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Los Angeles & Rosecrans Railroad ready to depart Los Angeles Station with load of possible purchasers.

Rosecrans: The Story of a General, a Boom Housing Tract, and a Railroad

by Donald Duke

This is the story of Rosecrans, a small town established in the boom years of the 1880's, located on a gentle slope midway between the southern city limits of Los Angeles at Agricultural Park (now

Exposition Park) and the present day City of Gardena. Since there were no roads or public transportation into this land of nowhere, a narrow-gauge railroad was built from

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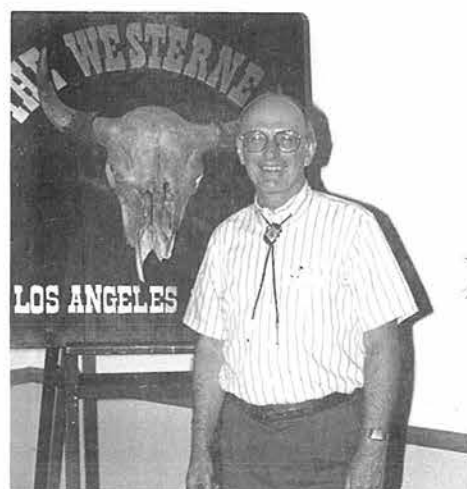


THE MONTELY ROUNDUP

SEPTEMBER 1996 MEETING

Eric Nelson, a third generation Californian, spoke on the life and times of people in the California gold rush, based on court records of the 1850s. Attorneys came from many different states, bringing with them a divergence of opinion and approaches to the law.

Early judges included S.C. Hastings, the first chief justice of the California Supreme Court. He also served as state attorney general, was in private practice, and founded the Hastings College of Law. He was a good



September meeting speaker Eric Nelson

example of a successful jurist and attorney. Others on the State Supreme Court included

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Photograph by Frank Q. Newton

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Agricultural Park to Rosecrans to bring in prospective land speculators. To fully comprehend how Rosecrans came about, it is necessary to go back into California history.

Southern California, and especially the area surrounding Los Angeles, has always grown in booms and flurries since the 1850's. The greatest and most significant boom was that of the 1880's. This period was brought about by the completion of the Southern Pacific rail line down the San Joaquin Valley from San Francisco, and the arrival of the Atchison, Topeka & Santa Fe Railroad, building west from Chicago. The coming of the railroads not only brought a means of exporting Southern California products to the rest of the nation, but started the migration of tourists, along with an abundance of land speculators seeking year-around agricultural land, and also those seeking the warmth of California's sun in the winter. Most of the farm colonists came from Iowa and Kansas, who purchased land to the east of Los Angeles, between San Bernardino, Riverside, Redlands, and Santa Ana. Here, they dreamed of growing rich on citrus and viticulture.

At the beginning of the boom years, there were very few communities situated between Los Angeles, San Bernardino, Redlands, and Riverside. There were almost no towns between Los Angeles and Santa Monica to the west or the harbor to the south. The western city limits of Los Angeles were at Alvarado, and to the south, as already mentioned, was Agricultural Park. The area going to the ocean was nothing but open fields. Attracted to the region's prosperity were real estate promoters and land developers who anticipated getting rich by planning new communities, selling lots, building houses, and establishing public transportation to the new tracts. As the population of Southern California increased, so did the value of downtown property and suburban real estate. In fact, real estate values doubled in a year's time.

Into this scene, came General William Starke Rosecrans. Being a speculator him-

self, although mainly a mining buff, he purchased Rancho Sausal de Redondo southwest of Los Angeles in 1878. It consisted mostly of open range, although some of the land had oats under cultivation. However, after the purchase the General decided that he was growing too old and he placed his son Carl F. Rosecrans in charge of the rancho's operation. Carl's first attempts were to plant fruit trees and vines in order to develop a well-rounded ranch, but nevertheless its major product was still oats. As the ranch grew it soon became impossible to transport the agricultural products by wagon to the railhead in Los Angeles. The General was not only one of the incorporators of the Southern Pacific, but one of its first directors, and a friend of Collis P. Huntington. He wrote to Huntington and asked if the Southern Pacific might consider running a branch line south from Los Angeles or west from the former Los Angeles & San Pedro Railroad in order to tap the agricultural wealth in his area. In due course Huntington wrote, denying the General's request, stating "The agricultural products in your area are seasonal and not sufficient to support the expense of a branch line."

