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LOS ANGELES CORRAL

SPRING 1989



San Gabriel's stately East San Gabriel Hotel was surrounded by palms, live oaks, and a lush green lawn. — Rick Arnold Collection

## San Gabriel's Grand Hotel

*by Richard Arnold*

Prior to the coming of the railroad, early travelers found the stagecoach the most efficient mode of transportation. On a journey to California from the east, travelers travelled only by day and stopped off at local hotels or stage-stops at night. While visiting the "City of the Angels," those seeking a room for the night were more than likely to choose a bed at either the Bella Union, the oldest hotel in Los Angeles, or the elegant Pico House with its 80 fine rooms and a superb dining room.

Seeking the lucrative benefits to be obtained from the Federal Land Grant Policy, the Central

Pacific-Union Pacific Transcontinental Railroad was finally completed with the driving of the Golden Spike at Promontory, Utah, in 1869. The nation was thus united by bands of steel rails. Collis Huntington was interested in developing the "Golden Empire" of the Southwest and established the Southern Pacific Railroad to build from Oakland to Texas. The SP had made its way through the San Joaquin Valley and once over Tehachapi Pass, finally arrived in Los Angeles. The Atchison, Topeka & Santa Fe

*(Continued on Page Three)*

# The Branding Iron

THE WESTERNERS  
LOS ANGELES CORRAL  
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WILLIAM LORENZ ..... Sheriff  
P.O. Box 7764, Long Beach, CA 90807

SIEGFRIED G. DEMKE ..... Deputy Sheriff  
731 Fairview Ave. #10,  
Arcadia, CA 91106-6697

JOHN SELMER ..... Registrar of  
Marks & Brands  
55 E. Arthur Ave., Arcadia, CA 91006

DON FRANKLIN ..... Keeper of the Chips  
2114 N. Louise St., Santa Ana, CA 92706

DONALD DUKE ..... Publications Editor  
P.O. Box 80250, San Marino, CA 91108-8250

ROBERT A. CLARK ..... Past Sheriff  
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JOE CAVALLO ..... Assistant Registrar

DOYCE B. NUNIS... Editor, Brand Book 18

Address for Exchanges  
and Material Submitted for Publication:

The Publications Editor  
Donald Duke  
P.O. Box 80250  
San Marino, CA 91118-8250

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

by Abraham Hoffman

### DECEMBER 1988 MEETING

Corral member Hugh Tolford, long involved with the history of mining in southern Nevada and the Death Valley region, provided a program which combined his expertise along with a slide presentation on the heyday of southern Nevada mining between 1900 and 1910. The original Nevada mining boom had gone into decline in the the 1880s, but in 1900 Jim Butler, a Nye County rancher, discovered gold that assayed at \$300 a ton. Soon 50,000 people flocked to southern



Photograph by - Frank Q. Newton

Former Sheriff Hugh Tolford speaks to the Corral about the heyday of southern Nevada.

Nevada which spawned the overnight towns of Tonopah and Goldfield. Jack London, Rex Beach, Daniel Guggenheim, and other notables came to the boom towns. Saloons and boarding houses were among the first buildings, and by April 1900 mining equipment was installed.

(Continued on Page Seven)



The imposing East San Gabriel Hotel with its large veranda and park-like setting. The hotel became famous as a summer resort for tourists and land speculators. — Rick Arnold Collection

Railway, with a more direct route to the east arrived in Los Angeles in 1885, and set off a competitive rate war with the Southern Pacific. The end result was the great migration to Southern California from the midwest, bringing about the land boom of the 1880's.

As hordes of tourists and prospective land purchasers flocked to Los Angeles by train, housing of any type quickly became a scarce and costly item. In order to take full advantage of this crisis, land speculators and development companies were quickly organized. Their plan was to offer small farm plots and in some cases completely developed communities. First order of business was to provide a place for buyers to stay while inspecting the land. Stretching along the coast from Santa Barbara to San Diego were hotels of grand and elegant design. While enjoying the comforts of a fine hotel, salesmen went to work on prospective land buyers. Among the most popular of this first wave of grand hotels was the Hotel Del Coronado (San Diego), the Green and Raymond hotels of Pasadena, and the Arlington Hotel (Santa Barbara). The land firms would offer carriage drives to the local tourist attractions and then conveniently swing by the real estate that was for sale.

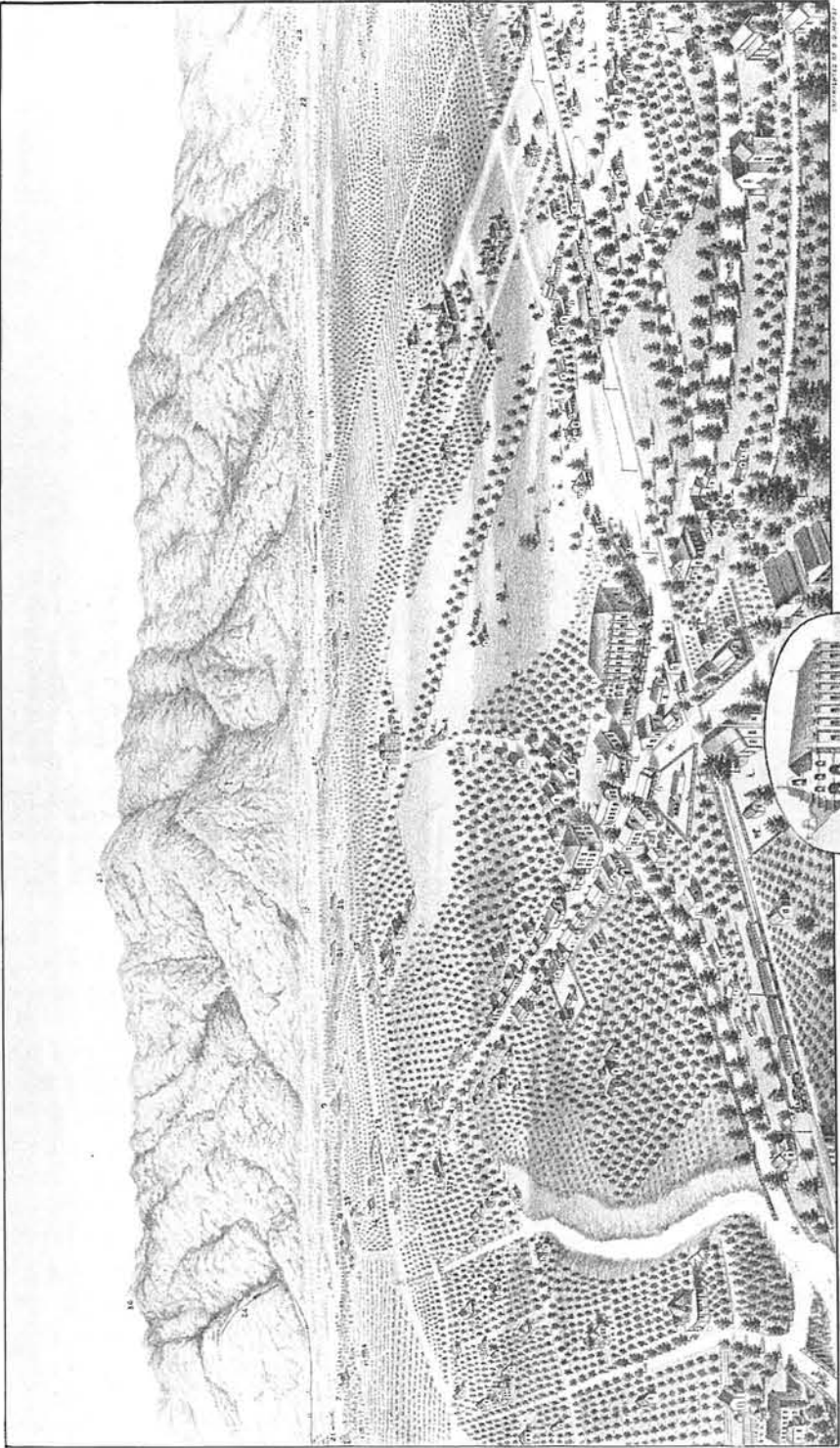
One fashionable excursion was called the "Grand Round" which took hotel guests for scenic drives from Los Angeles to the Raymond Hotel in Pasadena. After a quick stop, the

excursion continued on to the Sierra Madre Villa hotel for lunch and its magnificent view. After a good meal it was on to Lucky Baldwin's famous Santa Anita Rancho. The tour was not complete without a swing through the orchards of the San Gabriel Valley and a stop at the historic San Gabriel Mission.

