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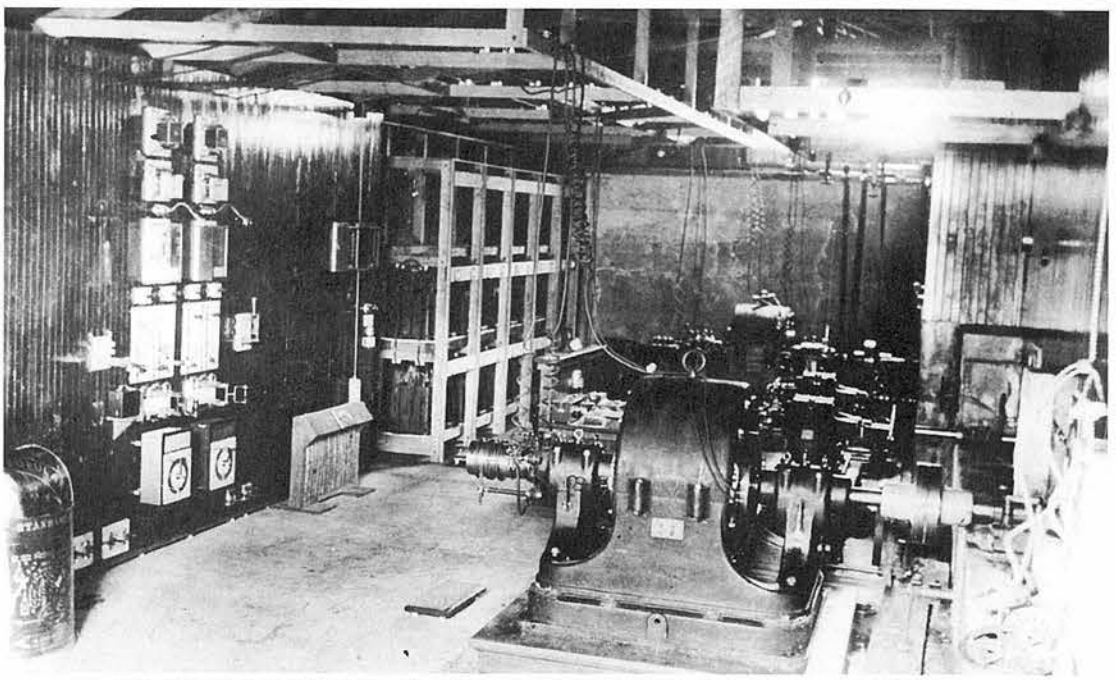

The interior of the San Antonio Light and Power Company's powerhouse, showing the Westinghouse dynamo, ca. 1892. *Courtesy of Pomona Public Library, Special Collections.*

Cyrus Baldwin
Southern California Hydroelectric Pioneer

by John W. Robinson

Hydroelectric energy - harnessing rushing water to produce electricity - was in its infancy in Southern California at the beginning of the 1890s. Using water to produce energy had been pioneered in Germany in the 1870s and developed in the eastern United States during the early 1880s, but it was slow to take hold in the West. Several small-scale hydroelectric efforts did take

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THE MONTHLY ROUNDUP

FEBRUARY MEETING

Corral Member Jeanette Weissbuch Davis presented the life of a most unusual aviation pioneer. Pancho Barnes was one of an elite group of women who flew airplanes in the early era of aviation in America. Born Florence Lowe, the granddaughter of Pasadena entrepreneur and inventor Thaddeus Lowe, Pancho was brought up to be a proper lady. But there were hints of how she would rebel: in 1910, at age nine,

Photograph by Frank Q. Newton

February meeting speaker Jeanette Weissbuch Davis

she attended the Dominguez Hill Air Meet, and saw the magnificent men in their flying machines. Why not a magnificent woman?

(*Continued on page 16*)

(*Continued from page 1*)
place in Southern California in the '80s. The pioneer in this respect was Canadian-born George Chaffey with the help of his brother William, founders of the towns of Etiwanda and Ontario. In 1882, George Chaffey installed a small dynamo near the mouth of Day Canyon above Etiwanda. The dynamo, powered by the down-rushing current of the mountain stream, provided electricity for an arc light atop Chaffey's ranch house in Etiwanda. Every night, the strange white beam flashed across the countryside, arousing curiosity and wonderment as far away as Riverside. Chaffey was the first engineer in western America to file on water rights to mountain creeks (Day and Young canyons) for the generation of electricity rather than irrigation.

In the late 1880s, generators utilizing alternating current (A.C.) were developed in Europe. Power plants using the A.C. current could generate substantially higher voltages, enabling electricity to be transmitted great distances. The Westinghouse Manufacturing Company of New York developed the first efficient A.C. generators in the United States and was supplying these generators to Eastern power plants as the 1890s opened.

The first Southern Californian to take serious notice of this new method of producing electricity was Dr. Cyrus G. Baldwin, first president of Pomona College.

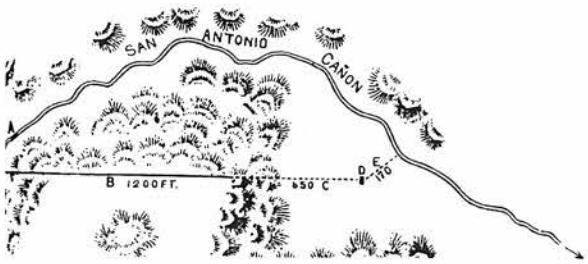
Cyrus Grandison Baldwin was born in Napoli, New York, on October 10, 1852. His family moved to Ohio when he was a boy, and he graduated from Oberlin College with a liberal arts degree in 1873. A religious experience caused him to change the course of his life and respond to the call of the ministry. He graduated from Andover Theological Seminary in 1876 and five years later was ordained a Congregational minister. For the next nine years he taught theology at Ripon College, Wisconsin. He became active in the Young Men's Christian Association (Y.M.C.A.) with a talent for raising money. After a successful fund-raising campaign for the Y.M.C.A. in Iowa, he moved west and assumed money raising duties at the Los Angeles Y.M.C.A.

Cyrus Grandison Baldwin (1852-1931). Courtesy of *Pomona Public Library,*

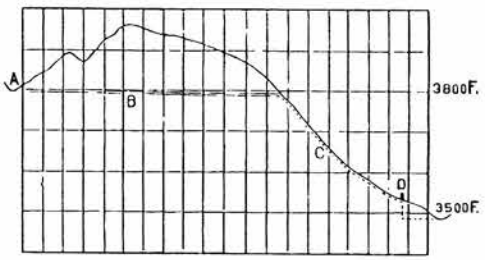
Baldwin's fund-raising abilities came to the attention of the trustees of a struggling new educational institution in Pomona, California. The trustees offered him the first presidency of Pomona College in 1890 and he quickly accepted the post. Cyrus and his wife Ella soon became beloved members of the small college community forty miles east of Los Angeles.

On one of his journeys on behalf of the college, Baldwin visited Ventura and observed a small water-powered electric plant belonging to the Ventura Light and Power Company that lighted the downtown section of that community, using the old Direct Current system. Baldwin became fas-

Birdseye View Showing Falls and Power House.



Profile Showing Levels.



Plan for tunnel through the Hogsback to powerhouse below , 1892. Courtesy of William A. Myers, *Iron Men and Copper Wires: A Centennial History of the Southern California Edison Company.*

cinated with the idea of developing a similar system to light Pomona and operate a street railway between that city and the college town of Claremont.

