders.

The California Pacific Railway Company was formed April 22, 1901, to build a narrow-gauge electric interurban railway between Los Angeles and San Pedro. On the 2nd of July, the same year, an agreement was made with the Los Angeles Traction Company to build the system by way of Gardena. Construction began from the terminus of the Los Angeles Traction Company's Vermont Line at 42nd Street and Vermont. Eleven miles of single track was completed by the end of 1901. Grading and tracklaying was delayed from time to time, and Rosecrans obtained, in some cases as many as four extensions of the time-limit contained in the right-of-way agreement. At this time Rosecrans was shipping over a million bushels of barley to Europe and the new rail line offered a good outlet to the harbor. The 24-mile interurban line was finally opened for traffic on January 5, 1903 and San Pedro had a direct electric trolley line to downtown Los Angeles.

The California Pacific trolleys entered San Pedro as follows: south on the old County Road to Ancon Street, south on Ancon to First, east on First to Front Street, then south on Front to Sixth, west on Sixth to Beacon Street, then north on Beacon to Second Street, and east on Second to Front. This route completed a loop in which the cars could return to Los Angeles.

Little is known at this time what type of service the California Pacific offered, and what schedule the cars made between Los Angeles and San Pedro. Information on the road's rolling stock and operating facilities were lost when W. S. Hook, the majority stockholder in the Los Angeles Traction



Route of the California Pacific Railway in San Pedro.

Company and the California Pacific, sold his interest to Senator William A. Clark of Montana on June 9, 1903. The world famous copper king was busily investing in Southern California real estate and holdings. The sale to Clark was hardly dry in the record books when he in turn sold the narrow-gauge trolley line on March 2, 1904 to Henry E. Huntington's Los Angeles Inter-Urban Railway, one of his many railroad enterprises.

The Pacific Electric Railway, to which we associate electric interurban service in Southern California, was incorporated by Huntington and his associates on November 14, 1901 to build and consolidate interurban electric railroad lines in Southern California. The line to Long Beach was the first PE project and the first interurban in Southern California to break away from the narrow-gauge (3'6") track width. The Long Beach Line opened on July 3, 1902 as a standard gauge railroad line laid out for high speed operation.

A direct high speed line to San Pedro was surveyed by Huntington upon the completion of the Long Beach Line. The new route would leave the Long Beach Line trackage at Dominguez, where a junction was established, and run south parallel to Alameda Street toward Wilmington. Tracks reached

Wilmington on November 24, 1904. In order to reach San Pedro by the most direct route, a mile long wooden trestle was built over the marsh lands of the West Basin en route to San Pedro. Interurban cars began operating out of the PE's depot at 5th and Harbor on July 5, 1905.

The new Long Beach and San Pedro lines provided 20 minute service during the rush hours and half hour service during the day between Los Angeles and the seaside terminals. The San Pedro Line route became an important freight line from its earliest times. Freight traffic to and from the harbor was of a general nature such as lumber, canned products, coke, sand, iron and steel products, and of course citrus. For many years the PE was the dominant carrier at the harbor. In the 1920's all the railroads pooled their tracks and facilities to form the Harbor Belt Line Railroad to operate the dock and wharf trackage.