In 1895, Professor Thaddeus S.C. Lowe established a similar service to carry patrons to his Mount Lowe Railway and the grand hotels atop Echo Mountain in the San Gabriels. His horse-drawn "Tally-Ho" coaches made their rounds to the better hotels in Los Angeles, then delivering passengers directly to the Mount Lowe Railway. The "Tally-Ho" made regular excursions to the Baldwin Ranch by way of Pasadena and Lamanda Park, then on to Sunnyslope and San Gabriel.

At one time the Southern Pacific carried in a constant flow of tourists to San Gabriel aboard local trains running between Los Angeles and San Bernardino and Colton. Traffic was so brisk that San Gabriel boasted two Southern Pacific depots. The main station was located at 212 West Dalton Street, and the East San Gabriel station located on the north side of San Gabriel Boulevard served as a flag stop only for local passengers bound for the East San Gabriel Hotel.

The imposing East San Gabriel Hotel was built in 1887 by the San Gabriel Land & Water Company, the local land developer. A large veranda encircled the yellow-sided hotel which was



- 1. Mission Church
- 2. San Gabriel River
- 3. San Gabriel Valley
- 4. San Gabriel Mountains
- 5. San Gabriel Town
- 6. San Gabriel Mission
- 7. San Gabriel River
- 8. San Gabriel Valley
- 9. San Gabriel Mountains
- 10. San Gabriel Town

- 11. San Gabriel River
- 12. San Gabriel Valley
- 13. San Gabriel Mountains
- 14. San Gabriel Town
- 15. San Gabriel Mission
- 16. San Gabriel River
- 17. San Gabriel Valley
- 18. San Gabriel Mountains
- 19. San Gabriel Town
- 20. San Gabriel Mission

- 21. San Gabriel River
- 22. San Gabriel Valley
- 23. San Gabriel Mountains
- 24. San Gabriel Town
- 25. San Gabriel Mission
- 26. San Gabriel River
- 27. San Gabriel Valley
- 28. San Gabriel Mountains
- 29. San Gabriel Town
- 30. San Gabriel Mission

# GABRIEL, CAL.

# VIEW OF SAN

Birdseye view of San Gabriel, the San Gabriel Valley, and the San Gabriel mountain range, as it must have looked in 1889. The famous Mission is in the lower foreground, alongside the Southern Pacific main line which went from Los Angeles to Texas at the time. The East San Gabriel Hotel is the structure with the tower a bit east and north of the Mission. The tower was later removed from the hotel building during a remodeling. — Rick Arnold Collection

nestled on ten acres of property with giant live oaks and lush lawns. Intermingled in the acreage were palm trees, a two acre vineyard, and all surrounded by beautiful orchards. One would go a long way to beat this setting on the southwest corner of Las Tunas Drive and San Gabriel Boulevard.

The spacious hotel contained 130 large view rooms that were well lit and ventilated. According to one newspaper account there was not a single "dark room" in the entire hotel. The wide hallways and broad staircases led hotel guests into the many public rooms, including a private dining room, convention hall, dance hall, barber shop, music room and bridal chamber. A livery stable was on the property in order to care for those who came by their own carriage. A hotel coach met every train schedule at both of San Gabriel's stations and took them directly to the entrance of the hotel.

The East San Gabriel Hotel officially opened on June 1, 1888, and placed under the able management of J.J. Martin, formerly of the Hotel Palmyra of Orange. the first registrant, according to the original hotel register, was J.M. Rustin, but his place of origin was not required on the

hotel register at that time. During its short lived success, the magnificent East San Gabriel Hotel catered to many prominent local members of society. The hotel's register includes names like Mr. & Mrs. George S. Patton, Sr., Mr. and Mrs. William Banning, Mr. & Mrs. Hancock, O.W. Longden, A.L. Burbank, T.M. Van Nuys, and Marco Hellman.

The East San Gabriel Hotel, while best-known as a summer resort, soon became a popular spot for locals and a pleasant place to dine. Thanksgiving and New Year's festivities often brought out the locals who filled the dining room to capacity. On one occasion, a five-mile cross country race was held with more than 25 members of the Pasadena Athletic Club, and 34 members of the Valley Hunt Club participating and they chose the hotel for dinner following the race.

Glenn S. Dumke, in his book *The Boom of the Eighties* published by the Huntington Library, notes that, "Of all the suburban regions, the one struck hardest by the boom was the 40-odd miles of fertile valley land lying between Pasadena and San Bernardino." Although older towns, including San Gabriel, reaped a harvest from the



San Gabriel, just east of Los Angeles, was on the main line of the Southern Pacific as it built to New Orleans. The town was an important stop and had two stations within its limits. Note the proposed Los Angeles & Independence Railroad line taking off east of Pomona, bound for Independence. — Donald Duke Collection



increase in property values, this area was not to be blessed with a rise in overall development as Azusa and Monrovia were to receive. Ironically, the hotel of East San Gabriel was just opening its doors for the first time when the land boom began its decline in the spring of 1888. Local support kept the hotel active for a few more years.

The East San Gabriel Hotel finally closed its doors in 1898 as it was unable to fill its 130 rooms and operate profitably without the support of the tourist trade. The final "end of the boom" also brought about purse pinching even to the local rich.

The structure was not vacant long. The once glamorous hotel became known as the Southern California Sanitarium, housing those with diseased lungs. As years passed, however, the once proud and happy hotel was taken over by those souls with brain and mental problems instead of those with lung disease. The building now was nothing more than a private asylum. Like a cat with 9-lives, maybe the hotel might return to its grand state!

O.W. Longden, chairman of the Los Angeles County Board of Supervisors, announced on June 6, 1904, the formation of the San Gabriel Country Club. Its founding members were Henry and Howard Huntington, General F.Q. Story, George S. Patton, Sr., and a host of other citizens of the San Gabriel Valley. A beautiful 9-hole course was constructed north of Las Tunas Drive, along the Rubio Wash. This 50-acre site, across from the once famous hotel, had been a part of the San Gabriel Mission holdings.

It was rumored that the hotel might be the ideal clubhouse and lodgings for the new San Gabriel Country Club. There was also speculation that the structure could once again re-open as a hotel since good public transportation in the form of the San Gabriel Line of the Pacific Electric Railway passed on Las Tunas between the club and the old hotel building. At that time the hotel was the home of the St. John's Episcopal School, and as it had before would again change ownership, but it was destined to never return as a hotel.

The Southern California Masonic Home Association purchased the structure in April 1905 for its Masonic Home. The property, valued at \$50,000, was bought at auction from the First National Bank of Pasadena for the sum of

\$18,500. The purchase price included all the furnishings, the household linen, and 13,000 pieces of silver tableware. The Masonic Association spent an additional \$5,000 bringing the old hotel into an immaculate condition.

Three thousand Masonic brothers and sisters gathered at the home for its official opening on Tuesday afternoon, May 30, 1905. Throughout the day, special trains of Pacific Electric cars brought guests from various regions of Southern California. Trains would make a stop in front of the home allowing passengers to disembark and then return to downtown Los Angeles for another group. A band played selections on the veranda as passengers toured the impressive new home.

The original plan called for the Masonic Home to be used as a permanent residence and as a hospital for the indigent, their widows and orphans. But allowing boys and girls to grow up into manhood or womanhood in the same facilities with adults in the "golden" or mature years came into question.

The Masonic board came to a quick decision. They would retain the Decoto Home in Alameda County, in Northern California, as the Masonic Home for adults. All children would be transferred to the Masonic orphan's home in San Gabriel.

Extensive improvements to the old hotel took place during the first year. A fence was put around the place, poultry houses built, a new cesspool dug, special plumbing installed, along with a complete hospital facility to meet the medical needs of the children.

The old hotel ground included a large orchard which provided a variety of fresh fruit and sufficient land was under cultivation for the raising of vegetables and berries. Two cows furnished all of the required milk for the children.

The orphan's home in San Gabriel would serve the Masonic Grand Lodge of California for just over ten years. Through the loving care provided by the dedicated staff, the Masonic Orphans Home provided a place where the children could develop physically and mentally while preparing for adulthood.