On a picnic excursion with some of his college students in San Antonio Canyon, Baldwin took note of hydroelectric possibilities. Half way up the canyon was a massive obstruction, caused by an ancient landslide, known as the Hogsback. Around the east side of the Hogsback was a churning cascade and waterfall where San Antonio Creek plunged more than 400 feet. Here was the potential to generate electricity, enough to supply electric power not only to Pomona and Claremont, but also, he thought, to Ontario and even far-away San Bernardino.

Dr. Baldwin was now a man on a mission. He presented his hydroelectric proposal to the Pomona Board of Trade (forerunner of the Chamber of Commerce). Moved by his enthusiasm and persuasive powers, the Board endorsed the plan and promised financial support. In November 1891, the San Antonio Light and Power Company was organized with Cyrus Baldwin as president and Arthur W. Burt of Ontario as general manager. Capital was supplied by a number of Pomona and Ontario businessmen.

The plan was relatively simple. It called for boring a 1,300 foot tunnel through the Hogsback to serve as a steep penstock dropping water from San Antonio Creek some 400 feet to a powerhouse below. The powerhouse would hold the most modern dynamo available at the time. High voltage lines would transmit the electric current thus produced to Pomona and other communities.

Baldwin himself knew next to nothing about generating electricity. By a fortuitous stroke of luck, he was able to hire a brilliant young engineer, Almarian William Decker. Decker, who had helped to design the power system for the Mount Lowe Railway, was a tubercular then living in a Sierra Madre sanitarium (tragically, he was to die from the disease in 1893, still in his thirties).

The first problem faced by the new enterprise was procuring equipment. There was no comparable installation anywhere in the West that might serve as a model. Decker suggested the installation of a 120-kilowatt single-phase A.C. generator with an output of 1,100 volts, which would be increased to the then unheard of 10,000 volts by using massive oil-filled "step-up" transformers - an imaginative idea no one else had envisioned at the time. Armed with Decker's proposal, Dr. Baldwin went East to consult with the Westinghouse Manufacturing Company, at the time the nation's principle builder of A.C. equipment. After an initial negative response, George Westinghouse agreed not only to build the generator and "step-up" transformers proposed by Decker, but also to send Westinghouse engineers to install the equipment and guarantee it for a year.

Hurrying home, Baldwin and Decker set the wheels in motion to divert San Antonio Creek and construct the powerhouse. Water was diverted by a dam above The Hogsback into a pipeline 2,370 feet long which led into the 1,300-foot inclined tunnel. After a 412-foot drop through the Hogsback, the water emerged at the powerhouse. This building was a concrete structure 66 feet long and 30 feet wide built into the side of the mountain. It housed the latest model Westinghouse circular dynamo designed by company engineers making use of Decker's specifications, capable of generating more than 5,000 volts of electricity.

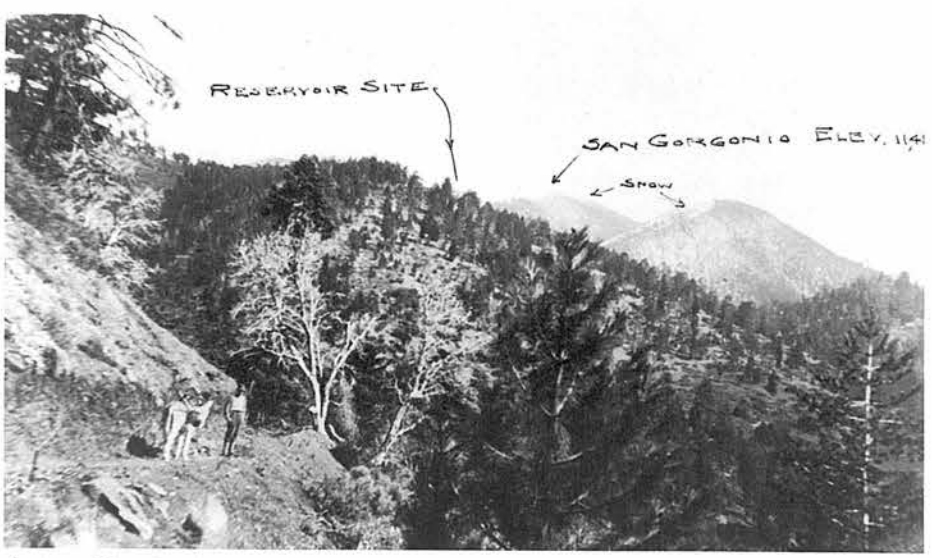
When the tunnel was completed and the Westinghouse dynamo installed in the powerhouse below, Baldwin and his directors journeyed into San Antonio Canyon to witness the initial generation of electric power. Manager Arthur Burt told what happened:

> We all went to the upper end of the tunnel to see the water turned in, then we hustled over the Hogsback to see the water when it should reach the lower end. We ran and reached the lower end all out of breath, and when we got there the water had not arrived except in little dribbles. The bottom of that blamed tunnel was like a sponge - or rather a sieve - and the whole flow of the stream was lost in the bowels of old Hogsback.

It required a month to cement the tunnel from one end to the other.

Finally, all was ready. On November 28, 1892, just a year after work had begun, the San Antonio Light and Power Company transmitted its first electric power over a 5,000-volt high tension line, lighting up arc and incandescent lights fourteen miles way in Pomona. A month later another switch was thrown and electricity flowed to San Bernardino, 28 3/4 miles away. After a few "bugs" were ironed out, the plant's operation was so efficient that transmission was stepped up to 10,000 volts. Operating expenses were lower than expected, making it possible to supply electric current for less than competing steam power installations.

With the initial success of his San Antonio Light and Power Company, Cyrus Baldwin sought to expand hydroelectric power and development to benefit other Southern California communities. One of the first places he looked was Bear Valley, in the mountains northeast of the city of San



The horizontal flume line for Baldwin's Mill Creek power and irrigation project, immediately after completion, 1899. *Courtesy of Henry E. Huntington Library.*

Bernardino. Here he ran into a roadblock. The Bear Valley Land and Water Company, based in Redlands, had built a masonry dam to form Big Bear Lake in 1883-84 and controlled most of the surrounding water rights. Baldwin was unable to reach any agreement with the Redlands-based company, which had ideas of developing its own electric power system. However, immediately east of Big Bear Lake was a shallow body of water not controlled by the company. Baldwin sent his engineers to study the feasibility of power development there. The plan was scuttled when Baldwin's engineers found that there was not enough water in the shallow lake and surrounding watercourses to support a hydroelectric power project without utilizing water sources already filed upon by the Bear Valley Land and Water Company. Baldwin's brief interest in the lake did, however, generate a controversy that lingers to this day. His engineers had drawn a map of the shallow body of water to which they gave the name "Baldwin's Lake." Did they name it for Cyrus Baldwin or for Elias Jackson "Lucky" Baldwin? Lucky Baldwin had developed several mines on Gold Mountain immediately north of the lake in 1874 and owned most of the land around the lakebed until his estate was disposed of after his death in 1909. It is this writer's belief that Cyrus Baldwin's engineers named it Baldwin's Lake - notice the apostrophe that shows ownership - because it belonged to Lucky Baldwin. Cyrus never did anything there other than pay for the engineering report. "Lucky" earned the honor.

Another place Baldwin looked for hydroelectric possibilities was Mill Creek Canyon east of Redlands. He visited the steep-walled mountain canyon and envisioned using the 2,133-foot fall of the North Fork (now called Falls Creek) to generate electricity. In late 1892, Baldwin's general manager, Arthur W. Burt, filed on water rights to the North Fork. A survey was undertaken and it was discovered that the North Fork alone had insufficient year-around flow for power generating purposes. So Baldwin expanded the project to include the waters of all the north side tributaries of upper Mill Creek. In a burst of enterprising enthusiasm, Baldwin expanded his Mill Creek water plan. Not only would his grandiose project generate electricity for communities as far away as Riverside, but he would also provide irrigation water for the San Jacinto and Moreno valleys. All he needed to start the project was financing.

