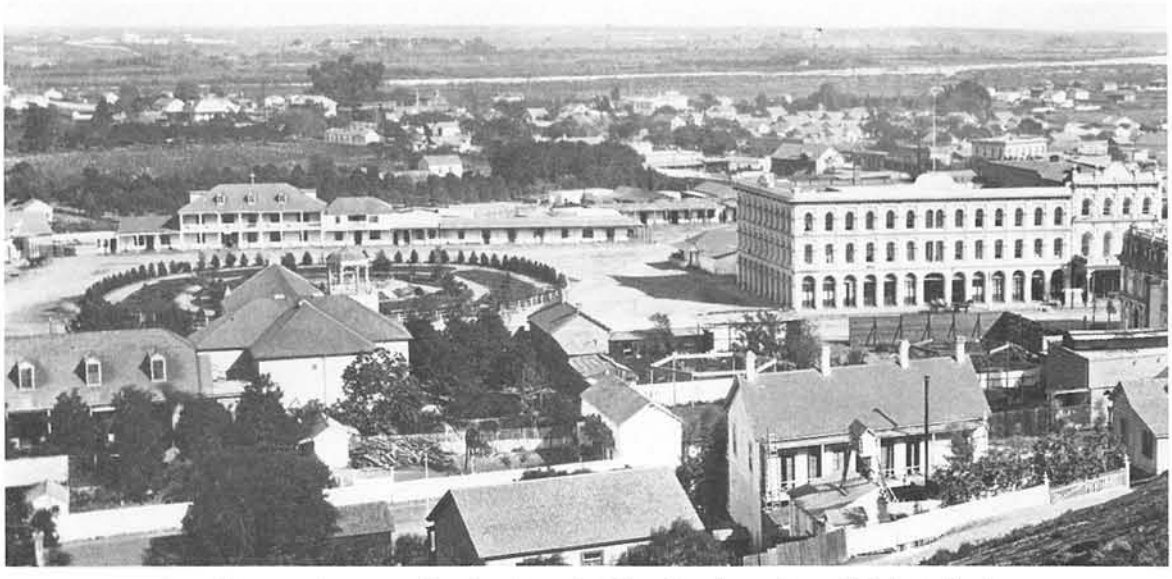
LOS ANGELES CORRAL
WESTERNERS
The Branding Iron
J. GOODMAN

SPRING 1990 LOS ANGELES CORRAL NUMBER 179



Lugo House as it appeared on the plaza of old Los Angeles. — *Donald Duke Collection*

Lugo House

by Raymond Zeeman

It seems like only yesterday that demolition of 19 buildings, steeped in historic nostalgia, began at Los Angeles' front door — between the Los Angeles Union Passenger Terminal and the Plaza.

Actually it was on February 7, 1951, that the bulldozers, cranes, steam shovels and explosives began razing this small block bounded by Sunset Boulevard, Alameda Street, the old Ferguson Alley and Los Angeles Street.

Dust, debris, discarded furniture, dangling pipes and wires were everywhere.

It was an atmosphere that Edgar Allan Poe or Sax Rohmer would love. Narrow stairways. Dark corridors. Winding runways. Buzzers and secret wires to signal the approach of police.

Wood in most of the structures was creaky with age. Paint had chipped off everywhere and plaster was peeling from the walls.

For sentimentalists, it was a shock. Here once were three of the finest Chinese cafes in the city — the Soochow on Los Angeles Street, the Dragon's Den on Sunset and the New Grand East on Alameda.

On Ferguson Alley was the ruins of Jerry's

(Continued on Page Three)

The Branding Iron

THE WESTERNERS

LOS ANGELES CORRAL

Published Quarterly in
Spring, Summer, Fall, Winter

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.

THE MONTHLY ROUNDUP

by Abraham Hoffman

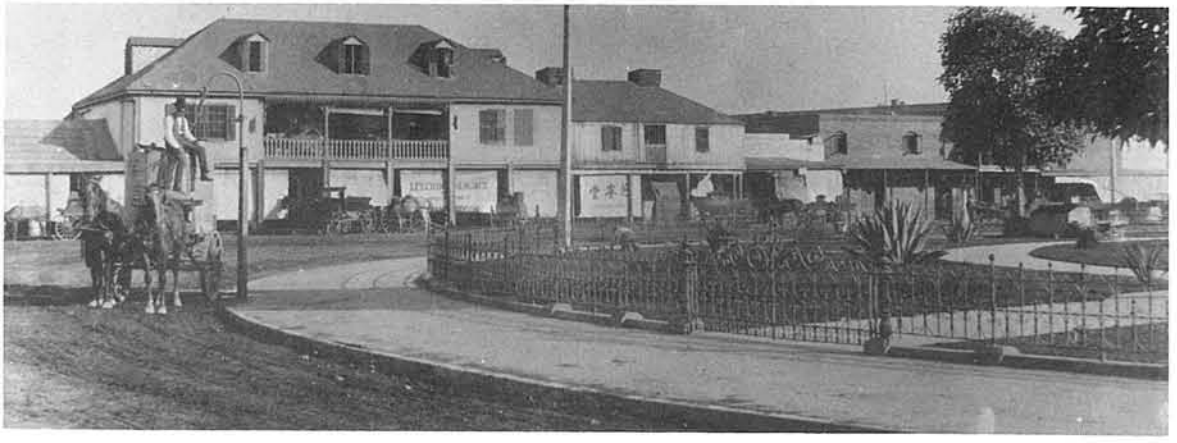
Abraham Hoffman was the last Corral member to speak at Taix Restaurant.

DECEMBER 1989 MEETING

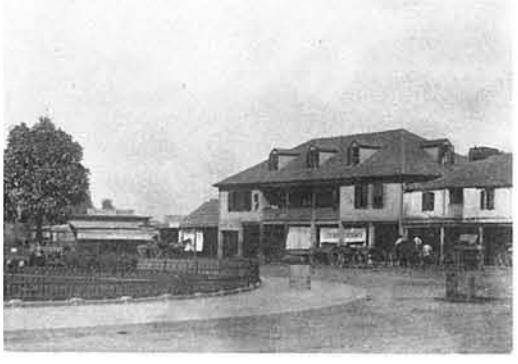
It was the last meeting of the year, the last meeting of the decade, and the last meeting for the Corral at Taix Restaurant. Amid the conviviality of the usual complimentary December wine, Active Member Abe Hoffman spoke on "The Rebirth of *Tumbleweeds,*" commemorating the fiftieth anniversary of the sound version of actor William S. Hart's final film.

From 1914 to 1925 Hart made 67 motion pictures, most of them Westerns, and became an international film star. His most expensive production was *Tumbleweeds,* made in 1925 at a cost of $200,000. Hart put a great deal of his own money into the film and arranged with United Artists to distribute the picture. When UA botched up the distribution, Hart lost $50,000. He also lost the ability to produce his own pictures. Faced with the alternatives of going to

(Continued on Page Fifteen)



Lugo House became the social center of early Los Angeles. There were many gala parties held here, including one held in honor of General Kearny. — *Ernest Marquez Collection*



Looking northeast across the plaza toward Lugo House. Note the cast iron fence which circled the plaza. — *Ernest Marquez Collection*

Joynt, whose jade bar and dimly-lit interior lured film and society notables in its heyday.

And facing the Plaza was the proudest structure of all — the historic Lugo House.

Since the 1840's it had stood there, a stone's throw from the Avila Adobe on Olvera Street and across the Plaza from the city's oldest continuously operated church — Our Lady, Queen of the Angels.

Some say the Lugo House was even older — that it was begun in 1811 by Don Antonio Maria Lugo, who was born at Mission San Antonio de Padua in 1775. (This account relies on passages in Thompson & West's *History of Los Angeles County* which were written by Lugo's son-in-law, Stephen C. Foster.)

Don Antonio was Alcalde or Mayor of Los Angeles in 1813. His son-in-law was Mayor in 1854 and 1856.

The Lugos were among the first families to move to town from Spanish grant ranches so extensive that they couldn't be crossed in a day.

The Avilas and the Pelanconis were others. They were families of such distinction that legend says they talked only to themselves — like New England's Cabots and Lodges.

As the years went by the Lugo House became a social center for the sleepy little pueblo. It had been the scene of many a gala party by 1847, when General Stephen Watts Kearny and Commodore Robert Stockton came north from San Diego and captured the city. They were joined quickly by Lieutenant Colonel John C. Fremont, coming from the north.

Famous names like these were ignored by the wrecking crews in 1951 as they prepared to rip down the block.