In time the old hotel building began to age and was hard to maintain. On October 14, 1915, the decision was made to close the home in San Gabriel and build a new facility in the country but still inside the City of Covina. A temporary facility was completed on the Covina property in



After falling on hard times, the grand old hotel became a Masonic Orphans Home. These 27 children, and a dog, were the first orphans to occupy and enjoy the grandeur of one of San Gabriel Valley's earliest hotels. — Rick Arnold Collection

December and the children were moved from San Gabriel. Faced with an old facility and unnecessary new regulations brought about by the incorporation of the City of San Gabriel, the Grand Lodge decided to sell the property.

Although the property had been well cared for over the years and the grounds provided a beautiful setting with its big trees and lawn, this kind of property was not easy to sell as a single unit. Several enterprises who intended to keep the property as a unit were unable to obtain financing.

There was talk that the facility might once again become a sanitarium. This never happened because the State of California refused to grant a license, citing the problems involved in moving patients in case of fire in a three-storied structure.

Finally, in 1919, a newly organized film company called San Gabriel Film Company, took over the building and grounds. Plans were to use it as a film studio for the making of silent movies. It was a splendid idea, but the studio was not to

last very long. The San Gabriel Film Company was unable to produce enough large productions to become established.

The former East San Gabriel Hotel fell victim to time and progress during November 1925. James A. Rook purchased the property, tore down the old wood hotel and subdivided the vast grounds into business and residential parcels. The largest portion of the property, located on San Gabriel Boulevard between Las Tunas Drive and Live Oak, remained vacant for years. Safeway Stores finally purchased a corner of the lot in 1950 and eventually built a grocery store. The remainder of this once picturesque property was developed into small stores, gas stations, and a car dealership.

Nothing remains today which would remind an historian that a grand hotel with 130 rooms once occupied this site, an area surrounded with large oak trees, and palms scattered within the beautiful green lawn. The only remaining artifact is the original hotel register with its many historic entries.

## Monthly Roundup (continued)...

Pioneering in the mining camps brought risks. Seventeen people died of bubonic plague in January of 1902. Such problems didn't prevent the influx of people who hoped to strike it rich, if not from the mines, then from mining the miners. Virgil and Wyatt Earp visited Goldfield in 1905; Earp ran a saloon in Tonopah for awhile. The isolation of the region ended with the construction of several railroad lines. In July 1904 the Tonopah Rail Company connected Tonopah to the outside world, and by September standard rail gauges were in place. Substantial buildings went up, and motor cars dotted the streets. Some \$45 million in gold was extracted from the Tonopah region.

In 1903 Goldfield, in a waterless and treeless area, became the site of another Nevada rush. First houses made of bottles, adobe, rocks, and ingenuity provided lodging, as did hundreds of tents. Soon Goldfield was reached by railroad. Goldfield, Tonopah, and other Nevada boom towns offered their own newspapers, and Goldfield had two stock exchanges. In 1907 Goldfield hosted the light heavyweight championship bout of Joe Gans and Battling Nelson, promoted by Tex Rickard. Rhyolite, Beatty, and Bullfrog also offered their share of precious metal, but by 1910 the veins had given out. The Nevada ghost towns stand today as interesting reminders of an earlier era, differing from earlier mining ghost towns in their cement sidewalks, power lines, and more substantial buildings. Ultimately, all such towns were founded on the same dream of getting rich quick, and were abandoned when the dream gave way to the realities of declining ore production, isolation, and new dreams in other places.

Hugh's combination of narration and historical slides provided the Corral's members with a fascinating retrospective on an exciting episode in the last years of the frontier West.

In other business, the officers for 1989 were announced. They include Bill Lorenz as Sheriff, Sig Demke as Deputy Sheriff, Don Franklin as Keeper of the Chips, John Selmer as Registrar of Marks and Brands, and Donald Duke as Publications Editor. Rick Arnold was elevated from Corresponding to Associate Member, with due ceremony. In keeping with December tradition, the wine was complimentary. After many years

of service Colette has retired. Bob Clark settled for a handshake in contributing the collection plate proceeds to Jose.

## JANUARY 1989 MEETING



Author and historian Remi Nadeau is flanked by Deputy Sheriff Sig Demke and old school friend Bill Escherich.

Photograph by - Frank Q. Newton

The Corral welcomed historian Remi Nadeau, namesake of his great-great-grandfather, pioneer Californian Remi Nadeau. Nadeau presented slides showing California ghost towns and mining camps. With more than 200 towns in the state qualifying as gold rush towns, many of them can be considered, in some degree, as ghost towns. Little remains of the ghostliest, however, as weather and vandals have taken their toll. Much of this deterioration has occurred in recent years; between 1947 and 1948, for example, Aurora, Nevada was literally dismantled brick by brick without state protection.

Mining towns were built during approximately three eras — the gold rush, the silver era, and the late 19th century. In the initial period, Coloma, as the site of the discovery of gold, grew into a fair-sized town. Other important towns in this era included Placerville, Nevada City, Downieville, Auburn, Murphys, and other towns. These towns are of interest today because many of their buildings date back to the 1850s.

Silver era towns were mainly located on the eastern side of the Sierra. Cerro Gordo, Panamint, Lookout, Lundy, Providence, and Calico are examples. Little more than ruins remain in most of these places.

The last great era featured such places as Julian near San Diego, Bodie (the most famous ghost town in California), Randsburg, Ballarat, and Skidoo. Their degree of survival varies from



Bodie, now a state historical park with its buildings preserved in a state of arrested decay, to almost nothing except for a few walls or piles of bricks.

#### FEBRUARY 1989 MEETING

Photograph by - Frank Q. Newton



Msgr. Francis Weber tells about the comical inscriptions on old gravestones, and the historical significance of others.

Corral Active Member Msgr. Francis J. Weber regaled the Corral with his exploration of the “high and mighty, lowly, and insignificant” — the historical importance of graveyard inscriptions. History on headstones contains interesting information on rhymes, puns, wit, and wisdom of the departed or those who knew them. Clever play on words often described the death by accident, final illness, or twist of fate of everyone from dentists to skydivers. Inadvertently awkward phrasing sometimes resulted in an unintentional message for posterity to enjoy.

Father Weber has gathered his collection from all parts of the world and from centuries past to modern times. His recitation of numerous examples of tombstone epitaphs elicited gales of laughter from everyone attending. It was the kind of evening where everyone goes home wishing there was some way to remember all of the epitaphs. Here are two: “Here lies an athiest — all dressed up and no place to go.” And:

“Some have children,  
Some have none  
Here lies the mother  
Of twenty-one.”

#### MARCH 1989 MEETING

At the March gathering, Corresponding Member Alex Kerr addressed the Corral on the



Photograph by - Iron Eyes Cody

Sharpshooter Alex Kerr (on the left) explained about the history of trap shooting and early glass ball targets.

history of trap shooting and the production and use of glass balls as targets. This sport began in England in the 18th century as fashionable gun clubs were formed to take part in the activity. Kerr illustrated his presentation with slides describing the various glass ball styles and the people who shot at them.

Kerr focused on several of the most noteworthy trap shooting stars of the 19th century. International attention was directed to the sport when Buffalo Bill Cody began his Wild West shows. One of his featured stars was A.H. Bogardus, who shot challenge matches. Cody's most famous performer, however, was Annie Oakley. Born in 1860, Phoebe Anne Mozee (Annie's real name) was a born natural shot who regularly put game on the table from age eight on. At age 15 Annie defeated Frank Butler in a challenge match. This was followed by Annie joining his shooting act, marrying Butler as part of the offer. Butler proved a noteworthy mentor for Annie in teaching her showmanship. Chief Sitting Bull named her “Little Sure Shot.”

Annie joined Buffalo Bill's show in 1884. She stayed with the show for seventeen years, shooting glass balls and clay pigeons. At age 64 she was still an outstanding shot.

Another champion shooter, and arguably the world's best at the sport, was W.F. “Doc” Carver. A former buffalo hunter, Carver was known as a crack shot before he went into target shooting. In 1877 he issued a bold challenge to anyone who could best him at target shooting, putting his money on the line. He went on a national tour and subsequently went to England. Carver's match against the English champion called for

1,000 glass balls a day per man, for ten days. Carver narrowly won the match. This may be the largest and longest match ever held.

A.H. Bogardus earned an early reputation in Illinois as a market shooter, bringing in chickens and quail. He left hunting for target shooting which was where the money was. Bogardus shot live birds, but he became interested in glass ball shooting and patented an improved glass ball trap. The cost of glass balls decreased as the sport grew in popularity.

In 1833, in Louisville, Kentucky, Carver and Bogardus met in a championship match. Carver beat Bogardus, 83-82, shooting live birds. The two went on to a series of matches which Carver won, collecting \$7,000.