Fate was not kind to Cyrus Baldwin after the mid-1890s. Pomona College faced a financial crisis, aggravated by the national depression of 1893, and President Baldwin, despite his proven skills in raising money, was unable to resolve it. Although his wealthy father in Ohio donated $25,000 to the college, Cyrus was not able to generate enough endowment to satisfy the trustees. Some of them felt that Baldwin was spending too much time on his hydroelectric projects and not enough time on the college. Amid rumblings of discontent, Baldwin offered to resign in 1895, but the trustees asked him to stay. Two years later, in 1897, with the financial crisis getting no better, the trustees felt they had no choice but to ask for Baldwin's resignation. The president reluctantly complied and stepped down. Despite his resignation, Baldwin and his family maintained close relations with the college and their friends in Claremont. Their daughter and only child, Florence, continued as a student at Pomona College and graduated in 1901, but Cyrus Baldwin's seven year involvement with higher education was over.

To add to Baldwin's misfortunes, Dame Fortune proved fickle. One factor he could not control was nature. The years 1898 and 1899 brought drought to Southern California, dry beyond any previous record. San Antonio Creek was reduced to a small trickle, with insufficient flow to power the Westinghouse dynamos below the Hogsback. To fulfill contracts, stockholders in Baldwin's San Antonio Light and Power Company were obliged to come up with additional funds to build a supplementary steam plant. By 1900 Baldwin's company

Upper end of San Antonio Light and Power Company tunnel through the Hogsback immediately after completion in 1892. The man on the right with the transit is general manager Arthur W. Burt. *Courtesy of Pomona Public Library Special Collections.*

was hopelessly in debt. The powerhouse and transmission lines were finally sold to William G. Kerckhoff's San Gabriel Electric Company. The saga of San Antonio Light and Power, the company that had provided the first hydroelectric power to any community in Southern California, was over.

Despite the downfall of his first hydroelectric enterprise, the indefatigable Baldwin continued ahead with his Mill Creek power and irrigation project. Using his own funds, Baldwin hired engineer W. B. Sanders to survey a line for a gravity flume and pipeline that would tap all the tributary streams on the north side of Mill Creek - from High Creek westward past Vivian Creek, Falls Creek, and Alger Creek to Lost Creek - a distance of five miles, all of it along a precipitous mountainside. From Lost Creek, a penstock would plunge the water down to a proposed powerhouse on the north side of Mill Creek opposite the resort of Forest Home. Baldwin hired John and Will Dobbs, brothers from Texas, to dig the mountainside flume line in 1898. The brothers completed the line in 1899, but that was as far as Baldwin ever got on his Mill Creek project.

Several factors combined to doom Baldwin's power and irrigation scheme. He was never able to secure sufficient financial backing for the project. He faced determined opposition from Henry Sinclair and his Redlands Electric Light and Power Company over water rights in the Mill Creek watershed. Sinclair, with the help of Baldwin's former engineer A. W. Decker, built two powerhouses at the mouth of Mill Creek in 1893 and 1899, and strongly opposed any other competing power system in the canyon. The Edison Electric Company, which took over Redlands Electric Light and Power in 1902, continued in opposition to Baldwin's plan. Another factor was the severe drought of 1898-99 and below-normal precipitation in several of the ensuing years, resulting in insufficient flow from the Mill Creek tributaries for power or irrigation purposes.

Nevertheless, Baldwin did not give up. Through prodigious letter writing and lobbying of the government officials, he was able to get his Forest Service power permit renewed in 1901, 1908, and as late as 1911. It was not until October 1914 that his power permit was permanently revoked by the Secretary of Agriculture.

Cyrus Baldwin left Southern California for Palo Alto in 1901 and returned to his original calling. He was pastor of the Congregational Church in Palo Alto from 1902 until 1910. He returned south occasionally to visit friends and to look after his Mill Creek power and irrigation plan, ultimately unsuccessful. After a long illness, he suffered a final stroke and died on January 10, 1931.

Despite his several unsuccessful ventures, Cyrus Baldwin is remembered today as the college president who brought water-generated electric power to several Southern California communities. For this his name will always be honored.

The writer wishes to thank Jean Beckner, special collections librarian at the Honnold Library, Claremont Colleges, for providing access to the Cyrus Baldwin water papers and other material on his life and hydroelectric projects.