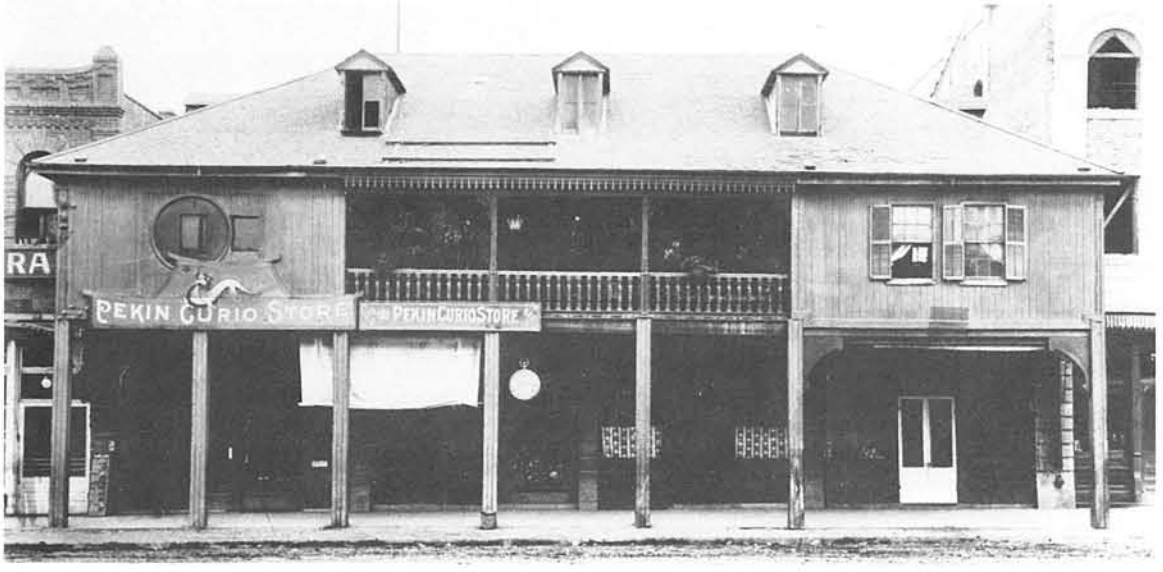
On the main floor of the Lugo House were signs of the last business houses — the Canton Bazaar and Hong Fat.

Another in this structure was the Ging Lung Co. And up and down the street and around the block were others with the sing-song Oriental names — the Gee Ning Tong Herb Co., F. See On Co., the Fook Wo Lung Curio Co., Sam Sing's Meat Market and Quong Wing Sang & Co.

What couldn't Sax Rohmer do with that last one — Quong Wing Sang & Co.?

Fu Manchu would grope down the shadowy corridors, through incensed rooms, dimly illuminated by gas lights.

The Plaza buildings were tightly jammed together but here and there were open passageways—



Toward the turn of the century, Lugo House housed the Buddhist temple for Los Angeles and the Pekin Curio Store. Note how the upper windows at the left changed and the roof line became shorter. — *Ernest Marquez Collection.*

narrow slits of escape. Fu Manchu might pause in front of the one built by the King Chow Co. in 1891, just south of the Lugo House. It housed a Buddhist temple filled with Chinese inscriptions.

But in plain English on a little blackboard was the pathetic plea: "Your Donations Will Help Keep This Temple Open — Thank You."

The plea failed. The temple was emptied, abandoned.

The Lung Tong Tin Yee Association, the famous Four Families organization of Chinese capitalists, which owned properties all over the world, tried to save it.

It raised a fund of $500,000 to create an international center in the block being condemned.

Older Chinese wore their traditional robes to the temple, folded their hands in prayer and asked Buddha for aid.

Buddha failed to respond.

Others failed, too, in a valiant battle to save the Lugo House.

Mrs. Christine Sterling, the "mother of Olvera Street" and spokeswoman for Plaza de Los Angeles, Inc., wanted the entire Plaza cleaned up and renovated.

The Chamber of Commerce Historical and Landmarks Committee spoke up. And so did alumni of St. Vincent's College, the predecessor of today's Loyola Marymount University.

St. Vincent's was started in the Lugo House in 1865. It was the city's first college.

"Some of the padres from Loyola are coming by one of these days to pick up some doors from the house," said C.G. Byson, who got the contract to wreck the entire block.

"The city is going to save the upper flooring as some kind of a souvenir. It was well-seasoned wood and will last forever.

"Probably some more people will come by — just to pick up something so they can say, 'This came from the Lugo House.'"

Byson contracted to raze all the buildings for $16,794. (Remember, this was in 1951.) He arranged to burn some old wood at the scene and to truck the rest to his salvage yards in Glendale. He expected some profit from the doors, windows, lumber, brick and plumbing.

Chinese had occupied most of this block for decades.

Only they know all the elusive corridors and the way to skip from one roof to another.

For years no Los Angeles police officer ever entered the tight settlement alone. In fact, policemen rarely roamed there even in pairs.

Why all the buzzer systems linking the buildings?

Byson had a cryptic answer: "Years and years ago — opium."

The old buildings bred many legends.

There was the Chinese who lived in an upper room for years, going outside only occasionally to buy food.

How did he live? Where was his money? Had

he hidden it in some old book filled with Chinese inscriptions, or inside a discarded mattress, or in some Oriental idol now fallen on the floor?

He died. No one knows the answers.

But wrecking crews plugged away, hoping always to find treasures cached within the old walls.

To Byson, it was "one of the dirtiest messes I've ever handled."

He wandered through room after room of shoddy trunks, Chinese lottery markers, piles of rags and wastepaper which might easily breed rats.

But there was a twinkle in his eye as even he dreamed of the possibility of hidden treasure.

He was proud of the Lugo House and sorry he had to tear it down.

"Those studs are firm, 6x2," he pointed out. "Those big beams were made by hand. Those nails are square-cut, made by hand."

Byson roamed to the rear of an upper floor. A picturesque veranda once commanded a view of many miles beyond the Union Passenger Terminal, more commonly known as the Union Station. Below, mounted on a lower roof, was a stalwart 30-foot wooden flagpole.

Perhaps Stockton or Kearny or Fremont raised the American Flag there for the first time in 1847. (During the demolition, the flagpole was removed to the Loyola Marymount campus.)

The Lugo House has been remodeled many times.

Rooms have been divided and secret chambers have been closed.

Byson bashed in one door.

Here, in a pitch-dark inside room, a stairway led to a still higher chamber and then had been ripped out.

Apparently no one had lived in this room for decades, for on the wall were glued pages of the Los Angeles *Sunday Times* of March 9, 1902.

The walls themselves speak of the days long ago. The main story on one section of the *Times* described Lucky Baldwin and his career:

"If it is lucky at the age of 74 to have leagues of fertile land in one of the fairest and most fruitful valleys in the world, houses sufficient to shelter several regiments of people, mines of precious

Lugo House as it appeared in the early 1920's. The Curio Store had been replaced by Chew Fun & Co., a purveyor of Chinese Herbs. A window was added to the second story, to the left of the strange circle window. — *Ernest Marquez Collection.*

The old house, once a showplace of early Los Angeles, was looking rather seedy at, circa 1930. The circular window in the upper floor has been replaced by a regular one. A fresh coat of paint and some sort of ornamental work decorated the second story porch. — *Ernest Marquez Collection.*

metals that would fill the coffers of the king, fields of grain, vines and orchards extending as far as the eye can reach, flocks and herds grazing on 100 hills, stables filled with the fleetest of steeds, men servants and maid servants, dependents and retainers without number — then E.J. Baldwin is 'lucky' still, for at three score and 14 years he is still in full enjoyment of all these things.

"At his beautiful Santa Anita home he is practically monarch of all he surveys."

And on the story goes for columns. It tells how Lucky Baldwin owned 50,000 acres of ranches, how his colt Crusades, a 2-year-old, had won 66 out of 67 races in which he started, and of tales way back to gold rush days.

The Spanish grandees have passed on. The Chinese tongs have moved away. Survivors among the many hundreds of visitors at the more modern Jerry's Joynt in the Plaza area have probably forgotten, leaving their cards pinned helter-skelter beside its door.

No winged monster has risen from the below-ground Dragon's Den to save this once crowded little settlement.

The gas lights have disappeared.

Buzzers are no longer heard.

The 19 buildings were leveled long ago.

Nowadays, everyone is hurrying, hurrying through this once picturesque area between the Union Station and the Civic Center.

Overhead is something which the Lugos, serenely strumming their guitars and clicking their castanets, never dreamed of a century or more ago. It's a helicopter. No one bothers to look up... but it hurries, hurries, hurries on.

From Redwood House to Almansor Court

The Los Angeles Corral of Westerners, in a 43 year time span, has dined in at least 10 different restaurants.

by Donald Duke

The Los Angeles Corral of Westerners was organized in December 1946 to enable men with a common interest in the American West to exchange information and knowledge while at the same time enjoying a good meal.

Shortly after the Chicago and Denver Corrals were established, word of their formation was received by Homer Britzman. He believed that a similar group should be established in Los Angeles. A number of men were contacted and they held a meeting at his home "Lands End," the house that Charles Russell built as his last home. This meeting resulted in the formation of the Los Angeles Corral. Britzman was selected as the first Sheriff. His deputy was Jack Harden, with Bob Woods acting as Registrar of Marks and Brands. Old Arthur Woodward was the representative with the Chicago and Denver Corrals, and Paul Galleher and Noah Berry, Jr. were the Wranglers. The group proposed yearly dues of $6.00, and the board of directors was comprised of the five officers. It was decided thaty the group would meet at a restaurant on a monthly basis, and in due course they organized a publication policy.