Kerr concluded his presentation by describing the glass balls used in target competition and the traps which fired them.



## Corral Chips

*Leo the Great*, a bio-bibliography of the famed artist, Leo Politi, has just been completed by Msgr. Francis J. Weber and can be obtained for the small price of \$10.00 at Dawson's Bookshop. In February, this busy member travelled to Gotham (better known as the Big Apple) for the fifth auction of the Estelle Doheny Collection. His grace is the liaison for Archbishop Roger Mahony for these sales which benefit the educational work of local seminaries.

Former cowboy, novelist and war correspondent, John Upton Terrell, reached the big Corral in the Sky, after suffering a heart attack while hospitalized last November. He was 87. The author of more than 40 books, this silver-maned writer was active in the Corral at the time he compiled his best-known histories of the Old West. His best works are "Life Among the

Apaches," "The Arrow and the Cross: A History of the American Indian and the Missionaries," and the "Plume Rouge," and a two-volume set documenting the fight over water rights, "War for the Colorado River."

C.M. Ron Woolsey delivered a paper on Horace Bell and Benjamin Hayes, two pioneers of early Southern California, to the 32nd Annual Mississippi Valley Historical Conference held at Omaha in March.

Former Sheriff Bob Clark and wife, Atara have moved the prestigious Arthur H. Clark Company to Spokane, Washington. On hand at the train station to see Atara and the kids off were H.M. Donald Duke, Sig Demke, and H.M. Art Clark.

Former Sheriff Jerry Selmer has been appointed Executive Director of the Southwest Museum and will take office on April 1. Selmer recently retired as Assistant City Administrative Officer for the City of Los Angeles, serving the city for 31 years. He will, I'm sure, pump a breath of new life into the struggling museum.

The R.R. Donnelley & Sons Co. of Chicago recently recognized Doyce B. Nunis for his academic stature as an historian of the American West, and also, donated \$5,000 to the University of Southern California library. Doyce's outstanding editorship of three Lakeside Classics: "A Frontier Doctor" by Henry F. Hoyt, "Frontier Fighter" by George W. Coe, and "Life of Tom Horn" by Tom Horn, has earned him this award.

*A Guide to the History of California* finds Doyce as a co-editor. This volume is to be published in March by Greenwood Press. A revised edition of W.W. Robinson's *Los Angeles from the Days of the Pueblo: A Brief History and Guide to the Plaza Area* has just been published by the California Historical Society. The re-issue contains an introduction by Doyce Nunis.

C.M. David Kuhner has been researching, at the Huntington Library, the correspondence between novelist Willa Cather and writer May Austin.

While we shivered under rain, snow, and frost in early February, Ray Wood was acquiring a tan in subtropical Cordoba in the State of Vera Cruz. He claims this was a vacation, but this reporter believes he was working on a program to be presented to the Corral in May!

Busy Abe Hoffman has recently had two articles published, one, "A Los Angeles Landslide Everyone Knew Would Happen," in the *Fedco*

*Reporter* and the other, "La Loma de Los Vientos: William S. Hart's Newhall Home," appearing in the January-February issue of *TERRA*, a publication of the Los Angeles County Museum.

"If thou doest not bloweth thine own horn, the Angel Gabriel shall not blow it for thee," says 91 year old C.M. *Michael Harrison*. He may even be the oldest member of the Los Angeles Corral. In 1987 he was made an honorary member of the Book Club of California, and in the same month he became an honorary member of the Roxburghe Club of San Francisco.

Semi-retired *Hugh Tolford* has been made a member of the Board of Directors of the Book Club of California. He seems busier now than when he worked for a living.

"Best of the West" is an award presented each year at the White Buffalo Awards dinner. *Iron Eyes Cody*, winner of the 1987 award, was in attendance at the 1988 Celebration of Indian Culture dinner held at the Sheraton Grande Hotel last December.

Several Corral members were in attendance at the Christmas celebration at El Elisal, the former home of Charles Lummis, on December 3, 1988. Present were *Tom Andrews*, *Bob Cowan*, *Iron Eyes Cody*, *Sig Demke*, C.M. *Bob Ebinder*, *Bill Escherich*, *Powell Greenland*, *Ed Harnagel*, *John Kemble*, *Martin Ridge*, *Jerry Selmer*, *Walt Wheelock* and *Ray Wood*.

C.M. *Tom Knapp* just completed a 200 lb. first casting of a bronze depicting Capt. Bill McMurrey of the Texas Rangers. Standing 36 inches tall, the bronze was installed a year ago May at the Texas Ranger Museum in San Antonio, Texas. This large sculpture took Knapp four months to complete, plus two additional months to polish.

The California Historical Society has awarded C.M. *Elizabeth Waldo* an award of merit in Folkways. The presentation was made at the Society's 1988 Annual Meeting and Awards luncheon held at the Ahwahnee Hotel in beautiful Yosemite National Park.

Known as "The Slide King" to the railroad enthusiasts, C.M. *Tom Gildersleeve* presented a slide program on Tehachapi and the famous "Loop" to Winterail 1989 at Stockton, California, in February. Gildersleeve will present an informative slide presentation to the Corral later in the year on the effects of the Sylmar earthquake.

Last year, *Henry Clifford* was actively engaged

in preparing a talk on the Zamorano 80. It was given at the California Club last February. He is in the process of publishing a book about his collection, thoroughly illustrated, along the lines of a keepsake he prepared for himself and the Huntington Library.

C.M. *Midge Sherwood*, the 'dynamo' of the Huntington Corral has appeared in the pages of the Pasadena *Star-News* and the *San Marino Tribune* more often than most Hollywood celebrities. She organized an all-day symposium on the role of Collis and Henry Huntington in the development of rail and steamship transport in the American West. This affair was a celebration of the 10th Anniversary of the Huntington Corral. Los Angeles Corral members, Martin Ridge and John Kemble were participants in this March 18th program held at the Huntington Library.

Long-time C.M. *Robert Huntoon* (formerly an active member) was recently honored by his fellow realtors, being named "Realtor of the Year" of the Shasta County Board of Realtors for 1988.

*Albert C. White*, a C.M. for several years, passed away this past December. He had been living in the northern part of the state. Al was an ardent book, photograph and gun collector. He painted a bit and loved to visit old mining camps and ghost towns.

Associate member *Rick Arnold* and *Donald Duke* were recently the guests of the Los Angeles Transportation Commission for their opening of the shops and service facilities of the new Los Angeles to Long Beach light rail line.

## Goodbye Robert Clark



Outgoing Sheriff Robert Clark receives a Ben Abril original of a covered bridge in appreciation for his year of faithful service as Sheriff. Bill Lorenz, on the left, is attempting to hang on to the other end of the bridge. Lorenz was installed as the Sheriff for 1989 later in the evening.



Photograph by - Frank Q. Newton

## Thomas S. McNeill 1905-1989

Tom McNeill was born at Colton, California, on August 25, 1905, and grew up there where his father was agent for the Southern Pacific. He attended the University of California at Los Angeles while it was still on North Vermont (now the location of Los Angeles City College). The UCLA campus was moved to Westwood while he was an undergraduate and so he was in the first graduating class at the new campus. Upon graduation he began teaching in the primary grades in Escondido and then moved to Holtville where he continued his teaching career. After a period of time he became Holtville District Superintendent of Schools.

On July 30, 1942, Tom was inducted into the military as a buck private and served as a Finance Technical Clerk in the Asiatic Pacific Theater, returning to Fort MacArthur where he was discharged on October 25, 1945.

He resumed his career in education with the Los Angeles Unified School District, and also went on to obtain his Masters degree from the University of Southern California. His career continued in the district, serving as Vice Principal and Principal at various schools, but mostly in the primary grades. At the time of his retirement in 1971, he was Principal at the Eschelmann Avenue School in Lomita.

Tom's prime interest was art, in particular anything that was western. He had been an avid art collector for over 20 years, primarily oils, but he did have some watercolors and prints. He had a conversant library on all art, including western.

Aside from the Westerners, Tom had numerous other interests. A founding member of the Collegium of Western Art, which was an offshoot of some Westerners with an avid interest in art, and an active fascination for classical music, which comprised a library of music on the baroque and romantic periods, as well as opera. Another area of interest was railroads, including a fairly good but modest library. Even with all of this he enjoyed working in his garden, plus exercising and walking two miles daily.