General Rosecrans, an 1842 West Point graduate in engineering, became the first head of the Civil Engineering Corps of the Union Army. During the Civil War he is credited with engineering many of the battles. Upon retirement, he moved to the San Francisco area. It was here that he ran for Congress and was elected, and he also ran for a second term. He became chairman of the House Committee on Military Affairs. At the end of that term, he gave up politics and returned to San Francisco to ride out his golden years. He soon found the cold of the bay too harsh for his old bones, and the doctors suggested he move to a warmer climate. He had heard of the land values in warm Southern California and purchased the Rancho Sausal de Redondo. In order to be near his ranch and still live in comfort, he moved into a suite of rooms in the Redondo Hotel, overlooking the beach. He remained there until his death in 1898.

Shortly after the purchase of the rancho, Rosecrans began to sell off huge hunks of the undeveloped portions of his land. Prior to the purchase of the rancho, in 1867, President Grant had appointed Rosecrans as Minister to Mexico. While in this office he became interested in Mexican mining speculation. He pursued various mining interests in Mexico and California. Most of the mines were bogus investments, but Rosecrans believed he would hit it big. As a result, Rosecrans kept investing and depleting his land holdings. Into the scene stepped Emil d'Artois and Walter L. Webb. They purchased the northeast corner of the Rosecrans ranch with the idea of land development. In honor of the General, it was decided to call this new tract, seven miles south of Los Angeles, Rosecrans.

The first thing d'Artois and Webb did was to plat a tract of 3,000 lots in the new city of Rosecrans. All lots, except those on the corners of each block, were to be standard 50 feet wide and 140 feet deep. Each was to sell for \$50.00. Streets would be wide and have trees along the roadway. A special business section was to be centered around the Hotel Rosecrans. The two-story hotel was the first structure built; on the ground floor it had a large lobby, office of d'Artois & Webb Land Company, a restaurant, a saloon, and space for other offices. The sleeping rooms were upstairs; how many rooms were available is not mentioned in any of the newspaper advertisements. A hotel for prospective land buyers was a necessity since there was nothing else around for seven miles. It enabled buyers to visit the tract, stay overnight, dine, and perhaps buy a lot!

In order to keep costs down, d'Artois and Webb hired surveying students to plat the lots. Since the lots ran on a north-south and east-west base line, they considered it should be easy to do the platting. The town of Rosecrans was nestled against a 50-foot rise south of Los Angeles called Howards Summit. How it got that name is unknown. The student surveyors went to work, drove the stakes and platted the lots; however, they did not plumb the lots. A plumb is a

pointed lead weight attached to a line, hanging down from the transit, to indicate vertical lines. Instead of plumbing lots, they dragged the chain between set stakes. The first lot measured 50 x 140 feet exactly, but from then on they were off an inch or two until lots were nearly off a foot. While an inch or two off on each lot was not noticed, it was called to the attention of d'Artois and Webb when the lots were resold and the survey was done properly. In due course this created a furor as every lot was off, and no property owner wanted to be cheated out of what he felt was rightfully his. How all this was settled remains a mystery.

The land promoters also had to provide some form of transportation to the tract, if they wanted buyers to come view Rosecrans. The only road in the area was a highway running from what today is Exposition Boulevard, directly south to San Pedro. It was then known as the County Highway. This road later became Vermont Avenue. The County Highway was nothing more than a pair of dusty ruts in summer and a mud sink during the winter months.