The Redwood House, as it looked out on First Street, at the time the Los Angeles Corral was formed in December 1946. The Los Angeles *Times* later took over the corner which housed the Redwood House for expansion of the Times-Mirror Press. — *Courtesy of the Los Angeles Times History Center.*

The third Thursday of the month was selected as the meeting date. The appointed gathering time was 6:00 P.M., and the Los Angeles Corral of Westerners met for the first time on the evening of December 19, 1946, at the Redwood House. The restaurant was located on First Street near Broadway where the new Los Angeles Times Building extension was erected in the mid-1950's. Twenty-six men sat down to dinner that night. J. Gregg Lane spoke to the assembled group about "Gunfighters and Lynchings of Early Los Angeles." Three of our Corral's honorary members, and still living, were at that meeting, Glen Dawson, Paul Galleher, and John Goodman. Also, Noah Berry, Jr., the actor, was there. He is still alive, but no longer a member of the Corral.

From December 1946 to May 1954, the new Corral assembled in the Redwood Room of the Redwood House every month. A total of 70 Corral meetings were held there. In those formative years each member was expected to participate by preparing a paper on a subject of his choice on the American West. This spirit of exchange enabled every member to experience the richness which each member could provide on his par-

Corral Members gather in the bar to hear Will H. Hutchinson, at the left corner, speak about the Appaloosa Horse. The date for this scene at the Redwood House is October 13, 1952.

ticular interest, whether it be gunfighters, Missions, mining, railroads, or whatever. This is basically why, in those years, they were able to produce so many *Brand Books* and the *Branding Irons*. Everyone pitched in and did his part.

If I am not mistaken the Redwood House was closed in mid-1954 when the Times-Mirror expansion began. In any case the June 1954 meeting was held at Casa Adobe (part of the Southwest Museum facilities). The July 1954 through June 1955 meetings were held at the Mona Lisa Restaurant on Wilshire Blvd., across the street from the Ambassador Hotel, just east of the old Brown Derby. It was a very large continental-type restaurant with meeting rooms upstairs. The December 1954 meeting was held jointly with the Zamorano Club at the Mona Lisa. J. Frank Dobie was the speaker and informed the group about "Literature of the Range."

The July, November, December meetings in 1955, and the January 1956 meetings were held at Rands Roundup. According to Art Clark this was at 7580 West Sunset Blvd. The August 1955 meeting was at Henry Clifford's, while the September meeting was held in South Pasadena in the adjoining back yards of Dan Bryant and Ernie Sutton. The Corral returned to the Mona Lisa for the October meeting.

Zucca's Ranch House, 2770 East Foothill, between Pasadena and Arcadia, was the site for the February, March and April 1956 meetings.

Don Perceval speaks to the Los Angeles Corral at Costa's Grill in May 1962. Henry Clifford, shown at the left, was sitting at the head table. Note the belly gun on the wall to the right of the speaker.

At the February meeting Iron Eyes Cody presented a motion picture entitled "Will Rogers the Roping Fool," and once again J. Frank Dobie was the guest speaker in March.

They returned to the Mona Lisa for the May, June and July meetings of 1956. Next it was to Costa's Grill, located at Hill and Ord streets in downtown Los Angeles. Costa's Grill is no longer there, and the spot is now occupied by the Velvet Turtle. However, the Grill was the home of the Los Angeles Corral for the next 64 meetings (October 1956-March 1963).

The Roger Young Auditorium, a familiar banquet hall on Washington Blvd., was the site for their May 1963 meeting, due to over-crowding at Costa's by Los Angeles Dodger fans. The June meeting moved to Jean's French Restaurant at 3070 West 7th Street, west of downtown Los Angeles. In July the meeting was once again held at Henry Cliffords, and the August meeting found them back at the Casa Adobe. For variety, in September, the Corral took a Los Angeles harbor cruise and members had their meal in the area.

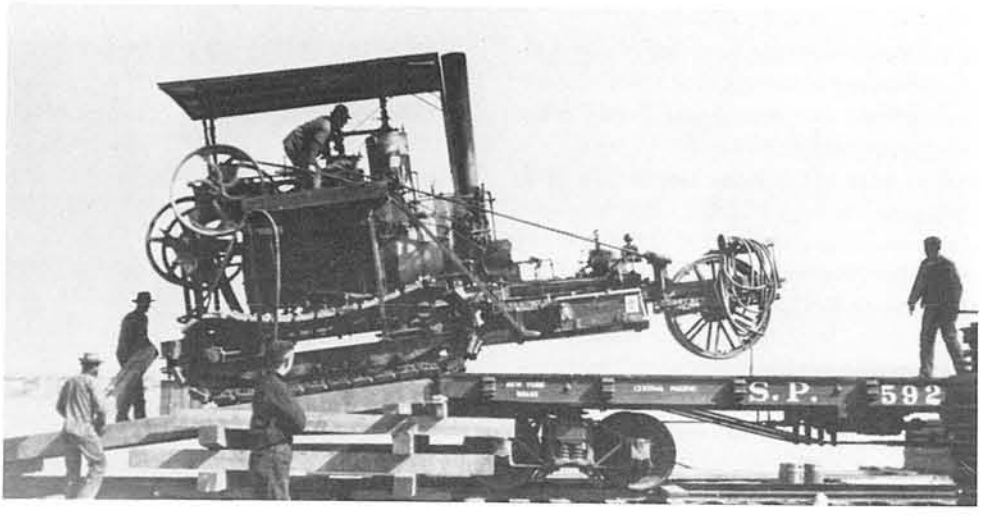
The October 1963 through April 1964 programs were held at the Rodger Young Auditorium. It was at this time, when the Taix French Restaurant, located on Commercial Street, was closed down for the construction of the San Bernardino and Santa Ana freeway connection to the Hollywood and Harbor freeways. The brothers Taix then purchased Botwin's restaurant at 1911 West Sunset Blvd., and rebuilt it into the present day Freres Taix Restaurant. The Los Angeles Corral moved there for its May 1964 meeting and remained until December 1989, a quarter century. The only breaks from the Restaurant, in this long run of meetings, were the yearly "Fandango," "Rendezvous," and a few summer meetings at homes of various members.

The Los Angeles Corral's first meeting at our new location, Almansor Court in Alhambra, was held on January 10, 1990. Originally, this site had been a former city dump that was converted into the golf course, club house, and restaurant with large banquet rooms. The new Westerners site has ample parking, large rooms, and is still within a reasonable range of most of the membership. The meeting had a turnout of over 120 members to help initiate the new move.

Some of the members enjoying the program at Costa's Grill. From left to right, Jim Fassero, Arthur Clark, Bill Gold, and John Algar.

With the Percy Bonebrake Belly Gun on the wall, are left to right, Sheriff Ervin Strong, Ray Allen Billington, Doyce Nunis, and Eddie Edwards.

Some of the gang at the first meetings at Taix. Left to right are Carl Dentzel, Glen Dawson, Bob Cowen, and the late Tom McNeill.



The first steam powered Cat being unloaded at Camp Mojave siding of the Los Angeles Aquaduct. The date is 1909 and this was the first use of the famous Caterpillar Crawler Tractor. — *Caterpillar Tractor Company — Konrad F. Schreier Collection*

Cats on the Los Angeles Aqueduct

by Konrad F. Schreier, Jr.

The Los Angeles Aqueduct, a 233-mile water delivery system from the Owens River Valley, is one of the great civil engineering works of the early twentieth century. Built in the 1908-1913 period, it still supplies the city with two-thirds of its water.

It was also the first construction project where the famous Caterpillar Crawler tractor was used. The "Cat," invented only a short time before, and the "Aqueduct" were products of California genius.

The Cat was invented by a family named Holt, master wagon builders, who had originally "emigrated" from New England to San Francisco in 1864. They first established a wagon works in San Francisco, but in 1883 they moved their facility to Stockton. Their enterprise proved to be very successful, and they expanded the firm to also include wheels and specialized large agricultural machinery.

Benjamin Holt, one of the brothers, was the engineering genius. He not only managed the Holt factory, but also designed many of the things they manufactured. By the 1890's he had added a large steam traction engine (steam tractor) to the product line. These locomotives on wheels were sold for use in agriculture, lumbering, and mining, and were far more efficient and powerful than large, cumbersome horse or mule teams.

One of Holt's biggest markets was agriculture, and by 1900 it was a huge expanding business. One new area under agricultural development was the Delta Region of the Sacramento and San Joaquin rivers, a huge area of fertile land, but very swampy. The Holts became interested in Delta agriculture, and wanted to build special machinery for that purpose.

However, there was a serious problem associated with Delta farming, and that was the heavy machinery they used often got stuck in the marshy ground, and obviously horses or mules were unable to do all of the work. With this knowledge, Benjamin Holt set out to try and solve this problem.

The simplistic solution was to spread the weight of the machine load over a larger area. He first began to make equipment with larger and wider wheels. In the beginning this principle worked, but nevertheless, to completely overcome the problem it would have been necessary to build a machine with wheels so large it would have been a mechanical absurdity. Holt did not give up, he knew there had to be a way to spread the load.

His efforts led him to try crawler tracks instead of wheels. This was not a new idea, but Holt's design was. Practical tracked vehicles had been designed before the Civil War, and a few marginally successful prototypes were built in the 1880's and 1890's. Much of this early history on the crawler tractor came out in a patent suit in which Holt was involved.

In fact, at the time Holt began developing his tractor, the Lombard Company in Mechanicsville, Maine, was building a switch-engine size, steam-crawler tractor. They were being used in the lumbering trade in New England, and were considered quite successful.