On January 20, 1989, Thomas S. McNeill passed away at the Casa Colina Convalescent Center on the Palos Verdes Peninsula.

While Tom McNeill might have seemed quiet, he was always busy working for the Corral. He held the appointed job of Corral Librarian for many years, and was a constant contributor to the *Branding Iron*. His articles include: *Duncan Gleason: the Athlete Painter*; *Gerald Cassidy: International Famous Painter and Lithographer*; *Joseph Henry Sharp: 70 Years of Western Painting*; *Palomino Ponies . . . Saved and Restored*; *The Lost Works of Edward Borein*. *E.A. Burbank: Painter of Indians, 1858-1949* was the title of his contribution to Brand Book No. 13. *An Artist's View of Los Angeles, 1895 to 1959* was a feature on his dear friend Duncan Gleason which appeared in Brand Book No. 15. For his service to the Corral, Tom was made an Honorary Member at the 1983 Rendezvous. This friendly and cordial member will be missed.

F.A. Hogrebe





Photograph by - Frank O. Newton

## Stanley Malora 1918-1989

At a meeting of the Westerners in December of 1988, Stanley Malora and Msgr. Francis Weber happened to be sitting next to each other, and Stanley turned to Msgr. and asked if he would be willing to conduct his funeral services. Msgr. Weber replied, "Yes, what date would you like?" Strange as this request may have been, we all have a final date even though we are not able to predict just when it might be. For Stanley Malora, it was following hospitalization on February 1, 1989, and on February 6th, at Costa Mesa, Msgr. Francis Weber, in accordance with his agreement, officiated at the funeral service.

Stanley Elmore Malora was born in Charleston, South Carolina, September 2, 1918. He graduated as a civil and structural engineer from the University of Cincinnati, Ohio. From 1942 to 1946 he was with the United States Navy, serving in the South Pacific as an engineer officer with the Seabees. After he left the Navy, Stanley settled in Santa Ana. As an engineer he worked on a number of important school and bridge projects.

He became interested in the history of the West, collected books and joined a number of organizations including the Historical Society of Southern California, California Historical Soci-

ety, Los Compadres, Friends of the Archival Center (San Fernando Mission).

Ruth and Stanley Malora were married August 29, 1969, at the Wayfarer's Chapel, Portuguese Bend. Through the years, they were regular participants at historical society meetings and excursions. Stan worked for the Austin Company and lived in Los Angeles. In 1978, they moved to Kansas City where he represented the Austin Company until 1981. He then retired and returned to this area, living in Costa Mesa. His wife, Ruth, is an excellent cook and expert gardener and gave the Malora home a special quality of beauty and joy.

In the Westerners, Stanley Malora was a Wrangler and auction assistant, and as such was a very dependable and enthusiastic worker. He and Ruth took on a great deal of responsibility in a number of the Fandangos.

Most of his library was sold by the California Book Auction, September 22, 1988.

The Los Angeles Corral of the Westerners recognizes the faithfulness of Stanley Malora and sends its condolences, love and best wishes to Ruth.

Glen Dawson



Photograph by - Frank Q. Newton

## Byron Wright Bailey 1909-1988

Dr. Byron Bailey, an Active member of the Los Angeles Corral for many years, passed away June 6, 1988, at age 79. Bud retired to Auburn, California, in 1975 after a lifetime as a dentist.

Dr. Bailey was a native of Omaha, Nebraska, and graduated from the University of Nebraska College of Dentistry, and practiced his profession for 42 years. He was past president of the Vermont State Dental Society, and also the New England Dental Society. The profession's two highest honors, Fellow of International College of Dentists and Fellow of the American College of Dentists, were conferred on Bud during his professional career. He was listed in *Who's Who in the East* and *Who's Who in New England*.

He served in World War II in the hospital unit of the Navy at Okinawa. He retired as a commander from the Navy Reserve.

When we knew Bud he lived in Santa Barbara. While a very quiet person, he was always at a Los Angeles Corral meeting. Jokes were often passed around that he was the bastard cousin of Paul Bailey. Their exact relationship, if any, is not known. He enjoyed the Westerners so much he was instrumental in the organizing of the Santa Barbara Corral and was a charter member. He became the program chairman the first year of its existence and elected Sheriff the second year. He maintained his membership even after he moved to Auburn. Since Auburn was some

distance from Los Angeles, he chose to become a Ranger Active of the Los Angeles Corral.

He was an ardent book collector for many years. His wife claims he bought just about every title on the American West. This interest was further heightened after he moved to Santa Barbara and joined the Los Angeles Corral in 1958. By the time he moved to Auburn he had amassed an extensive library of Western Americana.

After moving to Auburn, Bud became a Life Member of the Placer County Historical Society and served one year as its president. He was also a Life Member of the historical society's "Historical Foundation." He enjoyed taping conversations with members of the old families of the region and events of historical interest. These tapes of oral history were presented to the Placer County Museum. He also was a member of the Friends of the Library and Sons in Retirement, being a past Big Sir of Branch 37.

Bud was active in the Shrine Club. He was president of the Santa Barbara Shrine Club, and later became Governor of Area 11. He served for three years and was a 50-year member of both the Masonic Order and the Shrine.

Those of us who came to know Bud Bailey realize that he was a true gentleman and a faithful member of the Los Angeles Corral for 30 years.



# The People's Choices

*by Ray Zeman*

Long before George Murphy became a United States Senator and Ronald Reagan dreamed of the White House, many other motion picture actors dabbled light-heartedly in politics but their "campaigns" are almost forgotten today.

Dozens of them actually won elections as honorary mayors of communities near Hollywood. Others held titles ranging from honorary sheriff to chief of an Indian tribe.

A cowboy, the famed Will Rogers, spearheaded the motion picture colony's political activity when President Calvin Coolidge sent him to Europe in 1926 as "ambassador of goodwill."

When Rogers returned, two brass bands boomed in a cortege parading from Los Angeles' old Santa Fe station to Beverly Hills. Celebrities like William S. Hart, Tom Mix, Douglas Fairbanks, Billie Dove, Conrad Nagel and Eleanor Boardman handed him the keys to the city and cheered while a five-foot scroll in red and gold was unrolled to proclaim him as Beverly Hills' first mayor.

"This is a unique town," the cowboy humorist said. "We've got two swimming pools to every Bible.

"They say I'll be a comedy mayor. Well, I won't be the only one. I never saw a mayor yet that wasn't comical."

Then, as now, Beverly Hills residents were in the upper-income brackets. Rogers exuded confidence: "I'm for the common people. As Beverly Hills has no common people, I'm sure to make good."

Regretting later that his city's police and fire departments had no recreational facilities, Rogers donated gymnasium equipment and a handball court.

As yearnings for large estates spurred a surge of film actors across the Hollywood hills to the San Fernando Valley, many hungry for publicity promptly discovered they could be mayors too — in a score of unincorporated towns swallowed up within the sprawling Los Angeles city limits. Community chambers of commerce utilized straw ballots or polls to elect them as honorary mayors.

The first such pseudo-executive was Al Jolson, proclaimed as mayor of Encino in 1935 "by unanimous acclamation." The blackface comedian, whose "Sonny Boy" song helped transform the silent screen to one that talked, was long president of the Encino Chamber of Commerce.

The San Fernando Valley was then emerging from "cow country" stature. Jolson fought for a fire station, called mass meetings for flood control and even got Uncle Sam to establish a

post office with the name Encino.

This name-plate was fastened onto a little general store which sold everything from all-day suckers to corn meal. The "Mammy" singer, of course, presided at the post office's premiere.

In the 1930s Richard Arlen was elected mayor of Sunland by a landslide vote, Donald O'Connor ruled Universal City at the age of 17 and Marian Marsh defeated Lionel Barrymore for the mayorality of Chatsworth.

Bing Crosby served briefly as mayor of Toluca Lake until fire destroyed his home and he moved to Holmby Hills. Crackle-voiced Andy Devine governed Van Nuys with a 15-pound gavel.

Parliamentary and statutory rules rarely bothered these quasi-public officials. Jack Oakie presided as mayor of both West Van Nuys and Northridge. When Don Ameche leased Al Jolson's Encino estate, a frivolous bequeathing of Jolson's toga took place and the announcements went out: Mayor Don Ameche.

In Sherman Oaks, Mayor Bud Abbott and Police Chief Lou Costello ruled zany-like in joint tenure. Costello sought a bench warrant to arrest Adolf Hitler as Public Enemy No. 1 and won a crowd's applause when he proposed a mandatory penalty of "electrocution, followed by ten days in the City Jail."