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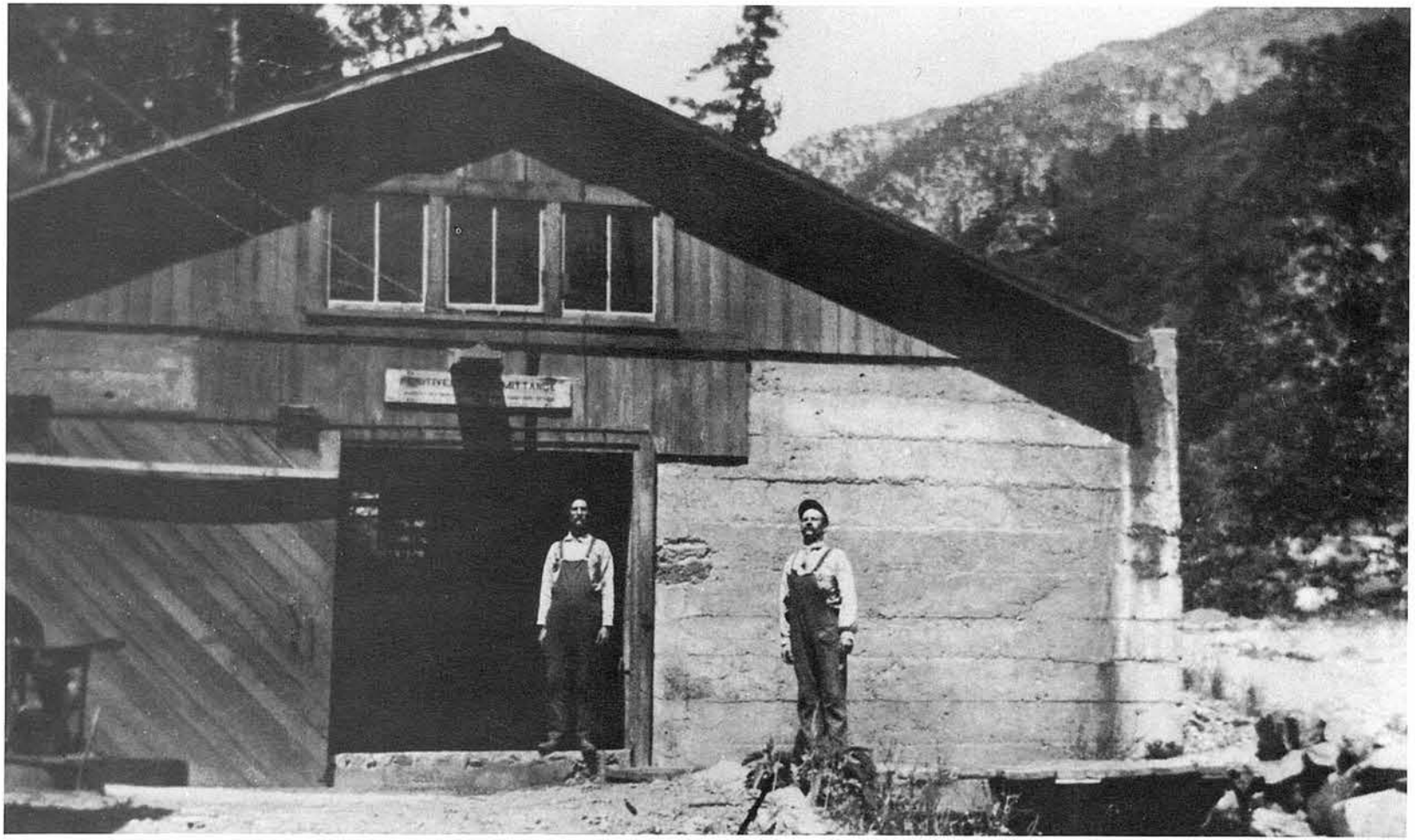
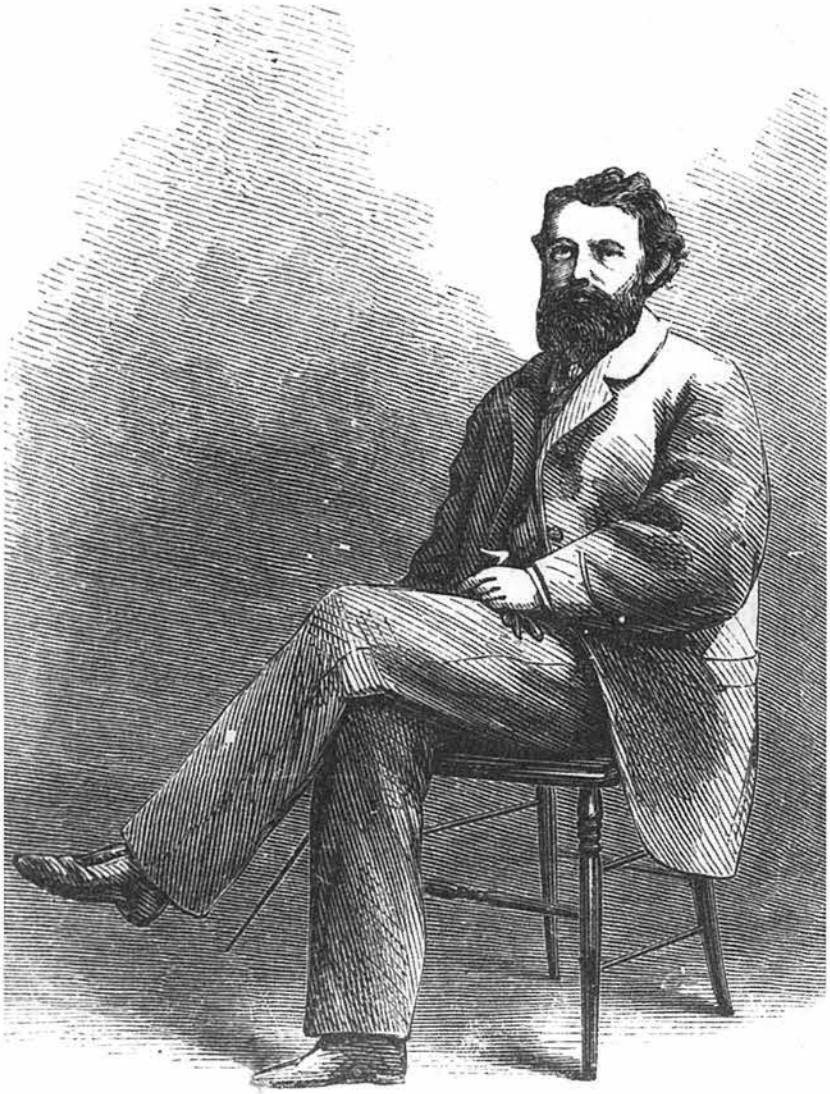


The original powerhouse below the Hogsback, ca. 1895. *Courtesy of Pomona Public Library, Special Collections.*



Sylvester Mowry. *Courtesy Arizona Historical Society/Tucson.* AHS# 18, 136.

The Lieutenant and the General: Rancor in the Ranks

by Lewis Follansbee

Little more than fifteen miles northeast of the border town of Nogales and just within the state of Arizona, is a ghost town still marked on many highway maps as Mowry. Before the Civil War, Mowry was a booming silver camp and, except for a few scattered army posts, was the only civilization between the Rio Grande and old Tubac, south of Tucson. It also was an armed camp, fully one third of its mostly male population being maintained solely to fend off almost continual Apache Indian attacks.

Arizona at that time was untamed Indian country. It was not even explored north of the Gila River. Politically, it was part of the Territory of New Mexico and was loosely governed from Santa Fe.

The isolated camp of Mowry existed for one purpose only: to provide manpower to guard and operate the nearby Mowry mine,

newly named for its owner, army Lieutenant Sylvester Mowry, who was not yet thirty years old but was already a controversial frontier figure.

Sylvester Mowry was an 1852 graduate of West Point and a charismatic opportunist, an energetic type not at all suited to dull frontier army duty. He was more a promoter of action than one to guard the border, more a soldier of fortune than a career military man, both of which led to his ultimate downfall.

First assigned to various army duties throughout the west, the newly graduated First Lieutenant Sylvester Mowry aided a civilian survey for a railroad along the Columbia River, commanded dragoons in Utah and a subsistence depot in Benicia, California, then ended up commanding Battery 1, Third Artillery, USA, at Fort Yuma on the Colorado River.

While at Yuma, Mowry, who wrote a long official report to the Commissioner of Indian Affairs, *The Indian Tribes of the Gadsden Purchase*, became interested in the reason for that purchase (a future transcontinental railroad) extrapolated that need to his own interests and staked out land in his own name in New Mexico, where he thought the new railroad would go.

Still in the army but on leave from Fort Yuma until his 1858 resignation could become effective, Mowry traveled to Washington, D.C., as the first elected Delegate to Congress from the proposed Territory of Arizona, published *A Memoir of the Proposed Territory of Arizona*, and addressed the American Geographical Society in New York City on "The History and Mineral Resources of Arizona and Sonora." While in Washington, he promoted eastern money (no doubt citing exceptional agricultural and mineral possibilities in the territory of New Mexico, while totally ignoring the very real threat of Indian attack by Mangas Coloradas, that greatest of Apache war chiefs). He succeeded in getting several substantial stone buildings built in his new Mowry City, remains of which can still be found. Promotional pamphlets booming that new development were printed and distributed by his New York financial backers. Those printed flyers showed paved and graded streets, business blocks, churches and residences, and throngs of people, some on a crowded ferry boat crossing the Mimbres River. (The Mimbres River, west of old Fort Cummings, can usually be crossed on foot without getting the feet more than a bit muddy.)

All this hype concerning a new supercity to be built on the plains west of the Rio Grande was just too much for one Edward E. Cross, the typically unrestrained editor of a small weekly newspaper in Tubac, but who wrote articles for large eastern publications. When his virulent articles calling Mowry many interesting names and taking exception to the colorful promotional descriptions of Mowry City were published along the eastern seaboard, Mowry perceived a definite threat to his future and challenged Cross to a duel to satisfy his honor. The duel, complete with seconds, was held just outside the unwalled adobe town of Tubac on July 8, 1859. The weapons chosen by Cross were Burnside rifles at forty paces, each weapon to be loaded with four shots. The fateful morning was clear, but a strong wind, almost a gale, was blowing. Each protagonist stepped off his forty paces, then turned and fired repeatedly. Although both were good shots and several balls passed close enough to make both men wince, no blood spilled. However, Mowry's weapon misfired on the fourth and last shot with the result that his second demanded, and got, another chance for his man. The now unarmed Cross stood his ground. Gamely and unflinchingly he faced Mowry, who took careful aim, then fired harmlessly upward over his opponent's head. The tense crowd, there for the excitement, cheered both men.