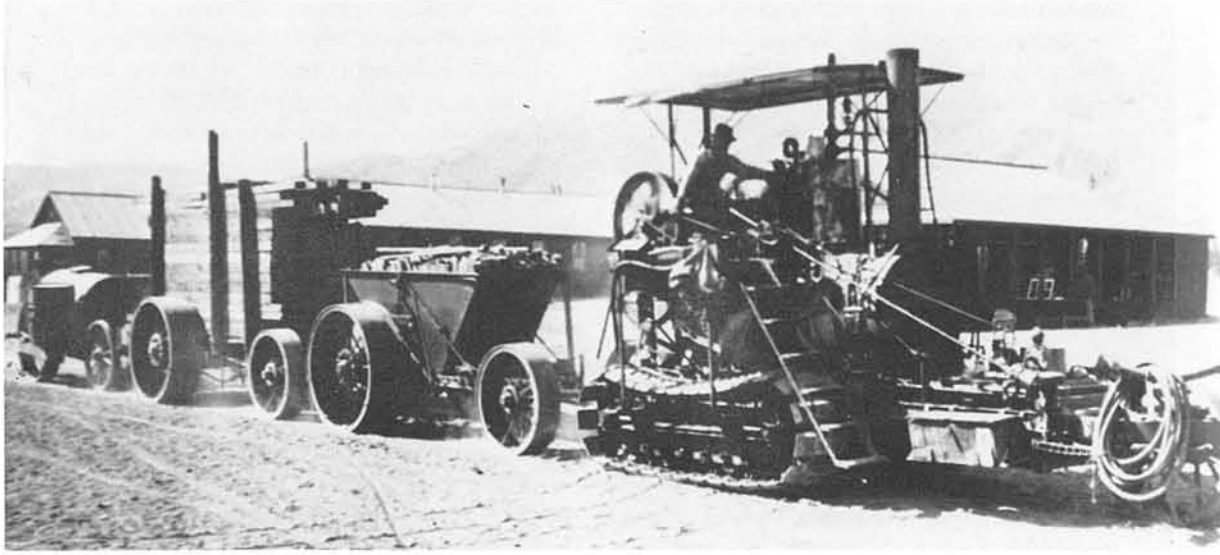
In 1904 Holt built his first experimental steam-crawler tractor by modifying a steam-traction engine. The tracks replaced the large main wheels. It could be steered by simply stopping one of the tracks, or with the front steering wheel which had been retained from the original tractor, probably kept because the users expected them. The final arrangement was to place the boiler and engine, the main weight of the tractor, over the crawler tracks. This pioneer Holt steam-crawler worked.

Over the next couple of years Holt built a half dozen more experimental steam-crawlers, and all of them were used successfully. It was in 1906 that Holt added the steam-crawler to the company's product line, and was already considering the replacement of the clumsy steam power plant with a gasoline engine.

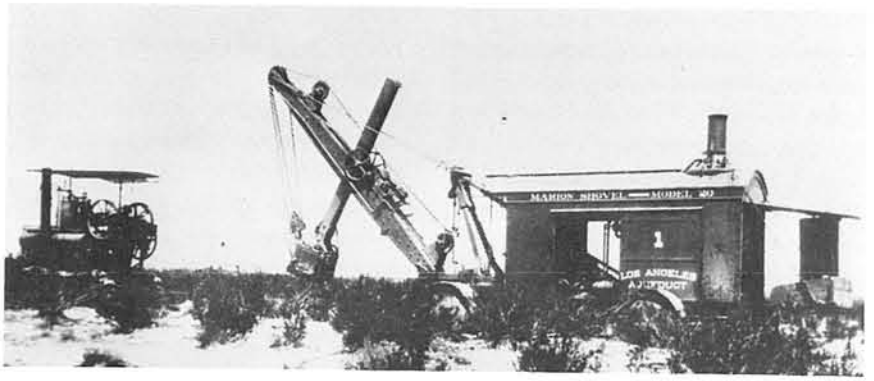
In 1908 Los Angeles City Engineer William E. Mulholland and his assistant, J.B. Lippincott, the men leading the construction of the Los Angeles Aqueduct, startled the engineering world by ordering one of Holt's steam-crawlers for the project. They were anticipating difficulty in hauling heavy machinery and supplies over the rugged desert and mountain areas of the Aqueduct's route.

By early September 1908, a Holt steam-crawler, Holt Construction No. 1003, was working between the Southern Pacific railroad connection at Mojave and the construction site a dozen miles away. No. 1003, an oil-fired steam-powered machine, could move two to four miles-per-hour on its nine-foot long track, which was the same speed as that of a team of horses. But unlike teams, it didn't need to stop and rest every hour. It hauled very heavy loads with far less difficulty than they could be moved by large teams of up to 50 animals.

No. 1003 was a 14½-ton machine rated at a 100 hp. Although it was reasonably successful, the very inventive Holt immediately saw ways to improve it from the first time he observed it working on the Aquaduct. He also discovered that to supply adequate boiler water in the desert was a serious difficulty, and a surprisingly large



The first Holt steam powered Cat at work pulling Holt trailers on the Los Angeles Aquaduct project near Mojave in 1909. The first trailer is a dump type, the second a cargo carrier, and the third a water trailer for the Cat boiler. — *Caterpillar Tractor Co. — Konrad F. Schreier Collection*



The first steam powered Cat, on the Los Angeles Aquaduct project, pulls a Marion Shovel used to dig the aquaduct in 1910. — *Caterpillar Tractor Co. —Konrad F. Schreier Collection*

expense.

Holt, upon returning to Stockton, began building a gasoline-powered crawler tractor. He must have already had the engine pretty well designed because by the end of 1908 he accepted an order for three Holt gasoline crawlers for the Aqueduct project. They were to be of the same size, weight and power as the original steam-power crawler the project had been using.

The first Holt gasoline-powered crawlers went to work on the Aqueduct in 1909. They were exactly what was needed for this type of work, and proved to be the best thing ever invented for those particularly heavy loads such as huge steam shovels which had previously given teamsters and team fits. In the mountains they were able to haul heavy loads over the primitive roads which they had originally helped to build, and then up grades as steep as 17 percent! They hauled "trains" of Holt-built, steel-wheeled, heavy-duty "trailers." One photograph shows a string of 14 double-headed "Cats" with Holt gasoline crawlers.

Before completion of the Aqueduct, they had purchased and used 28 Holt crawler tractors, and 80 Holt heavy-duty trailers, with the first crawler tractor being steam powered. It was taken out of service about 1910, the same year Holt began using the now famous name "Caterpillar" for their gasoline crawler tractors.

It was at this time that huge civil engineering projects, such as the Panama Canal, fascinated the public, and were frequently featured in both the technical and popular press. The construction of the Los Angeles Aqueduct and their use of the Caterpillar tractor was considered very "good copy." Stories featuring the "on time and on budget" construction of the Aqueduct, and the part the "Cats" played in it, were very popular, often run with photographs of the Cats in action.

The publicity and Aqueduct orders helped Holt over some difficult financial times. However, despite their apparent success there had, in fact, been real problems with the Aqueduct's Cats.

The Aqueduct's fleet of Holt Caterpillars were not only the first ever used, but were the first gasoline-powered Cats built. The Aqueduct had actually been a testing ground for these experimental machines!

When the Aqueduct's Cats were working they were wonderful machines. They could not only move more than teams, but they moved it farther and faster, at a lower ton-mile cost, and did it over difficult desert and mountain roads.

These experimental Aqueduct Cats did, however, develop a myriad of technical and mechanical problems which had to be corrected. As a result, their repair and maintenance cost ran their ton-mile operation cost to double that of teams.

Typical problems with the gasoline engine proved to be that of improper mounting, and as a result were self-destructing. Once the mounts and design were reworked, it functioned well enough.

Originally, many of the parts of the drive-train were made of cast iron. However, this material often failed, and had to be replaced by parts made of steel. The main frame had to be reinforced, and the design and materials of the tracks had to be improved.

One of the most serious problems was the Cat's gearing. Originally the machine had just

A Holt gasoline powered Cat pulling a Holt trailer up the grade to the Jawbone section of the aquaduct in 1910. The pad for the aquaduct may be seen at the right. — *Caterpillar Tractor Co. —Konrad F. Schreier Collection*

two speeds. It was quickly found that a third lower gear was needed for the more extreme pulls. Once the third gear was added, the Cat drivers used the lower gears instead of the higher gears. This wore out the gear sets prematurely. It took some pretty intense retraining of the drivers before they used the gears properly, but once they did learn, the Cat's performance improved noticeably.

By the time the Aqueduct was completed in 1913, Holt had vastly improved and perfected the Cat's design, and it was being acknowledged as a very successful machine. Because of its early teething problems, the Los Angeles city engineer's overall report did not give the Cats a particularly good rating, but strange as it may seem, the reports then went on to describe the wonder work they had performed.

Despite the Los Angeles city engineer's equivocal report, the Cat had actually been perfected and proven on the Los Angeles Aqueduct construction project. So, in fact, when all was said and done, the engineers and other potential Cat users did rate it as a success. It was also generally accepted that without the Cats, the Aqueduct would never have been completed on time and on budget, and it was.

By the time the Aqueduct was completed, the Caterpillar was being built at the company's present home in Peoria, Illinois. And, needless to say, the Cat is still one of the most useful machines of the twentieth century.

SOURCE NOTES: The story told here was researched as a part of a project on the history of tracked vehicles. Particular thanks are due the Caterpillar Tractor Company, for the pictures and basic research documents they kindly furnished.

