



SUMMER 1986

LOS ANGELES CORRAL

NUMBER 164

FROM VICTORY TO VICISSITUDE Los Angeles in 1946

by Kenneth Pauley



Los Angeles Airport (LAX) near Westchester becomes the city's major airfield and facilities and flights were largely transferred from Lockheed Field in the San Fernando Valley (Burbank), Mar. 1946 Courtesy The Garrett Corporation

Job seekers and returning servicemen who knew, or had heard, of the tremendous impetus World War II had had on Los Angeles' industrial and technological

growth (\$10.5 billion between '40 and '45), formed an immigration wave to the post-war city that severely strained local resources. By the hundreds of thousands, they flocked

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The Branding Iron

THE WESTERNERS

LOS ANGELES CORRAL

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THE BRANDING IRON solicits articles of 2,500 words or less, dealing with every phase of the Old West. Contributions from members and friends welcomed.

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Los Angeles Corral



THE MONTHLY ROUNDUP

Photograph by - Frank Q. Newton



Patrick Houlihan and Hugh Tolford

APRIL 1986 MEETING

In observance of the passing of Earl Adams, Al Miller recounted a number of anecdotes about his life, as did Hugh Tolford, Konrad Schrier, Ted Weissbuch, Earl Nation, and Doyce Nunis.

The Corral welcomed Patrick Houlihan, director of the Southwest Museum, who spoke on "The Southwest Museum — Past, Present, and Future." Founded in 1908 as an outgrowth of the Southwest Society, the museum was first inspired by Charles F. Lummis, whose goal was to collect artifacts, place them in a secure environment, and interpret them. Ground was broken in 1912 for the Highland Park site, and the building was completed two years later. It offered fine art, ethnology, and natural history, acquiring its focus on anthropology and ethnology

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L.A. in 1946...

into the City of the Angels, its already vastly expanded aircraft plants, and other war-related and commercial industries. While L.A.'s population in 1946 was about 1.7 million people, in two years it would edge out Detroit as the country's fourth largest city.

L.A. was perceived as having no limit to its growth, then and in the future. Farms and grasslands in all suburbs of the city became prey for the planner, the developer, the contractor and the real estate agent. Due to the population influx and to the meager amounts of materials and manufactured goods remaining in the southland as a result of the war, the city's housing, service, recreational and transportation facilities were markedly limited. More and more, pavement and concrete would slash across L.A.'s historic past, as tracts popped up everywhere, far and wide from downtown. Orange trees, the state's most prestigious crop, fell to the tract developers' axe. In three years Los Angeles county would lose its number-one rank in agricultural production in the nation! Citrus groves, celery and bean farms in nearby communities (e.g. Culver City and Mar Vista) were tended by newly released Japanese "relocators" and their families. These farms soon disappeared because of housing development and industrial expansion.

As urban expansion increased, so did the problems of transportation. In Los Angeles people wanted their new communities and the Pacific Electric Lines had been conceived and created to serve them. But by 1946 the sprawling had, in fact, extended beyond the P.E. Lines' routes. New automobiles also accelerated the decline of P.E. usage. The Arroyo Seco Parkway, later renamed the Pasadena Freeway, had been in existence for five years (Dec. 1940), but now in '46 traffic jams were becoming a nuisance. The frustrating waits behind long lines of cars at intersections, combined with Angelenos' mania for personal transportation, were getting more attention from planners and politicians for a Master Plan of Transportation. This resulted in the "Super-Modern Parkways," later coined freeways. Los Angeles also had in its very own backyard the ever-expanding petroleum and auto-

related industries whose lobbying and advertising encouraged motorists' independence. Also, auto manufacturers and services supporting the Metropolitan Coach Lines (an affiliate of the National City Line) influenced local politicians, causing an acute indecisiveness, when serious discussions arose pertaining to alternate transportation. This was not a new phenomenon. The City Club and *Los Angeles Times* had similarly stirred public resentment for rapid mass transit systems as far back as the early 1920's. The resounding success of the Master Plan of Transportation, started in 1937 and adopted in 1948, was to render the deathblow to any form of fixed-rail transit system (both sub and elevated); bureaucracy and zoning disputes have aided its neglect except for a prodigious number of paper studies — even to this day.

From the war years L.A. became increasingly technological, and up to '46 it was never a city in decline. As the year proceeded, mile after mile of tracts grew. In late November in the suburb of Lakewood, on one day alone, real estate salesmen sold 107 homes in just one hour! On the west edge of Wilmington, at the foot of Vermont, a developer set up Quonset huts for interim housing assistance to returning servicemen. On the outside of the "model home" was a sign that read: "IF YOU LIVED HERE — YOU WOULD BE HOME NOW." Also, new industrial plants (to complement traditional war-factories), new shopping centers, new schools and playgrounds were appearing.

Many defense plants went defunct, such as Todd Shipyard Inc., which bought out L.A. Shipbuilding and Drydock in January for \$1.25 million, and was liquidated by November. Others, such as Lockheed, North American, and Douglas Aircraft, redirected their technical talents to become keenly competitive in post-war production. The need for qualified employees was so sought after that technical expertise was boldly solicited in a rare radio commercial with the catchy jingle: "LET'S ALL GO TO WORK FOR LOCKHEED — 'CAUSE WE MAKE MORE MONEY THERE!" In October, North American Aviation advertised in the newspapers for 1000 GOOD JOBS AND WORK NEAR



Sunset and Vine - 1946

Courtesy Huntington Library - Swarywald Collection

HOME!, "Drive to and from the North American plant on low-traffic highways and enjoy free parking in paved areas which are patrolled and fenced." In December the ad ran "...ONE THOUSAND MORE GOOD JOBS AT NORTH AMERICAN."