Abbott trumpeted for establishment of a bank in his little city and for a new anticrowding ordinance. This lean member of the comedy team got rid of the roosters on his own Valley estate but, alas, a neighbor bought a batch of much noisier guinea hens.

In seriocomedy, Abbott and Costello issued citations to residents with untidy backyards, weed-infested back lots and scraggly parkways. In this civic beautification campaign, "appropriate fines" were meted out on the proper date — April Fools' Day.

Community loyalty continued intense. Cowboy Gene Autry visited Berwyn, Okla., in 1941 when that town changed its name to Gene Autry, Okla. Some 227 residents and 35,000 visitors turned out for the celebration but the guitar-plunking troubadour never resigned his mayorality of North Hollywood, California.

Robert Young held this office in Tarzana and Roy Rogers (no relation to Will Rogers) rode his horse to victory in Studio City. Bob Burns bazookaed his joy when named mayor of Canoga Park.

Fascist dictators might have learned popularity from Hugh Herbert of the movies. At one time in Studio City he was simultaneously mayor, honorary police chief and fire chief, Chamber of Commerce president and Studio City news editor. Two high-speed boulevards created uncontrollable traffic hazards in this Valley community.

Agitated, Herbert engineered the erection of a statue of a Red Cross nurse with arms outstretched to call motorists' attention to the need for safer driving on busy Ventura Boulevard. Inside the statue was placed a first-aid kit, with plenty of bandages, and an emergency telephone to summon an ambulance.

Over the years, the mayors changed. Monty Montana and Ginny Simms had the gavel in Northridge, Jill St. John in Universal City, Yvonne De Carlo in North Hollywood, Harve Presnell in Sherman Oaks, Ann Blyth in Toluca Lake and band leader Horace Heidt in Van Nuys.

In Encino alone, Al Jolson's successors as mayor included Bill Bendix, Phil Harris, Arthur Treacher, John Wayne, Jack Carson, Ann Sheridan, George Gobel, Giselle Mackenzie, Gary Crosby (Bing's son), Mike Landon, Harry Von Zell and Dick Van Dyke.

The community of Sepulveda, believe it or not, once listed a dog, Rin Tin Tin of the films, as honorary mayor.

Actors who held political offices never took either a tarnished or untarnished dollar for their services but invariably proved generous. While Francis Lederer was honorary mayor of Canoga Park and a full-fledged member of the Los Angeles City Recreation and Parks Commission, he arranged for eventual conversion of his bluff estate overlooking San Fernando Valley into a regional public park.

Besides being mayors, the film notables have held many other titles. Edward Everett Horton was named governor of the entire Valley on his 82nd birthday.

Among the actors have been dozens of Indian tribal chiefs, Texas rangers and Kentucky colonels. Shirley Temple was named as a mascot in the Chilean Navy, Ginger Rogers won a commission in the Arizona Navy and Barbara Stanwyck even held a Suzerainty over a remote section in Turkestan.

Can Ronald Reagan top that?



# The Bells of El Camino Real

by Don Snyder

*"Bells of the Past, whose long-forgotten music  
Still fills the wide expanse,  
Tingeing the sober twilight of Present  
With color of romance."*

— Francis Bret Harte

The story of the bells of El Camino Real is a chronicle of ups and downs since the first bell was dedicated on August 15, 1906 at the Plaza Church in Los Angeles.

What bells remain today are recognized as markers for the route that Californians affectionately call El Camino Real — the Royal Highway. At one time some 450 cast-iron mission bells mounted in the loop of a shepherd's crook, lined the 700-mile Royal Highway.

The vanishing of the bell markers since that time has been on-going as souvenir hunters have taken them, construction crews have cut them down to widen and re-route highways and bureaucratic indifference played a major role in their disappearance.

California history is sprinkled with symbols of the mission bell. The paths of the mission fathers marked by the bells of El Camino Real deserve more than just arcane historical recognition. They also represent the work of a crusader, Mrs. A.S.C. Forbes, whose determination to have them mark El Camino Real is a story in achievement of a devoted lady. Those marker bells that remain today do a great honor to her.

Mr. and Mrs. A.S.C. Forbes were a dedicated couple who wished to perpetuate California's historical places. Neither were Californians by birth.

Mrs. Forbes was born in Everett, Pennsylvania in 1861. She was christened Harrye Rebecca Piper Smith. Attending Episcopal College in Wichita, Kansas, she was graduated in 1883 with a Bachelor of Arts degree in history.

Harrye Rebecca Forbes, perhaps due to the



lack of feminine recognition of the age, seems to lack the encomium due her for little mentioned accomplishments noted in obscure documents. She originated the National Naval Memorial, the annual ceremony of casting flowers upon the sea to honor the Navy dead. The United States Navy presented to her a model of the Battleship *Oregon* for her efforts.

She was chosen to unfurl the flag at the dedication of Fort Moore Hill in Los Angeles on December 18, 1903. She was a member of the Historical Society of Southern California for over 40 years, and for 12 years served as State or District Chairman of the Department of California History and Landmarks for the California Federation of Women's Clubs.<sup>1</sup>

Armitage S.C. Forbes was born in Italy of English parents. The Forbes were married in 1886, and for a time lived in England where Forbes manufactured cameras. They later moved to the American West and engaged in cattle raising. Eventually settling in Los Angeles, they became prominent in civic and historic organizations. They resided in the Adams Boulevard and Figueroa Street area.<sup>2</sup> Armitage Forbes died in 1928, and Mrs. Forbes passed away in 1951, after an exceedingly full life at the age of ninety.

In the first decade of this century, Californians developed an incipient consciousness of their



By 1913 there were 450 El Camino Real bells marking the route of the Padre's for 700 miles. Donors each paid \$25 to sponsor a bell and in some cases had a brass plate affixed to the pole to identify the donor. In this scene, a driver in a 1911 Renault examines the bell just outside Monterey.

history. Out of this awareness came a desire to honor the state's traditions and to establish some visible historical monuments.

Certainly an abundance of history was available to honor this spirit. Among the treasures, the legacy left by Father Junipero Serra and his Franciscan associates in the late decades of the 18th century.

Twenty-one missions were established from Mission San Diego de Alcalá in San Diego to Mission San Francisco Solano at Sonoma; the asistencia missions, four presidios and three pueblos.

The meandering road of 700 miles that had connected all of them was called El Camino Real. "So far as surroundings would permit the life and conditions along this road was but a reflection of the life and conditions in distant Spain where the caminos reales date from 1236.

"In the 17th century the caminos reales of Spain were the envy of the world. They were beautified by trees, enhanced by picturesque ventas, or inns, and enriched with national and memorial monuments."<sup>3</sup>

Spain gave her colony of California the attractive and picturesque system of civilization that was linked by El Camino Real — the King's Highway, or Royal Highway. The meandering road of 700 miles changed as each mission was established. Only after the last one at Sonoma in

1823 did the route become established. The missions were not built like stepping stones north from San Diego but instead, where there were large concentrations of Indians to be converted and wherever the land was sufficiently fertile to support a settlement. It is a romantic but untrue legend that the missions were built one-day's travel apart.<sup>4</sup>

The preservation of the route of El Camino Real was spearheaded by Mrs. Forbes early in 1902. At that time, she was associated with the State Federation of Women's Clubs and in May, made a formal presentation to the group. A month later, the Native Daughters of the Golden West endorsed the plan. In 1904, a convention of delegates from San Diego to Sonoma met to form the El Camino Real Association.

In 1906, the Association's Executive Committee determined that the path of the mission fathers should be marked with a distinctive and appropriate guide marker. It was Mrs. Forbes, who had already authored a book on the history of the mission, who offered a design of a mission bell and standard.

In competition, Mrs. Forbes' emblematic guide-post was accepted. The cast iron bells, for which she secured a design patent and copyright, weighed 100 pounds and were placed on iron pipes eleven feet above the ground, the base of the pipe being set in concrete. Each bell was



The porcelain enamel sign indicated the distance between Missions. The Auto Club of Southern California posted and maintained the signs until 1933.

marked with the inscription "El Camino Real — A.S.C. Forbes — 1769-1906." The first date was that of Father Serra's founding of the first mission, the second, the year that the first bell was placed and dedicated with great ceremony, at the Plaza Church in Los Angeles on August 15, 1906.

