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Los Angeles and Mt. Washington Railway station at Marmion Way and E. Avenue 43 in Highland Park section of Los Angeles. — John Robinson collection.

Mt. Washington: Its Hotel and Incline Railway

Donald Duke

Anyone coming to Los Angeles for the first time is amazed to note that Los Angeles is not flat, but instead it is a slanting basin encircled by the Santa Monica Mountains to the west, the high San Gabriels to the north, and the Puente Hills to the east. Within this basin there are a number of small hills which break up the whole area into hills and valleys.

This is a story of one of these hills, Mt. Washington, which is 940 feet in height. It is located on the eastern edge of downtown Los Angeles and on the east shore of the Los Angeles River, running north toward Glendale. How the hill got its name remains somewhat unclear. One would think it was probably named for General George Washing-

(Continued on Page Three)

NORTH AMERICAN CATTLE-RANCHING FRONTIERS: Origins, Diffusion, and Differentiation, by Terry G. Jordan. Albuquerque: University of New Mexico Press, 1993. 439 pp. Maps, Illustrations, Notes, Bibliography, Index. Cloth, \$35.00; paper, \$17.95. Order from University of New Mexico Press, Albuquerque, NM 871131-1591.

Putting together such a diverse work is daunting, but Terry Jordan has done it before in three ventures into frontier history. His choice by a committee of three (Dr. Martin Ridge one) was wise. Jordan has stressed the academic—extensive series of notes and an annotated bibliography arranged by chapters, not alphabetically. The author does not spare the reader and the total is an excellent and technical example of the historian's best.

Jordan examines the creation of the western ranching style: sources, methods, culture, and many aspects. Thus Spain (Andalucia), Africa (the Tulani tribe), the United Kingdom, and Ireland come together eventually, with the greatest contribution that of western America itself. From Tulani came herders, from Andalucia, the open range and the animals themselves that were exported to the Caribbean islands to launch cattle raising in America, and from Britain the penning of herds and selective breeding. There are many more contributions; a couple examples are the lasso (known by several names), the word *vaquero* and cowboy, and even the ranch dwelling architecture, until the

Mid-western modes entered the cattle ranges of the plains and West. The Mexican past is well known to Californians; the *rancheros* spread northward in the state because of the gold mines and miner appetites. But some aspects went even further into British Columbia and eastward into Idaho, Montana, Wyoming, and Nevada. In these places the Texas and California methods and techniques lost out to the Mid-western feeder technology that came from Britain and the modified South Carolinian style. With some hesitation Dr. Jordan makes conclusions, heavily weighted with "perhaps," "undoubtedly," "probably," indicating slim foundations for conclusions.

Dr. Jordan has both the wit and wisdom to trace the three prongs of the origins of western cattle ranching intelligibly in an interesting manner. One cannot mistake his historical sense of capability, even without the rich, profuse bibliography and notes. His travels added to local color and gives the reader confidence in what he is trying to prove and to describe. Some minor complaints ought to be registered—some maps are too crowded, his "probablys" shake reader confidence, place names are unreliable evidence, etc. What these minor complaints mean is simply that nothing of moment could be found by the reviewer to carp about. The summary and conclusion is excellent and probably (see, I have caught Dr. Jordan's disease) can be read as an introduction to the work. One cannot lessen the contribution of *North American Cattle-Ranching* for it will be a classic in its time.

Raymond E. Lindgren



ton. On what I believe is good authority, I was told it was named for Colonel Henry Washington, who came to Southern California in 1855 to survey the base lines.* He spent a great deal of time in Los Angeles and San Bernardino counties, and supposedly surveyed the Los Angeles River.

Although the city of Los Angeles was founded as a Spanish pueblo in 1781, it did not grow much until 1860. There were no railroads, and the harbor was inadequate. Natural resources were limited, and the Yankees who drifted into the area became merchants. The first outlying tracts were surveyed in 1868 and 1869. By 1870 there was a diffusion of homes out toward the Westlake District and on the east side of the Los Angeles River to Eastlake and Boyle Heights. The rich built south toward Agricultural Park (Exposition Park). Panoramic views were not a consideration in those days, and only the bases of the hillsides were dotted with residences.



Line drawing of Mt. Washington Hotel published in a 1908 Los Angeles Times real estate section.

The turning point for Mt. Washington came in 1909, long after the land boom of the 1880's, with the construction of a hotel on the summit and an incline railway by which to reach the hotel and subdivision. The modest hotel took full advantage of the panoramic view from the summit. It was the hope of the developer that people would ride from downtown on the Los Angeles Railway, get off the trolley at Avenue 43 and Marmion Way, and ride the Los Angeles & Mt. Washington Incline Railway to the summit, where they would experience the breathtaking view, whether day or night, resulting in the purchase of a lot. The ploy worked;

* A base line is a surveyors term describing a line extending east and west from a chosen point on a principal meridian and forming with the meridian a pair of coordinate axes for locating township and section corners.

Mt. Washington became an exclusive and highly desirable hilltop residential site for those who wished to experience a special situation.

Most of the hills of the Los Angeles basin were sparsely settled, primarily due to the initial lack of accessibility. Mt. Washington was no exception. Originally, the hill was once a part of the huge and sprawling Rancho San Rafael and its only residents were some 15,000 sheep. Its slope on the east, west and south sides were rather steep; on the north, however, it sloped down gently.

During December 1894, the Los Angeles Consolidated Electric Railway ran a streetcar line from downtown, heading east on North Broadway, crossing the Los Angeles River, then running northeast along Figueroa and Marmion Way to the real estate development of Garvanza at what is today York Boulevard and North Figueroa. Once public transportation was established in the area, the Highlands, now known as Highland Park, blos-

somed into one of Los Angeles' first streetcar suburban developments of the early 1900's. Although a few homes were built along the base of Mt. Washington, prior to its development, the only denizens of the summit were squirrels, quail, rabbits and a few hikers and picnickers. To build a road to the summit would have cost a fortune just to blast out a right-of-way that would be needed for horse and buggy. It was just too steep for streetcars, so the summit remained unsettled for years.

Real estate developer Robert Marsh, of Robert Marsh & Company, had often looked at Mt. Washington as a possibility for real estate development. He believed there was an opportunity to subdivide the somewhat level land at the top into large lots that would have an unsurpassed view in all directions. From the summit one could see the ocean, Catalina Island, and the beauty of the San Gabriels,

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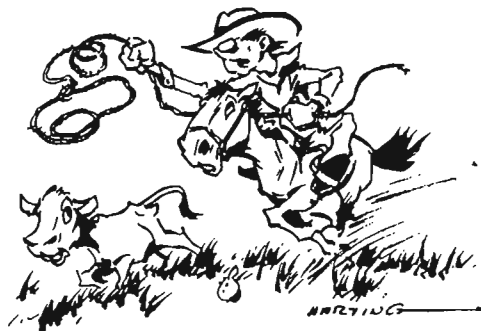
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THE MONTHLY ROUNDUP

JANUARY 1994 MEETING

Desert and desert area mining towns history expert Hugh Tolford told of "The Last Great Bonanza" while showing many slides of early photographs of Tonopah, Rhyolite, Goldfield, and Beatty, the southern Nevada towns that produced fabulous amounts of gold and silver at the turn of the century and after.



January meeting speaker Hugh Tolford.

The magnet dreams of becoming rich caused these towns to mushroom into cities of populations in the thousands each time news of another high producing strike was announced. In 1906, when it produced \$148 million in gold and silver, Tonopah had a population of over 9,000. The towns created real millionaires. Goldfield made a millionaire of Bernard Baruch. Population growth and the need for shipping improvement brought the railroad into Tonopah in 1903 and into Rhyolite in 1907.

Activities to become millionaires were not confined to digging up the ground. Transactions in gold mine stocks at times reached hectic levels, all the way from the mining towns to San Francisco.

(Continued on Page Twenty-Six)

Another starting date was set. Why not open the line to Mt. Washington on Washington's birthday - February 22nd? It was announced in the *Times* that a big celebration would be held at Mt. Washington on Washington's birthday and there would be free rides. Such a celebration never took place. A two-week rainstorm, during the latter part of January and into February, hit the entire Southern California region. Although the roadbed was not washed out, the workmen were unable to work during the heavy downpours. Once things dried out, the ties were installed, the rollers for the cables were placed, and the power plant building completed. By February 10th, the electrician were working on the control system and mechanics were getting ready to run the cable down to Marmion Way for the cable loop. Then the rains returned. Little work was done the balance of the month, except for work inside the cable power house.

Slowly, things began to fall into place. In early March the cable was wound down the hill, placed under the cable rollers and tied to the two cars. The cable powerhouse was turned on and everything worked fine. The cable cars, which arrived March 4th, were built by the Llewellyn Iron Works of Los Angeles, a local elevator builder. In fact, Llewellyn held the contract for the two cable cars and all the electrical operating equipment. On March 30, 1909, the power was turned on, the machinery tested, and the two cars slid up and down the slopes of Mt. Washington like a charm.

On April 2, the city inspector came out to check the completed construction. He was there to see if everything was built according to plan and that the equipment met all city requirements. The man worked all day, making notes, watching it in operation, and even riding up and down several times. A week later Robert Marsh & Company received a long letter from the city engineer which stated that to guarantee the highest efficiency and safety to the public the entire cable route would have to be wood planked. The city engineer cited that at the time of inspection it was observed that when the cable machine was set in operation, and placed in tension, the cable, itself, rose to such an extent that if a person were to cross or walk the route, the change in cable tension could easily cut off a leg. With homes scheduled to be built on the slopes, and with children no doubt playing in the area, it would be too dangerous to authorize approval for operation as the line was presently built. Wood

decking of the entire cable route would eliminate this hazard. The decking expense was another \$15,000, bringing the entire cost of the incline to \$42,000. A far cry from the proposed \$27,000.



Looking down railway and plank-covered cable route. — Ray Younghans collection.

A wood deck was immediately installed since there was no alternative or the whole thing would have been for naught. Operating tests with the incline cars began May 2, 1909. Local engineers carried out numerous safety and stress tests. One such test involved the loading of each car with sacks of sand that would be equal to or more than the weight of a full load of passengers. The tests went perfectly as the powerhouse and winding machine worked well. The line was declared completed. The city inspector was called to give his final approval. With the city's final OK the official opening date was set for May 24, 1909. John Marsh & Company placed advertisements in the *Los Angeles Times* inviting the general public to come see the new incline railway and to ride it to the summit of Mt. Washington.

An ad for May 21st stated:

Mt. Washington is just 20 minutes from Broadway and the center of downtown Los Angeles. It is no longer a dream of future achievement. It is a splendid, vivid reality of today. The stately mountain, whose beauties and scenic advantages have been admired for years, is now within 20 minutes of the heart of the business district. The sound of builders is heard from every side.

DESERT LAWMEN: *The High Sheriffs of New Mexico and Arizona, 1846-1912*, by Larry D. Ball. Albuquerque: Univ. of New Mexico Press, 1992. 414 pp. Maps, illustrations, notes, appendices, bibliography, index. Cloth, \$45.00. Order from University of New Mexico Press, Albuquerque, NM

The popular view of the Old West assumes that every day on the frontier was filled with gunfights, bandits, posses, and hanging judges. Although it is a satisfying narrative of good and evil, the law and order theme requires a deeper analysis of frontier justice. Larry Ball's *Desert Lawmen* addresses a number of important questions concerning the role of law enforcement on the southwestern frontier.

