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The Branding Iron
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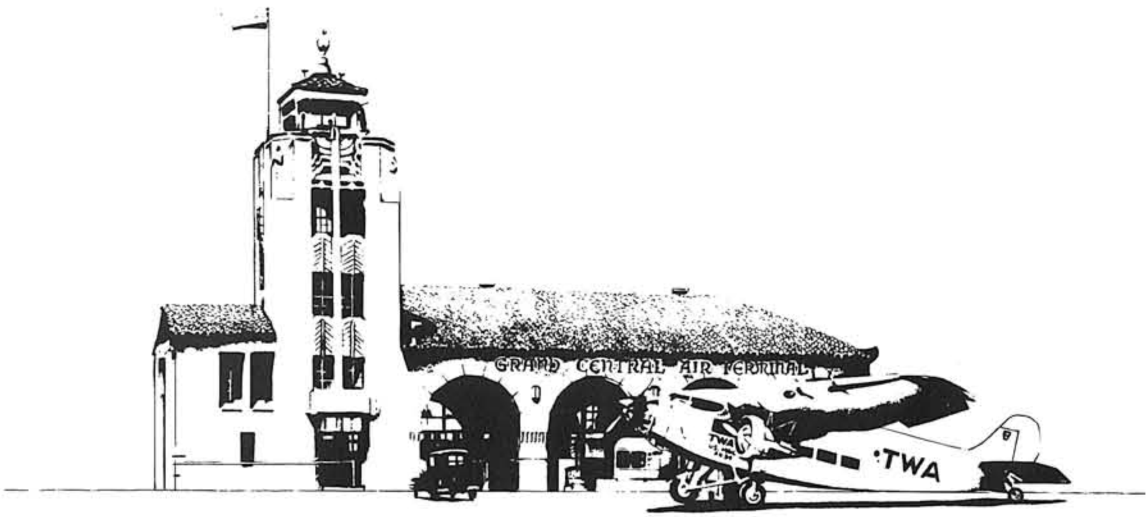

Grand Central Air Terminal 1922-1959

by Sky King

The history of aviation in Southern California was closely associated with the growth and development of the Grand Central Air Terminal in Glendale.

During the mid-1930's my family often went to Grand Central airport to watch my father board Varney Air Lines for San Francisco. As a railroad buff, I would have preferred that my father take the *Lark* and we would then have gone to the Southern Pacific's Glendale station where I could see the steam locomotives. Yet, one could not help but be fascinated with those early day passenger planes and the developing air traffic.

Leslie C. Brand, one of the developers of Glendale, began collecting aircraft shortly after World War I. It was only natural that he was looking for a local area in which to store his collection of priceless aircraft. Pilots, returning home from World War I, often met with Brand and subsequently formed a group who in turn jointly attempted to interest the city of Glendale in founding a local aviation industry. Their spokesman, Thorton E. Hamlin, also appealed to the Chamber of Commerce with hopes that these businessmen would have the vision to help in obtaining a landing field where private hangers

(Continued on Page Three)

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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.

THE MONTHLY ROUNDUP

by Abraham Hoffman

NOVEMBER 1988 MEETING

W. Michael Mathes, author and historical specialist of Early California, the Baja and Colonial Mexico, spoke to the group on "Vaqueros, Arrieros and Paniolos, the Cowboy from Spain to Hawaii." The evening program was a thumbnail sketch about Spanish-Mexican influence on the Western cattle industry, and geographically, American far west which also includes Hawaii.

From the first cattle brought to the southwest by Father Kino, large herds developed in Baja California, and these herds were in turn the source of cattle brought into Alta California from

Photograph by - Frank Q. Newton

Mike Mathes speaks to the Corral at the November meeting. A portrait of Tony Lehman may be seen in the background.

1769 to 1773 under the direct orders of Father Serra. These scrawny, but tough longhorns were both grazers (grass eaters) and browsers (con-

(Continued on Page Nineteen)

A 1928 aerial view of the new Grand Central Air Terminal located in Glendale. The terminal fronted at 1310 Air Way Avenue just west of the Southern Pacific main line which paralleled San Fernando Road. The airport officially opened on February 22, 1929, and had a single concrete flight pad. This landing strip carried the name of the airport thus providing easy identification from the air.

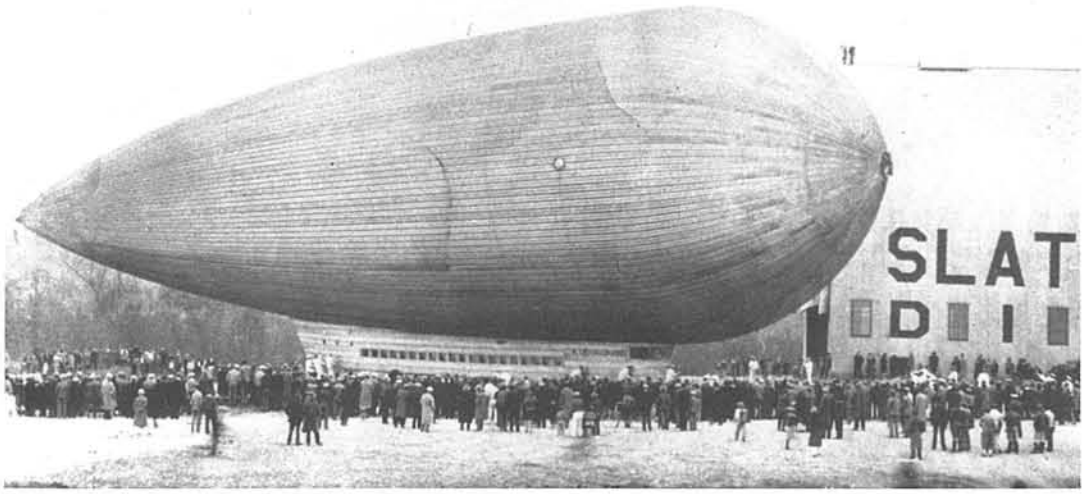
could be built, in developing local servicing facilities, and possibly even encouraging the manufacture of aircraft.

The result was that interest soon centered on a 33-acre ranch just south and west of the Southern Pacific San Francisco-Los Angeles main line, and adjacent to Grandview Avenue. The city of Glendale was able to purchase the ranch from John D. Radcliff for $66,000 on December 9, 1922.

Shortly after the purchase, the city cleared the land and built a paved runway for small aircraft. Before the field was placed in operation, a legal action took place to keep aircraft away from the local farms and ranches in the area. Their excuse was that the noise from the landing and take off of planes would frighten the livestock. The Jessup farm located under the flight path, stated that the constant noise would cut the quantity of milk produced by the dairy cows, but apparently some agreement was reached as the case never came to trial. In the meantime, the original sponsors of the airport established a syndicate and took control of the project. They seemingly felt that the city of Glendale was not moving fast enough to allow for early completion. In any case they paid the city in full for their initial cost of the land, $66,000 and all the costs for clearing it.

Now that the field was no longer encumbered by legal problems, and not subject to all the problems of city government, and because Southern California was taking an early lead in the development and use of aircraft, the airport grew rapidly. The Kinner Motor Company built a manufacturing facility close to the runway and manufactured aircraft motors. Soon airlines moved in and began scheduling flights to San Francisco and Catalina Island. One firm obtained an airmail franchise using Glendale as its base. Private pilots came in droves and also used the facility as their home base. The airport became an extremely busy place, and consequently a control tower was set up to handle all take offs, give landing instructions, and to warn pilots of nearby aircraft while still in the air. It was acknowledged that the name Glendale Airport was not good, so a contest was held to rename it and the name, Grand Central Air Terminal, was chosen. Major C.C. Moseley, a famous World War I fighter pilot and one of the founders of Western Air Lines, was chosen as airport manager.