Witnesses to this unusual event came from afar. Tucson, forty miles to the north, was heavily represented. Most of the miners and farmers from all sides of Tubac turned out. The duel was considered by all to be a huge success since its only victim was a barrel of prime Monongahela whiskey brought

to the event by a thoughtful observer.

Sylvester Mowry, at the time of this well publicized duel, was but 27 years old, as was Edward Cross. Both joined in signing and publishing a disclaimer of any intent by either to impugn or dishonor the other. According to some reports, the two became fast friends. But not for long. Edward Cross, a brave man, died at Gettysburg on July 2, 1863, a victim of the war between the States.

Lieutenant Mowry (he forever maintained that honorary title) was a continually busy man. Two weeks after his duel with Edward Cross over printed comments concerning Mowry City, the following notice appeared in the July 21, 1859, issue of the *Weekly Arizonian*, previously edited by Cross but newly purchased by Mowry:

> *Hon. Sylvester Mowry leaves Tucson this week to lay out the Pima and Maricopa Indian Reservation, and to purchase at Fort Yuma and San Francisco ten thousand dollars worth of presents for these Indians: the appropriation for that purpose having been placed in his hands by the Secretary of the Interior.*

One can only wonder at this late date how much of that munificence was ever returned to the Pima and Maricopa Indians. Strict accounting in such matters was never the order of the day in early Indian affairs.

In December of 1859, Mowry purchased a silver mine near Las Cruces, New Mexico Territory, with the intention of operating it; but when a Captain Ewell, commanding officer of Fort Buchanan, mentioned to Mowry that a nearby silver mine he had recently purchased from a Mexican sheepherder for ten dollars was turning out quite well, Mowry offered the captain $25,000 for the property if he would wait until that substantial sum could be raised.

Mowry went immediately to New York (again as an elected Delegate to Congress hoping to influence the Congress to separate Arizona from New Mexico as an independent Territory), procured the necessary financing (probably by quoting fabulous ore bodies and again ignoring Mangas Coloradas), bought the Patagonia mine from Captain Ewell, and, according to some reports, operated it very successfully as the Mowry mine with substantial profits to himself and to his backers until the outbreak of the Civil War. Other reports claimed the operation was a typical Mowry promotion that left his financial backers fuming.

The Civil War undid the grandiose plans of Sylvester Mowry. Somewhere along the way, Mowry had antagonized the authoritarian General James Carleton, who, in 1862 as the new commander replacing Colonel E.R.S. Canby had declared a state of martial law throughout the U.S. Army Department of New Mexico which at that time extended west to the Colorado River and therefore included the Mowry Mine.

General Carleton was himself much interested in mines and mining, especially in making money therefrom, and there were many who believed that Mowry bought the Patagonia silver mine out from under General Carleton by offering more for the property than could the General.

Even more tenuous was the notion that Mowry and Carleton had some contact when both were in California in 1861 at the time Mowry was a federal commissioner appointed by President Buchanan to survey the oblique boundary between the state of California and the Territories. That survey, running northwest from the Colorado River to what is now called Lake Tahoe, ended up being nothing more than a reconnaissance outing, complete with camels for transport, without official California cooperation or approval, without final settlement of expenses which badly overran the authorized $55,000, and for which no final report was ever submitted to President Lincoln. The survey had, in the end, taken on more the nature of a mining inspection trip than that of a boundary survey.

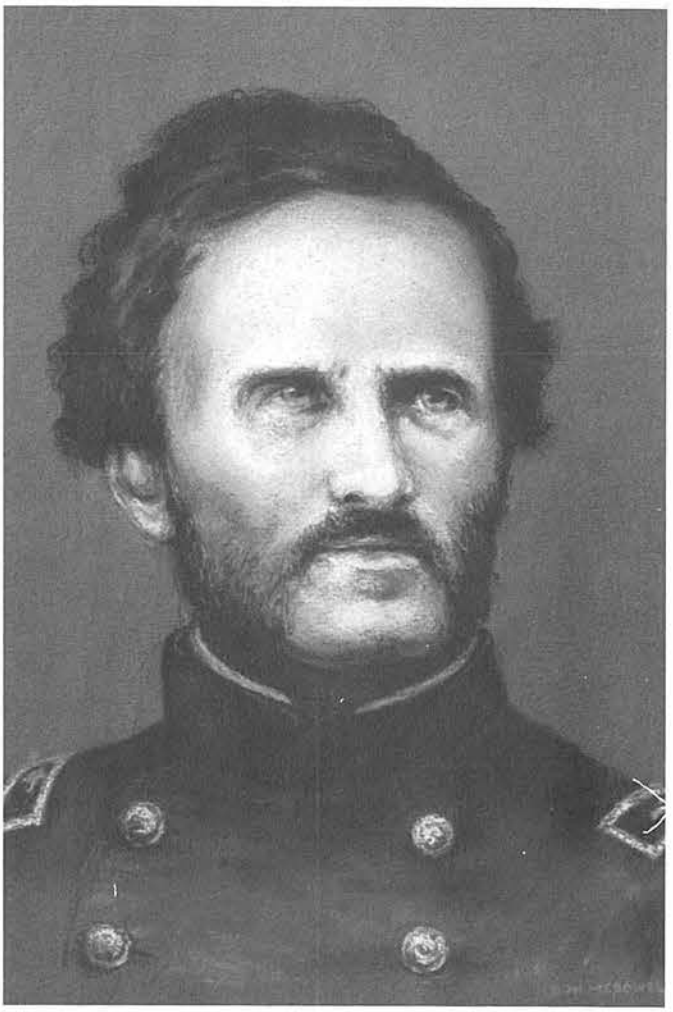
The good General Carleton may have had some contact and taken exception to Sylvester Mowry's machinations. Perhaps such contact only added to the General's original resentments. In any event, after Mowry resigned as Boundary Commissioner

(and President Lincoln rescinded the appointment rather than accept the resignation), there was much bad blood between the General and the Lieutenant, with predictable results.

In 1862, after Civil War hostilities had begun, General Carleton arrived in Arizona at the head of the California Column to take complete military charge. At that time, Sylvester Mowry was operating what was reported to be a rich silver mine and one that Carleton had wanted. Worst of all, Mowry, although a born Yankee (Providence, Rhode Island, 1832), was apolitical and would take no stand in the then current crisis. He just was not interested in civil wars.

Mowry did not have a chance under such circumstances. The July 8, 1862, issue of the San Francisco *Call* noted:

> *Captain Fritz, of the California Volunteers, arrived at Tucson on the 16th last, with 21 Rebels captured at the Patagonia silver mines. Among them was Lieutenant Mowry. He was charged with furnishing ammunition and supplies to the enemy. He was surrounded by quite a number of desperadoes and intended to make a desperate defense, but they were completely surprised and taken by Captain Fritz. The prisoners will be brought to Fort Yuma.*



General James H. Carleton. *Courtesy of Drum Barracks Civil War Museum.*

Regarding that "surrounded by quite a number of desperadoes," it must be remembered that the Mowry mine was an armed camp from its inception and became more so in 1861 and 1862 as the territorial army posts were abandoned to free personnel for the much more important conflict in the east. As the army left, Mangas Coloradas, that feisty Apache war chief, quite reasonably assumed that he was winning the longstanding war with the unwanted settlers in his land. He significantly increased his pressure on the Mowry operation whose many armed employees probably welcomed the arrival of a trained military unit.

On the taking of Mowry and the confiscation of all his mining property, H.H. Bancroft, in his notes for his *Arizona and New Mexico* history volume, wrote:

> *With the arrival of General James H. Carleton and the federal Military force, at Tucson in June of 1862, Mowry, a bold and swaggering fellow, a leader of men even in Arizona, was arrested and was marched through the principal streets of the town in chains. A reporter to a California newspaper*

wrote that Mowry was "taking things quite cooly, puts on a good many airs, had along his mistress, private secretary and servant."