Desert Lawmen examines the complex world of the sheriff in the New Mexico and Arizona territories. Each aspect of law enforcement was a metaphor for larger problems in frontier settlement. As a jailer, the sheriff faced major obstacles in terms of poor facilities, breakouts, and prisoner

abuse. As executioner, vigilante action proved a continual threat to the authority of the badge. Law enforcement agencies often felt powerless, and local officials frequently offered only token resistance to mob rule. Territorial divisions and the growth of new counties bred a spirit of independence on the frontier. Yet independence often translated into a lack of collaboration among law enforcement agencies.

Within the frontier context, Larry Ball further explores the relationship of lawman to community. The sheriff provided moral authority, acting within the social framework rather than only as an overseer of justice. A sheriff wore many hats, providing civic services as a handyman, building supervisor, family counselor, arbitrator for small businesses, and as tax collector. The role of leadership also translated into political patronage. Local campaigns tied law enforcement to powerful commercial interests. Railroad, mining, and cattle operators wielded influence at the ballot box, while voter fraud and manipulation of the Hispanic vote were unfortunate byproducts of the electioneering process.

Most importantly, *Desert Lawmen* highlights the transition from frontier to settlement. The effectiveness of marshals and sheriffs evolved as the southwest moved from territorial stage to statehood. New trends emerged by the end of the 19th century. Private sleuths contributed to a complex web of law enforcers. The growth of penitentiaries and a reliable county jail network improved law enforcement. Formalized procedures for using military personnel in civilian enforcement assuaged public apprehension and reduced the need for extralegal response.

Larry Ball has several publications on the law and order theme in the southwest, and this handsome cloth edition is a fine compliment to his earlier studies. *Desert Lawmen* is compartmentalized in precise fashion, with individual chapters devoted to singular aspects of law enforcement, providing a rich appreciation for the complex role of police in the Old West. Ball provides four district and county maps which artfully highlight the development of jurisdictional boundaries during the era. *Desert Lawmen* takes us beyond "High Noon," explores the nuances of law enforcement on the southwestern frontier, and provides a deeper explication of the role of the badge in the American West.

Ronald C. Woolsey



up and down without taxing the mechanism.

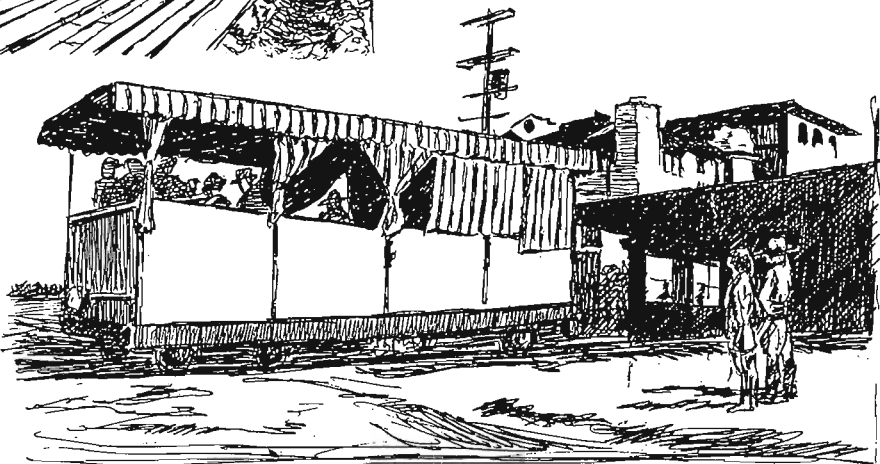
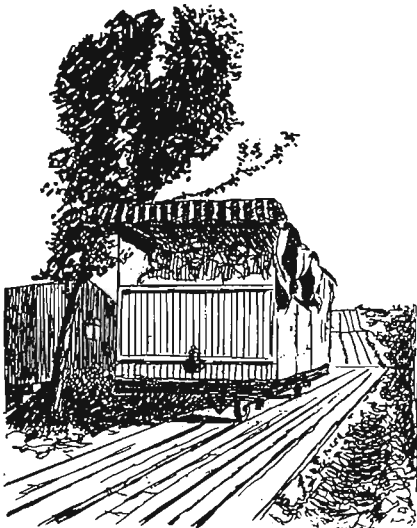
The cars seat 24 people, but have a maximum capacity of 30 passengers. It takes the car less than five minutes to go from the terminal at Marmion Way to the summit.

A unique feature of the Mt. Washington Incline is the telephone connection. Each car is equipped with a phone and the conductor is always in communication with the engineer in the powerhouse above.

The conductor in charge of the cars is H.B. Fox, a former Southern Pacific conductor. C.L. Meyers, a mechanical engineer, is in charge of the powerhouse and winding machinery.

The line has horizontal and vertical curves requiring the greatest possible skills in planning and erecting.

The first car will run tomorrow at 7:00 A.M. and will operate all day until 6:00 P.M. The view from the summit is spectacular.



Cable cars *Florence* and *Virginia* with new canvas roof and side curtains.

-- Drawings by Richard Cunningham.

All day Sunday, each Garvanza car was loaded to standing room only. The Los Angeles Consolidated Electric Railway was not prepared for such an event. People lined up at the end of the cable line all the way down Marmion Way, clear to Pasadena Avenue, in order to make the trip. A car left the terminal every 10 minutes throughout the day. The passenger count that day never appeared in the papers, but it must have been at least 3,000, as people were seen hanging on to the sides of the 24-passenger cable cars.

The Llewellyn cable cars were rather unique. Each car seated 24 passengers comfortably and could accommodate at least six standees, and all those who could grab on. Marsh decided that it was not safe for hangers-on or standees and issued orders that the car would not start until every passenger was in a seat. However, when no official was around, the order was often overlooked as it might be a 20 to 30 minute wait before the next car up the hill. When the line opened the cable cars had a solid roof. These were later removed and replaced with a roll-back canvas roof. The reason for this change is unknown. The cars were painted a bright fire engine red. The front of each car was designated as the "LA & Mt. Washington Ry. Co." Each car was equipped with a telephone. The telephone must have been sound powered, and the wire run on a pulled wire system strung along the cable track. At first the cars had a trolley bell on the roof. It is assumed that by ringing the bell the conductor would inform passengers at the Marmion Way and the summit terminal when the car was about to start.

especially in the wintertime with a white mantle of snow on its peaks. These lots would be expensive, the tract very exclusive, and it would feature elegant homes to rival the mansions on South Broadway, Westlake and West Adams.

Angels Flight began running on December 31, 1901. It operated on a 335-foot track, up a constant 33 percent grade, and ran between Hill Street and Olive on Bunker Hill. Riding Angels Flight gave Marsh an idea. Why wouldn't an incline railway, similar to Angels Flight, be a natural to gain access to the summit of Mt. Washington? Obviously it would have to be a counterbalance cable car system consisting of two cars, one going up, one coming down, and passing in the middle. The only drawback was buying the hilltop, constructing a cable railway, building a hotel at the summit, designing a tract, and installing public utilities. This proved to be more than Robert Marsh & Company could handle. A silent partner was needed to finance the project. Electrical equipment manufacturer Arthur St. Clair Perry became the catalyst to bring the project to fruition.



Mt. Washington sign on roof of reservoir, as seen from a neighboring hill.
— Ray Younghans collection.

Robert Marsh & Company, located at 140 West 5th Street in the heart of the financial district, set out to buy the mountain top. The southern two-thirds of Mt. Washington was owned by A.H. Judson and George W. Morgan. They had purchased this from William Hunter in order to build the Highland View Tract, which extended from present day San Fernando Road and Pasadena Avenue (North Figueroa) to the hill. The less desirable northern portion of Mt. Washington was still owned by William Hunter. Neither developer ever considered building up the slopes or constructing a road to the summit due to the colossal costs in hacking out a roadway. After all, a develop-

er was out to make money, not spend it needlessly.

In order to develop the summit, it was necessary to build the cable incline system first. The best access to the top was from the east side, even though it was the steepest. This decision was made because along Marmion Way was the trolley line of the Los Angeles Consolidated Electric Railway. Needless to say, transportation was a must if they were to bring land speculators to the tract site. Although surveys were made from all sides of the mountain, the Marmion Way route, and up what would become Avenue 43, proved to be the most advantageous route. Application for a franchise was submitted to the Board of Public Utilities during April 1908. Shortly thereafter, the proposed drawings were submitted to the board. A 25-year franchise to build and equip the cable incline was granted sometime during the month of May 1908. E.S. Cobb, construction engineer and architect, completed his engineering drawings in July. It was estimated that the line should be in operation by the end of the year.

The original plans called for an open cable system that more or less followed the terrain of the land. The cable would be situated in a concrete trough that supported the ties carrying the rails. The length of the cable system was 3,000 feet and in places the grade ran as high as 42 percent. An ideal system would have been a straight line from Marmion Way to the summit with the rails and cables carried on a trestle system. Such a line would have cost over \$100,000, whereas following the near contour of the land would be in the neighborhood of \$27,000. This figure also included the winding machinery, the two cable cars, the cable, and the control house at the top.

Actual construction began during October 1908. The newspapers of the time do not specify a date. The Mercereau Bridge & Construction Company was awarded the construction contract. Grading and concrete work began. A concrete trough was built up the mountainside to conceal the cable. By the end of the year the work was already a month and a half behind schedule.

It was reported in the January 3, 1909 issue of the Los Angeles *Times* that only half of the roadbed had been completed. During the week of January 5th, the machinery for the power plant, the winding gear and the cable arrived and was pulled up the grade by block and tackle. It took four days to inch the equipment up the hillside.