Photograph by - Frank Q. Newton

Frank M. Anderson

by Dr. Alden H. Miller, M.D.

Frank M. Anderson, M.D., F.A.C.S. was born in the midwest at Dubuque, Iowa, in 1911.

He became a "Man of the West" in 1911 when his parents moved to Miles City, Montana. There he attended grammar school and high school and consequently had a cowboy and Indian boyhood on the prairie, living his love of the West first-hand. It was then that his strong interest in General Nelson A. Miles and the Indian Wars began.

Frank attended college at UCLA, obtaining a B.A. degree in 1932. He immediately entered the University of Southern California Medical School and in 1936 was granted an M.D. degree. By 1940, he had completed a four-year residency in neurosurgery at the Los Angeles U.S.C. Medical Center.

At the beginning of World War II, the U.S. Army Medical Corp formed the 73rd Evacuation Hospital from the attending staff at the Los Angeles County U.S.C. Medical Center. Frank was commissioned as a 1st Lieutenant and served almost four years in the China-Burma-India theatre. He was one of two neurosurgeons in the evacuation hospital located at the front. This unit also treated many Chinese for the duration of the war. Frank was promoted to Captain, as the war came to a conclusion.

Frank was in private practice as a neurosurgeon from the end of the war to 1983, specializing in children. He was certified by the American Board of Neurological Surgery in 1947. Since 1953 he taught neurological surgery at the University of Southern California School of Medicine, advancing to the position of Clinical Professor. Serving on the attending staff at the Children's Hospital, Los Angeles, he became Chief of Neurological Surgery, plus during that same time he was the Head of Neurosurgery at the U.S.C. School of Medicine until 1976.

Frank took great pride in all of the organizations and staffs to which he belonged, thereby contributing greatly to their image and success. He was one of the founders and later President of Salerni Collegium, the support group of U.S.C. School of Medicine, a past-President of the Southern California and the Western Neurosurgical societies and the Pediatric Section of the American Association of Neurosurgical Surgeons. Frank was a respected staff member at the Hospital of the Good Samaritan and a consultant at Hollywood Presbyterian Medical Center.

Just as in medicine, Frank Anderson was an excellent, hardworking and contributing member of his many loved western historical societies. These included the Death Valley 49ers, E. Clampus Vitus, and of course his greatest love, the Los Angeles Corral of Westerners. He attended faithfully, rarely missing a meeting; his dry humor and knowledge of the West was enjoyed by his many friends who sat at the same table with him. In 1988 he presented a paper to the Corral on General Nelson A. Miles. He worked as a Wrangler at our Rendezvous and both he and his wife participated in many Death Valley 49er director's meetings, working very hard at the many assignments at their encampments.

In addition to participating in Clampouts, Westerner Rendezvous, and Death Valley 49er Encampments, Frank and his wife Abby made many trips in their motor home, travelling throughout the West and up into British Columbia, the former home of his wife.

He surely will be missed as he epitomized pride, dedication and great involvement in all the things he loved (and that we all love). Frank Anderson was a true role model.

Needless to say, we were lucky to have had him as a fellow Westerner.

Monthly Roundup (continued)...

work as a studio employee or retiring from the screen, Hart chose retirement.

In 1939 Hart accepted a proposal from C.J. Tevlin of Astor Productions, a small company specializing in rereleases, to create a sound-enhanced version of *Tumbleweeds,* using a music score and sound effects to update the film. Hart made an eight-minute foreword to the picture, the only time the voice of William S. Hart was heard on the motion picture screen. Unfortunately for Hart, the 1939 version of *Tumbleweeds* was also poorly distributed and failed to make a profit. Hart suspected, but could not prove, that his old nemesis, Joseph Schenck, who had been in charge of UA when the distribution of *Tumbleweeds* in 1925 was mismanaged, was behind the difficulties in 1939. Hart did achieve a triumph in that he finally won his lawsuit against UA, and Schenck went to prison on an unrelated charge. The sound version of *Tumbleweeds,* available now on video, stands as a fitting testimonial to Hart's career.

In other Corral business, the new slate of officers for 1990 was introduced. They are Sig Demke as Sheriff, Don Franklin as Deputy Sheriff, Randy Joseph as Keeper of the Chips, John Selmer as Registrar of Marks and Brands, and Donald Duke as Publications Editor.

Photograph by - Frank Q. Newton

Outgoing Sheriff Bill Lorenz shows off his Bill Bender painting to the Corral Members.

JANUARY 1990 MEETING

The first meeting of the year, held for the first time at the Almansor Court in Alhambra, brought a large turnout of members to sit at round tables and sample the bill of fare (the comments were generally favorable). The speaker for the evening, Corresponding Member Patrick B. Smith, addressed the Corral on "Shipwrecks Off the California Coast."

Patrick B. Smith addressed the Corral at its first meeting at Almansor Court. His topic was shipwrecks off the California coast.

Many areas of the California coastline have been hazardous to ships, particularly those vessels involved in local commercial activity. Off-shore winds have literally blown ships onto the rocks. Schooners and steamships alike have fallen prey to the coastline. Smith focused on several of the more notable victims in recent history. One of the most picturesque—and notorious—was the *Star of Scotland,* doing service up to Alaska, as a Santa Monica fishing barge (with rather nice amenities, as Smith's slides indicated), and, most sensationally, gambling ship *Rex* operated by Tony Cornero in the 1930's. After the gambling ship era ended in 1939, the *Star of Scotland* went back to more honest work, only to go down in a storm in 1942. Divers found the visibility under water in Santa Monica Bay very poor, but Smith's slides revealed the ocean life that now makes the sunken ship its home.

Another vessel, *Star of France,* belonged to the Alaska Packers Association, as the *Star of Scotland* originally did. Idled after its Alaska service, this ship served as a fishing barge for several years, under the name *Olympic II.* In 1940 a Japanese freighter struck her with fatal results, as the ship sank in just six minutes. The *Star of France* rests in San Pedro Harbor, another home port for a wide variety of marine life. Smith has made a number of dives to these and other wrecked ships, recovering relics that reveal the history of these vessels. The *Star of France's*

capstan, retrieved in 1972, is on display at the Cabrillo Museum.

Mountain climber Glen Dawson spoke to the Corral and told of his many exploits at conquering the many ledges and peaks.

FEBRUARY MEETING

The Los Angeles Corral's pioneer member Glen Dawson presented an illustrated slide program entitled "Use of the Rope in the High Sierra, 1927-1939." Corral members and guests, sitting on the edge of their seats, were awe struck by the pictures Glen showed. they were views of himself and his mountain climbing friends atop spires and crawling along rock ledges, taken while he was an active member of the Sierra Club. Glen was truly a legend and mountain goat!

His father, Ernest Dawson, and founder of Dawson's Bookshop, was an early member of the Sierra Club, and his prime interest was hiking and mountain climbing. It was only natural that Glen, his oldest son, would follow in his father's footsteps, and join him in the various Sierra Club outings. The young Glen Dawson, over the years, was instrumental in many of the club's mountain climbing adventures, and one of the pioneers in the use of a rope in mountain climbing.

The audience grasped the sides of their chairs when he showed photographs of himself and his team scaling the face of "El Capitan" or one of them standing atop some rock spire while Ansel Adams took their picture. Glen was given a "Life Membership" in the Sierra Club and holds card No. 14.

Prior to World War II, while still a young man with rock hard legs and strong lungs, Glen's father gave him a gift of a year in Europe. The idea was to study antiquarian bookselling and to do a little mountain climbing. It was at this time that Glen joined the ranks of those who have conquered the Matterhorn.

Glen's exploits with the United States Army 10th Mountain Division during World War II, were also a part of the slide program. The pictures showed the team practicing winter climbing at Camp Hale near Leadville, Colorado. Scenes of the Division while on maneuvers in Europe were also thrown on the screen.

Those who were unaware of Glen's activities over the years, as well as those who knew he was a mountain goat, found the evening an absolute delight. Needless to say, they came away with a great deal more respect for this man who loves books and also has challenged the "higher places" of the world.

Corral Chips

Abe Hoffman and *Doyce Nunis* are serving as members of KCET's Los Angeles History Project Advisory Board. Abe was a consultant for the "Project's" program on William Mulholland. Hoffman always seems to have his feet in water!

CM *David Kuhner* has been working for the past year as a scholar-for-hire at the Huntington Library. On a free-lance basis, he has conducted investigations and made transcriptions on subjects such as Willa Cather and Mary Austin, lost mines of Arizona, and searching the diary of Charmian London.

CM *Robert Wooley* of Payson, Arizona, has been named as a panel moderator on frontier themes for the Missouri Valley Historical Conference to be held in March 1990 at Omaha, Nebraska.

Don Pflueger seems to be in hot water all the time. At present he is involved in guerrilla warfare with the Ventura County Board of

Don Pflueger and the La Suen Drive sign.

Supervisors. It all started when Don bought a piece of property near Camarillo close to his daughter's place. He had no plans to move there or even build the Pflueger Memorial Library on the land, he merely purchased it as an investment. The property is located on a street named La Suen Drive. Searching his memory, he was quite sure that the street had originally been named for a Father Lausen of the California Mission system, who is credited with the founding of the last nine of the 21 missions. Looking in a Spanish-English dictionary, he found no listing for the word *la suen*. Consequently, many months ago Don wrote the Supervisors trying to get some information on the subject and unfortunately received no reply. Don's trouble was that he forgot to grease a few palms by putting some money in the envelope!