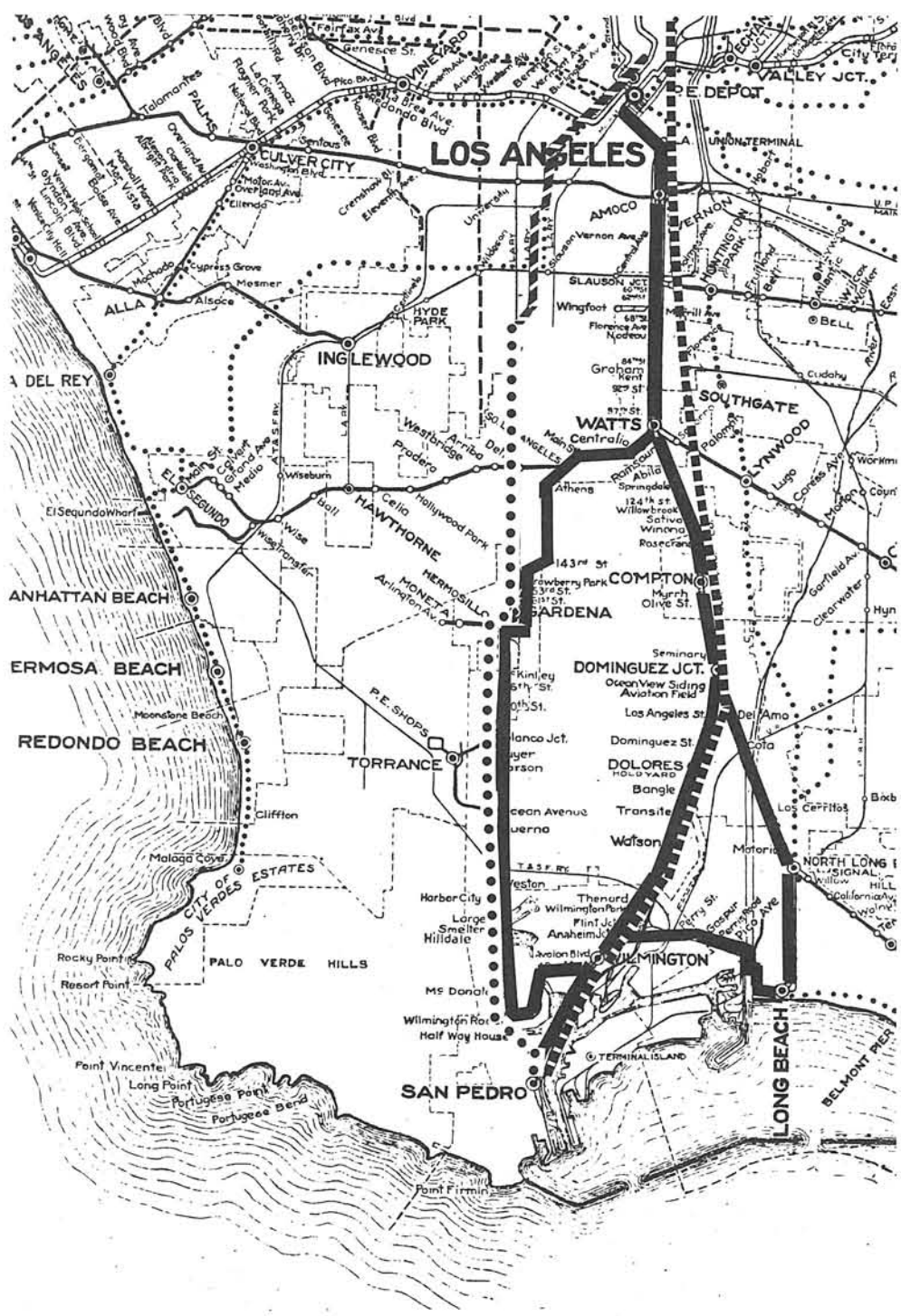
The Pacific Electric built a 0.36 mile line connecting San Pedro with Long Beach in 1910. The tracks operated by way of the long way around the West Basin in order to serve all the shipyards. The "Red Cars" served the various docks and with the completion of the line many marine service related industries built on the mainly empty land along the

Donald Duke Collection

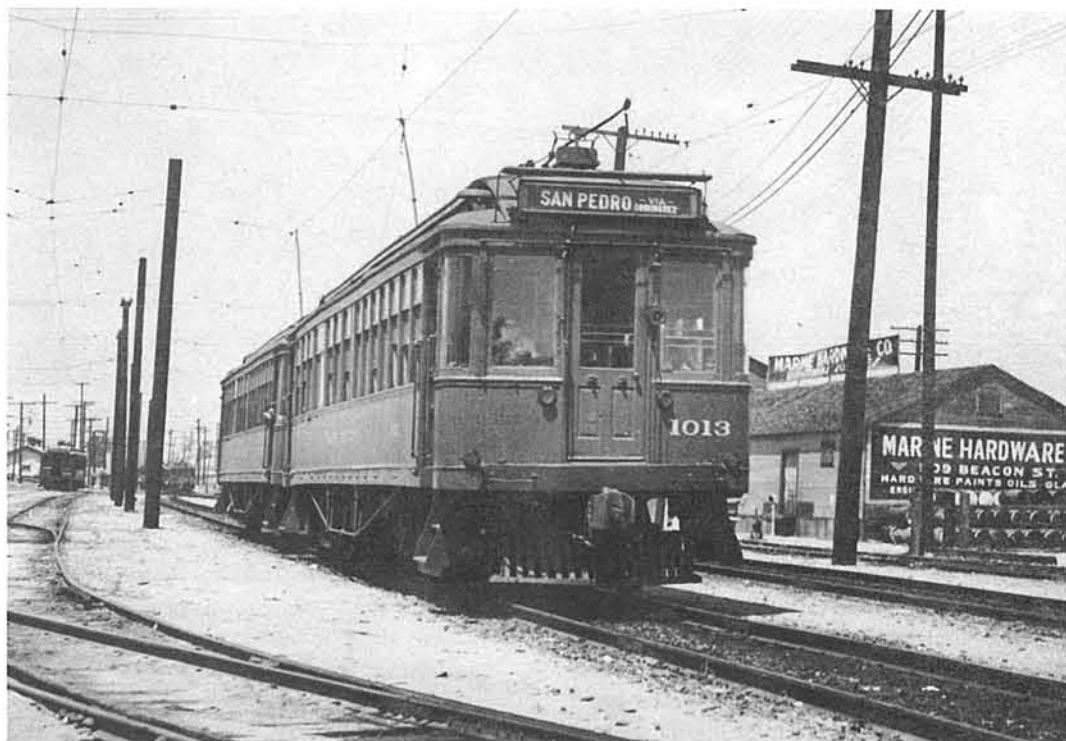


San Pedro bound car passing over the Bascule Bride





- ..... CALIFORNIA PACIFIC (NARROW GAUGE)
- ////// LOS ANGELES TRACTION
- ||||| LOS ANGELES & SAN PEDRO
- PACIFIC ELECTRIC



Pulling up to the San Pedro Depot

route. Service was good during business hours, but off-hour service was light on this line.