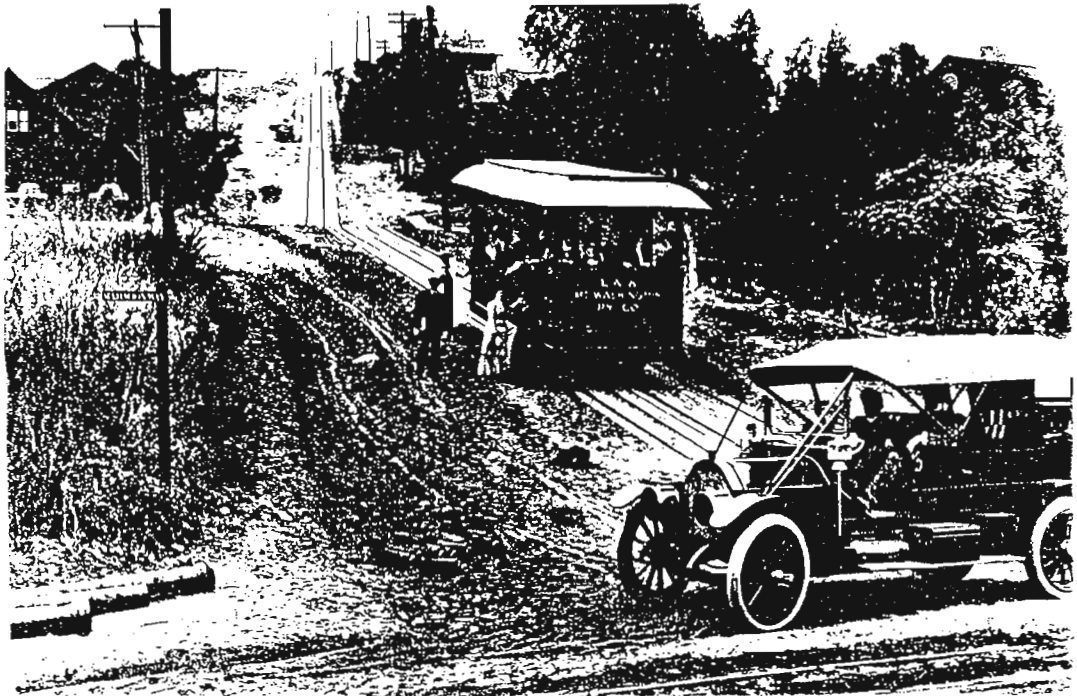
The engineer, stationed in the powerhouse, was capable of controlling the loading at the summit and collecting of the fare for passengers going down. However, he didn't. The lower terminal was controlled by the conductor who advised the engineer by phone when his car was loaded and ready to go. Since the descending car was without a conductor, the conductor on the upward car would hop across from the step of his car to the one descending and collect the tickets.

The cars began operations at 7:00 A.M. and ran until 6:00 P.M. The schedule called for 20-minute service, but on busy days the cars would run up the hill, unload, and immediately return for another load. The fare was five cents each way. Later, residents were able to purchase ticket books which allowed them to ride for 2 1/2-cent per ticket. Traffic was so heavy that on weekends the car started at 6:00 A.M. and ran until midnight. All kinds of tourists came to see the lights and lovers soon found the area to be very romantic.

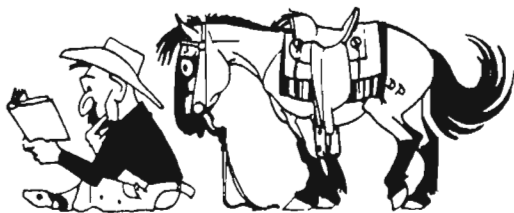
During the Elks National Convention, held in Los Angeles during the second and third week of July 1909, the *Los Angeles Times* reported on July 18, that over 10,000 Elks had visited the summit of Mt. Washington during the past week.

It quickly became obvious that some sort of shelter was required at the lower terminal at Marmion Way and Avenue 43. In case of rain there was no place to get under cover. Architect Fred Dorn designed a two-story mission style station for the site. The ground floor was to contain a waiting room and ticket window, and the upper floor was to be the residence of the ticket seller. The station was completed and placed in service on November 1st. At the foot of Avenue 43 was a covered-over pit enclosing the apparatus which returned the cable, and a machine that took up the slack in the cable itself. For three blocks upward from Marmion Way and Avenue 43, the cable was buried in the street instead of under wooden planks.

While the cable incline was under construction, the surveying for the real estate tract was taking place. It was decided to have a center main street running north and south with side streets going east and west. The center or main street was named San Rafael Avenue. Although Mount Washington had been a part of rancho San Rafael, the street was named in honor of the hometown of financier Arthur St. Clair Perry, San Rafael, California. San Rafael Avenue would run nearly a mile along the summit of the mountain. Lots were to be



Bottom of railway before station house was built. The cable car has the hard roof that was later replaced with canvas roof. — *Railroad Boosters*.



DOWN THE WESTERN BOOK TRAIL ...

ANGELS FLIGHT by Walt Wheelock Borden Publishing Co., Los Angeles, 1993 (48-pages - paper-bound)

At the turn of the century, Bunker Hill was where the wealthy built their beautiful mansions. The only trouble was, if you had to hike up the hill, from Hill Street, it was one whale of a climb. Colonel J. W. Eddy solved this problem by building a cable incline railway to the summit. He called his railway Angels Flight. Nearly every Westerner knows about Angels Flight, has ridden it, or at least knows about its story.

This volume is a republication of Walt's previous paperback on the railway published in 1961 and 1966. The only difference, except for the last few pages, is a new design. Here the pictures run out of the gutter of the book, which requires one to stand on his head to view the full page illustrations. This certainly is not standard book layout practice.

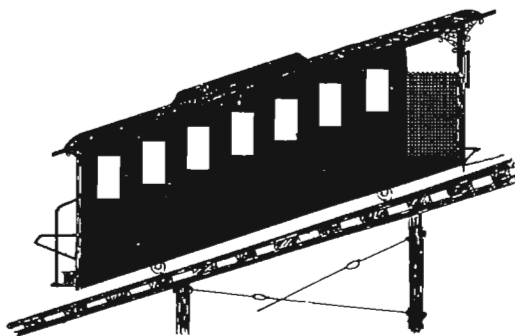
Added to the end of this edition is what happened to the railway once the Community Redevelopment Agency took over the hill. They promised to bring back Angels Flight. They then tore down all the apartments and flop houses

which lined the streets. Today the hill of mansions supports hi-rise bank and office buildings, underground garages, and town-houses. The street pattern has been revised too. The old hill certainly does not resemble what Leo Politi once painted. But what happened to Angels Flight?

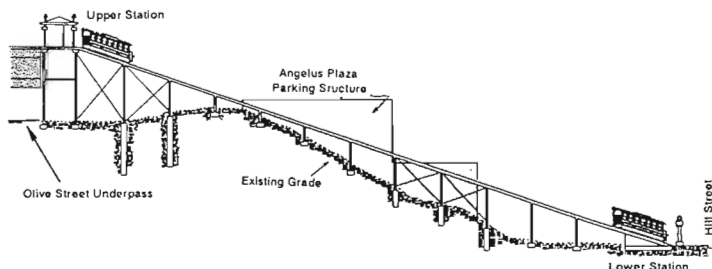
Since 1969 it has been in storage rotting away. I am sure the termites have eaten the old wooden incline cars and have certainly nibbled at the lower archway. The upper station had to be taken apart for storage. Not long ago the Community Redevelopment Agency reassembled the arch and propped it up between Third and Fourth Street where a shorter Angels Flight is to be built.

The current book is by a publisher other than Walt's LaSiesta Press. It certainly lacks the quality of his hand. The type has been recast on a pin-wheel computer and is fuzzy. The paste up in a few places runs uphill and downhill just like Angels Flight. Obviously this book was thrown together and lacks the loving care that Walt used to put into his works. For such an historical monument as Angels Flight, it deserves better treatment. All in all, it is still one big value at \$4.95.

Donald Duke



Angels Flight
PROFILE



The incline and Mt. Washington Drive were not intended just to serve the residents and the seasonal tourists. They were all part of an overall promotional program to establish a mountaintop resort which included a hotel, magnificent gardens and sporting facilities. The May 9th Eagle announced that the contract had been let to the Milwaukee Building Company for the building of the Mt. Washington Hotel. This was a local firm operated by Meyer & Holler. Among their works were Grauman's Chinese Theatre and the Petroleum Building.

With the contract let, construction began at once on the \$40,000 Mt. Washington Hotel. The structure was to be a three story, mission-style building. It would have a roof garden, spacious balconies and porches, and a beautiful Japanese garden out in the front. A porch on the northwest corner would connect with a spacious dining room. On the southwest corner there would be another porch going to a library with a pavilion. A walk then lead to the incline railway station. The hotel, itself, would contain just 18 rooms, each with a private bath. It was rather extraordinary for the time to have a hotel with a bath for each room. The basement was to be used for employee rooms, the heating plant and food storage lockers.

Tennis was a most popular sport at the turn-of-the-century. The hotel was to have two tennis courts on the property. The grounds were to be laid out with lawns, shrubbery, trees and graceful winding walkways and drives for those who wished to take a constitutional. In the original plans, the Japanese garden was to have an observations tower in order to have a more commanding view of the mountains, valleys and the sea.

The hotel went up quickly, much faster than the construction of the incline railway. On August 15, 1909, the Los Angeles *Times* reported that the plastering of the interior walls was now in process. The article went on to say, "At the speed of the construction of the Mt. Washington Hotel, it should open on November 15th."

The Los Angeles *Times* for October 17, 1909, ran a large article on the road to Mt. Washington.

READY FOR AUTOMOBILES. Since the oiling and rolling of the beautiful Mt. Washington Drive, that thoroughfare is now in splendid shape. The road was constructed at great expense. It is the only route to the summit, except by way of the incline rail-

way. The people gassed up their flivers and came in droves to try their new machines on the mountain highway. A few boiled over, but most made it to the summit. The finishing touches to the Mt. Washington Hotel is progressing nicely. The building occupies what is probably the most commanding site in all Southern California. It should be ready for occupancy on November 15.

Naturally, November 15th came and went with no grand opening of the hotel! The *Times*, for December 5, 1909, stated, "Last Saturday over 2,000 rode the incline to see the hotel still under construction, to look at the view, and to inspect the lots. Nearly a like amount traveled the new mountain road to the summit by way of Marmion Way. The hotel itself is in its final touches."

"HOTEL TO OPEN JANUARY 5," stated the *Times* on December 26th. "Hotel Mt. Washington will open January 5, 1910. Managers will be Guy K. and L.M. Woodward. The grounds consist of 14 landscaped acres. The hotel is built to Mission-style with a roof garden. The furnishings include velvet carpets, brass beds, and furniture of oak and walnut. The dining room is operated by a chef of renown." The *Times* was also premature.

The hotel finally opened, apparently sometime during the week of January 23, 1910. The *Times* does not give an exact date. In any case, the week was scheduled as Mt. Washington Hotel week. People were invited to come see the grand resort hotel. The *Times* went on to state that: "Lookout Drive is to be opened from Eagle Rock Avenue. Riverside Drive will be continued east from San Rafael Avenue around the Reservoir Hill. San Rafael is to be extended north to the opening of a new 30 acre subdivision north of Reservoir Hill. All the streets will be oiled and will have concrete curbs, gutters and walks."

The hotel quickly became a hangout for the rich. It did a good dining room business, and on the weekends the rooms were normally all sold out. On September 3, 1911, the *Times* stated that the hotel had planned to add 100 rooms and 50 baths. Nothing came of this proposal.

It was reported that the incline station on Marmion Way was so busy that Mr. Simons, a man of much experience, was opening a refreshment stand in the depot. His particular experience in doing what, the *Times* did not elaborate. Probably opening pop bottles and making hot dogs. In early

Beautiful costly homes are about to spring up all over the mountain. A magnificent system of streets and boulevards is being projected. A trip to the incline and the summit of Mt. Washington will inspire and thrill you. Just take the Garvanza car, get off at Marmion Way and Avenue 43, and for 5 cents, just a nickel, you will have the ride of a lifetime. Service begins Sunday - May 23rd.