The only means of bringing people safely to Rosecrans was by railroad. On July 1, 1887, d'Artois and Webb applied to the Board of Supervisors of Los Angeles County for a franchise to build and operate a single-track narrow-gauge railroad between Los Angeles and Rosecrans, almost seven miles in distance. The franchise stated that construction must begin within 90 days and to be completed in two years. It also stipulated that the road could be operated by steam, cable or electric power. In order for the railroad to start at the earliest possible time and to be built at the cheapest cost, steam power was chosen.

Between downtown Los Angeles and Agricultural Park, the Main Street & Agricultural Park Horse Railroad was in operation. Horsecars ran along the line every 10 minutes. Consequently, it was decided to start the Los Angeles & Rosecrans Railway from the east boundary of Agricultural Park which was later named Figueroa Street. The line would run south

on Figueroa to what later became 46th Street, then turn west two blocks to the County Road. At that point the railroad would follow south along the County Highway all the way to Rosecrans. At Rosecrans the line would run west two blocks along Drexel Avenue, then terminate in front of the hotel between Poplar and Chestnut streets. Drexel Avenue would later be renamed Rosecrans Avenue.

A check of the County records of Los Angeles county indicated that the Los Angeles & Rosecrans Railway was never incorporated. Apparently it was the sole property of d'Artois and Webb. At the time there were no streets to cross, allowing the railroad to just head off through the countryside.

The Los Angeles *Tribune* for September 9, 1887, stated:

The projectors for the Los Angeles & Rosecrans Railway are in earnest, and on Monday contractor E.C. Burlingame will put a gang of 100 men to work grading the line.

Burlingame was a local railroad contractor who built several horsecar and suburban steam railroads around Los Angeles. His name appears as a stockholder and a director on a number of railroads. Apparently it assured him of obtaining the grading and building contracts. A month later the *Tribune* stated:

Contractor E.C. Burlingame is now working a gang of men on both ends of the new steam road to the settlement of Rosecrans. He expects the road to be completed in 10 days. His crews are laying track at the rate of one mile per day. The rail has been laid for three miles south of Agricultural Park. The cars and engine are expected to arrive any day.

The Los Angeles & Rosecrans Railway was laid with 15-pound horsecar rails obtained secondhand from the Main Street & Agricultural Park Railroad. To cut costs, the ties were placed every two feet instead of the standard foot apart, making it rather unstable. There was also no rock ballast under the

track; it was just laid on the graded ground.

While the Los Angeles & Rosecrans Railway was under construction, d'Artois and Webb were building 24 prize sample homes that were located around the hotel. The homes were erected from four basic plans with variations. In front of each home was a huge sign with a number on it so that prospective buyers could state, "I want house No. 12." To all those who purchased lots, free plans were available. A custom home could also be built by d'Artois and Webb under contract; however, they were more interested in selling lots than getting involved in the home construction business. Several people wandered down to Rosecrans in their wagons and purchased a few lots prior to the Grand Opening and the start of the railroad. At the time there were few cash sales. Most of the land was purchased on contract, with a quarter or a third down, and the balance in monthly or semi-monthly payments. Over a period of time most of the contracts were sold over and over again as the value of the land increased. This happened so often, that the banks had a huge backlog of paperwork. It was impossible for the banks to record the value of the property on the deeds, so it was set at the asking price at the time of sale.

The Sunday edition of the Los Angeles *Tribune* dated October 15, 1887, stated:

Our motor road is now completed and will soon be running from Los Angeles to the new town of Rosecrans. Be sure to watch this space for an announcement of a big celebration, a picnic, free train rides, and a speech by General Rosecrans.

The promoters were a bit too optimistic. The railroad had not been completed all the way to Rosecrans. When the advertisement appeared in the paper the locomotive was still under construction by the Fulton Iron Works of Los Angeles. There were no cars to haul passengers.