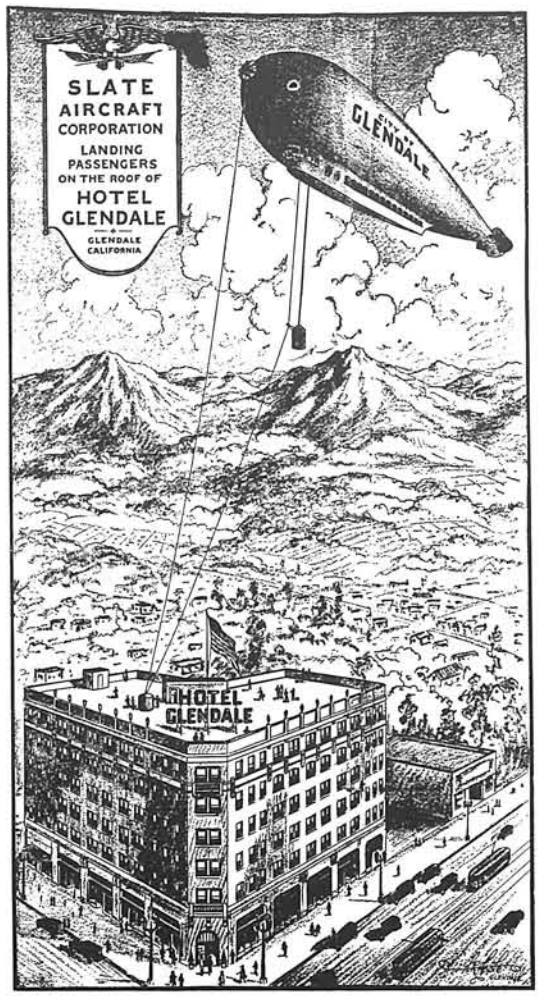
Amelia Earhart took part in an air rodeo at Grand Central on March 17, 1923, piloting an aircraft powered by one of Kinner's new engines.



It was a great day for Glendale and Captain Thomas Slate when his all-metal dirigible, *The City of Glendale*, was pulled from the hangar on December 17, 1929, for its first flight. The Slate dirigible hangar was later torn down after the failure of the airship.

Obviously the motor was a great success, necessitating that Kinner enlarge its facility.

A man by the name of Thomas B. Slate leased space in one of the hangars in 1925, with the plans and hopes of constructing an all-metal dirigible. Once the airship was completed it was moved out on the field for its initial flight. Two attempts were made to get the ship airborne, but the strong winds which prevailed blew the dirigible into the hangars and nearby facilities. Slate, believing that the airship was not big enough, went back to the drawing board. As a result of his new plan, he had to build a huge metal hangar which at the time was the largest in the world. Slate's third attempt at flight



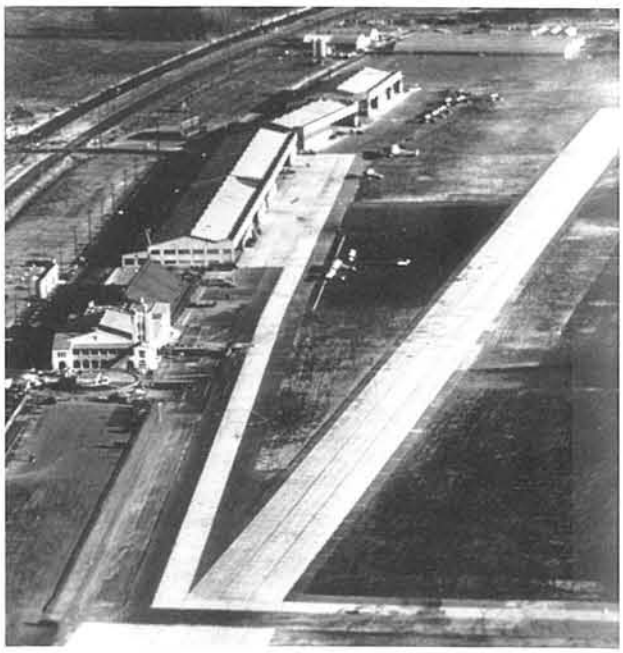
Slate's dirigible, *The City of Glendale,* was to be one of many airships Slate would use to fly passengers between Los Angeles, Chicago and New York. In order to save time in mooring this large airship at Grand Central, passengers were to be loaded aboard the ship while it hovered over Hotel Glendale. Passengers would board an elevator dropped from the ship as shown in the drawing at the right. Actual flying time for this planned transcontinental journey is not known.

A Maddux Air Lines Ford 5-A Tri-Motor aircraft is on exhibit at Grand Central Air Terminal in March 1929, shortly after the new airport opened. The Maddux fleet of 14 Ford planes each carried the name of the city it served.

resulted in an airship 212 feet long, 58 feet in diameter at its widest part, with a cabin capacity for a five man crew and 35 passengers. The airship's capacity was 337,000 cubic feet of gas. Slate was quite proud of his new airship and named it "The City of Glendale." It finally became airborne and flew around the airport several times, when suddenly there was a big pop and the ship dove to the ground. With that incident Slate's personal fortune and those of several investors went up in smoke and left only a bunch of metal on the ground. So ended the life of "The City of Glendale."

An investigation of the crash was held. It revealed that the culprit was a stuck fuel intake valve which had allowed excessive pressure to build up within the airship. This pressure popped the rivets on the ribs, and thus the explosion. In any case Slate was unable to encourage any new investors. He sold his hangar to a company which later became T.W.A.

The passenger facilities at Grand Central were only those provided by each individual airline. It was decided that a more permanent air terminal and tower was necessary and thus a new terminal was built at 1310 Air Way in 1928. The architect was H.L. Greggerty and he designed the terminal to incorporate all the latest conveniences for both passengers and the air lines. The building incorporated two architectural styles: Spanish-Colonial Revival; and Zig-Zag Moderne. I realize these names or styles mean little today,



Aerial view, from the north end of the airport, shows the terminal in relation to the Southern Pacific tracks and San Fernando Road. The long building beyond the terminal building is the Maddux Air Line hangar.

A Lockheed Electra 10-c plane, with only a 10-passenger cabin, offered twin engine safety for passengers and flight crew. The plane was also equipped with key and code two-way communications, novel at the time. The Lockheed plane on display at Grand Central initiated Aerovias Centrales service to Mexico in 1934. (BELOW) The colorful dome ceiling was found in a private meeting and dining room in the terminal building.

but they were popular styles and terms of the late 1920's. In essence it was basically streamline modern with a lot of arches. The huge tower became the centerpiece of the complex. The terminal was officially opened for public use on February 22, 1929. This same year the first airline service was established between Southern California and New York, and Grand Central Air Terminal was the home base. Piloting the first flight of Transcontinental Air Transport (TWA) was Charles A. Lindbergh and accompanying him on this trip were a number of famous screen stars, including Mary Pickford and Douglas Fairbanks.

Grand Central Air Terminal quickly became Southern California's premier airport for the movie industry and, as such, it obtained wide publicity in the nation's press. It soon was served by a number of major airlines, names which are now a part of history.

The company operating Grand Central was Curtiss Flying Service, with a Major Mosely serving as president. In 1934, Mosely leased the field and all the facilities from the corporate owners and began operations under the firm name Aircraft Industries Company. Later he obtained clear title to the property and changed the name of the local aircraft technical school operating at the base from Curtiss-Wright Technical Institute to Cal-Aero Technical Institute.

Students and teachers of the Curtis-Wright Technical Institute are photographed in front of the engineering school which occupied a corner of the terminal building. The school was known worldwide for its excellent aircraft shop training program.

Men came from all over the world for training at Cal-Aero. The school became heavily involved in training pilots for the war effort in 1939. Cal-Aero established three flight academies, one at Grand Central, another at Ontario Airport and Antelope Valley Airport. By the time World War II broke out Cal-Aero had trained some

Major Moseley hands Fred Kelly the first sack of air mail bound from Los Angeles (Glendale) to San Francisco. Kelly was awarded contract route No. 4 and it is so painted on the side of the plane. — *Donald Duke Collection*

26,000 combat pilots. An aircraft mechanics school was also established and 7,500 master mechanics were trained for the Army Air Corps and the Navy. Grand Central became known worldwide as the largest aviation center for the repair and overhaul, plus modification, of planes and engines.

Major Corliss C. Moseley set a record in reverse in 1931 when he established the slowest speed thought possible for an airplane. He flew 25 m.p.h. in a Curtiss Wright Junior, a pusher-type aircraft that was more like a powered glider with an engine (a 3-cylinder Szekley with 45 hp.). Besides being general manager of Grand Central Air Terminal, he had been a USC fullback, a World War I pursuit pilot, and won the first Pulitzer prize races in 1920 on Long Island, New York, with a speed of 176 m.p.h. At one time Moseley established the largest flying school in the country, was a United States Air Corps test pilot in 1929, and as stated earlier helped to start Western Air Lines. If this was not enough, he was also West Coast manager of the Curtiss Wright Corporation from 1929 to 1934.