Mowry was incarcerated in the Territorial Prison at Fort Yuma for several months (until November 4, 1862) but, since he personally knew most of the staff and officers there, his stay was more "old home week" than "durance vile." He was tried by court martial but unconditionally released "as there was no evidence, either oral or documentary, against him." However, his seized mining property, reportedly producing $4,500 per week in refined silver but leased to friends of General Carleton for $100 per month, was not returned to him.

Mowry traveled east to report the loss of his mine to his financial backers and to his many friends in Congress. On December 12 of 1863, he filed a complaint in the Fourth Judicial District of California against General Carleton and officers under him, alleging illegal seizure of his mining property. On his subsequent return to Arizona, he was summarily expelled from the Territory by General Carleton on the pretext that his presence there was incompatible with peace and good order.

Mowry went down to defeat, but not quietly. He wrote many letters to men in high places, explaining his predicament and asking for their help. He wrote a long article for the New York *Herald* titled: "The Mines of the West, Shall the Government Seize Them?" and had sixteen-page reprints sent to anyone who could remotely aid his cause.

At the outbreak of the Civil War, an Act of Congress had provided for the confiscation of all property of persons giving aid and comfort to the rebellion. That Act clouded Mowry's suit to regain control of the old Patagonia Mine. The legal process required several years to settle in his favor, during which interval of time, leasers, claim jumpers, and all manner of unauthorized operators pretty much stripped the Patagonia of all value. Mowry, not to be denied, borrowed $40,000 using his now returned "rich mining property" as collateral, thus giving rise to persistent reports that he had sold the mine for that sum. Mowry apparently made no attempt to repay the loan and the Patagonia passed from his hands.

Nor did the now Major General Carleton come away totally unscathed from his confrontation with the Lieutenant. The *New Mexican* of Santa Fe wrote of him in its April 21, 1865, issue:

> *Carleton Abroad--A general order signed by the Secretary of War wrested Arizona from the Department of New Mexico and reannexed it to the Department of the Pacific, thus depriving Major General Carleton of the most important part of his command. Lieut. Sylvester Mowry, a resident of Arizona, having a large interest in the mines, was deprived of his property by the commanding general and the spoils, amounting to many thousand dollars, divided between Carleton and his accomplices. The Legislature of Arizona in a concurrent resolution has requested* [from Secretary of War Stanton] *a revocation of the order of expulsion* [of Lt. Mowry from Arizona], *General Carleton having refused to pay any attention to the formally expressed desire of the Senate and House of Representatives on the subject. Secretary Stanton, in answer, has narrowed considerably Carleton's sphere of usefulness.*

Mowry wrote a book, *Arizona and Sonora*, which went to three editions (Harpers, New York) and remains a classic on that region. Naturally, it contains the author's own account of his unwarranted arrest and imprisonment at the order of General Carleton. In 1870, he returned to Arizona and ran once more as Delegate to Congress, Arizona by that time being a full fledged Territory. He soon dropped from that race in the face of a blizzard of negative publicity.

Tired of the fight and in poor health, the still unmarried Sylvester Mowry went to England in the fall of 1871, seeking the best

available medical advice on Bright's disease. Making the trip with him to offer aid, comfort, and perhaps to pay his considerable expenses, was his longtime friend, Charles D. Poston remembered today as the "Father of Arizona" because he had (in December of 1863) succeeded where Mowry had so often failed in convincing the United States Congress to recognize Arizona as a separate territory.

Lieutenant Sylvester Mowry died of renal failure at Penton's Hotel, St. James Street, London, on October 17, 1871. He was not yet forty years of age.

When the long expected Southern Pacific railroad finally reached New Mexico from California in 1880, it created a new city, Deming. Mowry City, some seventeen miles farther north at the old stage crossing of the Mimbres River, died, if indeed it had ever lived.

Editor's note: John S. Southworth completed this article based on the original research of the late Dr. Lewis Follansbee.

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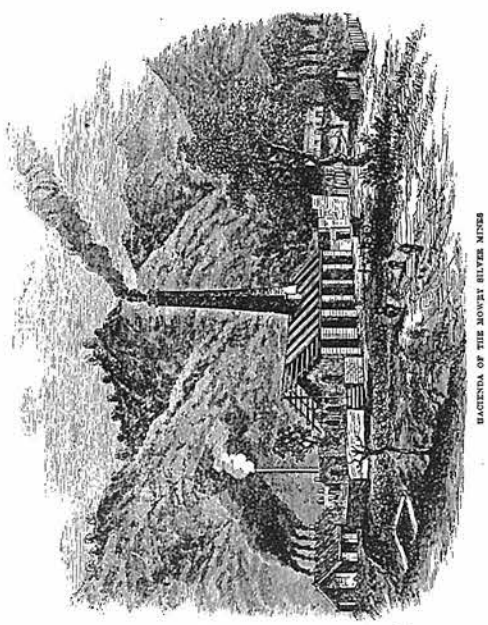

BOUNDARY BETWEEN THE UNITED STATES AND MEXICO

ARIZONA AND SONORA:

THE

GEOGRAPHY, HISTORY, AND RESOURCES

OF THE

SILVER REGION OF NORTH AMERICA.

BY

SYLVESTER MOWRY,

OF ARIZONA,

GRADUATE OF THE U. S. MILITARY ACADEMY AT WEST POINT, LATE LIEUTENANT THIRD ARTILLERY, U. S. A., CORRESPONDING MEMBER OF THE AMERICAN INSTITUTE, LATE U. S. BOUNDARY COMMISSIONER, ETC., ETC., ETC.

Third Edition, Revised and Enlarged.

NEW YORK:
HARPER & BROTHERS, PUBLISHERS,
FRANKLIN SQUARE.
1864.

(*Monthly Roundup, continued from page 2*)

Pancho married a Reverend Barnes, a relationship which turned out to be disaster despite its society coverage. For awhile she was a dutiful wife and mother, but left her son with a nanny. She preferred living in her childhood home rather than the church rectory, which didn't prevent her from having affairs in the rectory. In 1926 Pancho went to Latin America and enjoyed herself immensely having more affairs, hunting, and buying shrunken heads.

Will Durant persuaded Pancho to go to Mexico in 1927. She went there disguised as a man and earned a reputation for being "crude, rude, and lewd." The boat on which she was traveling was running guns to Mexico, and her lover of the moment dubbed her "Pancho."

Pancho took up flying as part of her involvement in movie stunt work, an avocation she entered as a way of avoiding her dull husband. Pancho flew by seat-of-the-pants intuition, but she earned her pilot's license and forever after always dressed as an aviator. She did stunt flying in such films as *Hell's Angels* and started and helped found many aviation groups, such as the Motion Picture Pilots Association. Davis showed numerous slides depicting Barnes at various stages of her career.

Although Pancho's reputation for carousing was well deserved, her accomplishments were real. She won numerous air races in the 1930s, was the first woman to fly to the interior of Mexico, and served as a pilot training instructor during World War II. During the Great Depression she traded an apartment house for eighty acres of desert land and created a dairy and hog farm with attached air strip. The nearby dry lake later became Edwards Air Force Base. Pancho catered to the base pilots with her Happy Bottom Riding Club, aka Pancho's Fly-in.

Married four times, Pancho enjoyed life at its fullest. She died in 1974, alone except for her beloved Chihuahua dogs. Her son scattered her ashes around Happy Bottom. Davis convincingly argued that Barnes deserves more from the historical record for her accomplishments, in the same way that Amelia Earhart deserves less.