The locomotive was not built by a standard railroad locomotive builder, but by the Fulton Iron Works from plans which had appeared in an issue of *Railway Age* maga-

azine with modifications. It was a simple 5-ton locomotive of 0-4-0 type built on a flatcar with an upright boiler. It was enclosed in a box-like cab. The engine was known as a "Steam Dummy," a "Steam Streetcar" or a "Motor Road" engine. The locomotive was of the type designed to operate on city streets. It was enclosed to baffle the sound and to cover up many of the moving parts so as not to frighten horses running alongside. The engine was capable of producing 150 pounds of steam pressure, but with small cylinders 6x8 inches in size it could hardly pull its own weight at 30 miles per hour, let alone pull a string of cars.

There was little time to have a railroad coach maker build proper passenger cars and there were no secondhand coaches on the market. So two retired single-truck horsecars were purchased from the Main Street & Agricultural Park Railroad. The old horsecars were inspected, repaired, and received a new coat of paint. An article in the *Los Angeles Times* which described the cars stated that they looked pretty good. Each car had a capacity of 30-seated passengers and could carry at least 10 more standing on the running boards. Since the Los Angeles & Rosecrans Railway was a single-track railroad, and there was no means to turn the cars around at either end of the line, the train ran forward to Rosecrans, and then backed up to Agricultural Park. In railroad practice this was not considered to be a good way to operate. It was very easy to derail a car pushing it backwards. In any case the railroad was lightly built and operated in a rather "Mickey Mouse" fashion.

The *Los Angeles Times* for October 29, 1887 stated:

The new railroad to Rosecrans was completed to Rosecrans last night. Contractor E.C. Burlingame has a large group of men at work resurfacing the entire line in preparation for the Grand Opening of Rosecrans to be held on Sunday November 1st.

Everything was in readiness for the Grand Opening Celebration. Invitations had been mailed to city and county officials to

attend the affair and to ride the first official run of the railroad. A huge wooden stage was placed in front of the hotel. From every corner hung colorful bunting and balloons. A 12-piece band was scheduled to provide the music for the day. Large tables would be placed around the tract, covered with food and drink, in order to keep the people happy while looking at lots. Speeches were to be given by d'Artois and Webb, and General William Starke Rosecrans would deliver a major address. At the end of the day the General was to receive the key to the city. Sales agents would be dressed in white suits with a large red sash and were to circulate through the crowds, answering questions and selling lots.

On the evening of October 31, it rained; however, the sun came up bright and shiny for the opening celebration November 1. It did not rain hard enough to destroy the bunting or dampen the spirit of the day.

However, the railroad track with its ties spaced wide apart was like running over a wet sponge. The train was limited to no more than 10 miles per hour. It had been announced that the train would leave the Agricultural Park stop every hour on the hour, but after the first run at 9:00 a.m. which carried all the dignitaries, the train ran and made the best of the situation. At least the rain had settled the dust in the streets of Rosecrans. The crowd of prospective buyers got tired of waiting for the train and they ventured in their wagons and carriages down the slick county road to the new tract. Over 500 citizens of Los Angeles attended the Grand Opening Celebration. Rosecrans made a glorious speech and received the key to the city which bore his name. By the end of the day lots were selling at more than the initial asking price of \$50 per lot. People poured through the unfurnished sample homes.

Following the Grand Opening Celebration, the train made two round trips per day between Los Angeles and Rosecrans. On Saturdays it often made three trips and four were scheduled for Sundays. As long as the the train did not go too fast the railroad

operated rather smoothly.

The promoters advertised rather extensively in the many Los Angeles newspapers. These ads were so successful that the public demand for these lots nearly doubled. Although many lots were sold, few were ever built upon.

During the winter months Southern California receives its share of rain. Things tend to dry up between rainstorms, but every once in a while the region receives a thunderstorm that lasts for several days. One such thunderstorm hit Los Angeles on January 28, 1888. The problem was that without our present day flood control channels there was no place for the water to go, except to seek a lower channel or creek en route to the sea. On January 30, the train left Agricultural Park and crawled along toward Rosecrans at 8 miles per hour. It finally made the run back to the Park so they could meet the schedule for the next day. At 9:00 a.m. the following day, the train left the Park headed for Rosecrans. It did not get very far. The locomotive spread the rails and came to an abrupt stop. The single car was leaning over as passengers scrambled to get off the train. The quick exit of passengers caused the car to rock back and forth as they stepped off, and it eventually rolled over and slid down the embankment. The *Los Angeles Times* for February 1, 1888 stated:

The Rosecrans Railroad dummy locomotive spread its tracks near South Park station stop. Spreading of the rails was caused by a washout on the right-of-way. The single car rolled down an embankment and then lodged in a creek. The trains speed at the time of the accident was 5 m.p.h. All passengers left the car before it rolled over and no one was injured.