A short route to San Pedro was opened in 1911 with the building of the drawbridge across the entrance to the West Basin from the main harbor. The new lift bridge was 185 feet long and allowed all ships to enter the Basin when raised. The shortcut route cut nearly 20 minutes off the running time for electric cars to Los Angeles. The drawbridge route was closed during World War II as the Coast Guard feared sabotage and the destruction of the bridge when in the lowered position would take a week or more to clear. Service via the short route was resumed following the war.

The California Pacific or narrow-gauge route to San Pedro was purchased by Huntington in 1904 and immediately converted to standard gauge. The route downtown over city street left little to be desired as a high speed line. The line was rerouted with a connection made at Watts and run south and west to Gardena. A loop route which would

include downtown Torrance was built en route to San Pedro. The San Pedro via Torrance Line was a strong freight route, however, passenger service was limited to morning and evening service and then one train every hour. Pioneer residents will remember there was little but open country south of Gardena to San Pedro. Passenger service along this route was discontinued on January 15, 1940, due to lack of patronage—naturally. The route remains a heavy freight line to this day.

The PE offered several special services in connection with its lines to the harbor. A branch off the San Pedro Line at Anaheim Street provided service to the new Catalina steamer terminal. Built in 1920, the line offered good service in the summer months and saw service until abandonment of the San Pedro Line. Special boat trains to meet all transpacific steamers also operated to dockside prior to World War II.

The Terminal Island Line was a World War II venture which was built to carry shipyard workers to Calship. The tracks



1920's view of the Southern Pacific Railroad Depot and the uncompleted Pacific Electric Depot at the lower left.

were built by the United States Maritime Commission and the cars and service operated by the PE. The last car operated on the line September 16, 1945.

While the motto of the Pacific Electric on its insignia read "Speed-Comfort-Safety," its emblem should have included the word "service." Timetables show half hour service from the early morning commuter hour until late in the evening on most main lines, such as the San Pedro Line.

In 1909 Los Angeles annexed the towns of Wilmington and San Pedro by means of the famed "Shoestring Strip" which was a narrow neck of city owned land extending for miles over vacant farmland before touching the former boundaries of the seaside harbor towns. The PE built local lines within San Pedro to serve the growing harbor of Los Angeles.

The *Point Fermin Line* was built in 1905-6 from 6th and Palos Verdes via 6th and Pacific to a terminus at the Point Fermin Park. Fort McArthur, located on Pacific, provided the bulk of the patronage. The *La Rambla Line* was built west from 6th and Pacific up to Bandini and Santa Cruz. The *Crescent Avenue Line* was built in 1906 and constructed on Beacon Avenue and Palos Verdes to Crescent Avenue. The *14th Street Line* ran on the harbor front all the way to 14th Street, then west on 14th to Gaffey. The *Outer Harbor Line* was built in 1911 from 4th and Palos Verdes, via 4th, 6th, Pacific, 14th and San Pedro Street to the Outer Harbor.

The *Outer Harbor Line* was abandoned in 1924 and all the other routes came to an end

on October 1, 1934. Many of these local lines operated with cast off wood interurban cars, and as patronage declined little one-man trolleys called Birney Cars were used to the end. They bobbed along as they went down the street sort of like a rocking horse. Lack of patronage, increase in land taxes, and labor costs were the prime reason the short city routes were discontinued.

The Los Angeles-San Pedro Line via Dominguez was a busy passenger route during most of its lifetime. With the desire for an automobile in every garage, the good citizens of Southern California abandon their trips on the Pacific Electric. The independence of the automobile and good streets spelled the downfall of the Pacific Electric lines. Many of the interurban routes of the PE failed to provide operating expenses in the days prior to World War II. While many of the lines were built to develop real estate holdings of Henry E. Huntington, not enough people migrated to the outlying communities to support the railroad. Several of the former electric interurban routes were converted to motor bus operation prior to 1940.

World War II drew thousands to work in Southern California defense and aircraft plants. The influx of newcomers, coupled with the fact that gasoline was rationed, brought record patronage back to the remaining Pacific Electric line. In 1940 the PE carried 79 million passengers on its trains, by 1945 that number had increased to 180 million riders. The post war era saw a decline in the figures and as new cars became available the decline on all routes in Southern



California was steady. The passenger rolling stock while always in fine operating order, was growing old. The PE had not purchased a new high speed interurban car since 1924. Nearly half of the equipment were built of wood and considered unsafe. There were plans to include PE tracks in the center of freeways, and to upgrade crossings by means of grade separations, but the highway lobby won out and all the great dreams and proposals never came about.