Mrs. Forbes pointed out that in selecting the bell as an appropriate marker for the road of the missions, the fact was taken into consideration that at all times the padres first hung a bell that they might call attention to the work at hand, that of erecting and blessing the cross; the bell guideposts were erected to call attention to the work at hand, that of reconstructing El Camino Real is one of emblematic sentiment and the iron is intended to represent the iron will of the men

who made the first roads in California.

"The bell guide post is of plain, severe design to represent the simple, austere life led by these men of God. Brass or tinkling metal was intentionally not used, as the bell is intended as a memorial tribute to the work and lives of the Franciscan friars."<sup>5</sup>

After the initial dedication in 1909, the bell marking program gained impetus for the next few years. Many appeared between San Diego and Santa Barbara, paid for by county boards of supervisors, various women's clubs and several



An Auto Club crew replaces a bell located in Presidio Park at San Diego. All the El Camino Real bells were without a clapper.



Arletta Duncan, an actress of the 1932 era, poses at the bell and marker located at the Fremont-Pico Memorial on Lankershim Blvd. in San Fernando.

**EL CAMINO REAL**  
THE TREATY OF CANUEGA WAS SIGNED  
HERE JAN. 19 1847 BY GEN. PICO AND  
LT. COL. FREMONT, WHERE BY THE  
UNITED STATES ACQUIRED CALIFORNIA.  
AUTO CLUB OF SO. CAL.

condition in 1921, Mr. and Mrs. Forbes appealed to the California State Automobile Association in Northern California and the Automobile Club of Southern California. The two automobile clubs were then erecting and maintaining highway warning and guide signs on California roads. The clubs took over the maintenance of El Camino Real bells, cleaning and painting them on regular maintenance schedules of their sign posting activities. Damaged bells were repaired or replaced, and those abandoned by new highway alignment were moved to new locations. Porcelain enamel signs were added to the standards indicating the name of the closest mission and mileage in each direction.

In 1933, the State Department of Public Works, Division of Highways assumed responsibility for the erection and maintenance of specified signs on state routes.

They informed the automobile clubs that their services would no longer be needed in the upkeep and maintenance of the bells. In fact, they stipulated that the clubs should assume a "hands off" policy with regard to their activities in this area.

"The Division of Highways didn't consider the bells state signs so they didn't care for them," said Grannis P. Parmelee, late retired transportation engineer for the Automobile Club of Southern California. "They told us 'hands off' and we had no choice. We couldn't touch them," he remarked.

Over the years a great number of state highways were widened or relocated with bells being lost or picked up by parties unknown. Hundreds of bells were lost or passed to private hands.

In the 1959 session, the California legislature passed chapter 69 of California law which required the Division of Highways to re-erect along El Camino Real all bells made available to the division.

private individuals. A brass plate affixed to the bell-posts usually identified the donor or donors.

Interest in the project spread north, until in 1913, as mentioned earlier, there were about 450 bells marking the Royal Road. Donors paid \$25 each, the monies being received by Mr. Forbes, chairman of the committee, to finance the bells. He erected most of the bells at that time by his own labor, using one helper, a team of horses and a wagon.

No funds were available for the care, repair or replacement of the bells, and because of their





El Camino Real bell at San Bernardino Asistencia de San Gabriel which is almost in Redlands on the San Timoteo Canyon road.

That same year, state senator John J. Hollister of Santa Barbara was successful in passing SB123 naming Route 2 from the Mexican border, south of San Diego to San Francisco as "El Camino Real" and requiring the Division of Highways to place appropriate signs.

Finally, in 1974, the state legislature enacted a law making Cal-Trans the legal guardian of the bells. This should have ended the vanishing act, but it was not successful. Little attention was paid to this historical program.

Bells now appear on historical landmarks and public buildings near and sometimes not so near, El Camino Real. In the 1960's the California Mission Trails Association was successful in casting and erecting bells on Highway 101 and at some historical locations through the use of donated funds by interested individuals. A bell is standing in front of all or most of the 21 missions.

In June 1963, a bell was sent by Mr. and Mrs. George Whitney of Upland to Petra, on the island of Majorca, Spain, for the celebration of the 250th anniversary of the birth of Father Serra. Then Chief Justice of the Supreme Court, Earl Warren, Lt. Governor Glenn Anderson, and Mayors Sam Yorty and George Christopher of Los Angeles and San Francisco respectively, were present at that ceremony, which was interrupted by the death of Pope John XXIII.

In 1974, when Cal-Trans became the legal guardian of the bells located along state highways, a contract was made with a Fresno foundry

for the casting of 50 bells. Four years later, the agency developed a process of constructing the bells out of concrete to reduce theft and vandalism.<sup>6</sup>

The bells that remain today, in locations that may be of little value in marking El Camino Real, still remain as markers to the spirited lady who had a deep interest in the history of California. In fact, the exact locations of El Camino Real would be as difficult to find as many of the original bells. Disputes about the location of the Royal Highway were extant in 1966 and locating the exact route today would be almost impossible.

Undoubtedly Mrs. Forbes, chairlady of history and landmarks for Women's Clubs, historian, researcher and prominent authoress would be satisfied with the significance the bells have brought to California history.

In her revised book entitled, *California Missions and Landmarks — El Camino Real*, she leads the final chapter, "The Bells of El Camino Real" with the poetic quotation by Francis Bret Harte as this article has done. However, Mrs. Forbes gives no literary credit to the California journalist, who at one time served as secretary to the U.S. branch mint in San Francisco. Could it have been that Mrs. Forbes was reflecting the fact that Harte deserted the California scene to live out his days in London with less spectacular writing than in his earlier days which dealt so humorously and incisively with early California?

The bells, even as they exist today, we feel sure, would satisfy Mrs. Forbes that their "long-forgotten music still fills the wide expanse, Tingeing the sober twilight of the Present with color of Romance."<sup>7</sup>

#### NOTES

<sup>1</sup>Grannis P. Parmelee, "Signing of the El Camino Real," 1964 speech updated to 1969, Automobile Club of Southern California.

<sup>2</sup>Grannis P. Parmelee, "The Bells are Back on the King's Highway," *Westways*, (Dec. 1963): 27.

<sup>3</sup>Mrs. A.S.C. Forbes, "California Missions and Landmarks — El Camino Real," 3rd edn. rev., (1915): 262-263.

<sup>4</sup>Russ Leadabrand, "In the Paths of the Padres," *Westways*, (Oct. 1966): 26.

<sup>5</sup>Forbes, "California Missions and Landmarks — El Camino Real," 275-276.

<sup>6</sup>Gina Shaffer, "California's History Rings a Bell," *Daily News*, Oct. 5, 1986, p. 5.

<sup>7</sup>Francis Bret Harte, "The Angelus Heard at the Mission Dolores," (1868).

# Farewell to a Menu

by Ray Zeman

When Los Angeles' oldest restaurant, Goodfellow's Grotto, locked its doors forever on December 31, 1953, its faded paintings, corroded metal chandeliers and crumbling walls helped recall nostalgic memories of famous guests.

Two weeks before — Jack Dempsey at one table and John Wayne's wife at the time, Esperanza, at another. Long decades ago — the divine Sarah Bernhardt.

And between these years every Los Angeles Mayor, every District Attorney, every Governor and hundreds of other public officials dined in this steak, chop and seafood house which had only a 20-foot frontage at 341 S. Main Street.

With them had been stars of the sports world — Jim Flynn, the only man who ever knocked out Jack Dempsey (Flynn ran a bar at 3rd and Main) and Jim Jeffries, who had a bar right behind Goodfellow's, beside the old Empress Theater on Spring Street.

In little curtained booths behind the private door marked "Family Entrance" had sat the stars of yesteryear who appeared in the Grand Opera house, two blocks north on Main Street, or in the Belasco, then two doors north of Goodfellow's, or the Adolphus (later called the Hippodrome) across the street.

Rising food costs, a saddening deterioration of Main Street and a general drift of better restaurants toward Pershing Square, Wilshire and La Cienega boulevards spelled death for Goodfellow's.

"I guess we've been here too long. The town has moved away from us," explained Proprietor John L. Dujmovich. His father, Matteo C. Dujmovich, a Yugoslav, founded Goodfellow's in 1905, when Main Street was the hub of the theatrical and sports world.



Within a block or two were other restaurants — Al Levy's, Fred Harlow's and Baron Long's superb dining room in the old Van Nuys Hotel.