In addition to the Transportation Master Plan, there were similar Master Plans drafted for expansion of recreation and school facilities, and a Redevelopment Agency went to work on the problem of modernizing the city's blighted areas. The Master Plan for Airports, started in 1939, was approved in January 1946 by a 4 to 1 vote of the L.A. Board of Supervisors, and the 26 existing airports, it was proposed, would be augmented by 36 additional airports of "various types" making a total of 62. In fact, the opposite occurred. With increasing pressure on all available space for homes, freeways, and business, and an increase in commercial air traffic, this plan never fully materialized.

Mayor Bowron appealed for vacant lots to

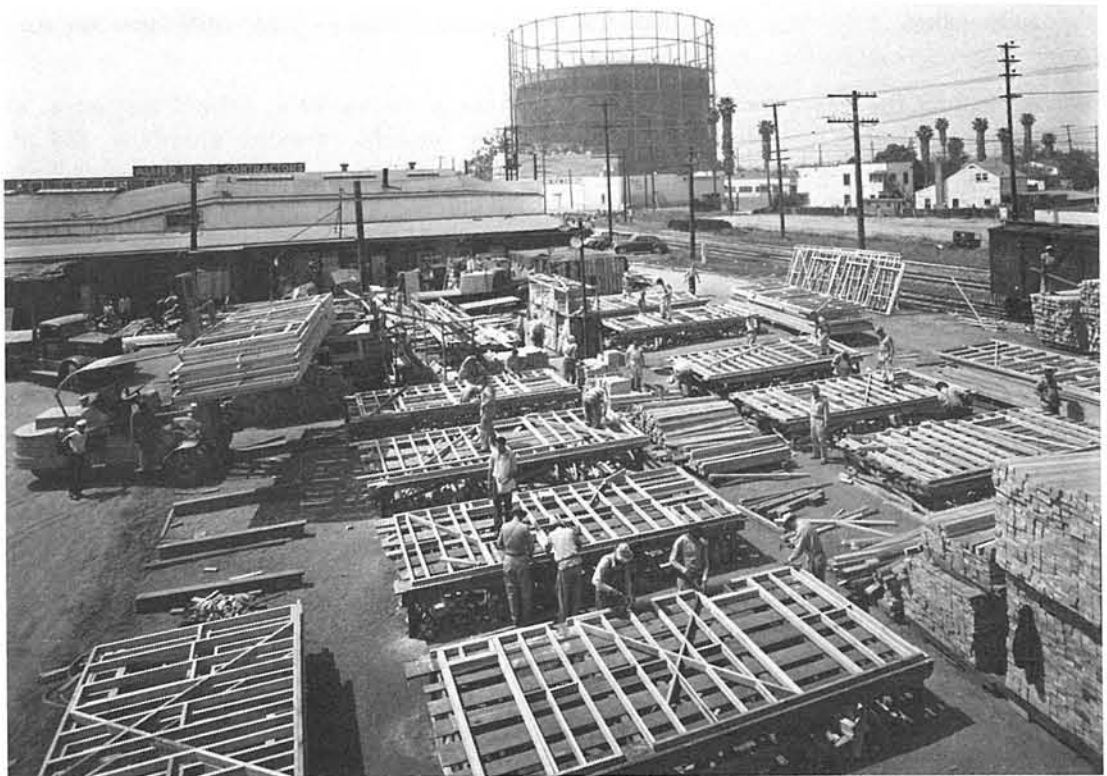
be used as veterans' housing "unit sites." In a radio broadcast he said the city would improve the lots if owners would turn the land over to the city on a two-year plan for housing projects. Bowron continued "...the city would furnish utilities on the property, and at the end of the lease, the tracts would revert to their owners without removal of improvements." The Mayor also commanded 200,000 war veterans, representing all major posts in Los Angeles County, to mass their forces for "Operation Housing" to determine why construction of thousands of homes in the metropolitan area had not reached completion. The Mayor told commanders of all veterans organizations at a meeting in City Hall, "...until we have actual figures on the number of homes under construction and the amount of materials needed to complete them we cannot intelligently plan a home building program. With cooperation of veterans we shall obtain this vital information at a savings of thousands of dollars to the taxpayers."

Los Angeles industries in '46 in order of their economic importance were the construction industry, aircraft, petroleum, motion pictures, apparel, citrus fruits, and furniture. Indeed, Hollywood was producing 90% of the world's motion pictures, turning out a whopping 400 films in 1946. Bing Crosby and Ingrid Bergman were moviegoers' favorites. Quite comically, a three-cornered "atomic race," Hollywood-style, was raging at the start of 1946 between major motion picture studios MGM, Paramount, and 20th Century Fox, in an effort to see which one would first produce an epic based on the actual atomic bombs on Japan. In a burst of speed, MGM on January 2, gave its atomic film top priority over all other productions on the lots. Louis B. Mayer ordered Sam Marx "...to bring 'The Beginning of the End' to the screen with the utmost speed."

On the 1946 Los Angeles political scene, Angelenos saw Governor Earl Warren win reelection in the state's gubernatorial race,

running on a Republican "progressive" ticket. There followed instead, the start of a political regression, when the "Little Dies" committee was permitted to convince the state legislature that "loyalty oaths" were American, and needed in our state. This posture, fostered by the Un-American Activities Committee and certain staunch advocates, led to the infamous Hollywood witch hunts that would follow. Republicans won 14 of 23 California Congressional spots, and Democratic Congressman Jerry Voorhis was defeated on November 5 by an upstart, Richard M. Nixon, running in the 12th district, who charged that Voorhis was supported by radical and left-wing elements.