On February 20, 1935, Leland Andrews, an American Airlines pilot flew his Vultee nonstop from Glendale's Grand Central Airport to New York City's Floyd Bennett Field. Andrews, a World War I pilot, flew by way of Washington, D.C., and established a record of 11 hours, 34 minutes, and 16 seconds for transcontinental flights. On this same flight, Andrews also broke the nonstop record to Washington, passing over the capitol after 10 hours, 22 minutes, and 54 seconds in the air.

The future of Grand Central Air Terminal was doomed from the very beginning. The early planners failed to provide room for expansion of both manufacturing, hangars, and the passenger terminal. United Aircraft & Transportation Company, now United Airlines, required so much space they decided to build their own airport and during the late 1920's began working with Burbank city officials on a new airport plan where there was room for expansion.

These efforts led to the construction of the nation's first multi-million dollar airport at Burbank. United Airport, as it was first called, was dedicated at a public ceremony and air show on Memorial Day weekend, May 30, 1930. While this new airport relieved the pressure at Grand Central, it still continued to be popular as it was closer to downtown Los Angeles.

Lockheed purchased the founding company and United Airport, in 1940, renaming it Lockheed Air Terminal. This provided the aircraft manufacturer space for new buildings to build military aircraft and runways for testing. Commercial air service continued and many of the larger carriers moved from Grand Central to Lockheed. The airport was renamed Hollywood-Burbank Airport in 1967 when Los Angeles International Airport was opened at old Mines Field. In 1979 it became Burbank-Glendale-Pasadena Airport and continues to serve as a regional airport and a supplemental airport for LAX.

The coming of the jet age forced the eventual closing of Grand Central Air Terminal in 1959. The 3,400-foot runway was just too short for jet planes and there was no room for any expansion of terminal facilities or additional runways. Shortly, thereafter, the old terminal became the center for a new Grand Central Industrial Park. The old terminal building is still there and worth a visit, tower and all.

The *Branding Iron* extends special thanks to Barbara Boyd, Special Collections, Glendale Public Library, for photographs used to illustrate this article.

ARCHIVAL DEPOSITORIES
A New Dimension

by Msgr. Francis J. Weber

One could easily sense the sudden upsurge of interest in the presidential archival depositories a few months ago when it was disclosed that a twelve year old youngster, Fidel Castro, had once written to President Franklin D. Roosevelt asking for a $10 bill because "I would like to have one."

Hopeful of finding additional documents, researchers plunged into the various collections of Presidential documents to see what other famous people might have written to the White House in their earlier years. So far is has been a fruitful search.

In 1918, for example, young Leonid Brezhnev, sitting near the fire in his family's dacha, jotted a brief note to President Woodrow Wilson, telling him about the new revolution and asking when the United States would get rid of all "your nasty tsars."

Twelve year old Charles de Gaulle sent such a long letter to President Theodore Roosevelt that it took White House secretaries four weeks to translate it. He told Teddy that "I would like to carry a stick one day, but I don't think I could ever walk softly."

Herbert Hoover was President when a young Egyptian named Anwar el Sadat wrote from his classroom in 1930. The youth suggested that Hoover should visit the Democrats and make a speech before the stock market.

And on they go. The nation's Presidential Libraries, the Library of Congress and numerous other such institutions are crammed with historical "goodies" which are yet to be looked at and appreciated.

Traditionally, archivel centers are hallowed precincts where serious researchers spend long hours pouring over precious documents in the never-ending quest for more human knowledge. Obviously, access to such facilities must be reserved to duly accredited scholars having legitimate reasons for utilizing these "dry bones" of the past.

There may, however be a middle ground. Some years ago, in an attempt to add another dimension to the Chancery Archives for the Archdiocese of Los Angeles, a program was inaugurated whereby certain especially significant documents and letters were made available to the general public, in museum fashion.

After replacing each of the designated materials in the archives with a xerox facsimile, the items were arranged into four general categories: Famous Personages, Religious Figures, California Giants and American Cardinals.

Special display racks were acquired — the kind collectors use for exhibiting large sheets of mint stamps. The plasticized pages, arranged horizontally on a wooden frame, provide excellent security and are easily maneuvered by viewers. Where possible, a picture, death card or postage stamp was added to enhance the individual document.

What began as an experiment has become a permanent fixture of the archival program. Now, those old and sometimes dull documents, once seen and appreciated only by trained scholars, are serving a wholly new role for a different strata of society. And the response has been universally favorable.

The viewers, ranging from school children to retirees, enjoy looking firsthand at the literary relics of prominent individuals. They are able to share some of the excitement that historians and other researchers feel when they ponder and digest the thoughts and words of notable world figures.

Probably the most cherished of the many documents on display is a letter from Fray Junipero Serra, the founder and *Presidente* of the California Missions. Dated April 17, 1780 and written from San Carlos Borromeo Mission, the four page letter confirms Serra's reputation as a man of business and a missionary who insisted on the full operation of justice.

Also of interest, especially to students of ecclesial history, is the only complete collection of letters by all the American Cardinals, from John McCloskey (1875) to William Baum (1976). Short biographical sketches are attached to each of these thirty-two items.

Utilizing archival materials in this fashion

can easily be justified educationally. A person is twice as likely to remember historical events when they are presented in attractive visual packages.

The carefully-annotated and pictorially-portrayed collection of Presidential signatures and autographs is a case at hand. First displayed in the year of America's bicentennial, the series has proven to be the most popular yet opened. A capsulized but graphic history of the nation, from its inception to the present day, is seen reflected in those forty mirrors.

The following descriptive account of the items in this display is here reproduced to illustrate a possible new dimension for those millions of documents presently locked tightly away in archival depositories around the country.

(1)

George Washington's (1789-1797) signature, especially in his later years, was magnificent, bold and legible. He wrote in an unwavering, fluent and symmetrical style possibly the most splendid of all the Presidents. This large cut signature is taken from a letter written on January 17, 1791.

(2)

The handwriting of John Adams (1797-1801) is plain, free of any flourish, somewhat labored but very legible. The elder Adams' signature is quite rare. He is represented by a "third person" signature taken from a note appended to a document from David Cobb, dated January 6, 1768.

(3)

Thomas Jefferson (1801-1809) wrote a small, very legible hand that varied somewhat during his lifetime. His signature was generally executed in larger characters than those in the body of his letters. Here displayed is a passport for the Ship *Amazon* of Charleston, signed May 9, 1805, and countersigned by Secretary of State James Madison.

(4)

The fourth President, James Madison (1809-1817) wrote a small, angular, easily-read hand, devoid of flourish. His signature is affixed to a letter written from the State Department on July 7, 1802, to a Mr. Stevens.

(5)

The chirograph of James Monroe (1817-1825) is in keeping with his character — compact and rugged. His signature is written on a vellum document dated May 1, 1817, and countersigned by Richard Rush.

(6)

John Quincy Adams (1825-1829) wrote a small, round, very distinctive hand notable for its pre-Spencerian preciseness. His signature was placed on the land grant signed at Washington on February 26, 1826.

(7)

The forceful aspect of Andrew Jackson's (1829-1837) character is evident in his virile handwriting. "Old Hickory" placed his crude and bold pen to this document on August 27, 1835.

(8)

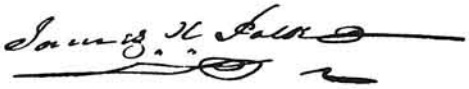
The letters of Martin Van Buren (1837-1841) are probably the most uninteresting of Presidential signatures. His was an unattractive, free-running scrawl that never yielded to improvement. He is represented by a franked envelope dispatched from the Executive Mansion on October 14, 1838.

(9)

William Henry Harrison (1841) was the first President to die in office. Never a voluminous writer, his letters are somewhat uncommon. This note, signed and dated January 14, 1795, reads: "I have nine gills of whiskey to complete eighteen rations in Greenville."

(10)

John Tyler (1841-1845) was the first man to inherit the Presidency. This signature, taken from an envelope-front bearing the President's franking privilege, was sent from the White House on December 14, 1842.