Robert Marsh & Company
140 West 5th Street-Los Angeles

Beginning on Sunday, May 16th, Robert Marsh & Company began to publish a Sunday supplement to the Los Angeles Times entitled the *Mt. Washington Eagle*. It was a two-page affair inserted into the *Times*, and it was published every Sunday for a two-year period. The idea was to attract

prospective buyers to view Mt. Washington. It had features on the building and operation of the incline, details of a proposed grand hotel to be built on the summit, real estate tract maps, sample drawings of proposed homes, etc. Apparently it worked, as the people came in droves for the first official day of operation, Sunday May 23.

The preceding Saturday's Los Angeles Times carried the following story:

Mt. WASHINGTON INCLINE OPEN TO PUBLIC TOMORROW

A red letter day in the history of
Mt. Washington

Since its completion, two weeks ago, it has been put through every rigid test known to the engineering profession. Immense loads of sand have been repeatedly carried

CALIFORNIA'S MOST SCENIC INCLINE RAILWAY

L. A. & Mt. Washington

A. ST. C. PERRY, GEN. MGR.

10 C

FARE
ROUND
TRIP
OVER
INCLINE
Railway

Take
Yellow
Garvanza
Car to
AVE. 43
AND
Marmion
Way

Schedule
CARS ON
INCLINE
LEAVE
ON THE
EVEN
HOUR

And
Every
Twenty
Minutes
Thereafter
FROM
7 A. M.
Till 6 P. M.

EXTRA
SERVICE
SUNDAYS
And
Holidays

DO NOT FAIL TO VISIT

MT. WASHINGTON

ROBERT MARSH & COMPANY
GENERAL AGENTS

140 W. FIFTH ST.

GROUND FLOOR SECURITY BLDG.
BOTH PHONES

Advertisement in Los Angeles City Directory of 1909 in which artistic license pictured a non-existent station house at bottom of railway.

Apparently there was no room for growth at the studios, so in 1913 the Selig studio moved to a Los Angeles suburb called Edendale. Edendale became the "Film Capital" before Hollywood took over.

When the film stars left Sycamore Grove Park, it had a devastating effect on the Mt. Washington Hotel. The Los Angeles *Times* reported in its May 10, 1914 issue:

MOUNTAIN HOTEL LEASE: - Involving a reported total consideration of \$25,000, the Mt. Washington Hotel has been leased jointly to E.P. Reed of Providence, Rhode Island, and to Mrs. L. Sullivan, formerly of Detroit. Negotiations are being conducted by Robert Marsh & Company, principal owners and agents of the hotel. The hotel is reached by the Los Angeles & Mt. Washington Cable Railway which connects with the yellow line. The hotel grounds comprise seven acres of highly visible property and a double tennis court. The lessees have already occupied the premises. Reed is a practical hotel man, having 20 years experience conducting a leading hotel in Providence. Mrs. Sullivan will act as hostess with years of experience at the Cadillac Hotel in Detroit.

The *Times* began carrying little advertisements for the hotel such as: "Make Mount Washington Your Automobile Party," with line art showing people climbing Mt. Washington Drive bound for the hotel. Also, people chatting across a well-stocked dining table with the words, "Best breakfast and lunch in town on famous Mt. Washington Drive." It showed a line art scene of people looking off into the wild blue yonder from Mt. Washington with these choice words, "Come see Nature's Masterpiece and dine at World Famous Mt. Washington Hotel." Even with all the publicity, the hotel closed for good sometime during the summer of 1921. The newspapers tell about the closing, and the fact it was being offered for sale, but no date was given.

The *Los Angeles City Directory* for 1922 indicates that the Mt. Washington Military School occupied the old hotel. In a full page advertisement, it shows a picture of the hotel, describing it as headquarters for the school. The school was established by Colonel William Strover, and the advertisement stated it was "An ideal school for boys and young men in an ideal location. From grammar school through high school. Personal

supervision under high-class instructors. Individual instruction if necessary. On a 20 acre campus." Apparently, the Mt. Washington Military School did not last long. Where Colonel Williamson found an additional 13 acres on a nearly sold out hilltop is in question. No doubt a parade ground was located east of the Arroyo which made up the difference in acreage.

In 1923 the *Los Angeles City Directory* listed 700 Mt. Washington Drive as the location of the Goodrich-Mount Washington Emphysema Hospital. Dr. E. Gilman Goodrich had previously had offices in the Pacific Electric Building at 610 South Main. Next, he had a whole hospital on the summit of Mt. Washington. It appears the respiratory hospital closed in late 1924 or early 1925 for there is nothing in the *City Directory* in the 1925 edition at 700 Mt. Washington Drive or the San Rafael address. In fact, E. Gilman Goodrich is not even listed in the directory at all. So either he took out the kidneys of the wrong patient or married some wealthy patient.

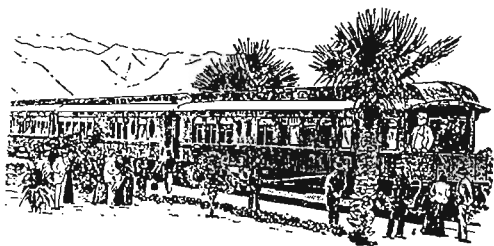
In 1925, the vacant hotel was sold to Parmahansa Yogananda, a monk of the ancient Swami Order in India, and founder of the Self-Realization Fellowship. At the time Yogananda purchased the hotel it was full of vagrants and many of the windows had been broken. The hotel building remains as the international headquarters of the Self-Realization Fellowship. Today, it is still a Mt. Washington landmark, although it is walled in. An inspection of the hotel shows that the first floor still has the dignity of a hotel lobby, the library remains paneled wood, and the dining room still has the charm of years gone by.

The Mt. Washington cable incline was closed down for two days starting August 15, 1909, in order to replace the wheels of the cable cars with chilled steel wheels. Apparently, the wheels were wearing down so badly that they caused jostling and jarring of the passengers during passage. The cable rollers were also wearing down unevenly, and they were replaced as well.

The cable cars themselves were generally renovated during October, to such an extent that they hardly resembled their former appearance. The heavy roofs on the cars were removed and replaced with an attractive canvas canopy roof. How all this rebuilding was accomplished is unknown, since the cars operated in daily service

Claremont-1994." Pflueger claims he missed a hole-in-one by five strokes last week. Yeah, I'll bet!

The last Amtrak *Southwest Chief* sailing between Chicago and Los Angeles stopped in Pasadena on Friday, January 14th. In attendance to witness the event were *Ben Abril, Tom Andrews, Donald Duke, and Todd Peterson*. Also watching the event was new C.M. Mike Dickerson.



Several old salts from the Corral journeyed as part of the Navy League to Camp Pendleton on February 9th to view a demonstration of the Navy's new assault craft LCAC-Landing Craft Air Cushion. In reality they are a replacement for the LST-Landing Ship Tank used in World War II. They are a modernized hydrofoil which can bring troops over the sea and deposit them on land instead of wading ashore. In attendance were *Larry Arnold, Donald Duke, Robert Kern, Robert Schwemmer, and Pat Smith*.

C.M. *Mark P. Hall-Patton* is one of the few persons to go to Las Vegas not to gamble but to gambol and work. Having put the San Luis Obispo County Historical Museum on the map, Hall-Patton is now the Aviation Curator at the McCarran International Airport, creating an Aviation History exhibit. One wonders, will the slot machines at the airport pay off in "coffee, tea, milk or jet fuel?"

The Editor says he is thinking of changing the name of this column to "The Doyce Nunis News Column," as still another item arrived before press time, about this hyperactive Honorary Member. On March 8 *Doyce Nunis* received the Distinguished Emeritus Award from the University of Southern California in recognition of his extraordinary record of excellence in teaching (he won all of USC's teaching awards, including being twice the recipient of the USC Associates Award) and his contribution to scholarship. He has authored and edited 52 books, over 100 articles, and has edited the Southern California Quarterly for 33 years. ■

Monthly Roundup (continued) . . .

Tonopah had another big business activity—saloon keeping and gambling—that included Wyatt Earp among its entrepreneurs. And then Tonopah had yet another "business" that was conducted mainly in its alleys.

Then came the times when silver prices sank, ores played out, populations declined, and carelessness with fire reduced the towns to shells and ghosts of their former importance.

FEBRUARY 1994 MEETING

Corresponding member Josef Lessor revealed with words and fascinating slides the trials and tribulations of being a modern day railroad magnate. He owns and operates the line called JL/ATSF Railway. That is a railroad in miniature with the goal of recapturing the period 1938 to 1952 in a particular area from San Bernardino to Pasadena. The most unusual aspect of this railroad is that he built it in the living room of his house with the approval of his wife and mother-in-law.



Photograph by - Frank Q. Newton

February meeting speaker Josef Lessor.

Starting in 1986, he began the transformation of his living room into an elaborate and realistic setting for an "O" gauge Hi-rail with Lionel Trans as the basic equipment for the rolling stock and a mixture of motive power, all based on the Santa Fe Railroad operation in Southern California. Joe operates both steam and diesel locomotives which would be historically correct.

Joe divided his railroad into nine zones. The turntable and round house area; the turntable actually works with the help of computer chips. Next the freight yard. Then the town of Molino,

tinuance of service. On September 20, 1921, the commission, after a hearing on the matter (Case No. 1619 Walter C. Eisenmayer et al., vs. the Los Angeles & Mt. Washington Incline Railway Company) at which the city of Los Angeles - Board of Public Utilities was represented, decided that the board had complete jurisdiction and, therefore, dismissed the complaint.

Upon the suggestion of the Los Angeles City Attorney, the board cited Robert Marsh & Company to appear to show cause why the franchise of the incline should not be forfeited. A hearing was held May 1, 1922, at which all parties interested were requested to be present. A number of attempts were made, both formal and informal, to obtain either a reliable bus service for Mt. Washington or continuance of the cable incline, but no definite result was reached. Thereby, for the reason that no one was willing to take the financial risk, the board, at its meeting of May 8, 1922, ordered the incline to resume service within 90 days or forfeit its franchise. The incline railway was ordered to remove its cars after the 90-day period. Nothing was accomplished, except that the cars were removed. The tracks were not taken up until 1930.

Because of the abandonment of the railway, the city of Los Angeles had to purchase Mt. Washington Drive, a private road, and assume maintenance. Also, they had to build a road down the west side of the hill to Cypress Avenue. San Rafael

Avenue was eventually extended north to El Paso Drive and then on to York Boulevard. For the price of building all these roads, they would have been well ahead to have taken over the incline and operated it as a city railway.

As a scenic attraction and as an engineering marvel, the Los Angeles & Mt. Washington Railway provided an interesting chapter in Los Angeles history. There is little remaining evidence of the incline, save for the waiting room and ticket agent's home at Marmion Way and Avenue 43, which has now been remodeled into a private residence. Avenue 43 pretty much follows the incline's path up the hill, and at the summit the old powerhouse has been converted into offices for the Self Realization Fellowship. Today, the Mt. Washington Hotel exists as it did in the past, with the exception of a few interior changes. You still get the feel of the old hotel. The grounds and gardens are well maintained and visitors are welcome. The tennis courts are in the same location, and the homes on the summit are as stately as when built over three-quarters of a century ago. The reservoir has been converted to two metal tanks, but otherwise one can still see Robert Marsh's influence in the landscape. Take a journey back in time, drive up old Mt. Washington Drive to San Rafael Avenue. Visit the old Mt. Washington Hotel and glance down the old incline's right-of-way. Take a look toward San Pedro; you might even see the S. S. *Catalina* taking off for the Emerald Isle!