Competition from the private automobile, increased labor costs due to higher wages won during World War II by all concerned, the need for split shift operating crews who worked in the morning and evening only, and increased real estate taxes created money losing operations. Every effort was made by the Pacific Electric to rid itself of the money losing passenger operations. Profits earned by the ever increasing freight traffic were used to keep the passenger service going and public regulatory agencies were slow to approve abandonment notices. Finally, the remaining PE passenger routes were sold to the Metropolitan Coach Lines on October 1, 1953. Metropolitan Coach Lines was an arm of National City Line, Inc., a holding company formed in the late 1930's for the purpose

of converting electric transit systems in the various states to General Motors bus operations. NCL bought up existing transit systems, scrapped the street cars and interurbans, bought buses, and then resold the operations so that its capital could be continually reinvested in buses, tires, and bus fuel. Over a 15 year period General Motors together with Standard Oil of California, Firestone Tire & Rubber, and other suppliers of bus-related products contributed millions to this holding company.

Under the axe of the Metropolitan Coach Lines operation on the Los Angeles-San Pedro line via Dominguez was abandoned December 7, 1958 with little fanfare. The original Pacific Electric line to Long Beach remained in operation until 1961. The old trolleys were hauled off to Terminal Island, stacked up one upon the other, and eventually cut up for scrap.

Today, various public agencies are being formed to rebuild one of the finest electric interurban systems in the world which was thrown to the wolves following World War II. Instead of costing millions to modernize and upgrade the system with its many lines, billions are scheduled to be spent in the name of progress!

Ernest Marquez Collection



National Metal and Steel Corporation scrapped over 200 Pacific Electric cars in March 1956.

## Monthly Roundup (Continued)

ing this event was a 20% increase over last year's Fandango, and we hope that the good time enjoyed by all will make next year's Fandango even bigger.

### JULY

Corresponding Member Ted Weissbuch addressed the Corral on Papago Indian basketry, illustrated with a slide presentation and a display of baskets lining the back wall of the dining room. The Papagos, about 10,000 in number, live in small villages and reservations in Arizona, plus many who live in northern Mexico; the tribe historically has ignored the artificial political boundary between Mexico and the United States. Inter-marriage with the Pima tribe has made it difficult to spot the difference between Papago and Pima basketry, but experts can detect the cultural differences. A peaceful tribe, the Papagos accepted the Catholic faith several centuries ago, and many churches in Arizona and Sonora contain Papago designs.

Papago basket designs include a basic "man in the maze" motif which can be found on many of their baskets. The maze symbolizes the journey through life, a theme also found in other cultures. Other designs include turtles, cacti, scorpions, and lightning. The Papagos also made musical instruments, fire starters, bows and arrows, bowels and canteens, and other crafts. Basket materials traditionally consist of plant fibers such as bear

grass, yucca, devil's claw, and desert willow. Miniature baskets are made of horsehair and are highly prized as collectibles, but Weissbuch warned everyone to beware of counterfeit ones. The Papagos have also made baskets using modern materials such as wire. Although the baskets were originally utilitarian in purpose, they are prized today for the beauty of their designs.

Photograph by Frank Q. Newton



Abe Hoffman

### AUGUST

Corral member Abe Hoffman addressed the Corral on "Western Heroes and How the Media Changed Them." Hopalong Cassidy, the Cisco Kid, Zorro, Red Ryder, and the Lone Ranger have all entertained several generations of people, adults as well as children. They have appeared as printed stories, comic books, comic strips, radio and television programs, and motion pictures; bubble gum cards, cap pistols, and costumes have also found their names marketable. Hoffman pointed out that the original characterization of these heroes may not have been the same as the media later portrayed them, and three of them ended up as entirely different people.

Hopalong Cassidy as conceived by Clarence Mulford in a series of novels began as a young, hard-drinking, killer who preferred to use his gun to solve differences of opinion. This characterization was changed dramatically when William Boyd played Cassidy in a series of B-Western films, going on to even greater fame with television and a national craze in the late 1940s. Boyd changed Cassidy into a patrician dedicated to law and order, not hell-raising. O. Henry's Cisco Kidd, who appeared in just one short story, was a murderous villain. In a long series of mostly mediocre films Cisco became a Robin Hood of the

Photograph by Frank Q. Newton



Ted Weissbuch

West, changed chiefly by Duncan Renaldo into a figure in the tradition of Don Quixote. Zorro, a hack novel written by Johnston McCulley, made a farce of California history. The many films and sequel stories eventually made Zorro a caricature of a stereotype. Red Ryder, originally a comic strip created by Fred Harman, went into decline after Harman left it to pursue more serious artistic endeavors. Of those discussed, the Lone Ranger may be the most enduring character, created in the theater of the imagination — radio — despite the recent disastrous film which tried to tamper with the “legend” of the Lone Ranger.