Photograph by Frank Q. Newton

March meeting speaker Ron Woolsey

MARCH 1996 MEETING

Corral member Ron Woolsey presented a program on the life of Margaret Hereford Wilson, a pioneer who came to California during the gold rush era. Unlike argonauts who came for gold, Margaret came out of necessity. Born in Missouri in 1820, Margaret grew up as a genteel Southerner who prized education. A cousin, Thomas Hereford, married her when she was 22. Himself a physician, he suffered from tuberculosis and traveled to the Southwest in hopes of a cure. Despite such problems as Indian raids and banditry, Thomas told Margaret he could prosper there. She and their son joined him in Santa Fe in 1847. There was much work for a physician, but little money and too much lawlessness. The family became destitute.

It was in these circumstances that Margaret and her husband came to California. Their strategy was unusual even for the time. Margaret and her son Eddie went across Mexico to Mazatlan and up to California, leaving Santa Fe on April 1, 1850. Meanwhile, Thomas drove 200 head of cattle across New Mexico and Arizona to California. Margaret was in San Francisco by June 1, but Thomas didn't show up until late in October. Again their hopes of making some money were dashed as there was no

market for the cattle he had brought. In 1852 Thomas died of tuberculosis.

At the time her husband died Margaret met widower Benjamin Wilson, and they formed a friendship based on the losses of their spouses. Respect became affection, and they were married in 1853.

They shared 25 years of happy marriage until Wilson, one of the more notable Americans to bridge the eras between ranchos and the gold rush, died in 1878. Margaret lived until 1898, having overcome the obstacles and problems that had brought her to California forty years earlier.

In other Corral business, Sig Demke received his certificate of Honorary membership. Warren Thomas and Dick Thomas were raised to the rank of Associate.

Photograph by Frank Q. Newton

April meeting speaker Paul Soifer

APRIL 1996 MEETING

Paul Soifer, historical consultant at the Los Angeles Department of Water and Power and a student of sports history, addressed the Corral on the rivalry between Mildred "Babe" Didrikson and Lillian Copeland, focusing on their competition in the 1932 Olympic Games in Los Angeles. Polar opposites in personality, Didrikson was a brash Texan; Copeland a New York-born Jew.

Already well known as an outstanding all-around athlete, Didrikson enjoyed speaking to the press about her superiority in long jump, javelin, hurdles, and discus. Sports writers such as Grantland Rice praised her abilities. She was selected to represent the United States at a 1930 meet in Germany over more experienced athletes. For the 1932 Olympic trials, the AAU waived its rule limiting women to specific events so she could compete in a large number of contests. There were predictions that Didrikson would lower world marks and set records. Didrikson herself hoped for a grand slam, to win all of her events.

Lillian Copeland was also an all-around athlete who promoted women's sports at USC and at the Pasadena Athletic and Country Club. Her specialities were the discus, shot put, and javelin. At the trials held at Northwestern University in July 1932, too many events were scheduled in too little times. Didrikson dominated the trials in javelin, hurdles, and long jump. But she failed to qualify for the discus as Copeland captured the number three spot. This, of course, prevented Didrikson from achieving her much-vaunted "grand slam."

Didrikson kept telling reporters how good she really was at the discus. The women's team, really a group of individuals out for their own successes, resented Didrikson's grandstanding. The 1932 Olympiad had a three-event rule, and to have allowed Didrikson to compete in a fourth event - the discus - would have called for a change in the rules. Was Didrikson doing too much? Or was she promoting herself too much?

At the Games Didrikson set records in the javelin throw and the 80-meter hurdles. Copeland needed a personal best to get a medal, and she set a world record on her last discus throw. After the Olympics, Didrikson went to a Chicago meet and there did set a new record for the discus. Twenty years later, still obsessed with the discus, she wrote of it in her autobiography.

Soifer noted that there are many unanswered questions about the Didrikson-Copeland rivalry. There is a story that Didrikson wanted to go to USC on a

women's athletic scholarship, but no such scholarship existed at the time, and if one did, it might have made her ineligible for amateur competition under the AAU and NCAA rules at the time. Ultimately, Soifer demonstrated that there was much more to women's sports and athletic competitions in the pre-World War II era than the focus on Babe Didrikson would indicate.

Corral Chips

WILLIAM J. WARREN, President of the California Map Society and **REESE BENSON**, vice president Southern California, are actively organizing a conference for the Society, to be held at California State University, Northridge, January 25, 1997.

The Map Society Conference will be preceded one week by a conference on research resources for Los Angeles history organized for the HSSC and Autry Museum by **TOM ANDREWS** and **ROBERT BLEW**. **GLORIA LOTHROP** will be one of the presenters.

Speaking of conferences, **HUGH TOLFORD** organized the 29th International Antiquarian Book Fair this year. This year's fair was the most successful ever with over 12,000 attendance. **RAY PETER, MICHIAL NUNN, MICHAEL GALLUCCI, ROBERT BLEW, WILLIAM WARREN, JERRY SELMER, RINARD HART** and **CRAIG CUNNINGHAM** were all engaged in the operation of the fair.

Later, **HUGH** managed the 33rd Congress of the International League of Antiquarian Booksellers at Loews Beach Hotel in Santa Monica. Among the events were trips to the Getty, the Huntington Library, and the Autry Museum. **WILLIAM NEWBRO** and **ROBERT BLEW** helped entertain the guests at the Autry.

RAYMUND WOOD attended a Jedediah Smith Society Rendezvous at the historical Jack Tone Ranch (began in 1851) located near the Calaveras River northeast of Stockton.

When he moved to San Jose, **BRUCE WALTON** contributed over 300 volumes, mostly of California history, to the Sierra Madre Public Library. Because of the rareness of the books, they will not be checked out, but they will be available for use only in the library. The collection will be kept in locked glass cases in the library's Jameson California Room.

Martino Publishing announced it is planning publication of Charter Member **NEAL HARLOW'S** *Maps of San Francisco* in a facsimile reprint.

Welcome to new members **CHRISTIE M. BOURDET, MICHAEL DUCHEMIN, CYNTHIA HARNISCH, VICTOR E. LAREY**, and **JAMES C. McHARGUE**.

WARREN THOMAS has been promoted to associate member.

California History Vignette

Los Angeles' Moving Mountain

by Willis Osborne

On October 28, 1937, a small slippage, about three inches, was noted in the pavement at Grandview Point high above Riverside Drive in Los Angeles' Elysian Park. That small opening led to a month of headlines and sensational news stories throughout Southern California and the nation. By November 15, the slippage had increased to six inches and cracks up to a foot wide appeared in the pavement near the popular viewing point. According to the *Los Angeles Times* an estimated 500,000 tons of dirt, rocks, shrubs and trees were separating from the rest of Elysian Park at the rate of one-half inch per day.

"There is nothing to be alarmed about at present," stated Mabel V. Socha, president of the Board of City Parks Commissioners. "Our experts are making a daily inspection to check the progress of the slide." She added that it was nothing but a settling of the earth and that such settling has been going on at many other sections of the various mountain parks.

The next day, November 16, members of the city Park Commission hired two geologists, Prof. John P. Buwalda of Cal Tech and Raymond A. Hill, to inspect the slide area and report to the commission. A watchman was also employed to rope off automobile traffic should the situation become dangerous.

Blowing up the entire area of the potential earthslide was suggested to the Board of Public Works by Commissioner Bolger to lessen possible damage along Riverside Drive, 350 feet below. Banners were placed along the center strip of the heavily traveled street to keep motorists away from the cliff and to keep sightseers away from the danger zone.