(11)

There was little variation in the handwriting of James K. Polk (1845-1849) during his lifetime. He wrote a small, round, scrupulous, almost decorative hand. He is represented by a franked envelope addressed to the Honorable John G. Mazaurian.

(12)

Zachary Taylor (1849-1850) was not a facile penman. He wrote a heavy hand and seldom blotted his writing. The lavishly applied ink corroded through the years. His signature, concluding a letter, was originally mounted with a photograph.

(13)

The handwriting of the thirteenth President was clear, straightforward, legible and unmarked by mannerisms or eccentricities. Millard Fillmore (1850-1853) is represented by a signature taken from an envelope mailed by the President in 1851.

(14)

Unlike the man, the chirography of Franklin Pierce (1853-1857) was characterized by flourish and ostentation. Here the Chief Executive directs the Secretary of State to affix the official seal to a document for the President of the Argentine Confederation.

(15)

James Buchanan's (1857-1861) letters are among the most attractive autographically of the Presidents, being at once legible, graceful and artistic. His entry in this series is a document issued while Secretary of State, on August 14, 1848, pardoning Annahiah Dodge, a mail robber.

(16)

The "Great Emancipator," Abraham Lincoln (1861-1865) is typically rugged, virile and unpretentious in his writing style. His signature here is affixed to a letter written at Springfield, Illinois, on October 1, 1860.

(17)

Andrew Johnson (1865-1869) only learned how to write after growing to manhood. He wrote a somewhat labored, angular hand that was not conducive to facile penmanship. His signature here authorizes the affixing of the official seal to a warrant for the pardon of Owen Wessels, April 10, 1868.

(18)

Ulysses S. Grant (1869-1877) wrote a free-flowing, angular hand that is quite legible and free of decorative flourishes. This fine, undated holographic letter was written sometime during the Civil War to Admiral Charles H. Davis.

(19)

The letters of Rutherford B. Hayes (1877-1881) are written in a small, scratchy, somewhat effeminate hand. This undated signature is affixed to a White House calling card.

(20)

James A. Garfield's (1881) penmanship was fine and fluent, the characters beautifully rounded and legible. He is represented by a signature affixed to an oblong 4to page.

(21)

Chester A. Arthur (1881-1885) wrote in a bold, open style with a large striking hand in which are combined strong shading and delicacy of touch. His full autograph letters are among the scarcest of the Presidential series. Here he affixes his signature to an Executive Mansion card.

(22 and 24)

One of the most virile Presidents, Grover Cleveland (1885-1889) and (1893-1897) wrote a small, delicate, almost effeminate script. This White House card bears the date of April 27, 1896.

(23)

Benjamin Harrison's (1889-1893) letters are moderately scarce. He seldom wrote and when he did it was usually brief and with restraint. This signature card appears on a vignette page portraying a street scene on Pennsylvania Avenue, with the White Houe in the background.

(25)

Full autograph letters of William McKinley (1897-1901) are anything but commonplace. He was one of the first public figures to make use of the typewriter. His chirography is vigorous and forceful. This brief letter to Lewis Hanback, dated December 18, 1893, acknowledges good wishes upon his re-election to the Governorship of Ohio.

(26)

Theodore Roosevelt (1901-1909) carried on a voluminous correspondence. He wrote in a sprawling, immature style. This letter to Archbishop John M. Farley of New York was dispatched from the White House on January 1, 1906.

(27)

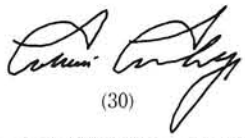
Pictorially, William Howard Taft's (1909-1913) signature ranks among the most attractive of the Presidential series. This letter to Ralph W. Cutler acknowledges congratulations on his nomination to the Presidency at the June 16-19, 1908, Republican National Convention at Chicago.

(28)

Woodrow Wilson (1913-1921) is the chief contender for the most beautiful of the Presidential signatures. This Latin phrase ("don't argue about trivialities") was written and signed shortly after Wilson's election as President of Princeton University, June 9, 1902.

(29)

Warren G. Harding (1921-1923) was not a liberal penman. His letters were hastily written, careless and never very legible. This is a fine profile portrait inscribed to Travers J. Crocker on February 6, 1922.



(30)

Calvin Coolidge (1923-1929) used a very fine pen and produced a scratchy scrawl that is difficult to decipher. He is here represented with a letter from the Governor's office at Boston, dated June 24, 1920, with its enclosure of the quill used to sign an act relative to the construction of a War Memorial.

(31)

The thirty-first of the Presidents, Herbert Hoover (1929-1933) had a calligraphy that was graceful and legible. This letter was written to the Bishop of Los Angeles-San Diego by the then Secretary of Commerce.

(32)

Franklin D. Roosevelt (1933-1945) had a clear and forceful hand to match his personality. This letter acknowledges the prayerful good wishes sent by Archbishop Francis J. Spellman of New York on the occasion of FDR's third inaugural.

(33)

Harry S. Truman (1945-1953) wrote with a confident but somewhat nervous hand. This picture was signed and mailed from Independence, Missouri, on August 21, 1955.

(34)

Dwight D. Eisenhower's (1953-1961) signature was typical of the virulent military leader who always remained a political novice. This letter from IKE was sent to Francis Cardinal Spellman on August 5, 1953.

(35)

Authentic signatures of John F. Kennedy (1961-1963) are rare in his White House years, when no fewer than fourteen secretaries signed his correspondence. He is here represented with a letter written from the junior senator of Massachusetts acknowledging the cordial reception given him at Los Angeles on March 17, 1957.

(36)

Lyndon B. Johnson's (1963-1969) penmanship is the sweeping but determined style characteristic of expressive leaders. This is a photograph signed for Sara Gearhart shortly after LBJ's election to the United States Senate.

(37)

Richard M. Nixon (1969-1974) wrote with an energetic and determined hand. This letter was written on October 28, 1963, in response to a query made during the years between Mr. Nixon's Vice Presidency and Presidency.

(38)

Ever the resourceful politician, Gerald K. Ford (1974-1977) signed this picture of his meeting with San Francisco's Archbishop Joseph T. McGucken on October 30, 1975.

(39)

Signatures of Jimmy Carter (1977-1981) are uncommon. This autograph card was signed by the President-elect at his home in Plains, Georgia, on November 17, 1976.

(40)

Letters and cards signed by Ronald Reagan (1981-1989) are fairly common. The one displayed in the Historical Museum was personally signed for the Chancery Archives on July 2, 1980.

Horseless Carriage to the Rescue!

The story of the success of motor cars in rescue and relief during the San Francisco Earthquake of 1906

by Konrad F. Schreier, Jr.

The automobile, in its early years, was called the "horseless carriage," and was considered a toy for the chosen few who could afford such an expensive machine.

A disaster would show that the automobile could be more than just a plaything. In fact, it was to become a practical, useful, and even essential machine. While the story of the San Francisco earthquake and fire which took place on April 18, 1906, has often been told, the story of the motor car's part in the quake is practically forgotten.

At the time of the disaster San Francisco was a modern city, and there were a number of motor cars on the roads. Although the cars were only some ten years old, they were advanced enough to cope with the city's hills. But, like most cities of the day, the people of San Francisco basically got around on street railways or cable cars, and used horse-drawn rigs to reach the areas where the rails did not go.

San Francisco, as all modern cities, depended heavily on their utilities. It had a good water system, sewage system, gas service and electric power lines, along with extensive telephone and telegraph systems.

Then at 5:14 A.M. on that fateful Wednesday morning, the whole city was shaken into chaos. Its utilities and communications systems were destroyed. Its normal arteries of supply and transportation were torn to bits. The city was confronted with a total collapse of its modern existence.

After the first shake, one group in San Francisco began to work on rescue and relief plans. It was the city's U.S. Army garrison, commanded by Brig. Gen. Frederick Funston. The entire command was awakened by the first shock, and universally recognized the danger of the situation. Gen. Funston made a quick reconnaissance to confirm his fears, and then began to order his regular U.S. Army forces to the rescue.