## Corral Chips

Doyce Nunis is elected to membership in the American Antiquarian Society . . . Ray Wood edits *Monuments to Jedediah Smith*, containing the text of 31 commemorative plaques dedicated to the famous fur trader and explorer. The volume is available at \$10 plus \$2.00 postage and California sales tax from the Jedediah Smith Society, University of the Pacific, Stockton, CA 95211 . . . A.M. Dick Logan is honored on his retirement by a reception held at the UCLA Faculty Center on June 8th . . . Dwight Cushman speaks on “Civil War History and Genealogy” to the San Fernando Valley Genealogical Society at the group’s June meeting . . . C.M. Gene Bear receives a resolution from the California State Assembly honoring his contributions in country music, charitable and philanthropic programs, and service to the community . . .

Alden Miller receives a fine tribute from Jack Smith in his *Los Angeles Times* column of July 9th. Smith pronounces Miller a “heap good medicine man” . . . Walt Wheelock travels to Kingman, Arizona, to attend the 25th Annual Arizona Historical

Convention. Honorary Member Art Woodward, reports Walt, is off for England, but he sends his greetings to all . . . Jack McCaskill gets considerable mileage from his article, “Owners of Santa Anita and Their Cattle Brands,” as it is published in the Summer 1984 issue of *Biblio-Cal Notes*. This marks the article’s fourth appearance . . . C.M. Msgr. Francis J. Weber is the author of *California’s Catholic Treasury*, published by Dawson’s Book Shop . . .

Ray Wood helps C.M. Joe Northrop man a booth for the Conference of California Historical Societies and the Los Angeles City Historical Society at the Olympics Information Center this summer . . . Henry Welcome is the author of “The California Connection, or How Two Americans from Southern California Played a Significant Role in China’s Revolution in 1911,” in *Gum Saan Journal*, the quarterly of the Chinese Historical Society of Southern California . . . The Corral is well represented at the Noroeste Historical Society’s mini-symposium on August 11. Walt Wheelock chairs the meeting, Bill Hendricks speaks on “Ghosts of Agustín de Iturbide,” A.M. Norm Neuerburg presents a slide show on the Kino missions of Pimería Alta, and 14 other Corral members and their spouses are in attendance . . .

C.M. Don Mullally displays his collection of early American whiskey and tonic bottles for the Los Angeles City Historical Society Bottle Show, held at the Woodland Hills Promenade Mall August 4-5 . . . C.M. Ted Weisbuch and his wife attend the Santa Fe Indian Market in August . . . Paul Bailey is awarded the San Dimas Corral’s first honorary lifetime membership. . . . C.M. Dan Thrapp has completed a manuscript entitled “Encyclopedia of Frontier Characters,” to be published in 1985 by the Arthur H. Clark Company. It contains over 4,300 biographies of men and women who played major roles in the opening, development, and legend-making of the West . . . A.M. Bob Blew and Abe Hoffman give presentations at the University of California Clio Project symposium, “History in the Public Schools,” at Berkeley, August 21-23. Blew speaks about using literature and the fine arts in teaching history, and Hoffman discusses contests as a means of motivating students to do research papers . . .

Jerry Selmer and his wife complete a Southwest Museum seminar on the history of Southwest Indian pottery from prehistoric times to the pre-

sent . . . A.M. *Bob Stragnell* spends time exploring the trail from Prescott to Fort Whipple and other aspects of early Arizona history . . . For the third time in the past five years, a painting by C.M. *Alec Guthrie* is accepted by the American Watercolor Society, making him eligible for membership. His painting, "Red Rock Canyon," will be in a traveling show for the remainder of the year . . . C.M. *Jeff Nathan's* "Westernalia" column in the *Los Angeles Herald-Examiner* recently featured C.M. *Ron Miller's* book, *Paul Bailey and Forty Years of the Westernlore Press* . . . After hoofing and jeeping the routes of the Death Valley 49ers through Nevada and California, *George Koenig's* definitive work, *Beyond This Place There Be Dragons*, will soon be published by the Arthur H. Clark Company as the final word on the 49er routes . . .

*Bill Warren* as chairman of the International Affairs Committee of the American Society of Mechanical Engineers will travel with his wife and a delegation of society officers to the People's Republic of China in May 1985 to sign an agreement of cooperation with the Chinese Mechanical Engineering Society . . . *Paul Bailey* attends the 31st Annual Conference of the Western Writers of America at Branford, Missouri. Paul is a past president of this prestigious organization of professional Western novelists and historians. . . .

*Tony Kroll* recalls that back in 1942 he engraved the reverse side of a Nationalist Chinese note for Jeffrey Banknotes — but by the time the currency was shipped to China it was no longer needed, since the Communists had taken over the country . . . *Tony Lehman's* annotated bibliography of the work of noted naturalist Joseph Wood Krutch appears in the June 1984 issue of the *Bulletin of Bibliography* . . . *Stanley Malora* spends the summer at the Federal Archives at Laguna Niguel, the Church of Jesus Christ of the Latter Day Saints Genealogical Library, and the Los Angeles Public Library, doing research on shipping rosters of Charleston, South Carolina, containing the name "Groom" or its variations, and he would appreciate input from anyone having information on it . . .