Mt. Washington Hotel building (now the Self-Realization Fellowship headquarters) as it appears today. — Photo by S. Demke.

Each car carried its own name. One car was named *Florence*, in honor of Florence Marsh, daughter of Robert Marsh of Robert Marsh & Company. The other car was christened *Virginia*, after the daughter of Arthur St. Clair Perry, the man who grubstaked the whole project. An early postcard view shows the names appearing on the front of each car; later, however, they were carried on the sides. Each car was arranged in three tiers so that passengers could be seated on a level plane, thus, enabling them to observe the scenery as the incline cars rolled up and down Mt. Washington.

The line was built to a gauge of 3 feet 6 inches. The whole line had three rails from Marmion Way to the summit, except for the passing oval at the center where there were four rails. Each car stayed either on the right or lefthand side of the track, sharing the same center rail.

The powerhouse was run by a 3-phase Westinghouse Electric induction motor. It was rated at 40 horsepower. The motor drove a bull wheel of about three feet in diameter and mounted level. The power was controlled by a standard trolley car controller. The only difference was that the resis-

tance coils, normally mounted under a trolley car, were placed high on the wall of the powerhouse, allowing any heat to escape, so it would not overheat the motor room.

The 40-horsepower motor was rated at 720 rpm's. It was geared down by two sets of gears having a ratio of 25/114 and 14/44. The cable cars could be inched down a little at a time or attain a maximum speed of 4 mph, about the speed of an elevator. The main shaft supported two sets of 48-inch pulleys. One set consisted of the bull gear wheel with a sleeve on each side, and the other pair had a second smooth flared wheel that served as a massive brake drum. The main cable, passing through the drive mechanism was a 7/8-inch steel crucible steel cable with a breaking strength of 52,000 pounds.

Should a cable break, which was highly unlikely, a bronze wedge served as an emergency brake the minute slack showed up. It not only stopped the pulley, but forced the cable to the bottom of its groove and seized it, so that if the cable did break, the other half would be secure. It was a very remote possibility that the cable would break on both sides.



Railway showing passing turnout and hotel at top. Dark lines on each side of center rail are openings to cable troughs. — *Danny Howard collection.*



Looking down track and cable way as it appears today. — *Photo by L. Arnold.*



Station building at Marmion Way and E. Avenue 43 as it appears today. — *Photo by S. Demke.*



Corral Chips

by Donald Duke

Author! Author! Who is the latest author from the Corral? It is none other than past-Sheriff *Powell Greenland*. He is in the process of publishing a book on the history of Port Hueneme. It seems that as a kid he used to camp out there in a tent with his family during the summer months. When he retired as Southern California's "Sprinkler King," he settled into a condo at Port Hueneme and lives right on the beach. With nothing to do, he started writing and researching. His book will be published sometime this summer.



Also involved in the Greenland tome is *Richard "Captain Ahab" Cunningham*. He is doing several drawings for the volume, in addition to an overall map of Port Hueneme. As most Corral members know, he is great at hand sketches. Speaking of sketches, Captain Ahab is a sketch himself!

Iron Eyes Cody was in the fifth position as the 1994 Tournament of Roses parade went by on Colorado Street in Pasadena New Years Day. This

time, however, instead of moving along the parade route astride his horse, he rode in a horse-drawn cart. After all the years of seeing the horse's head before him, Iron Eyes had the opportunity to view the other end of the animal. One of the television commentators stated that Iron Eyes had been in the parade for 69 years, excepting during World War II. He first appeared in the parade with movie actor Tim McCoy sometime in the mid-1920s.



Jerome Selmer and his good wife Doris have just published a new miniature book entitled *The First Museum of Los Angeles*. It is a 2¾ by 3-inch volume tracing the history of the Southwest Museum from its opening in 1907 through today. Each copy contains an original etching of the museum by Cherly Barton-Klyver. There are only 20,000 copies left, get out your magnifying glass and order a copy. The books are on sale at the museum store for only \$40 per copy. You might even get an autograph out of Selmer at a meeting if you ask quietly.



California History Vignettes

by Msgr. Francis J. Weber

Return of La Dolorosa

After an absence of fourteen years, the historic canvas depiction of Our Lady of Sorrows was reenthroned at San Gabriel Mission on Thursday, August 22, 1991. It was fitted back into its wrought iron frame by Father Gary Smith, the pastor of the Old Mission in ceremonies attended by hundreds of parishioners.

It was in June of 1977 that William March Withereil crept silently into the sanctuary of the mission church and cut *La Dolorosa* from its frame. He then fled with one of California's most treasured madonnas.

Though nothing is known about the painting prior to its arrival at San Diego aboard the pilot ship, *San Jose*, in 1770, it was presumably one of the gifts bestowed by the king on what was to become the fourth of the California missions.

The painting at once achieved a prominence, however, which surely was not intended or foreseen by its 17th century artist in faraway Spain.

In his life of Fray Junípero Serra, Francisco Palou relates how the two friars selected to begin the work of conversion at San Gabriel were enroute there with their guards, in August of 1770, when they were set upon by "a great multitude of savages" anxious to discourage the foundation.

Hoping to avoid any open conflict, one of the missionaries unrolled the canvas painting of Our Lady of Sorrows and placed it on view before the Indians. Overcome by the sight of the beautiful image, they put aside their bows and arrows, and approached the Marian depiction with token gifts.

The account goes on to say that "the sight of the image of Our Lady transformed the savages around San Gabriel Mission so that they made frequent visits to the Fathers, not knowing how else to express their satisfaction for having come to stay in their country."

One can readily appreciate the esteem held for the painting of Our Lady in subsequent years by those attached to the San Gabriel Mission. For 172 years, the depiction was prominently displayed at the mission.

It was actually a very simple portrait of Mary, with her hands clasped together and her sorrowful eyes turned upward. Atop the long oval face was the faint touch of an aureole.

It was well-modeled, with good flesh tones. From the texture of the canvas and technique of the artist, the *Dolorosa* was an example of a characteristic type of devotional painting common in 17th century Spain.

Jack Smith, popular columnist for the Los Angeles *Times*, answering an appeal from a writer, journeyed to San Gabriel Mission and then wrote an essay for the October 27, 1977, issue of the paper in which he said the one who stole the painting was obviously a person without faith.

He described how "the frame from which Our Lady of Sorrows had been ripped stood behind the statue and the altar, on which six polychrome wood statues of saints, including San Gabriel the Archangel himself, stood in two awesome rows, one above the other, looking down on the desecrated sanctuary.

"The thief must have waited for a moment like this, when he was alone in the church. Then—zip—he had cut Our Lady out and stuffed her under his coat, perhaps, and hurriedly ran down the nave to the door, not looking up, I would think, at the 17 saints who roosted along the walls, dark with antiquity and perhaps with rage."

Smith concluded his essay by observing that he "didn't think a man with even a glimmer of religious experience could have walked the gauntlet of all those saints and into the sunlight of the garden, past all those graves and flowers, with a stolen Mother of God in his hands, and not have faltered."

The culprit was apprehended early in 1990 by agents from the Federal Bureau of Investigation. Among the hundreds of art objects and antiquarian books discovered in his home was *La Dolorosa*.

The return of the historic depiction coincided with the 220th anniversary of the establishment of San Gabriel Mission. A local newspaper reporter captured local sentiments well when he observed that "the return of *La Dolorosa* made this year's celebration the happiest of them all." ■

as large as two acres to as small as villa lots 75-feet wide to 175-feet deep, with some of the backyards running down the slope of the hill. Each lot was to have the purest water piped in from a company-owned water supply. A reservoir was built on the northern end of the summit with a storage capacity of over 350,000 gallons. The reservoir was eventually covered with a wooden roof. Apparently kids were using it as a swimming hole. Huge letters reading "MT. WASHINGTON" were fastened to the top of the roof. Water was pumped up the hill from a natural spring located alongside the Santa Fe Railway tracks at Avenue 41. The pump still feeds the Mt. Washington reservoir.



Mt. Washington roofed reservoir with its sign. Present day reservoir is enclosed steel tank. — Ray Young-hans collection.

In addition to the incline railway, a road to the summit was also required. While they were building the incline, a road was being carved out of the mountainside. It took off near Avenue 41 and wound around the side of the hill for nearly a mile before reaching San Rafael Avenue. It was named Mt. Washington Drive. In due course, the drive was oiled and cement curbs were provided. It was also planned that in the future they would continue Mt. Washington Drive across the summit and down the west side of the hill, ending at the Los Angeles River basin. The cost of building Mt. Washington Drive was \$125,000.

Electric power was provided by Henry E. Huntington's Pacific Power & Light Company. PP&L also installed ornamental street lights on poles 30 feet in height. During October 1909, the Los Angeles Gas & Electric Company had a force of men at work laying a gas line all over the mountaintop. It was quite a task to run the gas lines up the hill and to each lot.

Once the cable railway began service, seven lots were immediately sold. Homes were quickly

placed under construction. Robert Marsh & Company had to approve each set of plans in order to maintain a desirable standard for the hill. Every Sunday, the *Mt. Washington Eagle* listed each and every person who had purchased a lot. Surprisingly, not many lots were sold to real estate firms for speculation. The paper also showed illustrations of many of the homes under construction. During August 1909, Robert Marsh & Company released an elaborate brochure which was heavily illustrated and told the story of Mt. Washington, describing the cable incline, the proposed hotel and plans for tourist gardens, etc. When the brochure was opened, there was a real estate map of the area. Details of the brochure were printed in the *Eagle*, however, the author has been unable to find a copy to verify this. Robert Marsh & Company decided to speed things up by selling ready-built homes. R.P. Shea, a prominent Los Angeles realtor, purchased the first of this type of home. It was a two-story eight-room house on San Rafael Avenue.

One issue of the *Eagle* stated that the man who buys a lot or home on Mt. Washington has these advantages:

1. Absolute freedom from noise or smoke.
2. No undesirable residential element.
3. The grandest views of mountain, valley, and the sea.
4. Pure mountain air, high, dry, and sanitary.
5. An environment of public and private improvements.
6. The grandest water found in Southern California.

The December 12, 1909, issue of the *Eagle*, appearing as a supplement to the *Sunday Times*, stated that all the completed homes had been sold. They were purchased by:

- J.A. Merrill - a real estate man
- A. Holtby Meyers - a real estate man
- W.J. Shelley - secretary of the Owens River Association
- C.W. Hall - general manager of Braun Chemical
- A.P. Bond - president of Bond Baking Company
- W.C. Eisenmeyer - manager of the Los Angeles Ice & Cold Storage Company



Donald M. Snyder 1925-1994

From Winona, Minnesota, in 1923 to Granada Hills, California in 1994, Don Snyder made many friends. It was easy to like this genial, smiling man, who always appeared to be enjoying life.

Don joined the Los Angeles Corral in 1982. He was not a knife and fork member of this or any other organization he joined; he believed in participating. In his early days of membership he served as a wrangler at many a Fandango and Rendezvous. In 1989, when he became an Associate Member, he produced the well-written and illustrated article *The Bells of El Camino Real for The Branding Iron*. He was elevated to Active Member in 1991. This year, 1994, Don was appointed to the position of Corral Historian by Sheriff Mike Nunn.