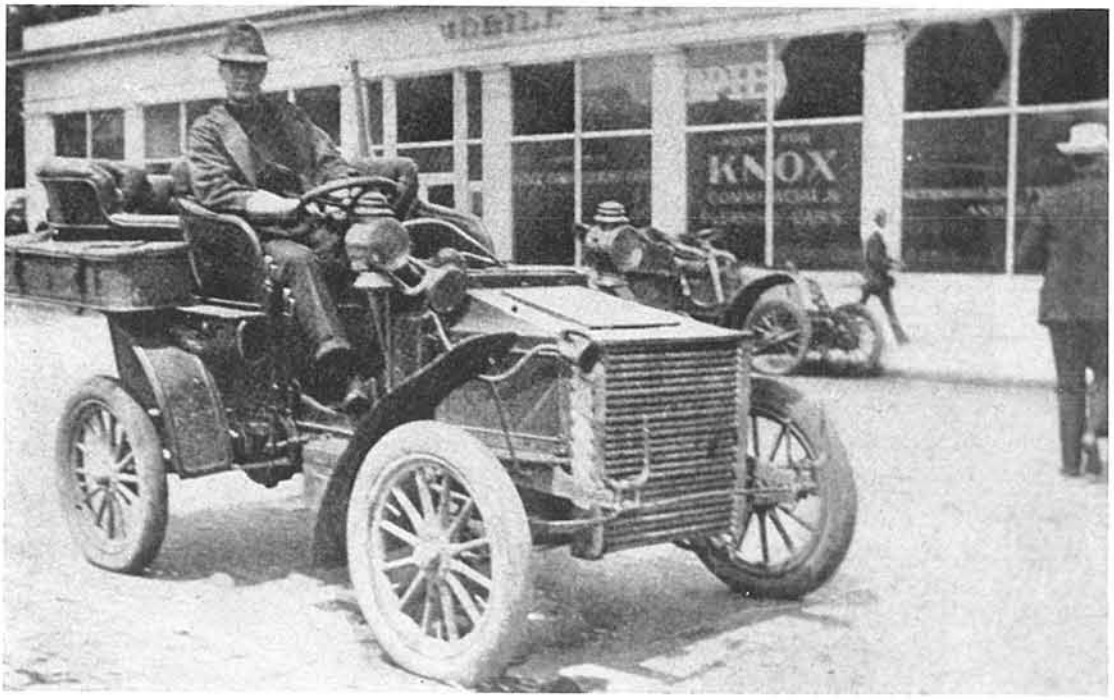
With what proved to be great wisdom, Mayor Schmitz and the officials of the city of San Francisco, at about 8:00 that morning, put Gen. Funston in overall command of the rescue and relief effort. He had already established his headquarters at the U.S. Army's Fort Mason. He requested the help of California National Guard troops, and asked for assistance from the U.S. Navy and Marine Corps.

Brig. Gen. Frederick Funston, Army officer in charge of the San Francisco rescue and relief effort, climbs into an automobile driven by a civilian, yet carrying a U.S. mark. — U.S. ARMY

During the first hours of the disaster the city was, according to many, very quiet except for one thing: the splutter of horseless carriages. The motor car was not dependent on any of the city's damaged utilities. In addition, the automobiles of those days were built to operate on improbably bad roads, so they were able to get around on the wreckage littered streets. Some of the very first cars to the rescue were "hire cars" (taxis) pressed into use as ambulances.

Gen. Funston, an officer with the ability to make good use of any resources at his disposal, was already aware of the potential of motor vehicles. The Signal Corps detachment of his command had several Winton motor cars fitted

. . . *Page Thirteen*



A White steam car, several years old at the time, was used by the Red Cross. — OVERLAND MONTHLY

out for field telephone and telegraph use. Those went to work as soon as the Signal Corps officers found the civilian lines were out. The Winston's were only a handful in number, but they proved to be invaluable.

Almost simultaneously privately owned motor cars were volunteered, but until it was known that Gen. Funston was in command the vehicle owners had trouble finding somebody who would accept their services. As soon as Gen. Funston took command he not only accepted every motor vehicle which volunteered, he impressed everyone in the city with the ability to place the cars in service.

It is impossible to say how many motor vehicles were available that fateful morning, as the city records went up in smoke. A number of the vehicles were destroyed by the quake and fire before they could be pressed into service. Nobody ever took a count, and the owners and drivers didn't make much of it since they all felt they were only doing what had to be done.

There are statistics stating that, at the time, there were some 8,000 motor cars and a few dozen motor trucks registered in California. San Francisco surely had at least a thousand or so on its streets.

Some of these vehicles were of makes even familiar today: Cadillac, Oldsmobile and Rambler for example. Some were forgotten vintages such as Knox, White and Winton. Trucks were rare then, and the U.S. Army Quartermaster in charge could only find eleven available for use as supply transport.

Those machines used three types of power plants: gasoline motors, steam engines, and electric motors. The electrics were not of much use since there was no power to recharge their batteries. The gasoline and steam machines were kept in operation as long as fuel could be found.

Most of the machines were passenger cars of three types: Many were small two seat "run abouts" of the real "horseless carriage" style. Some were large, more powerful "touring cars"

Another White steamer in front of the ruins of the James L. Flood residence on Fremont Street. — OVERLAND MONTHLY

A locksmith, located amid the ruins of San Francisco, used a "horseless carriage" to make emergency calls. — OVERLAND MONTHLY

which could seat four to six in open bodies and had convertible tops for bad weather. There were also deluxe "limousines" with enclosed bodies, designed to transport the "carriage trade" in solid comfort. And a few were "motor delivery wagons," the forerunners of modern pickup trucks.

The performance of these early motor cars was entirely different from today's modern automobiles. They were designed to cruise comfortably at some 30 miles per hour, but needless to say that was more than three times as fast as any horse-drawn vehicle could do. They did not have very good brakes in those days, and also were very difficult to handle compared to our modern automobiles.

There weren't many citizens in San Francisco qualified to drive motor cars back in 1906. This, however, did not prove to be a problem since it appears that everybody in San Francisco who knew how to drive volunteered. This included vehicle owners, mechanics, hire-car drivers, etc.

One of the few surviving records indicates there were over 200 motor cars under Gen. Funston's command early that Wednesday morning. Additional vehicles were allotted to the police, the fire department and other San Francisco city authorities who were acting under Army command.

Standard Oil Company donated over 15,000 gallons of gasoline to the relief effort, in order to fuel both steam and gasoline vehicles. This

A White steamer chugs past a string of dead electric trolley cars. Damage to the overhead trolley system grounded most of the city's transit system. — OVERLAND MONTHLY

One of two U.S. Army Signal Corps Winton motor cars that were stationed in San Francisco at the time of the quake. — U.S. ARMY

amount of fuel would have allowed some 75,000 miles of operation by cars of the period.

In the first hours after the quake motor cars performed valiant service in moving casualties to area hospitals. Later, these vehicles were used to move the injured who happened to be in the path of the fires.

As the destructive fire raged on the U.S. Navy brought several boat loads of fire hose from Mare Island Navy Yard, across the bay in Vallejo, and the motor cars were used to get the hoses to where they could be used best. They continued their assistance by laying these hose lines in the street and the lines were then operated by fireboats pumping sea water from San Francisco Bay. All their efforts were in vain.

Engineers, both military and civilian, used motor cars to observe and report on quake damage and to report progress on controlling the fires. They determined that it might be possible to stop some fires by using dynamite, thus removing unburned structures from its path. To carry this out as quickly as possible, explosives, drawn from civilian and Army stocks stored in the city, were then transported by motor car to where they were to be used. Although these efforts were not always successful, in some cases they did help.

Automobiles also performed wonderfully in the command and control of the rescue and relief efforts, and some remained in the service for several weeks. Some were still in use after a couple of months until the city got back to the point where they were no longer required. An idea of how hard the auto worked is reported by Lt. Colonel Lea Febiger, U.S. Army, who was in charge of Quartermaster operations. He stated he drove at least a hundred miles a day carrying out his duties, that he could only have done his job with the automobile, and that the vehicles he used worked perfectly.

It is an historical fact that all the people involved in the rescue and relief effort, from Gen. Funston on down, used motor cars. It is said they could never have gotten the job done without them. The end result it seems is that they were all surprised at how reliably the machines ran, and the abuse they could stand.

Even the tough job of policing the city was expedited by motor cars. Army authorities said the patrols of soldiers "mounted in motors" moved so rapidly that looting was held to a minimum. These motorized patrols also proved invaluable in directing and controlling the confused and panicked refugees, and were used effectively for weeks after the disaster.