Meanwhile, Major Fletcher Bowron had been at City Hall as mayor of Los Angeles for eight years. Bowron in '46 was having a small tussle with the City Council, a bigger wrestle with *Times* publisher Norman Chandler, and all-out confrontations with Van J. Griffith (son of Griffith J. Griffith of Park and Observatory fame) and the labor



Prefabricated floors are mass assembled at ALLIED FLOOR CONTRACTORS then hurried off to tract sites.
Courtesy The Huntington Library - "Dick" Whittington Collection - 1946



Furnished Kaiser Model Homes attracted large crowds all over the southland, as here in the San Fernando Valley.
 Courtesy The Huntington Library - "Dick" Whittington Collection

unions. In July, the Mayor was backed up by the City Council when he ousted Griffith, an old crony and faithful political supporter, from the Police Commission. Bowron branded Griffith as a "trouble maker" and a demoralizing force in the Police Department. In August the Mayor vetoed an ordinance that would have granted about 1000 city street maintenance and sanitation workers overtime and holiday premiums amounting to \$450,000 a year. The Mayor, winning the battle of wits over the Council, objected to the ordinance on the grounds that it was "irregularly" conceived and drafted, and the Council conceded and rewrote the bill in conformance with the '46-'47 L.A. city budget, which was \$60,510,670.

In September, Mayor Bowron appealed to jobless persons (especially veterans) to take 158 emergency appointments then available in city service. The Mayor pointed out that qualified persons could go to work immediately, with a permanent appointment dependent only on a later Civil Service Test.

Among the workers, animal inspection at \$190 (month), crossing guards at 95¢ an hour, and woman cooks at \$139 plus keep, were needed. The highest paid opening was for an architect at \$417 to \$516 a month, illustrating the construction industry's desperate need for qualified help at this time.

Most politicians, including President Harry S. Truman, spent a great deal of their time in 1946 haggling with the problems of management/labor relations. Inflation had risen 32% since 1940 and for the most part workers were seeking higher wages in their disputes. Nationally, steel, telephone, electrical and meat workers were taking turns at the picket lines and locally, Mayor Bowron had his hands full with these same workers, in addition to the strikers at Columbia Pictures and numerous Longshoremen and shipping operators at the L.A. and Long Beach Harbors. CIO leaders met in Bowron's office after a particularly fierce battle featuring tear gas, night sticks and steel helmets, this pugnacity sending 25 U.S.

Motors' union members to jail. The Mayor countered a CIO threat of being "...swept out of office" by hinting that CIO leadership might be eliminated "...if its people knew its leadership," and then challenged vehemently "...GO AHEAD AND SWEEP ME OUT OF OFFICE!"

A serious grain shortage was blamed for a threat of returning to war-time food rationing in February 1946. Poultry and dairy products were also in short supply as evident from the "butter parade" which occurred in San Francisco's downtown Front Street, which was 4 deep in lines that stretched for blocks. Food prices (and wages), as mentioned, were creeping up. Apples were 3 lbs. for 25¢, potatoes were 10 lbs. for 39¢, navel oranges were 6 lbs. for a quarter, a 16 oz. loaf of white bread was 8¢, and ice cream, due to the dairy shortage, was 60¢ a quart, sold in the new modern round carton. ACME beer was "...The One with the High I.Q." and EASTSIDE boasted itself as "...The Mellow Mild Beer." War Bonds became "Victory" Bonds, still with a 4 dollar yield per 3 dollar investment, and "E" series bonds were advertised by the government as "...the safest investment on Earth, HANG ON TO THEM!"

The "Frazer" was America's first all-new car since the war. In '46 the Graham-Paige Motors car was designed with "...flowing front-to-rear fender lines." Ford boosted its V-8 engine from "90" to "100" horsepower and for about \$25 less you could have it with a 90-horse six-cylinder engine. The Nash-Kelvinator Co. went further than most established manufacturers in revamping their little Nash "600," which had eight more "horses" than its pre-war version. It had coil springs in the front and rear, which gave it a "big car ride." Unlike conventional cars, it had an integral body-chassis frame of welded steel construction. The company, in its ads, showed potential buyers a map where they could drive on "one tank of gas," approximately 600 miles from Los Angeles. California's DMV went to metallic tabs, painted yellow with black lettering for licenses. The tabs were bolted to the top right corner of the larger '45 rear license plate.

In this year, the State of California,

responding to a suit filed against it in the fall of 1945 by the federal government, told the U.S. Supreme Court that the U.S. had suffered no injury as a result of the state's use of off-shore oil drilling during the war. The suit was made in order to establish title to oil bearing lands off the Pacific Coast — The Federal Government charged that California's exploitation of off-shore deposits was "...cutting into the nation's dwindling petroleum reserves." It was estimated that submerged lands off the California coast, contained an oil potential of more than 73 million barrels, with possibly more in lands outside the three-mile limit.

After the war's end, L.A. still permitted the burning of garbage and trash on scheduled days. However, this indiscriminate burning, coupled with the increased monoxide exhausts of lead-enriched automobile fuels, made it clear that something had to be done soon. The Air Pollution Control Board (APCB) was created in 1946, but it took six more years before incinerators would be banned from the city and thirty-seven more years before smog emission control for automobiles would be legally enforced.

The last Master Plan of the year 1946 appeared in the newspapers on Thursday, December 19, 1946. This read:

TRAFFIC HOSPITALS PLAN

A Los Angeles County jury has recommended that emergency hospitals be set up throughout the county to treat victims of traffic accidents and other violent injuries. The Board of Supervisors has ordered County Manager Wayne Allen to draw up a cost estimate for the plan.

On a happier note, that same evening, the first formal meeting of the Los Angeles Corral of the Westerners took place at the Redwood House in downtown Los Angeles. An earlier informal meeting on December 3rd had selected a nominating committee and a slate of officers was "unanimously elected." These were Homer E. Britzman, Sheriff; Jack Hardin, Deputy Sheriff; Homer H. Boelter, Roundup Foreman; Robert J. Woods, Registrar of Marks and Brands; Arthur Woodward, Representative; Noah Beery, Jr., and Paul W. Galleher, Wranglers.