That same day, Dr. Thomas Clements, chairman of the University of Southern California geology department, scoffed at reports in the daily newspapers that the slide was caused by a lost treasure tunnel. Also, a huge water tunnel was crushed by the weight of the slide and workmen were rerouting the water supply. At the same time, sixty men were hard at work rerouting two 110,000 volt high power lines from the area.

Besides the lost treasure tunnel rumor, other theories were bandied about as causes of the slide which had become the top news story in Southern California and was receiving increasing coverage throughout the nation, often in exaggerated form. One theory was that water had been seeping from the recently crushed tunnels. Another pointed to seepage from the Elysian Park reservoir a short distance from the top of the slide. Another theory hit the papers on November 19, an oil basin was located beneath the hill and terrific gas pressure was causing the mountain to move.

"Scores Flee Elysian Park Slide Peril," screamed a *Los Angeles Times* headline on November 21. Throngs of sightseers watched as occasional small slides hurled stones and dirt onto Riverside Drive. Some homes were evacuated and the closed area was extended. Oilman W.E. Ramsey continued to advocate the gas pressure theory and suggested drilling into the hill immediately to relieve the pressure. Consulting geologist Hill stated the hill "may slip and it may not-about a fifty-fifty chance. There's nothing we can do about it but watch and wait."

Radio station KFWB set up a portable crew the same day prepared to broadcast eyewitness descriptions of the expected plunge of a half-million tons of earth. Residents of the 900 block of Riverside Drive abandoned their combination business-residence structures as the cracks along the top of the ridge opened at an alarming rate. The Elysian Park reservoir was drained,

Southern Pacific train crews were ordered to proceed at "dead slow pace" in the area below the expected slide. Riverside Drive was closed to traffic and businesses along the heavily used thoroughfare were boarded up to lessen the danger of damage from rocks crashing down the cliff. Meanwhile, the number of spectators in the area continued to increase daily.

Buwalda and geologist Hill issued their report on November 22 as the crevasse at Grand View Point widened to 7 5/8 inches. Reading the 25 page report at an emergency meeting of the Board of Park Commissioners and Public Works, Buwalda stated that the present slide was the result of hundreds of years' movement. He said there would be no major avalanche due to the immense thickness of the stratum. He did suggest, however, a committee be appointed to consider "sewing up" the moving mountain's slides by sinking huge concrete "rivets" into the hill to arrest slippage, dynamiting certain areas that might be thrust up by the twist of the slide, or tunneling below Riverside Drive to ease the friction-heat of the movement. Buwalda also stated he did not believe gasses were causing the slide.

That same afternoon a delegation headed by Mayor Frank Shaw inspected the crevasse atop the mountain while an examination of the floor of the drained reservoir showed no seepage. Crews were hurriedly rerouting the power lines which were in danger if the hill gave way.

Meanwhile, the Citizens Committee of Fifteen, appointed to select a site for a planned Cabrillo celebration and trade fair, was advised by City Council members to be wary of Chavez Ravine as a potential location of the 1942 event. "Sensational stories have gone out over the country concerning the park slide. I doubt the wisdom of attempting to attract people to the disturbed area," said councilman Cunningham.

The next day Mayor Shaw organized a committee to check into projects minimizing the danger to streets, water supplies and power lines by the impending slide. The committee was also given the task of "stressing the relative unimportance of this occurrence as related to the city of Los Angeles as a whole," according to the *New York Times*. The committee was directed to reassure easterners that the slide was several miles from the business center of the city and there was absolutely no danger to visitors.

The Mayor, who had just returned from a trip east, said that eastern newspapers had been immensely overplaying the Elysian Park moving mountain. "They think in New York that the entire city is drifting slowly into the Pacific Ocean." (Heard that one before?) Nevertheless, as the Mayor spoke, NBC was setting up a portable transmitting station to broadcast the impending slide to the nation.

A new crevasse, discovered by Alfred Livingston Jr., a Los Angeles Junior College geology instructor, brought the Figueroa Street tunnels into the news the following day. This newly discovered potential slide could be a great hazard to the tunnels stated the lead story in the *Los Angeles Times*. Also, the *Times* devoted a portion of its front page to an interview with a consulting geologist who said that the landslide would be a gradual one and the process may take a year to settle.

At 8:22 p.m. Thanksgiving Day, Buena Vista Peak gave a sudden observable jerk of a half inch. This was followed by a series of vibrations similar to a mild earthquake. Officials were alerted, but the mountain quieted down. However, a record three and one-half inches were added to the previous width of the gap over the next twelve hours. Additional police were dispatched to help control the ever increasing throng of onlookers.

Finally, on Friday, November 26, at 10:35 p.m., the 350-foot hillslide gave way, and over a million tons of earth, shrubs, and trees slid down on Riverside Drive. A mammoth slide, indeed, but it did not block the Los Angeles River as many feared; and, to the consternation of some easterners, the city had not begun its inevitable slide into the sea. In fact, the slide hardly reached across Riverside Drive. No buildings were dam-

aged, though 600 feet of the street were covered by dirt and boulders as large as ten tons.

Still, the slide was terrifying to those just below it. The operator of a bakery shop opposite the slide described it as "...a giant waterfall at first. But no waterfall I ever saw was featured by such huge plunging boulders. The hillside came down with a terrifying roar. The fall of the eighty-foot power towers...sounded like giant fire crackers when the girders snapped and buckled." The operator of a bakery at the base of the slide watched the approach of the slide from her window. Noticing a huge boulder hopping down the mountain, she reported, "It looked as though it would come right through the wall, but it stopped rolling right in front of the door." Another spectator was viewing the scene in awe until a good sized rock bounded along the ground and struck him in the shin. "That decided me to get out of there," he said.

An estimated 1,500,000 tons of earth fell from the mountain and predictions were that $500,000 would be needed to repair Riverside Drive and the viaduct connecting it with the Dayton Avenue bridge. Over 100,000 spectators flocked to the area to view the mountain on Sunday despite warnings from police to stay away. The Goodyear blimp and small airplanes flew spectators over the scene while vendors hawked peanuts, popcorn, cold drinks, candy and cheap binoculars to the crowd.

Today, one can locate the once infamous moving mountain with a bit of careful searching. The ramp connecting southbound traffic on Interstate 5 with the Pasadena Freeway skirts the slide area. The upper section of the slide is revealed by an 80 foot scarp along the crest of the mountain, though it is somewhat overgrown with grass, shrubs and trees.

Though Los Angeles' moving mountain captured the attention of southern Californians and much of the nation for the better part of November 1937, and it was the top story in Los Angeles newspapers during that time; today it is a forgotten incident, except in the memories of long-time local residents.

General area of slide. *Courtesy of Pacific Security National Bank/Los Angeles Public Library.*

A Bibliography of Writings by John Haskell Kemble

Complied by Henry P. Silka

John Haskell Kemble (b. 1912), a longtime member of the Los Angeles Corral of Westerners, died in February 1990. From 1936 to 1977, he was on the faculty of Pomona College, held numerous fellowships and visiting professorships. Though a maritime historian virtually from his college days, he had a keen interest in Western history. His many books and articles deal mainly with maritime and naval activities in the Pacific, and a number of them add a distinct sheen of salt spray to California history. This bibliography was compiled in his memory.*

This list excludes book reviews, prefaces to books by other authors, and articles in encyclopedias. The compiler is grateful for the kind assistance of Alan Jutzi, chief curator of rare books, The Huntington Library, and Librarian Jean Beckner, Special Collections, The Honnold/Mudd Library, Claremont Colleges.

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*Professor Kemble's obituary, written by Honorary Member Doyce B. Nunis, Jr., appears in *The Branding Iron,* No. 180, Summer 1990. This bibliography is also being published by the North American Society for Oceanic History, another organization in which Professor Kemble was active.