Perhaps one of the most remarkable incidents in the motor car relief efforts was that of Walter C. White of White Motor Company, makers of quality steam cars. He was in Los Angeles when the disaster struck. He and Mr. Ryus, who worked for his company, drove a White steam car the 400 miles from Los Angeles to San Francisco in something over 24 hours! A remarkable feat considering the rugged stage roads they had to travel.

The part that the automobile company people played in the rescue and relief effort received a

A White steam car navigates a rocky stream crossing of an alleged road. Such problems were typical in 1906. — OVERLAND MONTHLY

great deal of justifiable praise when it was all over. They gave their services freely, along with that of their machines and received little or no compensation.

The story of the motor vehicles participation in the relief and rescue efforts in San Francisco became well-known. It was reported in many newspapers and magazines, often with photographs. Although their actions were greatly overshadowed by the descriptions of the massive destruction, it in fact, was noted and remembered.

The reports all stated the motor vehicles had performed with great reliability, with very few brakedowns, and most of these repaired in short order. Motor vehicles demonstrated that they, unlike horses, required no rest to survive. And they could perform faster and longer under stress.

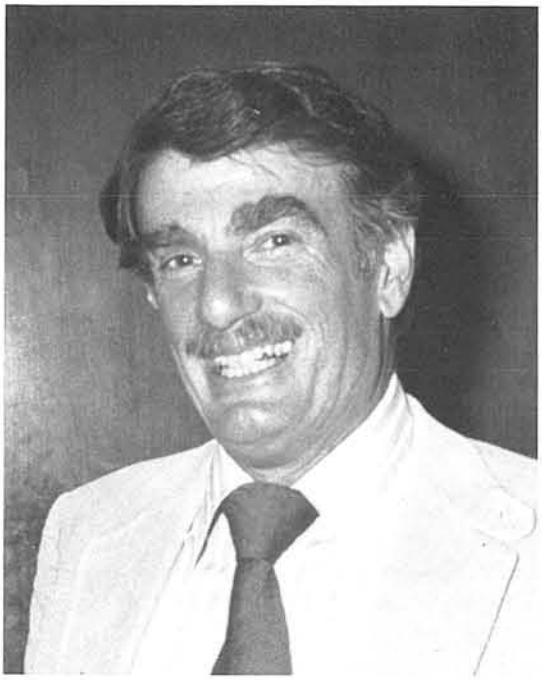
The first important result of motor vehicle service at San Francisco — and the first such demonstrations — was in fire fighting. While motor powered fire fighting vehicles were built in small numbers prior to 1906, little reliance had been placed on them. Practically all fire fighting equipment in use was horse-drawn, and the pumps were operated by steam boilers.

After 1906 the interest in motorized fire fighting equipment boomed, and within a year they were being sold throughout the United States. There were not only new gasoline powered "fire trucks," but special gasoline motorizing units built to replace horse teams on existing fire fighting equipment! The reason the gasoline engine was preferable was because it could be started instantly. Steam powered machines would take time to fire up which delayed their response. All electrical powered vehicles required frequent battery recharging, consequently they were not practical.

The successful use of motorized fire fighting equipment in the years following the 1906 San Francisco quake led to the expanded use of motor vehicles for other practical purposes. Motorized ambulances soon began to replace the horse-drawn types. Police began using motor vehicles in patrol service and other duties. The U.S. Army was finally able to convince the U.S. Congress to give it substantial money for motor vehicles.

Ten years after the quake, motor vehicles were well on their way to replacing horse-drawn vehicles in nearly every task. Also, many operators were finding it cost much less to use motor vehicles than maintain horses for use on horse-drawn vehicles! Within another ten years, by the mid-1920's, horse-drawn vehicles were rapidly becoming history.

There is no question that the use of motor vehicles would have spread, but San Francisco's 1906 catastrophy is credited with having sped up the process dramatically. It was undoubtedly a most convincing demonstration of how practical and useful machines could be under the worst of conditions.



TONY LEHMAN, 1935-1988: A MEMORIAL TRIBUTE

By Doyce B. Nunis, Jr.

The Los Angeles Corral of Westerners lost a valuable member with the death of Tony Lehman, October 25, 1988. Fortunately, he went to his grave knowing the admiration and respect in which he was held by the Corral and its membership. At the Annual Rendezvous, September 24, Tony was honored by his fellow Westerners for his more than twenty years of dedicated service to the Corral. Since joining the Corral in the early 1960s, I suspect that there was not a single job or assignment that Tony did not accept when called upon, be it wrangling at the Fandango or Rendezvous meeting, serving as one of our Trail Bosses in a variety of offices, capped with his tenure as Sheriff in 1979. Not content with both silent and public service to the Corral, he actively contributed to its programs as a welcomed speaker: served the *Branding Iron* as an editor, contributor, book reviewer, news columnist; and as editor of one of our premier *Brand Books,* No. 15, published in 1978. His attendance at Corral meetings set an example for us all. He was a true Westerner: he participated, he gave, he shared, he served.

Born in Los Angeles, December 6, 1935, and named Anthony Lewis by his parents, Tony attended the California Military Academy and Chadwick School. Matriculating in Pomona College, he received his B.A. degree in 1959, majoring in English and American literature. He pursued advanced study at Claremont Graduate School in the same field, earning his M.A. in 1964, writing his master's thesis on Bret Harte. Along the way he obtained a California Lifetime General Secondary and Administrative Credential.

He commenced his teaching career at Chaffey High School, located in Ontario, in 1961. As he recalled: "During the many years I have been a teacher of English I have worked with students of all sorts, including those with severe learning disabilities, those who have been discipline problems, and those who are designated as Mentally Gifted Minors. Among the classes I have taught are: Basic English, Introduction to Composition, Advanced Composition, English Literature, World Literature, Literature of the American West, Vocational English, and Humanities." Evidence of his commitment to education was his tenure as chairman of the Chaffey English Department, 1967-1976.

Tony brought distinction to the Corral through his professional career. An exemplary high school teacher, his reputation was earned and, in turn, praised. He received a certificate of recognition for "Outstanding Service to School and Community" in 1975 from the Industry and Education Council of San Bernardino and Riverside counties. Chaffey conferred on him a "Distinguished Teacher Award" in 1978.

Never one to stand on the status quo, several years ago Tony was a successful applicant to the National Endowment Summer Seminar for Secondary Teachers, given by the distinguished American West historian, W. Turrentine Jackson, at the University of California, Davis. Jackson had nothing but the highest praise to lavish on him as a seminarian. Here was a master secondary teacher taking time to renew his already extensive learning as a student. Now, that's the mark of a dedicated teacher.

In 1980 he took a year's leave from Chaffey in order to try his hand as an administrator. He accepted an appointment as principal of the Anderson Valley Secondary School in northern California. One year was enough; he missed the classroom. He returned to Ontario in 1981 where

he continued his career until his untimely death.

Next to teaching, Tony had a great love of nature, particularly the California landscape and the American West. It probably was his "western" streak that led him to join the Los Angeles County Sheriff's Department Mounted Possee in 1974. After training at the Sheriff's Academy, he was commissioned a deputy and later rose to the rank of captain.

On another level, Tony made notable contributions as a scholar and writer. He authored a number of outstanding articles on a variety of topics, ranging from southern California local history to literary figures, among them the Corral's late historian-publisher-member, Paul Bailey. They were longtime friends and near neighbors in the Pomona Valley.

Tony also authored several books. He was in the vanguard of historians who began to assess the tragic relocation of Japanese Americans during World War II. He poignantly revealed their plight in *Birthright of Barbed Wire: The Santa Anita Assembly Center for the Japanese* (1970). That same year he published a tender and delightful study of the southern Nevada mining boom at the turn of the century, *By Buckboard to Beatty.* An important book on the southern California artist, *Paul Landacre: A Life and a Legacy,* appeared in 1983, followed by a biographical tribute in 1986 to his Westerner friend, Herschel V. Logan.

The hallmarks of his authorship are evident in everything he wrote: scholarly, without being pedantic; stylish, without being curlish; informative, without being bombastic. His was a graceful and knowing pen. In addition, his perceptive book reviews displayed keen analytical ability, set in a knowledgeable framework, free from the petty and trivial.

As a person, Tony possessed three striking personal attributes which I vividly remember: he was a warm and gregarious human being who was ever the gentleman; and he had an educated pallette for the juice of the grape. Lastly, he faced his final ordeal, one that spanned two years, with stoic forebearance and optimism. His courage in dealing with his final illness was a model for us all.