From these and other founding members, including Glen Dawson and John B. Goodman, came an organization built at a time when change in Los Angeles, not reminiscence, was utmost in the mind of most Angelenos. With the perspective of forty years, both the city and the Corral can now look back and measure those changes in the hope of carrying on to the next century with the same spirit of hope and optimism.



Corral Chips

Associate Member *George Houle's* bookshop is the setting for a champagne autograph party featuring two new works by former Sheriff *Tony Lehman* devoted to British novelist D.H. Lawrence and also the notable Los Angeles wood-engraver Paul Landacre.

Msgr. *Francis J. Weber* spoke on "John J. Prendergast, Pioneer of San Francisco" at a seminar on ecclesiastical history held in the Bay City. He also spoke charmingly at the Westerners Fandango on "San Fernando Mission — The Lighter Side." And Msgr. Weber's latest miniature book on *The Magic Kingdom* is an insight into the background of Disneyland.

The XXIV Baja California Symposium is held in San Jose del Cabo with *Bill Hendricks* presiding. *Dick Cunningham* presented a paper on "Native Watercraft" to an audience which included *Glen Dawson*, *Bill Lorenz*, *Walt Wheelock*, and C.M. *Katie Ainsworth*.

C.M. *Richard Dillon's* latest opus is an art

portfolio of twelve original etchings titled *Impressions of Bohemia*. The work is a survey of the writers and photographers — from Robert Louis Stevenson to Ansel Adams — of the Carmel, Big Sur, Monterey area.

Honorary Member *Horace Albright*, now a spry and alert 96 years old, is honored by the Sierra Club for his seven decades of work as a conservationist. Horace is given the highest award possible from the Club, the John Muir Award, which has been given before to such notable men as Supreme Court Justice William O. Douglas, oceanographer Jacques Cousteau, and photographer Ansel Adams.

Art Clark, who is still active in publishing and bookselling with his son *Bob Clark*, has just retired as Chairman of the Library Patrons of Occidental College. And on May 29, 1986, Art and his wife Ruth celebrated their 50th Wedding Anniversary!

Two Corral members, *Tony Lehman* and *Don Pflueger*, recently helped Covina celebrate its centenary by participating in an old-fashioned parade consisting of color guards, marching bands, ancient automobiles and fire engines, service club floats, clowns, unicyclists, and all the rest. Tony rode his horse "Vendetta" in the Los Angeles County Mounted Sheriff's Posse, carrying the colors at the parade's beginning. Don rode a 1929 Ford truck of the sort that was used in the citrus groves in the old days, the sign on the side reading "Don Pflueger, Covina Historian." Don's book *Covina — Sunflowers, Citrus, Subdivisions*, published over two decades ago, is still the community's only book-length record of its collective past.

C.M. *David Kuhner* is a consultant on the New Library Addition project currently underway at the Claremont Colleges, where a four-level structure will rise between the two existing main library buildings, a seven-million dollar expansion which will increase the library's capacity by some 300,000 volumes.

Finally, *Robert W. Blew* is installed as the President of the Southern California Social Science Association at the organization's annual banquet held at the Chinatown Velvet Turtle. *Martin Ridge* made the keynote speech to the group.

Monthly Roundup continued...

in 1926. The museum also began *Masterkey* that year, a journal on Southwestern native research.

Frederick W. Hodge became director in 1933, holding the post to 1951. During his tenure the museum acquired field notes and collections from scholars. Hodge's successor, Carl Dentzel, focused the museum on Western Americana art and Anglo and Hispanic traditions. Since 1981, when Houlihan became director, the museum has concentrated on the anthropological approach, reorganizing and upgrading collections. Four culture area halls are featured at the museum, presenting the distinctiveness of Indian peoples. Public programs have also been revitalized, along with rotating exhibits, seminars, films, research library, and crafts demonstrations. Membership in the museum has doubled since 1981. Staff has also grown, from 12 to 38. Funding has come from public and private sources, helping to renovate the buildings and Casa de Adobe. The effort has succeeded in raising the profile of the Southwest Museum.

For the future, Houlihan looks to museum accreditation by the American Association of Museums. Further building expansion is planned, along with access for handicapped people, air conditioning, and additional office space. Three new galleries are projected. The museum hopes to relate its programs and plans to the people of Southern California, especially to the many Indians and Hispanics living in the area.

MAY 1986 MEETING

On May 14th the Westerners gathered at Taix Restaurant at 6 o'clock and were enriched by an excellent talk by Mr. George Jenkins. Mr. Jenkins shared with us his personal search for his family background which involved the tracing of two black families who moved West to California during the gold rush.

Following his manumission from slavery, Mr. Jenkins' great grandfather sought his



Deputy Sheriff, Jim Gulbranson, Speaker, George Jenkins and Sheriff, Don Torguson

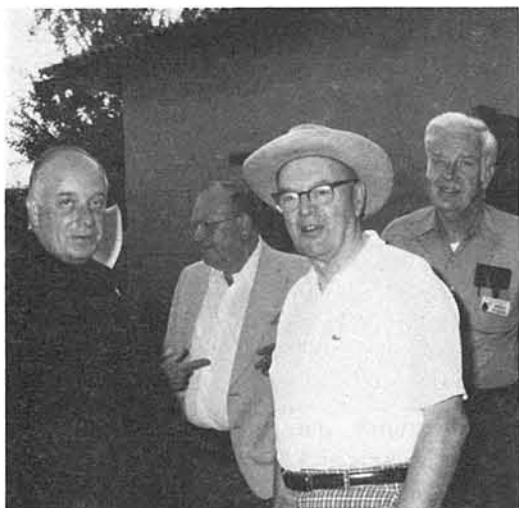
fortune in the far West and successfully raised enough funds through his enterprize to purchase the freedom of his family. The adventures involved in the reunification of that family, which had been separated under slavery, made for an eventful tale.