Within two or three blocks, mostly on Main and Spring, were the early buildings of Los Angeles' great stores — the N.B. Blackstone Co., F.B. Silverwood, Desmond's, Hale's, Hamburger's (predecessor of the May Co.,) and J.W. Robinson Co., Harris & Frank and the Coulter Dry Goods Co.

When Goodfellow's opened, the Orpheum behind it had vaudeville, the Belasco had a stock company playing "What Happened to Jones" and the Mason was boasting of Nat C. Goodwin "and an excellent supporting company."

(Almost two decades later the Mason was still in its prime, with the great David Warfield playing Shylock in "The Merchant of Venice.")

At Goodfellow's, steaks were always charcoal broiled. Bouillabaisse, lobster thermidor and boiled crab were among reigning favorites. For luncheon, filet of sole and cracked crab remained popular to the final day.

The cafe survived competition from neighboring Mme. Zucca's and the Victor Hugo. (New York columnist O.O. McIntyre once pointed out that Los Angeles' most expensive and cheapest restaurants were next door to each other. One was the old Victor Hugo's; the other was a 5-cent hotdog stand.)

In Goodfellow's final week, George (Curly) Arnerick, 68, a waiter at the cafe for 42 years,

recalled how Joseph Scott and the criminal trial wizard, Earl Rogers, led parades of attorneys from Civic Center courtrooms to luncheon.

"Lewis Stone and H.F. Sinclair used to come here often," he continued. "Joe E. Brown, ZaSu Pitts and Edward G. Robinson still come in. I've served Clark Gable, Adolphe Menjou and chiefs of police all the way from Chief Sebastian to Chief Parker.

"I remember Mayor Snyder and Mayor Porter well. Mayor Cryer used to come in almost every day. Mayor Poulson hasn't appeared so frequently."

"Governors? I remember Jim Rolph, Gov. Young and Gov. Merriam well. They always brought friends.

"Movie people? Louis B. Mayer has eaten here many times — and still does."

Victor H. Rossetti and other top officers of the old Farmers & Merchants Bank found the cafe only a few steps from their doors at 4th and Main.

No one knows how many big business deals or lawsuits were settled at the tables seating a total of 75 in the main dining room or the booths holding 75 more.

Eventually, Proprietor Dujmovich said, the Fire Department ordered the booth curtains fireproofed and all wiring placed in conduits.

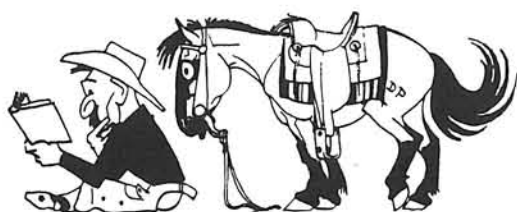
"Even the bricks themselves are powdering away," he lamented.

And so Goodfellows closed, just as the nearby Holmes Book Co., once the parent of seven book shops, had closed shortly before to become a parking lot. The Empress Theater behind was now a parking lot and the Adolphus (Hippodrome) across the street from Goodfellows, was transformed largely into an auto park.

If the renowned Sarah Bernhardt had returned, she would have been shocked to find the Belasco Theater, two doors from Goodfellows, had long been a strip-tease house known as the Follies.

Alas. Main Street was becoming better known for its chains of panhandlers, pawn shops and B-girls.

Or perhaps Bernhardt might have glanced across the street from Goodfellows at the Westminster Hotel, where President McKinley once slept. She might have visualized Main Street as it was in Goodfellows' heyday — a bustling business center by day, a dining and theatrical playground by night.



## DOWN THE WESTERN BOOK TRAIL ...

Signor, John R., **LOS ANGELES & SALT LAKE RAILROAD COMPANY: Union Pacific's Historic Salt Lake Route.** San Marino: Golden West Books, 1988. 256 pp. Illustrations, maps, documentary reproductions, selected timetables, bibliography, index. Cloth, \$54.95.

John R. Signor and Donald Duke have done it again, i.e., produced a railroad book as elegant as the starched linen and bud vases with fresh flowers in the dining car of the City of Los Angeles. The book obviously took more digging than the eighteen tunnels in southern Nevada. The gallery of 365 photographs is enough to send any railroad buff on a trip.

Ever wonder how Terminal Island (earlier Rattlesnake Island) got its name? It was named after the Los Angeles Terminal Railway which ran toward Long Beach, then out to the end of Terminal Island to a station called East San Pedro. The line was absorbed by what became known as the San Pedro, Los Angeles and Salt Lake Railroad Company; after the joining of the City of the Angels with the City of the Saints it was still known to railroaders as "Old Pedro."

Holy, however, isn't exactly the word to describe the railroad towns between the Saints and Angels. For a time miners and railroaders mingled in Kelso and between them consumed \$30,000 worth of hard liquor a month. Las Vegas, another early railroad town with a different destiny, was reported in 1905 as being populated with "floaters, shifters and a reckless class... and where the Arizona Club held the reputation of being the niftiest house of joy on the Pacific Coast."

If the pictures don't tell the whole railroad story, the text does. Every phase of management (and we think merger mania is new!), construction, equipment, rolling stock, operation, and

finances are fully described as well as much of the lore of railroading on what became, after 1921, the Union Pacific. Flash floods and sand storms plagued the line as well as scarcity of water in the desert areas. The viaduct over the Santa Ana River near Riverside was an engineering feat; the mission-style architecture of the depots and crew clubhouses added to the California mystique. The sharing of the Cajon Pass trackage with the Santa Fe led to problems.

In addition to well-known trains like the Challenger, there were some memorable monikers, e.g., the "Sunburn Special" which took home bathers after an outing on Terminal Island, the "Farmer John" which carried hogs into L.A., and the "Crapshooter Commuter" for the Las Vegas crowd. Along the way the reader picks up a fair amount of railroadeses, but be prepared to learn that a pusher and hump yard aren't what they sound like.

May 1, 1971 marked the last run of the City of Los Angeles and the beginning of AMTRAK. Stations were closed and many were razed. Major changes were wrought with dieselization, piggybacking, and containerization.

This book will help you distinguish an F3 from an E8 locomotive, but it will tell you all too little about the economic, as well as social and political, impact of one of southern California's major arteries. If you want the complete experience of railroading, this book has everything but the odors, vibrations, and sounds.

John R. Signor rides the rails on the Southern Pacific, out of Dunsmuir. With four earlier railroad books to his credit, he has a proven track, if you excuse the pun, record as a careful researcher; he is also a splendid artist and cartographer, a rare combination. Don Duke knows how to bring it all together and package it attractively.

Together, they've done it again.

Don Pflueger

Hammerschlag, Carl A., M.D. *THE DANCING HEALERS: A Doctor's Journey of Healing with Native Americans*. San Francisco: Harper & Row, 1988. 170 pp. Cloth, \$14.95. Available from Harper & Row, Icehouse One — 401, 151 Union Street, San Francisco, CA 94111-1299.

This book presents, in a somewhat abbrevi-

ated vignette fashion, the experiences of a Psychiatrist with some aspects of Native American spiritual belief as it relates to the healing process. The interplay that evolves between patient and therapist can not escape the impact of attitude and spiritual consciousness, societal preconception and understanding when modern "scientific" medical technology encounters age old perceptions handed down through verbal heritage and by active example.

The author describes the evolution of his own inner awareness as he deals with Native American patients who come to him while he is with the Indian Health Services. He describes the experiences of patients developing better coping mechanisms through the medium of their own spiritually related healing as developed by their "Primitive" medicine men. Indeed, he finds that he is better able to cope with his angers, pains and generic hurts through similar mechanisms.

He describes this recognition and his role, "I am a guide who helps people process life's experience and find the message within about who we are, what our purposes are, what our paths are. What I do is just another ritualized vision quest."

This exposition is non scientific and anecdotal. It does not adequately explore or explain the formative perceptions of the medicine men, except by implication that these come about through liberation and activation of the right side of the brain. It does not offer an understanding of the way in which ideas are created, whether distorted or realistically, in the mind set of the Native American Indian.

Deep within the book is a valuable broad exposition of a great wrong!

Contemporary medicine focuses primarily upon the treatment of disease and does not focus on conditions of a cultural or spiritual nature which impact upon the inner well being of the individual and his response to modern scientific treatment. Within modern medicine, listening and caring about what people say and don't say has been lost as they suffer illness, injury or emotional distress.

For a reader interested in the components of certain ritual procedures a soft serving of detail is presented. However, it is flawed by the introspective description of the author's personal relationship with the occurrences.

Robert Stragnell, M.D.