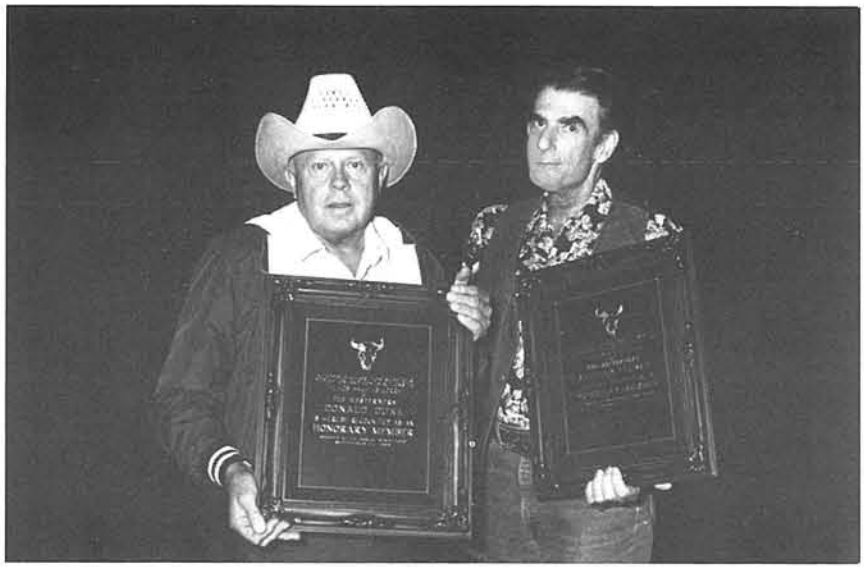
A memorial service, held at Chaffey High School in the Gardner Spring Auditorium, October 28, 1988, was a moving testament to this good and gentle Westerner. He was lovingly eulogized by colleagues, students and friends. Hugh Tolford spoke on behalf of the Corral. Tony is survived by his parents, his wife, Deborah Rae, and two daughters. Corral members who wish to honor Tony may do so by a donation to the Corral's Memorial Fund.

Monthly Roundup (continued). . .

sumers of leaves and twigs), and this breed of stock adapted easily to the arid rangeland of both Mexico and California. Over the years the vaqueros (cowboys) developed a way to handle range cattle and the equipment and nomenclature that went with it. The vaquero nomenclature is today a part of the English speaking cowboy's language. From *la riatta* comes the word lariat, *chapaderos* translated to chaps, *rodear* became rodeo, to list only a few examples.

King Kamehameha of Hawaii imported, in 1833, mules and *arrieros* (muleteers) to the Islands as a means of hauling sugar cane from remote areas to the sugarmill. Later he imported cattle in order to establish a ship chandelry industry that could supply fresh beef to ships that passed by the Hawaiian Islands. He also imported vaqueros, because Hawaiians were only familiar with the handling of pigs. The *vacas* (cattle) adapted quite well to the dry side of the Islands, and the Islanders adapted to the vaqueros. The influence of these Mexican cowboys is still apparent in the type of saddles, spurs, and other equipment used by Hawaiian cowboys. Even the Hawaiian word for cowboy (paniolos) comes from this vaquero association. The vaqueros, in their own language, identified themselves as *Españolos* (Spaniards).

Siegfried Demke



Photograph by - Frank Q. Newton

Donald Duke and Tony Lehman display their plaques presented at the 1988 Rendezvous as recognition for years of service to the Los Angeles Corral.

1988 Rendezvous

On Saturday, September 24th, the Los Angeles Corral of Westerners celebrated its annual *Rendezvous* at the Glendale rancho of "Doc" Alden Miller.

Jugs of firewater were uncorked at 1:00 P.M. as the Wranglers dusted off the bar, polished the keys of the old piano, and put a spit shine on the glasses. As the sound of ice dropping into waiting glasses was heard by Westerners who had gathered outside the swinging doors, they bellied up to the bar with their chits in hand which allowed them to imbibe in one glass of fermented juice and this process of quenching parched throats continued until sundown. Earlybirds with big hands reached into the cracker jar and bowl of peanuts, and those munchies were all gone by 2:30 P.M. Some of the late comers then lined up for a taste of the Indian fry bread, hot from the skillet, but in short order it was also gone.

Shortly after a few gulps of frothy water, the Wranglers began to set up the chairs so that auctioneer Hugh Tolford might begin his clangorous bark which signalled the start of the auction. On hand were piles of books, paintings, some old booze bottles, a board of barbed wire, and other nostalgic memorabilia. In a couple of hours time, the throng of 102 bidders had purchased the piles of memorabilia. Once the tables were cleared of all the loot, the Corral "Publication Fund" was richer by some $5,300 in gold dust and I.O.U.'s.

As the sun dipped over Griffith Park to the west of the Miller Rancho, the Chris & Pitts chuck wagon pulled through the gate. Shortly, the catering crew were busily setting up tables and chairs, rolling out the red and white checkered oilcloth, and placing the hardware needed for the feast which took place by 6:30 P.M. While the fire in the barbie sizzled from dripping

Photograph by - Frank Q. Newton

Wrangler Bill Miller polishes the top of the bar while waiting for another customer with a dry throat.

Photograph by - Frank Q. Newton

George Pelonis, of Chris & Pitts Catering, smokes up the neighborhood as he turns hunks of steer on the hot grill.

grease, the hungry, trail weary and poorer Corral members followed the aroma of hot steer and lined up for a tin of Longhorn, beans, hot potato, range grass, and garlic bread. Not until everyone had a bit of pie and a tin of coffee under the belt did members settle down and prepare for the events of the evening.

Following all the "thank you's" to the ranch hands and Wranglers, Tony Lehman and Donald Duke were honored by their fellow Westerners for their more than 20 years of continuous and dedicated service to the Corral which went from Wrangler to Sheriff. After words of praise and a "bit of roast," each was presented with a beautiful and distinctive Western plaque and their names were inscribed on the honor rolls as "Honorary" members. Little did Corral members realize that evening that fate would step in and Tony would leave us just a month later.

The photographs accompanying this article are scenes captured by the wet plate camera of "Tired Eyes" Newton who poked his view camera into every corner of the event so that the 1988 *Rendezvous* might remain on glass for posterity. If anyone did not have a good time, it was his or her own fault.

Following all the events of the evening, "Doc" Miller was in residence with Alkali water or a boot and on hand for Westerners with bent and bowed legs and arms full of books, an Indian guide to show Corral members to their horseless carriages.

Photograph by - Frank Q. Newton

Sheriff Robert Clark attempts to console his wife Atara, that she has only a two hour wait until dinner.

Photograph by - Frank Q. Newton

Auction bidders listen to the roll of Hugh Tolford's tongue as he calls out the price offered for a piece of art work.

Throw Away Your Globe

by Ray Zeman

Give me a ring if you'd like a dented old globe from our den.

The break-up of European empires and the independence of Third World nations has made it as obscure as miniature golf, Mah-Jongg, hoola hoops and Charleston dancing.

Nevertheless, we still refer to Siamese twins and Persian market places. If anyone should mention Thailandese twins or Iranian rugs, we would shake our heads regretfully.

Distant nations aren't the only puzzles. Our Congress long ago passed a bill naming Davis Dam's reservoir Lake Mohave. A minor uproar arose: Should it be spelled Mohave or Mojave?

Spelling a name like that of Hungarian pianist Nyiregyhazi was always a breeze compared to keeping up with fluctuations in Mojave, Rumania, Roumania or Romania, Point Conception or Point Concepcion, Tokio or Tokyo and Abyssinia or Ethiopia.

How do spelling teachers explain there is no hyphen in Twentynine Palms? Or why someone put an extra u in Mt. Rubidoux? This peak was named for Louis Robidoux, a French trapper of more than a century ago. But have you ever heard anyone call it Mt. Rohbidoux instead of the common Roo-bidoux?

Another conflict: Why does the citrus state of California have one town named Orange Cove and another spelled Lemoncove?

Our dented globe has one city, Leningrad, spelled in the current fashion. When I was young the teachers hammered away every year that it was no longer St. Petersburg. It was Petrograd.

Years later I learned that Constantinople once was called Byzantium. Today I need a new globe to say Istanbul.