*Ben Abril* completes his book, *Western Paintings of Historical California*, containing 50 color pictures of his oil paintings of historical spots in California . . . If you were wondering why *John Kemble* missed the April and May meetings, he has a valid excuse: he was visiting South Africa and the Island of St. Helena. The island can't be

reached by air, so he had to take a ship from Capetown to Napoleon's final home . . . C.M. *John Bright* sharpens the definition of "corresponding member" by moving to Goldendale, Washington, where he and his wife will own and operate Ted's Family Restaurant. He offers a free cup of coffee to visiting Corral members . . .

A.M. *Norman Neuerburg* is busy painting decorations in the new parish church at San Juan Capistrano, his work based on original decorations in the old stone church. He also curates an exhibition of Hispanic decorative arts at the San Juan Capistrano Public Library in July and August . . . C.M. *Alex Kerr* has been doing research on an unusual project: the first use of glass target balls and clay pigeons. Last February he located the only glass target ball range in the U.S. It's in Nevada, overgrown by sagebrush and juniper trees. Kerr plans a program and an article from his research . . . A.M. *George J. Houle* publishes *The Western Motion Picture* with Arundel Press, with an introduction by Raymund Paredes . . . During the summer A.M. *Norman Neuerburg* and C.M.'s *David Hornbeck* and Msgr. *Francis J. Weber* help guide a group of Californians to Petra de Mallorca, the birthplace of Fray Junipero Serra . . . *Frank Newton* is reviewing the Butterfield Mail literature as well as California mail history in planning a future Corral presentation . . .

To all of you who contributed to a much lengthier Corral Chips column than usual, many thanks. But it's much easier to do the column if you mail in the "request for news" form instead of having the Sheriff threaten you all with jail terms or worse. For the few whose submissions were not included, my apologies — but I couldn't decipher the secret code in which you scribbled your information!

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## CLIFFORD M. DRURY

by Robert A. Clark

Honorary Member Clifford M. Drury of Pasadena passed away on April 18, 1984, at age 86. A member of the Corral since 1964, Clifford was an active contributing member of the Westerners until recently when physical infirmities began to



slow his pace and restrict his travel to and from meetings.

Clifford was an historian, pastor, Naval Chaplain, scholar, teacher and author. Born in Early, Idaho, in 1897, he was the first of his family of 12 brothers and sisters to attend and graduate from college. He received his bachelors' degree from Buena Vista College in Storm Lake, Iowa, in 1918, and was soon off to serve his country for the duration of the first World War. Following the armistice, he enrolled at San Francisco Theological Seminary in San Anselmo, California, and graduated in 1922. He served one summer as a missionary to the logging camps in the Pacific Northwest, having his share of run-ins with the Wobblies in the woods.

Photograph by Frank Q. Newton



Clifford M. Drury

After a short stint as Assistant Pastor of the First Presbyterian Church in Berkeley, California, he was selected to assume the pastorship of the American Community Church in Shanghai, China. In 1923 he departed with his new bride, Miriam, for China and spent four years in that politically volatile land. In 1927 he sailed with Miriam and his new son, Robert, for Edinburgh, Scotland, where he enrolled in the University of Edinburgh to complete work on a doctorate in history.

Upon returning to the United States in 1928, he assumed the pastorship of the Presbyterian Church in Moscow, Idaho, and it was during his ten year service there that he first became in-

terested in and published his first books dealing with the development of the Pacific Northwest. His work in this field, including fourteen books and numerous articles, and the discovery and preservation of extremely valuable documentary material, is without equal. The Corral was treated to several talks on this subject through the years.

In 1938 he returned to San Anselmo to assume the chair of the Professor of Church History, and he continued there, with a break for service in World War II, until 1963. During the War he was commissioned to prepare a history of the U.S. Naval Chaplain Corps, a task he later completed in six volumes.

In 1963 he retired to Pasadena, and continued his research and writing. It was during this period that his most prodigious work was accomplished in the history of the West. His final book, an autobiography entitled "My Road From Yesterday" will be published in September of this year by the Arthur H. Clark Company.

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## VAYA CON DIOS E. I. EDWARDS 1897 — 1984

by George Koenig

The Westerners lost one of their most devoted members with the death of E. I. Edwards, on June 8 at the age of 87.

"Eddie", as he was known to a legion of friends, was the Los Angeles Corral Sheriff in 1966, Editor of Brand Book #10, and a Very Active Member until failing health led to Honorary status.

A meticulous researcher and exceptionally fine writer, he was also a noted bibliographer as evidenced in countless book dealer quotes.

His first published writing was "*The Finished Product and Other Sketches*" in 1918; followed by a book of poetry, "*Mountain Memories*" in 1921.

Eddie's early love for the Mother Lode area gave way to a fascination for the desert. And in 1940 wrote a classic definitive account of the historic Death Valley '49ers, "*The Valley Whose Name Is Death*".

This was followed by a series of authoritative desert books and bibliographies — "*Grabhornia*",





E.I. Edwards

*"Desert Yarns", "Desert Treasures", "Into An Alkali Valley", "Desert Voices", "The Whipple Report", "Lost Oases Along the Carrizo", "Enduring Desert", "Twelve Great Books", "Desert Harvest", "Freeman's — A Stage Stop on the Mojave".*

Despite the demands of his own prolific writings, Eddie was never too busy for guiding and inspiring others with their manuscripts — always with unfailing patience and helpfulness.