The combination of a fascinating story, and insight into the research involved in expanding and illuminating its unknown fortune was very well received and the applause and considerable number of questions following the meeting proved it to be a great success.

1986 FANDANGO

The Los Angeles Corral celebrated its annual Fandango at Mission San Fernando on June 14. Over 150 Corral members, spouses, children, and friends attended the event, enjoying the spacious gardens of the mission, ample libations, and entertaining program. Chris n' Pitt provided a delicious barbecue dinner, and the weather was perfect for an outdoor activity.

As the centerpoint of the evening program, Msgr. Francis J. Weber regaled his audience with anecdotes about the odd requests the mission receives for information on research in the Mission Archives and church activities. "What time is the Midnight Mass?" and "How do you get there from here?" were questions typical of the queries Father



From Left, Msgr. Francis Weber, Doyce Nunis, Ed Harnagel, and Norman Neuerburg

Weber has fielded.

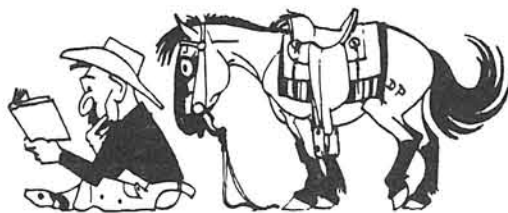
Another event of note was the raffling off of an Andy DaGosta picture. Corral members bought \$360 worth of tickets, but only one lucky person made off with the prize.

For those who missed the 1986 Fandango, there's always next year's celebration. The Corral is moving into a new generation of Westerners, with young people taking increasingly active roles in Corral events, as was shown by their interest in this year's Fandango.

Another Corral Member Rides on

Abel Stevens Halsted, an Active Member of the Corral from the mid-1950s until he changed to CM status because of health reasons, passed away on June 22, 1986. He held an interest in many Western subjects and served the Corral in several ways, including the task of Wrangler. Steven was a third generation Pasadenan who attended Stanford University and Harvard Law School. From 1932 on he practiced law in Los Angeles as a partner in the firm of Macdonald, Halsted, and Laybourne, was president of the Los Angeles County Bar Association in 1961, and State Bar president in 1967.

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DOWN THE WESTERN BOOK TRAIL . . .

Dallas, Sandra. **COLORADO GHOST TOWNS AND MINING CAMPS.** Norman: University of Oklahoma Press, 1985. 254 pp. Illustrations, Maps, Bibliography, Index. Cloth, \$24.95.

When it comes to treasure, Colorado, the highest, stoniest trove of them all, sprawled across the Rockies, warring with the daily battleship cumulus for sky enough, seems to have had it all.

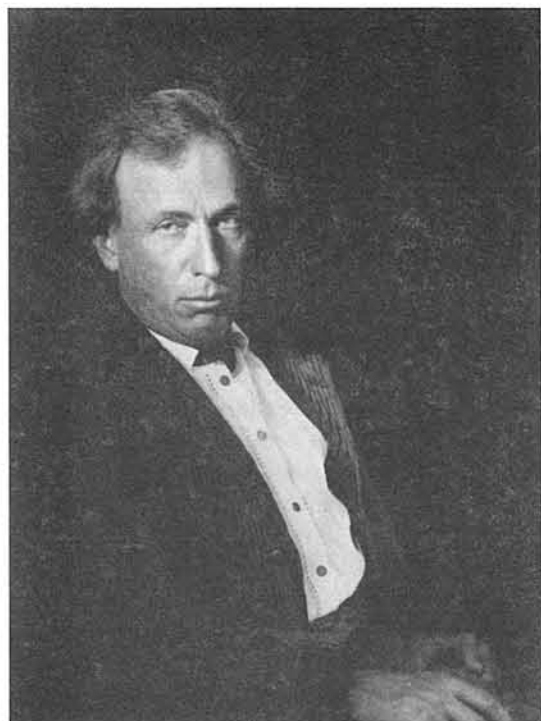
High country gold: "free gold sticks out of the rocks like raisins out of a fruitcake..." (Cripple Creek).

Mile-high silver: "the largest silver nugget ever discovered, a 2060-pound, 93-percent silver nugget (trimmed to 1840 pounds to get it through the shaft)..." (Aspen).

And there was lead, copper, zinc and tellurium. Even marble fine enough for notable monuments in Washington, D.C. Each discovery resulted in a boom camp. If the bonanza provided more than a few weeks of excitement, made it through the first winter, the camp blossomed, survived fires and floods and 31-foot deep snow. The raw new camps offered sudden affluence and often sudden death. Each had a colorful name, its share of murders, lynchings, cheats, con men, and lively newspapers.

Sandra Dallas, staffer for *Business Week*, has winnowed through the history of the thousand camps that dot Colorado's mineralized high country and offers in this attractive guide 147 camps that were born of that raw excitement. Some camps were short lived; others became cities caught in remote mountain bowls. Pack trails, then roads, often railroads had to be built to service them. Money meant incredibly luxurious hotels, saloons, and the inevitable brothels some of which, dazzlingly ornate, expensive, catered to the fantasies of unlettered men

(continued on Page Thirteen)



Charles F. Lummis in 1904. Courtesy of the Southwest Museum, Los Angeles, California, Neg. No. 30503.



Eve Lummis in a photograph by Carl Borg taken in 1906. Courtesy of the Southwest Museum, Los Angeles, California, Neg. No. 30483.