The sign still reads *La Suen* Drive, which would lead you to believe that there should be a chop suey joint in the vicinity. Pflueger is considering Papal intervention or possibly putting a trailer on the property and running for Supervisor. At present the score is Supervisors-1, Pflueger-0.

[RA *Bob Clark* of snowy Spokane, read the above comments regarding the Pflueger fiasco and responded as follows: "Perhaps the Ventura authorities would pay more attention to Don's complaint if he spelled the good padre's name correctly: 'Lasuén'. If Don bought a copy of RA *Dan Thrapp's Encyclopedia of Frontier Biography,* he would have better luck with the spelling. I have sets for sale."

Foreign Corral News — The start of this story goes back to the time most young boys engage in fantasy, playing cops and robbers, or cowboys and Indians. As they mature, however, life catches up with them, and circumstances compel them to go out and seek regular employment, which usually allows them only enough time to read about their fantasy. However, members of France and Germany's Corral of Westerners work out their childhood fantasies during their vacations by using that time to play cowboys and Indians. The participants wear authentic western dress, live in tepees, and sleep on the ground just as the cowboys of old had. They get their food from a chuck wagon or else go out and catch a rabbit and then cook it on an open spit. The Teutonic penchant for detailed accuracy in living the part even results in nearsighted participants doffing their prescription glasses. Probably there are lots of collisions between German Westerners and trees. These authentic Westerner vacations can last as long as two weeks. In Germany, the wife and kids are also invited to participate, playing out the same game.

Michael Adjiman, a 37-year old Frenchman and a member of the Paris Corral, has lived with his family in the Var Forest of France like an American Indian. Michael calls himself Big Chief Standing Horse and heads a tribe of 20 Westerner members who live in tepees, and survive by making and selling leather clothes and novelties to visitors. During one of these encampments this fall, a French forest ranger wandered into the Var Forest and reported back to his superiors that the camp, with its open fires, constituted a fire hazard. Mayor Raymond Nicoletti, of the nearby town of Salernes, regretfully ordered the tribe to strike camp and move elsewhere. Big Chief Adjiman wrote an appeal to French President Francois Mitterrand. "I've always been fascinated by American Indians," he wrote, "and believe this is the best way to live. I used to work in a Paris theatre, but the pressure became too much." As of this writing, I have not heard from my friend in Paris as to whether or not the Bigger Chief Mitterand had sent a reply, or if Chief Adjiman has moved his tepee back to the French capital.

Iron Eyes Cody and Sybil Brand have become Honorary Chairpersons for the 1989-1990 "We-Tip Crime Fighting Campaign." "WeTip" is a nationwide crime fighting association in which one can call a toll-free number and report a crime. *Iron Eyes'* motto is "Catch the Crime Fighting Spirit." Steve Allen and other movie stars have been Honorary Chairpersons in previous years.

Norman Neuerburg was honored at a reception which was jointly hosted by "The Friends" of the Archival Center and the Book Club of California, on January 18th, at the San Fernando Mission. The party was held to celebrate the completion of the latest book published by "The Club" and edited by Norman. The book, *Henry Chapman Ford: An Artist Records the California Missions,* was mentioned when Norman spoke to the Corral on Ford at the November 1989 meeting. He mentioned that he had obtained Ford's original manuscript. It was appropriate that "The Friends" arrange the reception in the Mission's *conventino* rooms where Norman had performed one of his many labors of love for the missions by restoring the decorative art. An interesting aside learned from the honoree was that his fascination for the missions began as a 16 year old when he was a guide at the San Fernando Mission.

Among those present to honor *Norman Neuerburg* on this occasion of his latest accomplishment were the following Westerners: Honorary Member *Glen Dawson;* Actives *Sig Demke, George Geiger, Powell Greenland, Jim Gulbranson, Elwood "Dutch" Holland, Phil Kovinick, Tony Kroll, Jerry Selmer, Hugh Tolford, Msgr. Francis Weber, Walt Wheelock,* and *Ray Wood.* Associate *Don Snyder* was in attendance along with the following Corresponding Members: *Lou Bourdet, Elisabeth Waldo-Dentzel, Paul Dentzel, Jean Bruce Poole, Carolyn Strickler,* and *Ron Wright.*

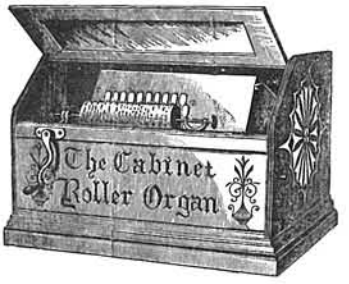
San Buenaventura's Concert Roller Organ

by Msgr. Francis J. Weber

Though obviously not of mission vintage, the Concert Roller Organ on display in the Historical Museum at San Buenaventura is a treasured artifact. Presented to the old mission by the Wilson family, it reportedly once had belonged to "a California miner."

A penciled inscription on the wind-chest and a rubber stamp on the inside indicate that the handsome little music maker was assembled on February 27, 1893. Manufactured by C. Borden & Company of New York City, the organ is identical to the one patented by the same firm on May 31, 1887.

A modified version of the famous "Gem Organ," it is a distinctive musical instrument of excellent quality. Its tone modulator allows for adjustment to the dimensions of the immediate surroundings.



A flap at the back of the case can be used as a "swell." The small wooden barrel, studded with numerous pins, plays spirally, making three revolutions per tune.

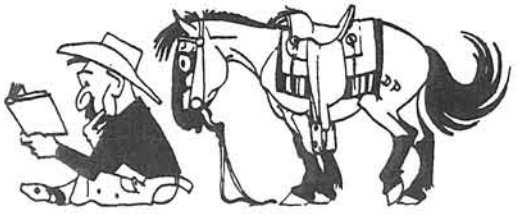
The organ was portrayed in an 1898 British catalogue as "a splendid-toned instrument... capable of rendering all kinds of music — psalm tunes, hymn tunes, songs and dances being rendered with equal facility and pleasing effect."

The advertisement goes on to say that "from its elegant appearance and fine tone it is specially suited for the parlour, or can be used with good effect in mission halls, village chapels, Sunday schools, masonic lodges and good templar halls."

The handsome case is fashioned from walnut. Highly polished and elegantly decorated with gilt, its dimensions are 18 inches long, 15 inches wide and 12½ inches high. It weighs 29 pounds.

The Concert Roller Organ has nine wooden rollers with a wide assortment of titles, including No. 90 "All the Way My Savior Leads Me," No. 126 "Auld Lang Syne," No. 141 "Migonette Polka," No. 229 "Tramp, Tramp," and No. 390 "Battle Cry of Freedom."

During the summer of 1978, the Concert Roller Organ was restored to its pristine condition by the talented local craftsman, Leif Engswick.



DOWN THE WESTERN BOOK TRAIL . . .

Robert C. Post, STREET RAILWAYS AND THE GROWTH OF LOS ANGELES, San Marino, Golden West Books, 1989, 170 pp, 220 illustrations, 14 color plates, 10 system maps, index, $48.95.

If you are ready for a nostalgic trip on a trolley this is the book you have been waiting for. It concentrates on the pre-Huntington era of municipal rail transportation in Los Angeles from the earliest horsecar lines through a detailed account of the cable system to the emergence of the superior electric railways about the turn of the century.

What differentiates this book from similar railroad books is that it was written by a distinguished historian (a Caughhey-trained Ph.D. from U.C.L.A.) who was so smitten by railroad fever that he confessed to ditching classes on occasion to hang around carbarns. He does not overwhelm the reader with technical data, but gives enough to satisfy any rail buff. He fits Los Angeles transportation history into the city's overall growth and development from 1874 to 1963. Vaguely Churchillian, he stated that "it is unlikely that any other local institution, not even the press, impinged on the daily lives of so many so directly. Streetcars made a real difference."

It all started with a horsecar line established by Robert M. Widney in 1874. With 42 backers he built the Spring & Sixth Street line. Soon thereafter came the East Los Angeles and San Pedro Street line and the Main Street and Agricultural Park route. Still in the Seventies came the Los Angeles and Aliso Avenue railway. Horsecars were fairly reliable, but slow, unprofitable, and unsanitary.

Andrew Hallidie's cable railway system, perfected in San Francisco, spread to the nation's leading cities, including Los Angeles where it was introduced in the early 80's. The Bunker Hill grade of 27.7 percent was the nation's steepest. Los Angeles had a more extensive cable system than generally realized, however cable railways were notoriously expensive and inefficient.

The first electric cars were undependable, but with the inventions of Frank J. Sprague and others they were made to perform remarkably well by the turn of the century. It was only a matter of time before the cable lines gave way to electric powered streetcars. Through mergers they ultimately became a single company, the Los Angeles Railway, running 1,200 cars in its heyday of the 1920's.

Post traces the rise and fall of a score of different companies, including occasional railroad wars. The entrepreneurs involved with early transportation included many of the best known men in early Los Angeles from Widney to Huntington. The latter is best remembered for his "red cars" of the Pacific Electric when, in reality, he should be equally remembered for his yellow cars of the Los Angeles Railway.