Among Don's strongest loyalties was UCLA, where he received his B.A. degree. He later served as president of the Class of 1948 in the UCLA Alumni Association.

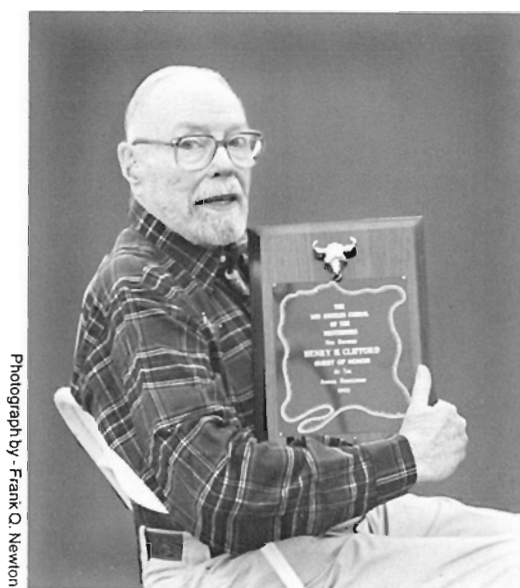
During his thirty-seven years with the Automobile Club of Southern California, Don served in a number of capacities—as a public safety consultant, executive assistant to the president, and public relations specialist. He wound up as the editor

of the *Clubways* publication for employees, which made him a good choice for editor of the Corral's Membership Directory for 1992.

He was an active member of a variety of organizations, to which he was attracted by his special history interests, including: The Platrix Chapter of E Clampus Vitus, where he served as Grand Noble Recorder and Noble Grand Humbug; the Mission Guides of San Fernando Mission, where he was a well-informed docent; and the Tournament of Roses Association, of which he was an honorary life member. He had just completed a two-year term as president of the Auto Club Alumni Association.

His sudden death on January 29 was a great shock to all of Don's many friends and his close-knit family. He had been married to Charlotte for forty-five years. He also leaves two sons, Donald Jr. and Dennis, daughter Pat Walker of Boise, Idaho, her husband Bill, and their children, Jennifer and Robbie.

William W. Escherich
William H. Newbro



Henry H. Clifford 1910-1994

Henry H. Clifford, "Hank" to his intimates and friends, was born in St. Louis, Missouri, February 10, 1910. While still a young boy, his family relocated to Pasadena in 1915. Subsequently, he attended Polytechnic School and later Pasadena High School for a brief time before being sent east to Prep schools, first at The Hills School, Pottstown, Pennsylvania, then to Deerfield Academy in Massachusetts. Completing his secondary education, Hank entered Yale University, graduating with a Bachelor of Arts degree in 1932 at the height of the Great Depression. During his undergraduate days he helped found the singing group, "Eight Sons of Eli."

After a lengthy sojourn in Europe, he returned to Pasadena in 1933, where he was destined to spend the rest of his life, and entered the pioneer investment firm founded by his father, A.M. Clifford & Associates. Hank's career as an investment counselor was interrupted during World War II while he served in the U.S. Naval Reserves, 1942-45, including a tour of duty in the South Pacific, 1943-44, and attained the rank of Lieutenant Commander during his naval service. On his father's

death in 1956, Hank became the sole proprietor of the restyled Clifford Associates until his retirement in 1978, although he continued to serve as counsel to the firm until 1983.

During his college years, he met Lucetta Rathbone Andrews, a graduate of Mt. Holyoke, who subsequently received a Certificate of Proficiency from Yale's School of Music in 1932. Their marriage in 1933 was blessed by the birth of two children, a daughter, Sara Dwight (Small), and a son, Arthur Morton II (named for Hank's father).

The hallmark of Hank's life was his avid interest in collecting. That interest was seeded in his boyhood when he started out, like so many others, collecting stamps. In his early mature years it was an easy transition from philately to collecting western express covers (envelopes) and postal history. This proved to be an opening to a new collecting field, pioneer gold of the American West, with particular focus on the gold-rush era. In both these areas, he became an authority, as attested by his two essays published in the *Los Angeles Corral of Westerners Brand Books*: "Western Express: A Study in Gold Rush Era Communications" and

"Pioneer Gold Coinage in the West, 1848-1861." The latter appeared in *Brand Book Nine* which Hank edited. In addition, for six years he edited and published "Western Express—Research Journal of Early Mails."

It was these dual collecting interests that laid the foundation for Hank's abiding study of the American West and California, his adopted state. The former was enhanced by his membership in the Los Angeles Corral of Westerners in 1949 (he holds Grubstake numbers 13 and 27) and the latter with his election to the Zamorano Club in 1953-54. Challenged by *The Zamorano 80*, published by the club in 1945, Hank set out to collect those eighty titles of rare Californiana. It took him thirty-five years to realize his goal. In 1988, he obtained the final two books to complete his holdings of *The Zamorano 80*. Only one other complete set exists in the Bienecke Rare Book and Manuscript Library at his *alma mater*, Yale. The Huntington Library has 79 of the titles, missing No. 64, *The Life and Adventures of Joaquín Murrieta, the Celebrated California Bandit* by John Rollin Ridge.

It should come as no surprise that Hank was attracted to collecting other materials. This included whaling memorabilia, guns, Western Indian artifacts, California illustrated letter sheets (he edited the second edition of *California Pictorial Letter Sheets*), as well as pre-Colombian gold of Meso-America.

During his professional career in business, Hank authored numerous articles on investment matters. As a result he served as a special lecturer on investments to the Los Angeles Stock Exchange and UCLA's Graduate School of Business Administration. He was elected a director and served as president of the Investment Counselors' Association of Southern California.

Due to his avocational interests, Hank held offices in the two organizations he treasured most during his life, the Los Angeles Corral of Westerners and the Zamorano Club. With respect to the former, he was Wrangler Boss in 1951; Representative in 1955; Deputy Sheriff in 1959, and Sheriff in 1960. He also authored the Corral's No. 42 Keepsake, "Collecting California and the West." In the Zamorano Club he was elected to the Board of Governors in 1975 and subsequently served as first vice-president and treasurer, 1976-80.

As one would suspect, Hank also belonged to numerous other organizations—book oriented,

historical, social, and recreational ones. Among them, he was a member of two other bibliophilic clubs, the Roxburghe of San Francisco and the Grolier of New York. He served as a trustee for the Southwest Museum and the California Historical Society as well as president of the latter for two years. His social affiliations included The Valley Hunt Club and The California Club. His recreational associations included E Clampus Vitus—in which he held the august title of X Noble Grand Humbug and for which he also wrote the book, *Adam Was a Clamper* (1981)—as well as horseback riding groups, the Rancheros Visitadores, Desert Caballeros (Arizona), and Los Caballeros, of which he was a former president.

No doubt about it, Hank the collector enjoyed a life of multiple activities and multifaceted interests. As a Westerner, he joined the Corral not long after its founding and was a loyal member up to the end of his life when he was becoming more burdened by the visititudes of age. Corral members will long remember the jokes he shared at each meeting. I recall the last meeting he attended he told this one. "An elderly man went to Las Vegas. The night of his arrival he went to the hotel bar to have a drink. Shortly a pretty young lady sat down beside him and struck up a conversation. A few minutes later she said boldly, 'I can give you super sex.' The elderly man thought for a few seconds, then turned and asked her, 'What's the soup?'"

Death claimed Hank after suffering a severe stroke. He died in Huntington Memorial Hospital on February 21 at the age of eighty-four. In light of his wishes, no funeral or memorial service was held. He is survived by his wife of sixty years, his beloved "Lucy," and his son and daughter. The Westerners will find a void in their midst with his passing for he was truly one of a kind.

Doyce B. Nunis, Jr.



February it was reported that 3,500 passengers were carried to the summit on a Sunday afternoon. It appeared that Mt. Washington had become the 'in place'. So much so that after the February issue for 1910, the Mt. Washington Eagle insert in the Sunday Los Angeles *Times* was discontinued. Obviously, the lots were selling very well, as the last issue stated that Mrs. Sally V. Riggins, wife of James R. Riggins, a prominent San Joaquin Valley oil man, had purchased the final lot in the initial tract. Also that W.S. Taylor, a prominent attorney, had purchased the first lot in the Reservoir Tract.

An advertisement in the November 11, 1910, issue of the Los Angeles *Times* stated, "TAKE AFTERNOON TEA ON MT. WASHINGTON - Between 4 and 5 P.M. afternoon tea is served daily in the west lobby of the picturesque Mt. Washington Hotel. The scenic ascent of the incline, and the wonderful scenery visible from the hotel make this the most enjoyable trip in Los Angeles. Robert Marsh & Co., 140 West 5th Street, Los Angeles."



Photo of hotel in 1913. — Ray Younghans collection.

With all the resort hotels in Los Angeles and Pasadena, one can only speculate as to how Robert Marsh & Company could make a profit from a hotel with only 18 rooms, even though they had an adjoining bath. Pasadena, itself, was full of large luxurious hotels such as the Raymond and the Green. The Mt. Washington Hotel was off the beaten path and somewhat difficult to reach. Who would come to Los Angeles on the train with luggage in hand, board a streetcar, and head for the Mt. Washington Hotel? Most of the people who did come to Mt. Washington did so by auto or incline, usually only spending the day admiring the view and, at most, probably having lunch.

The background for the Mt. Washington Hotel all came together when I read an old brochure at

the Huntington Library which stated that near Sycamore Grove Park there were several film studios. Apparently, the Arroyo Seco and the surrounding countryside were ideal for film making. At that time all silent filming was done in the out-of-doors. Even room scenes in homes, hotels, buildings, etc. were filmed on open sets. There were no arc lamps back then. The Mt. Washington Hotel became a gathering spot for celebrities such as Charles Chaplin, who always stayed at the hotel while making a film at Sycamore Grove studios. Other stars of screen and sport also took rooms. So, obviously, the Mt. Washington Hotel was not a transient hotel at all.

In my research of Mt. Washington I found in the Huntington Library, a privately printed book spelling out the early history of the motion picture industry in Southern California. It was entitled *The Motion Picture Industry in Southern California*, listing no author, but it carried a publishing date of 1918.

In essence it stated that the motion picture camera had its beginnings in 1895, and by 1896 the Vitascope Camera became commercially available. This was the camera that made the flip card motion pictures one used to see in penny arcades. It went on to say that William N. Selig, who had operated traveling tent shows and produced Kinetoscope films for penny arcades, moved from the south to Chicago. In early 1902 he opened up his Electric Theatre which featured silent films. He found the weather in Chicago miserable, and quickly decided to move to Los Angeles where the climate was far better. He hired Francis Boggs and Thomas Person to set up a studio in Los Angeles. They arrived here with a troupe of players and settled in a large building next to Sycamore Grove Park. Here, they built a large outdoor stage with divisions where sets could be set up for room interiors and exteriors, allowing the troupe to move from each division as a continuous picture. The first full-length picture made there was the *Count of Monte Cristo*. One scene called for the star to rise out of the sea. So the troupe took the Los Angeles & Pasadena electric interurban, which passed in front of the studio on Pasadena Avenue, to Santa Monica. Such was one of the Los Angeles area's film attractions - variegated scenery. The next film was *The Heart of a Race Tout*. Silent Towers was the leading actress and Charles Dunn played the male lead.