Elza Ivan Edwards was a kind and gentle man, a dedicated Westerner, and a friend whose passing will be mourned by many.

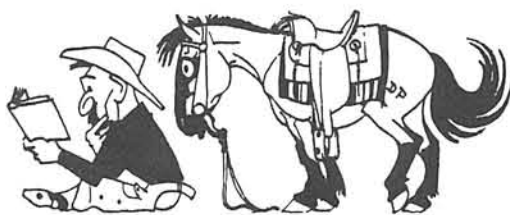
## ERL H. ELLIS

by Art Clark

Erl H. Ellis of Denver, a Corresponding Member and friend of the L. A. Corral for over thirty years, died July 7, 1984, at the age of 96. A Denver lawyer for over 70 years, he was an avid supporter of many phases of things Western. A charter member and 1962 Sheriff of the Denver Posse, charter member of Colorado Historical Society and Western History Association, Erl displayed support of the L. A. Corral in his purchase of each of each of our sixteen Brand Books which were among his extensive library reflecting his interest particularly in Colorado history about which he

*Page Fourteen . . .*

wrote from first-hand knowledge in researching the high country of his state. Among his published books are "Colorado Mapology", "The Saga of Upper Clear Creek", "Gold Dredging around Breckenridge", "International Boundary Lines across Colorado and Wyoming" and others including many articles for historical journals. A member of mountain climbing and ski clubs, he gave up skiing at the age of 85. His wife Scotty and all Westerners have lost a warm and kindly friend.



## DOWN THE WESTERN BOOK TRAIL ...

James, Thomas. *THREE YEARS AMONG THE INDIANS AND MEXICANS*. Lincoln: University of Nebraska Press, reprint edition, 1984. 181 pp. Paper, \$5.95.

For the enthusiast of western history and the lover of adventure, this book has a great deal to offer. This reviewer found *Three Years Among the Indians and Mexicans* a vivid portrait of life in the early west.

The author, Thomas James first wrote this account in 1846 after he completed his various endeavors on the Missouri River, the Great Plains and Santa Fe, New Mexico. It should be noted that this book was originally written as a journal. On James' final expedition his trunk which housed the journal fell into the Arkansas river and his entire first-hand effort was lost. James assures the reader, "My memory, which was always very retentive of events and incidents, enables me to supply this loss with sufficient accuracy." Be that as it

may, the reader speculates on occasion about possible embellishments and poetic license James used in the telling of his youthful adventures.

The one major criticism that I have for the book is overall writing style. Thomas James was a victim of his own era. His words and accounts are so important that frequently their meaning is almost lost due to length of paragraph and overly romantic narrative. For the reader in the 20th century his writing is stilted, yet his primary-source recollections of the fur trade, Spanish and Mexican relations in the southwest and Native American culture are invaluable to the student of pre-1850 western history.

The one major compliment that should be extended to James is his treatment of the Native American. When discussing the various tribes he met and with whom he traded, his whole demeanor is that of compassion and loyalty. James regarded his Native American acquaintances with respect and honor. In a time when Native Americans were being depicted as marauding savages and killers, James points out that they were a constant help to him and his expedition companions. He claims to be the first white person to trade among the Comanche. Later in his life, James became the spiritual brother of One-Eye, a Comanche chief.

With any business opportunity there is an element of chance and this was true for Thomas James also. As a matter of fact, after he returned from his great adventure James remained penniless for the rest of his life. However, there is a sense of satisfaction that comes through his account; one that was "worth its weight in gold."

John R. Selmer

Castro, Michael. *INTERPRETING THE INDIAN: Twentieth-Century Poets and the Native American*. Albuquerque: University of New Mexico Press, 1983. 221 pp. Cloth, \$22.50

This book is not merely literary or cultural history. It attempts to portray the guilt/admiration for the American Indian as expressed by many white and Indian poets, novelists, historians, and critics. Key emphasis is on the nineteenth and twentieth centuries. One major focus is on Mary Austin, who tried to illuminate the Indians' role in

the development of our American civilization and its social and spiritual cultural alienation.

Other white writers discussed in light of their Indian interests are: Emerson, Whitman, Longfellow, Frank S. Linderman, and Charles Lummis. Charles Eastman is cited as among the most popular and influential Indian writer in this earlier period. Hart Crane, Vachel Lindsay, Helen Hunt Jackson, Herman Melville, Lew Sarett, John G. Neihardt, Charles Olson, Jerome Rothenberg, Gary Snyder, William Carlos Williams, and yes, even Allen Ginsberg all have their names dropped as Indian admirers. Singer-songwriters Bob Dylan, John Lennon, Donovan, Chuck Berry, Woody Guthrie and other jazz, rock blues, and folk artists are also Indian admirers, according to the author.