The Sex Life of Charles Lummis, 1905

by Abraham Hoffman

On March 13, 1905, Charles Fletcher Lummis celebrated his forty-sixth birthday. His second marriage, to Eve Douglas, had lasted almost fourteen years and produced four children. This first decade of the twentieth century was a busy time for Lummis — editing *Out West* magazine, building El Alisal, his dream home by the Arroyo Seco just north of the heart of Los Angeles, and writing books and articles. He founded the Southwest Museum, and midway through 1905 he accepted the challenge of the post of Los Angeles City Librarian, an

arduous task that would consume him for five years.

These prodigious and time-consuming efforts no doubt taxed even Lummis' vast energy reservoirs. Yet Lummis still found time to make a daily entry in his diary. In a mixture of Spanish and English, Lummis commented on the news of the day, his work, the people he visited and who visited him, and how much time he was able to put in practicing his guitar. He also made careful note of his conjugal responsibilities.

Examination of Lummis' diary entries for

... *Page Eleven*

1905 indicates that the entries describing his sexual activity were made the next day. The cryptic entry "Duermo con Eve" appeared regularly in Lummis' diary, and its frequency of appearance reveals another side of a man famed for working to the point of exhaustion at his many obligations and careers.

Lummis did not begin 1905 in Los Angeles. He was on a nine-week visit to the East, and he did not return until February 1st. Thereafter, except for several fishing/camping excursions and a couple of trips to San Diego and Kingman, Arizona, Lummis remained at El Alisal, taking care of his literary and professional obligations.

Rather surprisingly, Lummis and Eve did not experience the frequency of contact that might be expected after a separation of more than two months. In fact, Lummis logged only three entries in February, perhaps because his time was preempted by the need for catching up with his work after being out of the city for such a long time. But he more than made up for any conjugal neglect with his attention to Eve in March, making love to her no less than thirteen times, including seven out of the month's last eleven days.

April was even better; in fact, it was a magnificent performance for a man who had just turned forty-six: nineteen out of thirty days, including a daily run from April 1-7 and from April 26-30. There were sixteen conjugal encounters in May, and fourteen in June, plus an entry, "Duermo con Minerva" on June 9th that may demonstrate yet another side to Lummis. However, this was the only "exceptional" entry for 1905.

On June 27th Lummis accepted the assignment of City Librarian amidst controversial circumstances, as he replaced Mary Jones who had been released from the position by the Board of Library Commissioners for no reason other than she was a woman. Before the assignment became effective, however, Lummis went off on a camping trip, not to return until July 3rd. Lummis' lovemaking during June was considerably below his performances of the previous three months, but this may be explained by a brief illness and a second camping trip that lasted from July 13th to

18th. Lummis recorded only four meetings with Eve in July.

Lummis made up for lost time in August, getting together with Eve eighteen times, including one session to which he added "cielo en la manana" to his usual notation. Lummis' endurance saw him through a series of eleven encounters in thirteen days between August 4th and 16th. There were fourteen listings for September, a month in which he spent five days in San Diego.

October revealed a slackening of the pace: only seven encounters during the month. But Lummis was also posting incredible marathon sessions on behalf of the library — fifteen-hour days were usual, and there were days when he devoted up to twenty hours getting the library into shape. Lummis confided to his diary that the library's needs required "infinite" work. Despite the library's demands, Lummis and Eve found time to be together on thirteen of the thirty days in the month of November, and fourteen in December, a month in which he spent several days in Kingman.

At the end of the year Lummis ran a rather careless tally of his sexual encounters, missing a number of days when he and Eve had gotten together. His total for the year was 78, but the actual number was probably 135. Subtracting January, when Lummis was back East, and his absence during his camping and business trips, we find there were approximately 315 days, or opportunities, for Lummis to perform his conjugal obligation. Statistically, therefore, Lummis made love to his wife an average of three times a week.

Such an average creates an artificial structure, as there were periods when Lummis and his wife performed sexually more often than three times a week, and other periods when Lummis may have been consumed by his work. And, of course, there were other periods as well. Still, given the many obligations to which Lummis devoted his time — obligations which helped define a cultural and literary context for Southern California — we may well admire the energies of the man, and even to privately fantasize emulating his achievements in the bedroom at El Alisal.

who were suddenly millionaires and could sample anything.

Dallas has picked her 147 camps carefully; each description bristles with rough humor or the pathos of boomday anecdotes. In addition to her first rate guidebook text of these uncommon towns — most of which have ghosted — she has added appropriate sidebar essays: the skilled eye and pen of the historian at work adding to the substance of the guide. She touches, in these short essays, on subjects such as: the grandest hotels in the West that followed Colorado's boom; women writers who lived there and wrote about that time and their life there; the whores and the brothels and what became of them when the camp died; Horace Tabor, the boorish ruffian multi-millionaire who died penniless, and one of his infamous lovers, also penniless, who was found frozen to death; the union wars, miners against mine owners, none victorious. Some of the camps made it through the boom time, became cities; many today are posh winter sports resorts.

The photographer, who added much to the book, is Kendal Atchison, the author's daughter. Other incredible "as it was then" photographs come from various Colorado archives. There are maps, pinpointing each ghost, a scholarly bibliography and index. The entire work, a delightful travel book with an affectionate text, is a splendid example of good book design. Sandra Dallas, who has previously written "No More Than Five in a Bed" and "Cherry Creek Gothic," and her colleagues did this one just right. It is a book for every adventurous reader; it is a must for any Westerner.

Russ Leadabrand

WRITERS OF THE PURPLE SAGE: *An Anthology of Recent Western Writings*, edited by Russell Martin and Marc Barasch. New York: Viking. 340 pp. Cloth, \$19.95

As the title states, this book offers us a very good anthology of recent western writing. The selections vary in dates of publication from 1967 to 1984. There are nineteen short stories, essays and excerpts from novels and memoirs in this collection. These stories are based on the present day west, rather than

the mythical west of days past. An excellent twenty page introduction sets the pace and explains the background of each section. Five of these sections are non fiction, two are personal memoirs and three are about particular western places and their people.