Smiling *Robert Clark* was featured with a photograph of his display in the Western History Association Newsletter for Spring 1994. The Arthur Clark Company has been a loyal conference exhibitor at WHA conventions since the organization was formed.



Iron Man *Bill Miller*, faster than a locomotive, speedier than a bullet, and stronger than Superman, had a long write-up about muscles Miller in the February 24th issue of *Golden Rain News*. This is the weekly house organ of Leisure World. On the cover there is a picture of Miller bending a huge hunk of iron.

Doyce B. Nunis, Jr., has edited the 1993 *Lakeside Classic* for R.R. Donnelley & Sons, of Chicago. Entitled *From Mexican Days to the Gold Rush*, the book contains the autobiography of James Wilson Marshall, the discoverer of gold at Coloma in 1848 and Edward Gould Buffum's *Six Months in the Gold Mines*, the first published account of life in the mines by an experienced journalist. In addition to editing the text, Doyce supplied an "Historical Introduction," along with a prologue and an epilogue for each of the books in the volume. This is Doyce's fourth Lakeside Classic, having previously edited the 1979, 1984, and 1987 volumes.

The investiture of *Ray Wood* and *Doyce B. Nunis* as Knights Commander of St. Gregory will have taken place by the time you chaps read this. It hap-

pened on March 13, 1994. Did anyone else see the bright halo in the sky as I did? They will appear at the *Fandango* in full armor to slay any dragons.



C.M. *Albert Shumate*, M.D., certainly needs no accolades, but they keep on comin'. The Book Club of California honored the gentleman and enthusiast of regional California history. Shumate, author of the 1989 volume *Rincon Hill and South Park: San Francisco's Early Fashionable Neighborhood*, last February received his second Oscar Lewis award for contributions to Western history.

Author! Author! Again! Yes, this time *Robert Schwemmer* is the author of *Eighty-One Years on the Shore of Neahkahnie Mountain*. No, this is not a story of some crusty beachcomber such as Captain Ahab, but the British iron sailing vessel *Glenesslin* coming ashore on the broken cliffs of Neahkahnie Mountain under full sail. Didn't Captain Owen Williams have his headlights on?!

And another Corral member was honored in March. There are so many honors being bestowed that some of us who are just plain citizens are in danger of developing an inferiority complex. On this occasion C.M. *Larry Burgess*, Executive Director of the A.K. Smiley Public Library, received the Community Enrichment Award from the Historical Society of Southern California for his years of making history prominent in Redlands and the surrounding area.

Herr *Pflueger* seems to be enjoying retired life. He relates that fishing has picked up a bit lately. He would have caught two fish out of the Claremont storm drain if some cat had not grabbed them on her way up the cement wall. He has now taken up golf. He is known as the "Divit Digger of

Albrecht Durer at Mission Hills

In the closing chapter of Jane Campbell Hutchison's new biography of Albrecht Durer (1471-1528), the 16th century master is credited with being "the most thoroughly celebrated artist who ever lived."

Indeed, the legendary figure who first brought the Renaissance to Germany, revolutionized European art. He was a master craftsman, print maker and painter, an intrepid traveler, a chronicler of his time, a humanist and writer, a teacher and theoretician. Durer was also a paradigm of piety and virtue.

Born at Nuremberg, the sophisticated city-state at the center of the Holy Roman Empire, Durer benefited from Nuremberg's progressive educational system and from its role as the center of humanist thought and ideals, most of which he either ignored or Christianized.

As one of only three surviving children of the eighteen born to his parents, Albrecht was imbued with a sense of uniqueness that served him well in later life. He studied the art of goldsmithing, drawing and engraving. Much later he perfected the technique of making woodcuts.

By 1505, he was famous. His art was revered and imitated by engravers, painters and even ceramic designers. His graphic work included a series on the Life of Mary, as well as illustrations of penitential self-flagellation.

By the 19th century, Durer was an international celebrity. His house became a shrine, festivals were staged in his memory and he was the subject of dramas. The proliferation of souvenirs ranged from jewelry to pastries. Over the centuries, Durer was frequently accused of being a Protestant because of his interest in the teachings of Martin Luther and the former monk's approach to liturgy. Historians point out, however, that Durer died two years before the Augsburg Confession.

This most consistently admired of all Western artists is remembered at Mission Hills by two stained glass windows on the north elevation of the building housing the Archival Center.

Patterned after Durer's woodcuts, the panels were likely fashioned at Cologne. Dating from the era of stained glass revival, they are correct to the finest details, with no attempts made to improve upon Durer's designs.

The panels are exceedingly well preserved. Though severely warped or bent, due to insufficient temperature control of their wooden kiln, the circular windows are in otherwise excellent condition.

Encased in frames, with a diamond background fashioned by the talented Isabel Piczek, the panels now have red borders which enhance the contrast of the colors in the interior design.

The upper panel, depicting the Coronation of Mary as Queen of Heaven, exhibits a later style of Durer, probably dating from about 1511. A departure from his earlier renaissance style, the scene shows indications of the German baroque.

The lower panel is a copy of Durer's renowned Virgin and Infant receiving the homage of Saint Joseph, John the Baptist, Anthony, Jerome, Paul and Catherine. Executed between 1497 and 1500, it exhibits the keen sense of artistic detail that was characteristic of Durer.

Donor of the windows was the late Robert H. Schafhausen of Encino. He had acquired them from a relative who had been the German Consul in Ottawa. Earlier they had belonged to Father Johannes Ritten, a parish priest in the town of Dillendorf.



Durer's Virgin and Infant etching. Area in oval is contained in San Fernando Mission panel.

the downtown area with reproductions of buildings as they would appear in the time period. Included is a residential section, the countryside background, Circle L ranch house with cattle. The town of Cucamonga and the Cucamonga railroad depot and Baldwin Lake. Bill explained how all this was meticulously assembled from kits or actually made from scratch. Every detail from the palm trees and trucks to the railroad signs is historically accurate. The project was completed in 1991.

The presentation was impressive. Because the proportions and meticulous detail were so accurate, there was no way to determine whether the scene was real or a reproduction. Fortunately the railroad suffered no damage in the earthquake, other than that a few cows fell over. All in all it was an interesting experience to see what determination and persistence can do. Joe graciously invited anyone interested in seeing his railroad to give him a call.

Ernest Marquez

MARCH 1994 MEETING

In reporting the 100 years history of the Title Insurance and Trust Company, Judson Grenier, recently retired Professor of History, California State University, Dominguez Hills, told how a small Los Angeles company grew with this city into what became TICOR, the largest land titles research and recording company in the nation.

Prior to 1894 information on land ownership changes consisted of abstracts of public records prepared by law firms. Pioneers in establishing order in abstract production were the law firm of Jackson, Grey, and O'Melveny and a consortium of law firms that created the Los Angeles Abstract Company. In 1894 the abstract services of the J G and O'M law firm and the Los Angeles Abstract Company were merged to form the Title Insurance and Trust Company. (In 1896 the new company established a trust department.)

As an insurer, TI—as the company was identified in its later successful years—protected people's interests against undesirable past occurrences, whereas insurers of other kinds render service to protect people's interests against future undesirable occurrences.

The activities and business amount of TI followed the fortunes of Los Angeles land develop-

ments and real estate market activities. After World War I growth in real estate sales followed by the oil boom of the 1920s greatly increased TI business. In 1942 TI merged with the Title Guarantee Company, and that was the beginning of a series of mergers that ended with the huge Title Corporation and its acronym name of TICOR. But even as TICOR mergers and ownership changes continued.

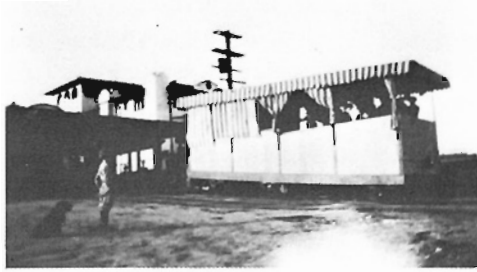


March meeting speaker Judson Grenier.

Grenier showed slides of TI offices and officers, and praised the work of W.W. Robinson, the respected historian and land titles authority whose writings—first published by TI—of local cities' histories are now collectors items. ■



and there were no replacement vehicles. The exterior red paint was replaced with white.



Photos of cable cars with canvas tops and sides. — Ray Younghans collection.



Following World War I all utility companies came under the jurisdiction of the city of Los Angeles - Board of Public Utilities. This meant that the electric company, the gas company, the telephone company, and any elevators in town fell under its control. The BPU made an inspection of the incline. They then wrote Robert Marsh & Company, informing them that the cable was becoming worn and should be replaced. They also stated that a safety cable was required in case the regular cable broke. Marsh's reply to the PUC was that the Los Angeles & Mt. Washington line was a railroad, not an elevator, and consequently the BPU had no authority in this situation.

Apparently Angel's Flight fell into the Board of Public Utilities trap, but that did not cause the Marsh & Company to follow suit. There appears to have been a running battle between the city of Los Angeles, the California Railroad Commission, and the Mt. Washington incline over who had jurisdiction over the line. In a hearing before the California State Supreme Court, the court ruled that the Los Angeles & Mt. Washington Railway was a vertical elevator - not a railroad. Marsh stated that it was originally given a license as a railroad, otherwise it would have been called the Los Angeles & Mt. Washington Elevator. Nevertheless, the Supreme Court ruling was not overturned. The incline was classified as a vertical elevator.

On January 1, 1919, the BPU ordered the Mt. Washington incline to close down until it could pass muster. On January 14, 1919, the Los Angeles *Times* carried the following article. "INCLINE RAILWAY TO STAY ON MT. WASHINGTON - A delegation of Mt. Washington residents was

before the Board of Public Utilities yesterday to protest against the reported prospective dismantling of the incline railway." On the 9th the board issued an order to the operating company to the effect that if the cable was quickly replaced the road need not shut down. On the 15th of January, the *Times* called Robert Marsh & Company and spoke to Marsh. Their article said that he had received no orders to replace the cable or to dismantle the railway.

Without service by the incline, the entire top of Mt. Washington would be completely isolated from the outside world, excepting by automobile. The Los Angeles Railway ran the "W" car along Marmion Way, the southeast side, and the "5" car ran on the west side of Mt. Washington. It would have been a hefty walk from either service. However, when push came to shove, Marsh just ended it all. It is believed that the line stopped running January 9, 1919. There is no record of this in the Los Angeles *Times* nor the local Highland Park newspaper. No one gave any news of the last run, it just quit.

The only opposition to the abandonment came from the Board of Public Utilities itself. H.Z. Osborne, the director, tried to get the board to issue a temporary order to Marsh to keep the line open until the cable could be replaced. But the board's own mechanical engineer advised that the line should remain closed for safety reasons, even though the whole mountaintop was without any sort of public transportation.