The photographs are outstanding, depicting a variety of cars in settings that document early Los Angeles as well as giving the reader a feel for the era. Feats of engineering such as bridges and cuts through the hills were amazing. The author has drawn heavily on all the major photographic collections, most notably that of publisher Donald Duke.

Early routes ran from the Evergreen Cemetery on the eastside to Rosedale Cemetery on the westside and from Eastside (Lincoln) Park to Agricultural (Exposition) Park as well as Westlake (MacArthur) Park. The text is accompanied by superb route maps that give not only the original names of streets but their current names as well.

Missing in this as well as most railroad books is a Glossary. "Daft dummy" and "sapper" describe neither politicians nor entertainers; the former referred to an enclosed electric locomotive built by a man named Daft while the latter was the name given to the poor blokes who dug the trenches for the cable installations. A photograph of a streetcar with its entrance in the center is all that is needed to explain the name "sowbelly." A "California car" had open seating at either end and an enclosed portion in the

center. The last of the yellow cars had the unlikely name of "President's Conference Committee" cars.

Streetcars were highly decorated for the Fourth of July, Washington's Birthday, and for funerals. One old car that could not be damaged much was sent out to the baseball park to haul in rowdy players. A "brother-in-law" was a device conductors could use to skim off fares for themselves.

Robert C. Post is a talented researcher and writer and Donald Duke is without peer as a publisher of railroad books. This latest is one of the best and its appeal is extended to those interested in the general history of southern California.

— Donald H. Pflueger

Cunningham, Richard W., CALIFORNIA INDIAN WATERCRAFT. E Z Nature Books, P.O. Box 4206, San Luis Obispo, CA 93403. Paperback, 111 pages. 1989. $12.95

Most of us have surprising ignorance of the watercraft used by the aboriginal inhabitants of our state. We know that a boat of some kind was being constructed at Carpinteria when the first Spanish came by, hence the name ("carpenter shop") for the town; and that seal hunting was carried on from some kind of craft off the northwest coast. And most of us stop round about there. And until now, there has been no ready means of improving our information.

But perusal of this recent volume opens a whole new world to our eyes, and it does it in such a way that we are fascinated, intrigued and thoroughly informed.

This is the first time that anyone has drawn all this information together. Data has been drawn by the author from a surprising array of sources, many of them highly esoteric, and not even pretending to be complete. From them he has drawn factual material, but he has never accepted it at face value. Always, he has tested it — both in theory and in practical application. Again and again he has constructed a watercraft in the manner described — in sketches, on the drafting board, in scale models, in sections to test or illustrate a particular feature, just to see if it would work or would fit together in the manner described. He took nothing for granted.

Eventually, he assembled a set of scale models representing each major type of watercraft in use in early California. This collection is virtually unmentioned in the text, although it is publically displayed at the Santa Barbara Museum of Natural History.

Throughout the book, Cunningham describes with great care the appearance of each watercraft, its method of construction, the component materials, where they grew, how they were gathered, the steps necessary in preparing them for use, the area in which it was used, the purposes for which it was built, and the relations to or similarities with comparable craft built nearby or on the other side of the earth. While the emphasis is upon the watercraft of the Indians, attention is also given to the "intrusive" craft introduced by the Aleuts, Chinese, New England whalers, etc. after the "discovery" of California by Europeans.

The book is illustrated most graphically in sketches and maps by the author.

This is an outstanding, unique, well-researched, thorough piece of work. It is well-written, in the author's inimitable style, piqued by his peculiar brand of sage humor. It is a truly noteworthy contribution to western American history.

— Richard F. Logan

THE SAN BERNARDINOS, by John W. Robinson. Arcadia: Big Santa Anita Historical Society, 1989. 256 pp. Maps, illustrations, bibliography, index. Cloth $30.00.

Another mountain range has now been conquered by Westerner and historian John W. Robinson. His masterful labors have produced a fine history of the San Bernardino Range, a history that will be the informative foundation on that mountain range for a long time to come.

Robinson strikes a good balance between prose and illustrations. As one gleans over the pages of the well researched facts, the reader's eyes are shown an abundance of photographs of places long gone, and other locations that still exist.

This book is well organized. Robinson first gives the reader information about the early human involvement in the mountains—Indians, explorers, and rancheros. He covers in detail, and in length, many of the industrial activities such as lumbering, mining, plus both sheep and

cattle ranching. These sections of his book are followed by chapters that cover the histories of the communities that were developed by the exploiters, the permanent settlers, and those established for vacationers. Robinson covers the whole range, starting from the western end and then moving across to the eastern end. He also moves the reader forward in time in both word and picture.

Finally, in a short epilogue-type chapter, the author observes the sad fact that the modern problems of the flatlands, arising from constant population increase, are occurring in the more populous western areas of the San Bernardinos. Here one finds over-building, traffic congestion, air and ground pollution, a shortage of water, and sewage disposal problems. He reports that even this area of Southern California, with its seemingly vast amount of space, must be further developed and managed more carefully for the benefit of the many who wish to enjoy its beauty.

I can recommend this book to everyone. It is a thorough report about a prominent part of Southern California geography.

Siegfried G. Demke

Cohen, Michael P. THE HISTORY OF THE SIERRA CLUB, 1892-1970. San Francisco: Sierra Club Books, 1988. 550 pp., notes, index. Cloth, $29.95.

The Sierra Club was founded in Oakland, California in 1892 with John Muir as its first president and spiritual leader. Its 27 charter members, most of them living in the Bay Area, shared a desire to protect Yosemite and a love of hiking. How the Sierra Club evolved from a small group of nature lovers interested primarily in the Sierra Nevada into today's militant, earth-view environmental organization is the subject of Michael Cohen's book. The author details the changing purposes, personalities, campaigns, and controversies that shaped the Club from an inside perspective. In Cohen's words, "This history focuses on the views of those on board the ship." His research was almost exclusively in Club records, board of directors minutes, oral histories, and interviews with past and present Club leaders. The result is a fascinating story of the inside workings of one of America's most influential conservation organizations.

The young Sierra Club's first major crisis was brought about by the Hetch Hetchy controversy. Hetch Hetchy, a beautiful valley in Yosemite National Park, was sought by the city of San Francisco to supplement its water supply. John Muir and his friends fought to save the valley, but a significant minority of the Club's membership, living in San Francisco, supported the city's design to turn Hetch Hetchy into a reservoir. When the mountain valley was dammed and inundated, the faction-ridden Sierra Club suffered its most grievous defeat.

In its early decades, particularly after the death of Muir in 1914, the Sierra Club was little more than a hiking organization, pursuing its stated purpose "to explore, enjoy, and render accessible" the mountains. The Club's Yosemite high trip in 1901 was a huge success; successive summer outings were eagerly anticipated and heavily attended by Club members. The "cult of the hiker" reigned supreme. Many of the Sierra Club's later generation of leaders — Ansel Adams, Francis Farquhar, Richard Leonard, David Brower — joined the Club primarily for its mountaineering activities. Only later did they broaden their thinking.

The new National Park Service, born in 1916, was enthusiastically supported by the Sierra Club. The NPS' first two directors — Steven Mather and Horace Albright — were both long-time Club members. To render the national parks more accessible, the Club recommended more roads and services, policies they would shudder to think about today. Political efforts in the 1930s were directed toward establishing more parks; the Club actively and successfully campaigned for Kings Canyon National Park, founded in 1940.

World War II and the years immediately after were a watershed in the evolution of the Sierra Club from a hiking and national park booster organization into a crusading environmental force. But the change in the Club's direction was not without internal controvesy.

The post-war years witnessed a quantum increase in the numbers of people visiting the national parks and forests. Humanity's crush brought with it increasing development and commercialization, with resulting damage to the fragile natural environment. The Sierra Club leadership began to rethink Club purposes and priorities. One of the first steps was to change the Club's motto from "explore, enjoy, and render

accessible" to explore, enjoy, preserve."

Preservation of scenic and wild areas became a priority objective of the Sierra Club in the 1950s. Under the militant leadership of David Brower, appointed executive director in 1952, the Club turned from cooperation to confrontation, much to the distaste of some of the older members. The long, cozy relationship between the Sierra Club and the National Park Service ended when the Club vehemently protested the blasting of age-old granite around Tenaya Lake to modernize Yosemite's Tioga Road.

The major conservation struggle of the '50s centered around the Bureau of Reclamation's plan to build two dams on the Green River within Dinosaur National Monument, in northeastern Utah. The Sierra Club mounted a successful national campaign to save Dinosaur, but the victory was costly. In a compromise the Club later came to regret, Glen Canyon of the Colorado was lost to the rising waters of Lake Powell. Never again would the Club o.k. a reclamation project without studying the land to be lost.

The Sierra Club's bitterest conservation struggles were with the Forest Service over clear cut logging and wilderness areas within the national forests. The Club won the wilderness battle with the passage of the Wilderness Act of 1964, by which thousands of acres of wild lands within the national forests were preserved intact. The logging issue, particularly in the redwood forests, has continued to be a sore point in relations between the Sierra Club and the Forest Service.

By the 1960s, conservationists realized that it was not only wilderness lands that needed safeguarding; it was the whole environment, the future of life on earth that was endangered. The environmental revolution began with Rachel Carson's *Silent Spring,* published in 1960. Chemical pesticides, Carson wrote, were poisoning the whole fabric of life. *Silent Spring,* and other alarming exposés concerning world-wide pollution, deforestation, destruction of species, overpopulation, and nuclear energy dangers, had a profound effect on Sierra Club thinking (and the thinking of many others). By decade's end, the Club had entered a larger and more encompassing arena — the struggle to prevent further harm to the earth's environment.