One of the better selections is by Edward Abbey. His "Cape Solitude" reprinted from *Abbey's Road* reflects his love of the west and his environmental concerns. Abbey had always written interesting and challenging prose — this selection is no exception.

Three Pulitzer Prize winners, N. Scott Momaday, Leslie Silko and James Welch have excellent contributions, i.e. "The Way to Rainy Mountain," "Yellow Woman" and "Winter in the Blood." David Long's "Home Fires" is another excellent story. The last two pages of the book are "Acknowledgements," which tell the reader the title and copyright date of each selection in case you wish to read more of that particular writer.

This is an excellent collection which belongs on the shelf of all western book lovers. The individual stories are well written, interesting to read and are a good representative sample of recent western writing.

John S. Ferguson, Jr.

Coolidge, Dane. **DEATH VALLEY PROSPECTORS.** Morongo Valley: Sagebrush Press, 1985. 128 pp. Illustrations. Cloth (limited edition of 250 copies), \$17.50; paper \$8.95. Available from Sagebrush Press, P.O. Box 87, Morongo Valley, CA 92256.

Many thanks are due to C.M. Dan Cronkhite, owner of the Sagebrush Press, for reprinting this anecdotal collection of yarns and lore about some of Death Valley's more interesting characters. The book was originally published in 1937. The updated version contains a publishers' introduction and a remembrance by the wife of the author's nephew. The photographs of people and places in Death Valley were all taken by the author during the early decades of this century.

Dane Coolidge was primarily a novelist who, according to the publisher, was on a par with Zane Grey in ability but obviously not in popularity. Despite his writing experience, Coolidge has a tendency to ramble in some of the tales as though he was telling them at a campfire after the jug had been passed. Nevertheless, his genuine love for the desert and its inhabitants shines through.

The stories begin with the native American Shoshones at Furnace Creek and continue through tales of the first whites to come through Death Valley. He tells of the first mining efforts; the failures and the successes. The early searches for gold and silver for the most part came to naught. In the process, however, borax was discovered and Death Valley's great mining bonanza was realized.

In his last chapters, Coolidge recounts his personal acquaintance with those latter day characters — "Smitty," John Lemoigne, Shorty Harris and the legendary Death Valley Scotty — and thus adds to our knowledge and appreciation of them from his personal perspective.

If you love the desert, and in particular Death Valley, you will want to add this excellent reprint to your library shelf.

Jerry Selmer

Albright, Horace M., as told to Robert Cahn. **THE BIRTH OF THE NATIONAL PARK SERVICE.** Salt Lake City: Howe Brothers, 1985. 340 pp. Illustrations. \$19.95.

Our own Horace Albright has probably enjoyed a more illustrious career than any member of the Los Angeles Corral. He was only 23, fresh out of the University of California, when he was sent to Washington to work for Secretary of the Interior Franklin K. Lane. Here he met the man who was to shape his career for the next two decades. Dynamic, high-strung Stephen Tyng Mather, successful businessman and critic of the national parks, had been picked by Lane to put the parks in order. Albright was in awe of Mather but somewhat hesitatingly agreed to work with him. Over the ensuing three years

Albright was Mather's right-hand man during the birthpangs of the National Park Service, established in 1916. A year later Mather suffered one of his frequent emotional breakdowns and 27 year-old Albright, youngest man in the department, was obliged to serve as acting director.

Albright quickly learned the subtleties of national politics to keep the National Park Service solvent and appease some of the super-egos in Congress. Rep. John Fitzgerald, chairman of the House Appropriations Committee and self-appointed "protector" of the U.S. Army, fumed over the removal of army troops from Yellowstone without his sanction. In order to get the necessary appropriation to run the park, Albright was forced to agree to the army's return. (The army, no longer needed, quietly left Yellowstone a year later.) There was Arizona Senator Ralph Cameron, who tried to "steal" the Grand Canyon with hundreds of bogus mining claims. When thwarted, Cameron became a bitter foe of the National Park Service and tried to "get even" by denying appropriations. Congressional hearings became battlegrounds which the shrewd Albright learned to master with a combination of polite deference and stubborn firmness. Albright became a master politician in his own right and won the grudging admiration of many lawmakers.

From 1919 to 1929 Albright was Superintendent of Yellowstone National park, the N.P.S.'s glittering "showpiece" attraction. Here he set up an efficient and courteous ranger force, cleaned up the park, forced concessionaires to toe the line, and entertained a galaxy of visiting dignitaries, including Presidents Harding, Coolidge, and Hoover.

Probably the most significant visitor during Albright's ten years at Yellowstone was millionaire John D. Rockefeller. Albright escorted Rockefeller on a tour of the Grand Teton-Jackson Hole area south of Yellowstone and explained to the New York magnate his efforts to incorporate the beautiful region into the National Park system in the face of fierce resistance from Jackson Hole cattlemen and dude ranchers. Rockefeller was greatly impressed with the

area and began secretly buying up land in Jackson Hole with the idea of eventually turning it over to the Park Service. When the ranchers and cattlemen eventually discovered what Rockefeller was doing, they unleashed their fury on both the New York capitalist and Albright. The bitterness lasted for years, and was the source of the one major frustration of Albright's Yellowstone years. Although Grand Teton National Park was established in 1929, it encompassed only the mountains and not the large part of Jackson Hole and the Snake River headwaters that Albright wanted. (Not until 1943 was Jackson Hole incorporated into Grand Teton National Park, an act by President Franklin Roosevelt that columnist Westbrook Pegler likened to Adolph Hitler's seizure of Austria.)