The citizens of Mt. Washington still had faith in the incline railway. Many wrote to the California Railroad Commission asking for the enforced con-

THE TRUTH ABOUT WYATT EARP, by Richard E. Erwin. Carpinteria, CA., 1992. 451 pp. Appendix, Bibliography, Index. Hardcover, \$26.50; paper, \$19.50, shipping \$2.00. Available from The O.K. Press, P.O. Box 203, Carpinteria, CA 93014.

Like Custer's fatal field trip, the search for Atlantis, Billy the Kid, and similar stimulating stories that provide much room for debating, the Earps of Tombstone shall always endure in literature.

Outlaw buffs have read and argued the many myths, in such books as by Lake, Waters, Myers, ad infinitum, which have left us amply supplied with the myriad of tales of Arizona that lack hard proof.

At last, here is a sound rebuttal which trounces most of the past tomes severely, and proves—as some have claimed all along—that the Lake story, in particular, is even worse than suspected.

Erwin's book is long, full, and devoid of pictures that would only have wasted space; this is a book of words, facts, rebuts, and includes fresh data. The few oft repeated pictures can be seen elsewhere.

The author quotes questionable stories from the major books and proceeds to analyze them using logic, countering from best original sources, using proper legal terms based on his law education, and shares new in-depth research. Newspapers of the time, often viewed as primary sources, must be used with caution as it is not always clear what side they may be on. Many writers just run with the stories. Mr. Erwin digs deeper into records and government documents with some help from Miller and Snell's *Great Gunfighters of the Kansas Cownowns*, still considered in high regard.

For decades there has existed a great set of diaries under the title of *The Private Journal of George W. Parsons* which has been somewhat mined for data. Parsons was there at the critical times.

It's difficult to find people who have not heard of the O.K. Corral, symbol of all shootouts and so badly distorted by the film industry that all their products must be discarded except for instances when one wants to escape to the never never world of fantasy. Author Erwin keeps the short-lived event in proper perspective, even though the movies manage to fill two hours of screening from a two-minute event



Another matter that has consumed much research effort is trying to learn exactly what law enforcement agencies each of the participants worked for and when. Erwin has nicely clarified this, providing handy documents. For years this reviewer had heard aficionados claim, without hard data, that one or more Earps were employed by Wells, Fargo & Co. at times. Well, thanks to newly available data from the cashbooks in the archives of the Wells Fargo Bank, payouts to several Earps during the critical year of 1881 are there for all to read. Wells Fargo had an unusually large effort in the Tombstone area with Jim Ayers, Bob Paul, Fred Dodge, some resident express agents, detective Jim Hume at times, plus the Earps now and then. While the older books have dredged most nuggets from the data streams, Erwin serves us better and whets my appetite for more.

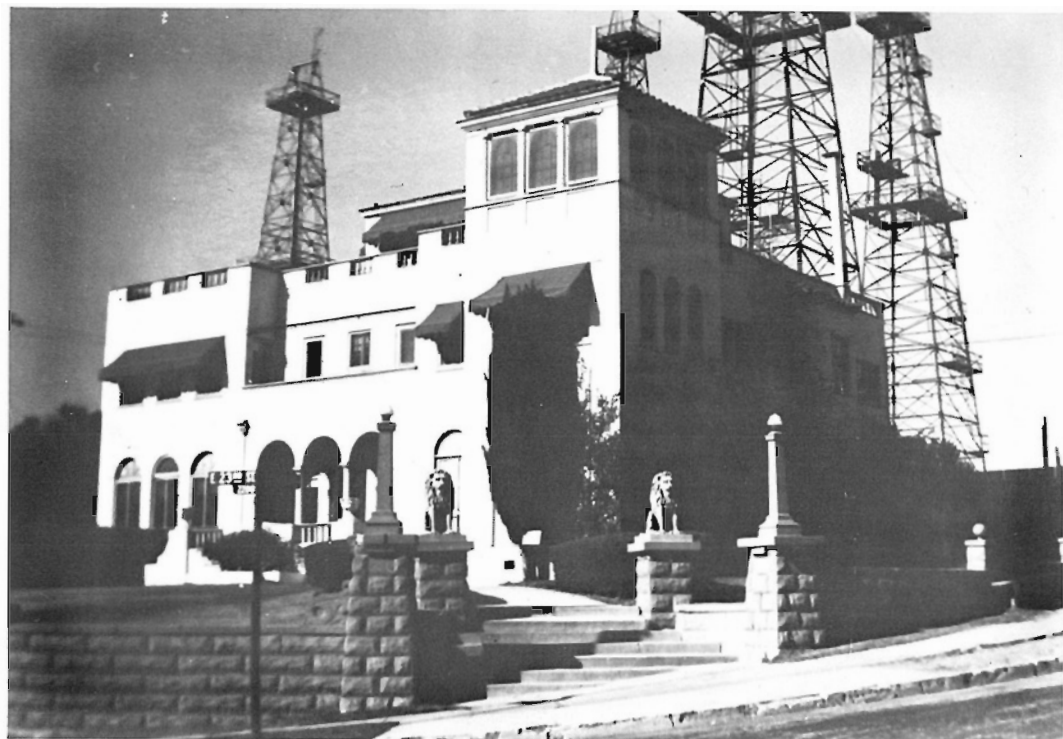
This book is not for those who feel the need for a breezy historical novel, such as a quicky to kill time on the way to Denver, Chicago, or Atlanta. A quicky it is not But I found it too fascinating to put down. I'm not a cops and robbers fan—a Wells Fargo fan, yes—but with both it's liberally sprinkled.

Erwin acknowledges help from Carl Chafin, expert on Tombstone and the Parsons diaries.

In spite of the attributes of this book, there are a number of spelling errors and some lines missing. Time did not permit a check of the index to the text, but there are indications of problems.

However, nobody who has serious interest in the Earps can get along without this fresh publication which tears down the old and builds up the facts to be even better than the myths.

Frank Newton



The Pala Mansion on Signal Hill

Mary Louise Lynott

Mansion that overlooks the sea,
High on the hill to be guarded
By two lions. House with many-eyed windows,
Monitors oil straining to flow free.

Just before Shell Oil Company—that owned the Pala Mansion—tore down this unique house, I walked up to the building one Sunday and took several photographs of it. The above photograph is one of them.

Andres Pala, who estimated his pink mansion was worth \$15,000 up to midnight of the day oil came in, was refusing \$150,000 for it afterwards. The architecture combined a Spanish motif with an abundance of windows to permit the family to enjoy the 360-degree view. In front, two stone lions guarded the house. There was a magnificent stone wall along the front and eastern sides, with concrete balls, on large pedestals, spaced every few feet along the top of the wall.

Pala leased land in back of the house to Shell, and that company successfully brought in many wells. One day a well caught on fire. The family feared the house might burn, so they reluctantly sold it to Shell Oil Company.

There were different uses of the house over the years, the final one being a lease to Macmillan Oil Company for use as its offices. Vandals were successful in gaining entrance through the basement and, afraid someone might get hurt on the property, Shell decided to demolish the house.

Some of the material used here is from the booklet *Never By Chance*, published by the City of Signal Hill in 1974, at the time of the 50th anniversary of that city.

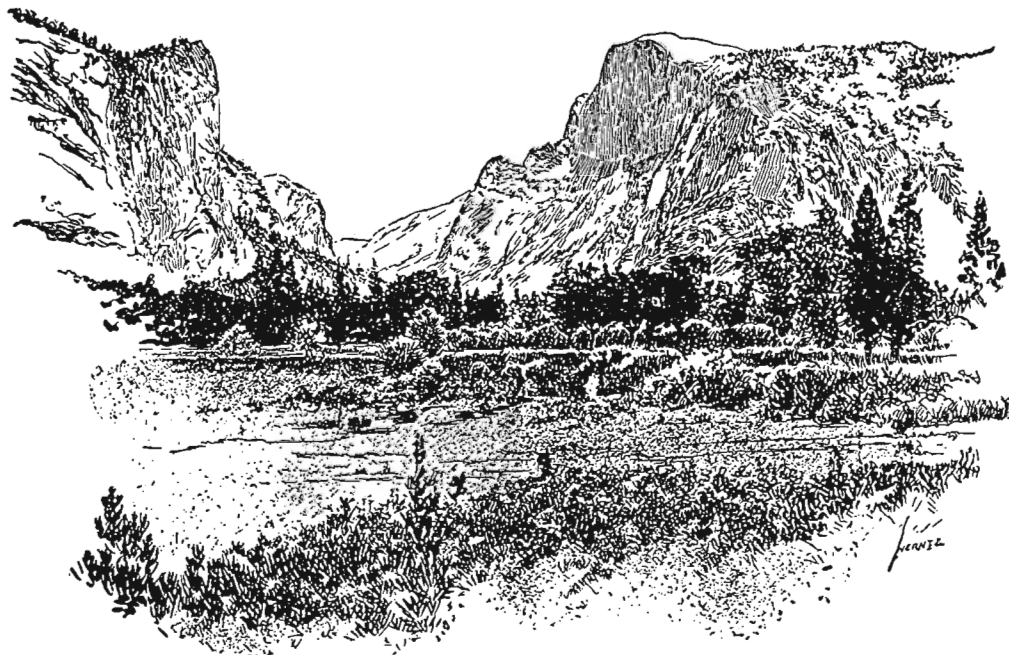
STATE PARKS OF THE WEST: *America's Best-Kept Secrets: A Guide to Camping, Fishing, Hiking, & Sightseeing*, by Vici DeHaan. Boulder, CO: Johnson Books, 1992. 218 pp. Illustrations, maps, index. Paper, \$13.95.

The parks in this book are listed either alphabetically or by region, whichever is more convenient (although in a few states there seems to be no systematic arrangement). Only 13 western states, including Alaska and Hawaii, are covered. The entries are brief, a quarter to a full page at the most. They always cover three topics: location, activities, and information (where to write), with an occasional list of features added. For specific information about these parks, such as entry or camping fees, permitted length of stay, pets, and RV hook-ups, it is still necessary to write ahead. But the lists of things to see and do far exceed most of the prosaic information given in official bulletins. DeHaan seems to have visited most of these parks, and she notes in detail unusual things

that interested her (and that would presumably interest another visitor), such as bicycle paths, hot springs, fishing derbies, and boat rides. At the end of the book is the usual list of each entry, with columnar indication (yes or no) for six categories: campground, fishing, hiking, concessions, visitor center, and water activities. The book's page number for each park is also given.

Inclusion or exclusion is somewhat eclectic; the majority of parks included (presumably those with interesting things to see or do) are truly state parks, but also listed are some state reserves, monuments, beaches, caves, and recreation areas. Even the J. Paul Getty Museum is described, although it is not a state agency, because DeHaan declares it a "must for anyone who enjoys art and beautiful grounds." Each state has one full-page illustration and a park locator map. For families planning a vacation, or for the lone hiker or adventurer, this book will be an invaluable source of information about interesting state parks.

Raymund F. Wood



FLOOR OF THE YOSEMITE VALLEY.



Front of hotel building with porte cochere as it appears today. —
Photo by S. Demke.



Cable winding building, now housing offices. Note mission style architecture like that of station at bottom of railway. — *Photo by S. Demke.*