Out of curiosity, I once checked an encyclopedia on Korea. The native name of Chosyon is from the Chinese Ch'ao-hsien. Some Chinese monarch gave it that name in 1122 B.C. A couple thousand years later the peninsula was unified under the name of the Korai dynasty but in A.D. 1392 the name Ch'ao-hsien was revived.

Hang on... In 1897 the empire name was changed to Dai Han and in 1910, when the Emperor surrendered his crown to the Japanese, Korea's name became Chosen, which our aged globe still says.

There's nothing permanent about a name, as most film actresses will tell you. In 1856 Los Angeles had an Eternity Street. It's now called Broadway.

"Little Iowa by the Sea" began a year-long celebration in January, 1988, of the 100th anniversary of its incorporation as the city of Long Beach. Originally it had been dubbed Willmore City.

Years ago Hynes and Clearwater got married and became Paramount. The epidemic of name shifting became most severe in the San Fernando Valley. There someone in the sagebrush crossroads of Roberts noticed in 1914 that the railroad crossing sign was painted as Roscoe. So the whole town dropped Roberts, adopted Roscoe.

In the 1920s a movement was under way to call it Boeing. This failed but when the town reached maturity, with a population of 19,000, flocks of new names were suggested. Sun Valley was the winner.

Roscoe might have done worse. It might be named for a railroad marker which stood not many yards from the original one of Roscoe. The second sign read: Wahoo.

Owensmouth is now Canoga Park. Marion was renamed Reseda. Lankershim, "the home of the peach," is now North Hollywood. Cahuenga Park is Sherman Oaks. Girard is Woodland Hills. Zelzah (where did that name ever originate?)

became North Los Angeles, then North Ridge Village and finally just Northridge.

Runnymede, of chicken farm fame, honored Edgar Rice Burroughs and became Tarzana. Littleflanders grew into Tujunga. And United Airport switched to Union Air Terminal and next to Lockheed Air Terminal. Later it was renamed Burbank-Glendale-Pasadena Airport but was often shortened in popular usage to Burbank Airport.

Only a few Valley communities like Van Nuys and San Fernando have retained their original names amid the influx of film stars and swimming pools.

Los Angeles can't sneer at its neighbors. Its own Eastlake and Westlake Parks are now Lincoln and MacArthur Parks. Its New Plaza between 5th and 6th Streets has been known by other names in a century — La Plaza Abaja (Lower Square), St. Vincent's Park, Public Square, City Park, Sixth Street Park, Central Park and finally (perhaps) Pershing Square.

Mines Field has been renamed Los Angeles Municipal Airport, Los Angeles Airport and Los Angeles International Airport. In 1988, Bob Hope fans urged it be retitled in honor of the great entertainer.

Whoever inherits my dented globe may note that it lacks the name of a Massachusetts summer resort: Lake Chargoggagoggmanchauggagoggchaubunagungamaugg.

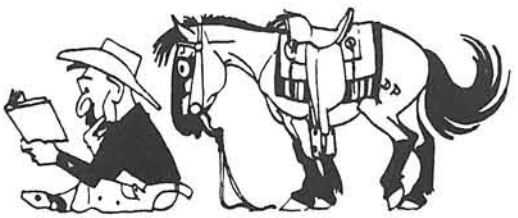
To cut this 45-letter word to 43, someone wanted to remove two g's.

But the residents stormily refused. They feared the change would disrupt an Indian legend. Many years ago the best place to fish was the center of the lake, the Middle Pond. The Indians would paddle out there and quarrel.

Finally they compromised. Those at the north end agreed to fish only in the North Pond. Those at the south end agreed to keep their canoes in the lower part. That's how they named the lake:

Chargoggagogg—"You fish on your side."
Manchauggagogg—"I'll fish on my side."
Chaubunagungamaugg—"Nobody fish in the middle."

And so it is: Chargoggagoggmanchauggagoggchaubunagungamaugg.



DOWN THE WESTERN BOOK TRAIL ...

WOMEN AND INDIANS ON THE FRONTIER, 1825-1915, by Glenda Riley. Albuquerque: University of New Mexico Press, 1984. 336 pp., illustrations, notes, note on sources, index. Cloth, $24.95; paper, $12.95.

A century of myth and fiction is revised in Glenda Riley's treatise — the first study to examine pioneer women's views of American Indians. Westering women as a group started out with the negative prejudices and fears common at the time but, unlike the men, many (perhaps two thirds) changed their attitudes with experience on the trail and in later settlements, ranging from sympathy to genuine affection and admiration for the native people.

Important to this phenomenon was the simultaneous change in the women's attitudes toward themselves. As they arose increasingly to meet new physical and psychological demands on the trail, they realized they were not as weak as they had supposed and were commonly believed to be; on the other hand, they now had to accept their inability to reform the prevailing moral climate expected of females in the contemporary stereotype. Their shift in attitude towards themselves, explained Riley, opened the way for the possibility of the acceptance of changes in their attitudes toward others.

Fascinatingly enough, changes in the women's views from preconceived notions did not take place in the cases of other ethnic or religious minority groups with whom they had to deal.

Their prejudiced concepts of Mexicans, Orientals, Blacks, Panamanians, Mormons generally remained unchanged with contact.

Seventy pages of notes for 252 pages of text reflect the depth of Glenda Riley's research. She investigated over a hundred years of diaries, journals, letters, memoirs and reminiscences of pioneer women of all ages and classes of literacy. Other sources included nineteenth century literature, speeches, sermond, newspaper and journal articles and art on western subjects.

Archives used were many major collections across the country from the Beinecke at Yale and Newberry Library in Chicago to the Huntington in San Marino and the Bancroft Library in Berkeley. Other documentary sources include a dozen comprehensive guides to primary women's source materials. Another rich resource was the newly developing scholarly secondary literature on women. Writings of 200 westering men of a wide range of age, background and literacy were examined for comparison. Fine reproductions of over two dozen pertinent photographs enhance the book.

Glenda Riley is Professor of History and Coordinator of Women's Studies at the University of Northern Iowa and author of numerous papers and several books. This scholarly work, the first ever to deal with women's views of American Indians, opens our eyes and reveals concepts long hidden in the often fictionalized history of the West.

Esther Rudkin Novitski

TERMINATION AND RELOCATION — *Federal Indian Policy 1945-1960.* by Donald L. Fixico. Albuquerque: University of New Mexico Press, 1986. 268 pp. Maps, illustrations, notes, bibliography, index. Cloth, $27.50.

This carefully researched, extremely readable book dissects, with an essentially even hand, the changes promulgated by the federal government during the 1945-1960 period, relative to the future of the Native American Indian and the conflicts that these programs produced. The background of change in the paternalistic management by the Bureau of Indian Affairs is carefully reviewed. The impact of World War II on the Indian as it involved the hero, Private First Class Ira Hayes, a Pima Indian from Arizona who was one of the flag raisers on the crest of Mount Surabachi at Iwo Jima, is carefully crafted into the first chapter. Dissatisfied with the reservation after his war experience and unable to cope or survive in urban society his life ended in an irrigation ditch in Arizona due to alcoholism and exposure.

The thrust of the change in federal law is to terminate the supervisory trustee relationship relative to the Indians and through an Indian Claims Commission deliver a monetary value to the holdings of various tribes and reservations. It was envisioned that this would lead the Native Americans into a relationship with their individual states so that the destructive effects of federal patronage would not continue. Concomitant with this were programs to allow the relocation of those Indians that expressed a desire to move into urban society away from the protectionism of the reservations. This later led to a trade of rural poverty.

Throughout this work a clear effort is made to present the need for Native Americans to retain tribal identity and culture. At various times and under various administrators recognition of this was generally poorly appreciated. In a well written epilog the author reviews various avenues to facilitate the development of true self-determination for the Indians. Ideally this would include the removal of federal trusteeship, improved job training and employment opportunities on the reservations and in areas adjacent thereto. If this is attainable Native Americans will be able to supervise their own affairs and have no need for special federal services.

The impact of civil rights legislation and its particular modifications as applied to Native American Indians is carefully scrutinized.

This is a specialized book that deserves inclusion in the library of anyone interested in the social evolution of the American Indian. The notations and format are excellent for an individual to further explore this general subject as well as such smaller components that may arouse the curiosity of the reader.

Robert Stragnell