After Mather suffered a stroke in 1928, Horace Albright reluctantly assumed the directorship of the National Park Service, a post he held from 1929 to 1933. As Director, he worked toward the goals of strengthening the administration of the N.P.S., buying up private lands within the parks, and adding national historic monuments, battlefields and memorials to Park Service jurisdiction. During his tenure a number of new national parks were added to the system, including Grand Teton, Great Smoky Mountains, Carlsbad Caverns, and Isle Royal. Albright's last major act as Director was to help President Franklin Roosevelt and his crusty Secretary of the Interior Harold Ickes set up the C.C.C., an organization run on army lines that employed thousands of young Americans to improve facilities in the national parks and forests.

Thanks to the amazingly clear memory of Horace Albright, Robert Cahn has written this masterful illumination of the early years of the National Park Service. This is personal history at its best, all encompassing, clearly written, a delight to read.

John Robinson

Laird, Helen. *CARL OSCAR BORG AND THE MAGIC REGION*. Peregrine Smith Books, 1986; 248 pp. \$32.95.

There were four painters of the western scene whom Charles Lummis recognized as making important contributions to preserving images of his beloved west and southwest — Charles Marion Russell, Lafayette Maynard Dixon, John Edward Borein, and Carl Oscar Borg. Much has been written about Russell, Dixon, and Borein. Before the appearance of this book, however, one had to be able to read Swedish and find a long out of print (Stockholm 1954) copy of Albin Widen's biography of Carl Oscar Borg to learn very much about this artist.

Born into a poor Swedish family, Borg was first apprenticed to a local painter. Then he drifted about in Europe, Toronto, New York, and Philadelphia doing odd painting work to survive. At age twenty-four, as a member of a ship's crew he landed in Santa Monica in 1903. Then this restless, introspective man saw and began painting the southwest — that region that Everett C. Maxwell, curator of the Ruskin Club, called "The Magic Region."

His talent was quickly recognized by many important people who helped him develop and sell his work, among them Mary Gibson, Charles Lummis, and Phoebe Apperson Hearst. The last named became his patron to the extent of not only inviting him to lengthy stays in her northern California mountain home for painting sessions but also financing a trip, of several years, to study and paint in the European and North African countries bordering on the Mediterranean.

Whether it was because of this trip or because he simply saw the southwest with European eyes, Borg's painting style differed noticeably from the style of the three other Lummis friends. For one thing, Borg's style was strongly impressionistic, much more so than Dixon's. Like Dixon, he was marvelous at painting dramatic light into his scenes. Borg also differed from the other three in that, while they were working mainly in one or two mediums, he was proficient in many mediums — oil, watercolor, gouache, etch-

ing, dry-point etching, woodblock. Also like Joe De Yong, another Lummis friend, he successfully applied his artistic ability to motion picture set designing. In this field his outstanding achievement was working with Douglas Fairbanks, Senior, in the production of *The Black Pirate* and *The Gaucho*.

This is not a coffeetable book. Mrs. Laird has produced a beautiful book that supplies information about a man who was recognized by the experts of his time as having made an important contribution to the Southern California art world and its depiction of the passing southwest scene. Historians will be pleased that she has used mainly primary sources to tell the story of Borg the man and his art. She had access to Borg's journals, letters, and an unpublished autobiographical manuscript covering the years 1879-1908, the biographical summary for the years 1908-1947 by Lilly Borg Elmberg (Borg's widow), and interviews with still living Southern California friends of the Borgs, like Saimi Lorenzen, who with her late husband published the local Swedish language newspaper. The book contains a satisfying number of black and white and full color illustrations to enable the reader to get a good look at Borg's art.

Siegfried G. Demke

Lavender, David. *RIVER RUNNERS OF THE GRAND CANYON*. Tucson: University of Arizona Press, 1985. 147 pp. Illustrations, Bibliography, Index. Cloth, \$27.50-

John Wesley Powell unknowingly initiated a data bank of history when he scribbled copious notes on his first run through the wild rapids of the Colorado River a century ago. He was already contemplating a book on his first trip "through the last considerable piece of unexplored territory in the United States." Scores of daring diarists who followed him added to the cache. David Lavender has "raided...those treasure troves" to produce another exciting history.

He sets the stage in an unusual two-part preface: a geological description of the

"crazy" water of the Colorado rapids, and the advocacy of a philosophy that lies somewhere between the ancient Hopi's desire to attain a oneness with nature and the pioneering American's determination to conquer it.

Over a hundred years of documented treks, while kept in chronological order, are organized in a logical arrangement of purpose and design. Curious explorers who must do it "because it's there," planners seeking possible railroad beds and mining sites; treasure seekers after gold, adventure, publicity, photographs, movie film and tourist dollars; survey parties seeking dam sites for the greatest treasure — water; academics of various persuasions after scientific bounty; veterans and neophytes, throughout, experimenting with boat designs and rapids-running techniques. This history is enlivened by the risks of the men and women who braved the crazy water.

The controversial subject of dam-building and flooding in the canyons is handled thoughtfully — from an historian's perspective. From the first scoutings by the Bureau of Reclamation in 1921 to Congressional canyon protection laws in 1969 and after, Lavender records the fears of the environmentalists, eagerness of the sports enthusiasts, economic pressures of the water and power interests. True to his thesis, the author finds "a connecting link... with the long story of man's urge to match himself against the canyon,... to make it eventually everyone's possession..."

A well-selected photo collection is economically concentrated in the center of the volume. The press earns special credit for the fine reproduction of the very early pictures, as well as a beautifully produced book.

Lively text based on typically scrupulous Lavender research will satisfy both buff and academician. This volume, Lavender's third on Colorado River country, puts his total count of books on western history to over two dozen. His *Bent's Fort* and *Land of Giants* were Pulitzer Prize nominees; *The Great West* won the Cowboy Hall of Fame award.

Esther Rudkin Novitski