Interestingly, there is little difference, other than language usage, among all of the writers discussed, white and Indian. All are deeply involved, the author says, in a dual search in Nature and "Indian consciousness" in the search for identity: their own. The clearest expression of this idea emerges in the discussion of John G. Neihardt. Here, the author states, in Neihardt's *Black Elk Speaks*, a book of prose, incidentally, is "Neihardt's greatest poetic achievement."

The discussion could be a timely, as well as timeless one, focusing as it does on the stereotypical white view of the noble savage-brute savage paradox. A secondary theme, probably worth more space than it receives, is the discussion of contemporary American Indian poets and writers. Enough Native American prose writings exist to have balanced the themes in terms of emphasis. The writer fails to clearly state that it is necessary to read the poet's essay and fiction, as well as the essayist's poetry and fiction.

Finally, is this book recommended for reading? For the fulfillment of an academic requirement, yes; for entertainment and a fuller understanding of the American Indian and his white commentator, no. After all, how can a reader take seriously a book comparing Ginsberg's *Howl* with the "Navajo Night Chant"? The reader would be advised to spend the time reading the prosepoetry of Leslie M. Silkno's Indian novel *Ceremony*, or the translations in *Four Masterworks of American Indian Literature*, edited by John Bierhorst. Even John Neihardt's *Black Elk Speaks* makes clearer the mixed feelings felt by the white man for the American Indian.

Ted N. Weissbuch

. . . Page Fifteen

Utley, Robert M. *THE INDIAN FRONTIER OF THE AMERICAN WEST, 1846-1890*. Albuquerque: University of New Mexico Press, 1984. 325 pp., illustrations, notes, bibliography, index, \$19.95 cloth, \$10.95 paper.

This newest volume in the *HISTORY OF THE AMERICAN FRONTIERS* series continues the excellence that one has become accustomed to in the series and from the author. Although the author does not hesitate to admit he is the authority on many aspects of this topic, nor does he hesitate to liberally cite his previous works, this is in no way a rehash or a reshaping of his earlier works. While clashes between the Indians and the military are a major theme of the book, the author presents fresh materials and a different interpretation than previously. In this volume what was done to the Indian is the center of focus; very little is given about the Indians' motivations, feelings, or reactions.

The author does not present the noble Redskin who never lied, who lived at one with his environment, who honored all treaties, and above all was the most honorable of all people who ever lived. Utley's Indian is a hard pressed person who fought for his life and his way of life with whatever means were at hand. Some of the Indians were honorable; some were as dishonorable and treacherous as the blackest villain in any pulp novel. Conversely, the whites were not land grabbing, racist maniacs. Those did exist, but as Utley shows they were frequently more a reflection of the society and the times than diehard demons. Many whites are shown to be deeply interested in the welfare of the Indian. However, they took a completely ethnocentric view and wrongheadedly refused to understand or even to conceive that the Indian was not a white farmer, nor did he have any desire to be one. As Utley shows, some of the most unfair actions against the Indian resulted not from greed and viciousness but from a desire to convert him into a white sod buster.

The author begins the book with an overview of the Indians' condition around 1850. He does not restrict himself to the usual Plains Indians, but includes information about the Indians of California and the Pacific Northwest as well. The maps and illustrations of this section, as in all the sections, help clarify geographic, ethnic, and cultural features discussed in the text.

After an overview of the situation, Utley then

analyzes the factors that went into developing a new Indian policy. Before this new policy could be fully implemented, or even formulated, the Civil War intervened. During the Civil War period, many tribes, similar to the whites, had inter-tribal conflicts about which side to support. Official interpretations of these conflicts helped determine Indian policy after the war. The policy after the Civil War was divided. At first, there was a period of transition during which the laurel branch was offered to the Indians while the Army attempted to beat them into submission. Later, Grant attempted a peace policy. Many problems prevented its success, but it was a serious attempt to find a solution other than extermination. Of course, at the same time, the "Wars of the Peace Policy" dealt with the Indian in a more traditional if violent manner.

The last sections of the book evaluate what effect the views of the reformers, of the passing of the frontier, the reservation policy, and the final attempt to make the Indian a white had upon the Indian, the West, the government, and our preconceptions of what occurred.

This work, which is based primarily upon secondary sources and many years of research by the author in sources not listed in the bibliography, gives a relatively balanced view of the Indian-white relations from the 1850s until the massacre at Wounded Knee. Indian militants will not like it, nor will those who see the Indians as a block to civilization. Both sides are presented as honorable people trying to protect what they considered their best interests; there is a lack of heroes and villains, but an overabundance of crusaders. The book reminds one of the old Bill Mauldin cartoon where the youngster is saying: "... an' my conclusion is that wars is impossible unless both sides is right." (BACK HOME, p. 311) While a purist might grouse that the notes are at the end of the book instead of at the bottom of the page, the book is well done. There were no noticeable typos, the illustrations and maps are well selected and clearly printed, and the general overall presentation is excellent. One minor point bothers this reviewer. Why have the volumes in this series varied so much in design and size? This series has had different publishers, but is that any reason the volumes must differ physically? What happened to the colorful orange and black covers of the first volumes?

ROBERT W. BLEW