The Sierra Club had come full circle — born to protect Yosemite, then turning into a hiking organization proclaiming the delights of the national parks, becoming a militant force to preserve America's wild lands and rivers, and finally evolving into a powerful spokesman in behalf of the earth's endangered environment.

The molding of the Sierra Club into a strong voice to protect the wilderness and the environment was not accomplished without a wrenching internal donnybrook that author Cohen calls "The Brawl." Basically, it pitted David Brower and his "purist" followers against the "realists" of the Club's Board of Directors. The ostensive reason for Brower's dismissal as executive director in 1969 was his alleged insubordination in the face of a Club financial crisis: he ignored directives to curtail his successful but costly publications program. The real cause went much deeper: who should determine Club policies? The Board felt policy making was its prerogative; Brower often took it upon himself to initiate actions.

Michael Cohen's book is a truly outstanding institutional history, as far as it goes. The reviewer thinks it unfortunate that the author chose to end his story in 1970, right when the Sierra Club was on the threshold of becoming the national leader in environmental causes. The struggles of the '70s and '80s, over Alaska wild lands, desert protection, energy, and broader environmental issues, are left untold. But as Cohen writes in his Preface, "that is the subject for another volume in the Club's history." Hopefully, Cohen will do it.

John Robinson

Outland, Charles F. MINES, MURDERS & GRIZZLIES: *Tales of California's Ventura Back Country.* Glendale: Arthur H. Clark Company, 1986 Revised Edition. 151 pp., illustrations, index. Cloth, $25.00; paper, $10.95. Available from Arthur H. Clark Company, P.O. Box 14707, Spokane, Washington 99214.

"What history happened in a particular place?" "What past events took place in such and such county?" Those of us who are interested in our heritage might ask these questions. When the actual events of the past occurred they may or may not have seemed significant or meaningful, and taken in their contemporary context probably did not receive more than a passing interest at the time. But with the passing of time these stories and news events became history, a part of

our heritage, the pieces that give depth to our lives and meaning to our existence in the here and now.

We often ponder what happened in our own state, county and locale. By our reading we can identify with history and learn what happened in our own backyard years ago. With this regional historical perspective in mind, Charles Outland has made available to us in his work *Mines, Murders & Grizzlies,* which presents bits of the past, and historical glimpses of Southern California. Researched principally from newspapers, he captures the color of earlier times. Originally published in 1969 by the Ventura County Historical Society, the work is now made available again in a slightly revised edition.

Each chapter contains an individual story. All seven hold your interest right down to the end, where Outland spices them up with *what if* and *quien sabe* situations — a sort of mini mystery series.

These postulations leave the reader wondering and hoping for additional information in order to solve these mysteries. But, alas, the solutions are not provided. One does get the sense that the stories are magnified somewhat in the retelling in order to hold the reader's interest. In any case, the historical accuracy seems to be maintained. You too, might wonder just what really happened to Jeff Howard or Old Man Mutah, as I did.

The chapters featuring the grizzly bear and his close encounters with man are excellent. Outland carefully documents numerous incidents of how, when and why grizzlies were killed. The reader can visualize, how, over time, changes in this locale have come about. Where once bears roamed freely and plentifully, probably in the backyard of your own Ventura County home, today, there are none. Maybe this makes you sad. One yearns for the way things used to be when America was primitive, pristine and beautiful. Possibly you are glad that grizzlies are gone, now you won't end up as one of their dinner-time meals.

Mines, Murders & Grizzlies is an interesting work for the regional historian who specializes in California history. It is well-written, informative, and entertaining.

Joe Cavallo

Shumate, Albert, JAMES F. CURTIS VIGILANTE. (San Francisco: San Francisco Corral of Westerners, 1988.) 38pp. Cloth, $17.50

A note in the Boston *Evening Transcript* for March 2, 1914 recalls the departure of James F. Curtis for California and notes that he "had an important part in the maintenance of order in those days. He was a commander of the Vigilantes during the stormy period."

The respected President-emeritus of the California Historical Society, Dr. Albert Shumate, has written a superb monograph on this pioneer which has been issued as Publication No. 11 by the San Francisco Corral of Westerners.

James Freeman Curtis (1825-1914) left his native Boston for California during the Gold Rush of 1849. In San Francisco he gained local notoriety as a member of the Hook and Ladder Company during several devastating fires.

In 1851, Curtis became a member of the first Committee on Vigilance. Five years later he was active in a second committee organized after the death of James King of William, the fiery editor of the San Francisco *Bulletin.*

Later Curtis was elected proto Chief of Police for San Francisco. A few years later he was a participant in the Paiute War in Nevada. He entered the United States Army in 1861 and served with great distinction during the years of the Civil War. In 1863, Curtis married Maria Louisa Westfall. After her demise, the general married again, this time Mary J. Hill of Boston. There were no children from either of his marriages.

Curtis joined the giant Union Pacific Railroad Company in 1885 and spent several years surveying proposed railroad routes in the Pacific Northwest. He subsequently became president of the Idaho North & South Railroad.

Curtis was elected Secretary of State for Idaho, a post he occupied for several turbulent years prior to returning to Boston in 1896. He died at the age of 88, full of achievements and honors.

General Curtis's long life reveals his efforts to establish law and order during the pioneering days of the old west. He believed that if law proved ineffectual, there was adequate justification for vigilante action. Dr. Shumate feels that "if General Curtis entered Heaven, he most likely

would have asked St. Peter's permission to assist in guarding the Gates against the entrance of unrepentant criminals!"

This informative monograph, designed and produced by Robert A. Clark, was issued in a limited edition of 500 copies. The handsomely-bound book is available from the San Francisco Corral for $17.50. Write Denis F. Quinn, at 1578 11th Avenue, San Francisco, CA 94122.

— Msgr. Francis J. Weber

Mangum, Neil C. BATTLE OF THE ROSEBUD: PRELUDE TO THE LITTLE BIGHORN. El Segundo: Upton & Sons, 1987. 180 pp., maps, appendices, notes, bibliography, index. Cloth, $35.00. Available from the publishers, Upton & Sons, 917 Hillcrest Street, El Segundo, CA 90245.

This is a history of General George Crook's spring 1876 campaign in the Sioux War, and its high point: The Battle of the Rosebud which occurred just nine days before General George Armstrong Custer and half his 7th U.S. Cavalry were wiped out in the Battle of the Little Big Horn. The author is the Chief Historian of the Custer Battlefield National Monument, and a true authority on these events.

The Rosebud and Little Big Horn battlefields are less than 40 miles apart, and the same Indians were involved in both fights. The author relates the relationship of these two battles, and the effect of the first on the second. The story is told from prime sources, however, the author has obviously read much more about it than his bibliography indicates.

The Battle of the Rosebud was a unique engagement due to the large number of Indians involved and their coordinated tactics, the large U.S. Army's Indian "auxiliaries" and a contingent of civilian "miners." The battle was not the best example of General Crook's ability, and was indecisive even though the U.S. Army held the battlefield after the fight.

In describing the events the author shows a better understanding of the U.S. Army and the combatants than many writings on the Indian Wars. The exposition of the U.S. Army officers involved is both illuminating and interesting.

One bothersome thing in this book is the author's somewhat confusing failure to consistently adhere to proper military terminology. An example is his frequent use of the term "directive" instead of the proper military term "orders." "Directive" is a civilian term which does not exist in the U.S. Army's military vocabulary.

This book is a readable and historically authentic account of an important U.S. Army Indian War campaign, and of events immediately surrounding the Custer "massacre." It is a worthwhile Indian War and Custer reading, and a worthy addition to libraries on these subjects.

— Konrad F. Schreier, Jr.,

Who Writes for the Branding Iron?

I am often asked this question, and my first response would be not very many. While nearly every member is capable of writing an article, or at least doing the research and letting someone ghost write it, it is like pulling hens teeth to get a response.

Just for kicks I decided to see just who did keep our *Branding Iron* alive during the year. This survey includes those who wrote articles, provided art work, helped select photographs to illustrate an article, or have an article in process for next year.

Based on membership category, two of eleven *Honorary* members participated — 20 percent of the membership classification. Of 67 *Active* members, only eleven came to the aid of the Corral. That is 16 percent of the *Active* membership and not bad odds. Only one *Associate* out of 18 slipped an article through the door. That is only six percent of the classification known as *Associate.* These guys are supposedly working to become Active! Frankly a pretty poor showing. Regarding the *Ranger Active,* two out of 14 members sent in articles or provided assistance. The percentage for this class of membership is 15 percent. *Corresponding* members sent in three articles or less than one percent of total membership since John Southworth provided two articles. No comment.

A pat on the back should be given to the following for helping to keep the Corral *Branding Iron* alive and well. They are, Rick Arnold, Andy Dagosta, Glen Dawson, David K. Gillies, Powell Greenland, Abraham Hoffman, Bob Kern, Earl Nation, Frank Newton, Konrad Schreier, Don Snyder, John Southworth, Robert Stragnell, Hugo Tolford, Msgr. Frank Weber, and Ray Zeman. If I have forgotten anyone please accept my apology.