The following day the locomotive was pulled back on the rails and the track repaired. Bringing the car out of the ditch was quite another matter. It took 12 horses to pull the old horsecar up the embankment and place it back on its truck wheels.

The railroad operated daily through the Spring of 1888. During April sales began to

slow down and only two lots sold. d'Artois and Webb began to wring their hands. By the end of the month the railroad was scheduled only on weekends. All those who had built homes in Rosecrans but worked in Los Angeles were now isolated. Common sense told investors that the end of the "boom" was in sight. The expected influx of winter tourists in the Fall of 1888 did not materialize. Hotels had only a 25 percent occupancy rate. Banks were running scared and thus became more cautious in their lending practices. Many land buyers who had contracts for lots at Rosecrans began to default on their payments. D'Artois and Webb began letting their employees go until they were down to themselves and the train crew. The town of Rosecrans did not see any more prospective buyers, and the banks were trying to get the promoters to buy back the contracts.

James M. Guinn, in his book *Los Angeles in the Later Sixties and Early Seventies* states, "The boom did not bust, it gradually shrivelled up." Interest rates began to climb, and people who had boasted of huge paper profits over the years had little or no liquid capital and were left holding the proverbial sack. The effect of the boom's collapse on individual communities varied. Pasadena was hit hard while towns between there and San Bernardino felt little except that the sale of real estate had come to a halt. It was exceedingly harsh on the town of Rosecrans. With no business, industrial or agricultural base and nothing much in any direction for seven miles around, Rosecrans nearly folded. The Los Angeles & Rosecrans Railway just quit running. The railroad was built to bring in land buyers to Rosecrans and had never been set up to enable it to haul freight. When the railroad had originally been completed there was some talk of extending the line west to Redondo Beach and to become a commuter railroad between the beach communities and Los Angeles. However, at the time, d'Artois and Webb were too busy selling lots to even consider the idea of such an extension. It was their belief that things would soon get better, and each day they

would come to their office in the hotel, only to end up staring at the walls.

Two prosperous Pacific Northwest tycoons came upon the scene to solve the railroad problem. Captain John C. Ainsworth, a steamship magnate, and R.R. Thompson, a prosperous lumberman, had come to Southern California in 1887, seeking a good port where their steamers could dock to unload lumber. They decided on making Redondo their terminal, chiefly because of its deep marine canyon extending almost to the shoreline. San Pedro at that time was a mud flat which required the use of lighters. During one of their visits, while staying at the Hotel Redondo, they became acquainted with General Rosecrans and learned from him about the town that carried his name.

Ainsworth and Thompson needed a means to carry their cargo into Los Angeles and in their search they noticed the moribund Los Angeles & Rosecrans Railway which was already built half the distance between Los Angeles and Redondo. Ainsworth asked their local representative S.D. Brown to see if he could strike a deal for the purchase of the railroad. Upon researching the situation, Brown found that the railroad was not incorporated or incumbered with stockholders and was the sole property of the two real estate developers. He paid them a visit.

After two months of arm twisting, Brown purchased the Los Angeles & Rosecrans Railway for \$25,000. This price included the right-of-way and all the rolling stock such as it was. Just a month later it was announced that Ainsworth and Thompson had formed a new narrow-gauge railroad called the Redondo Railway Company. The Los Angeles & Rosecrans Railway was placed back in operation in April 1889 for a short period of time. The old line was completely rebuilt and rerouted directly into Los Angeles.

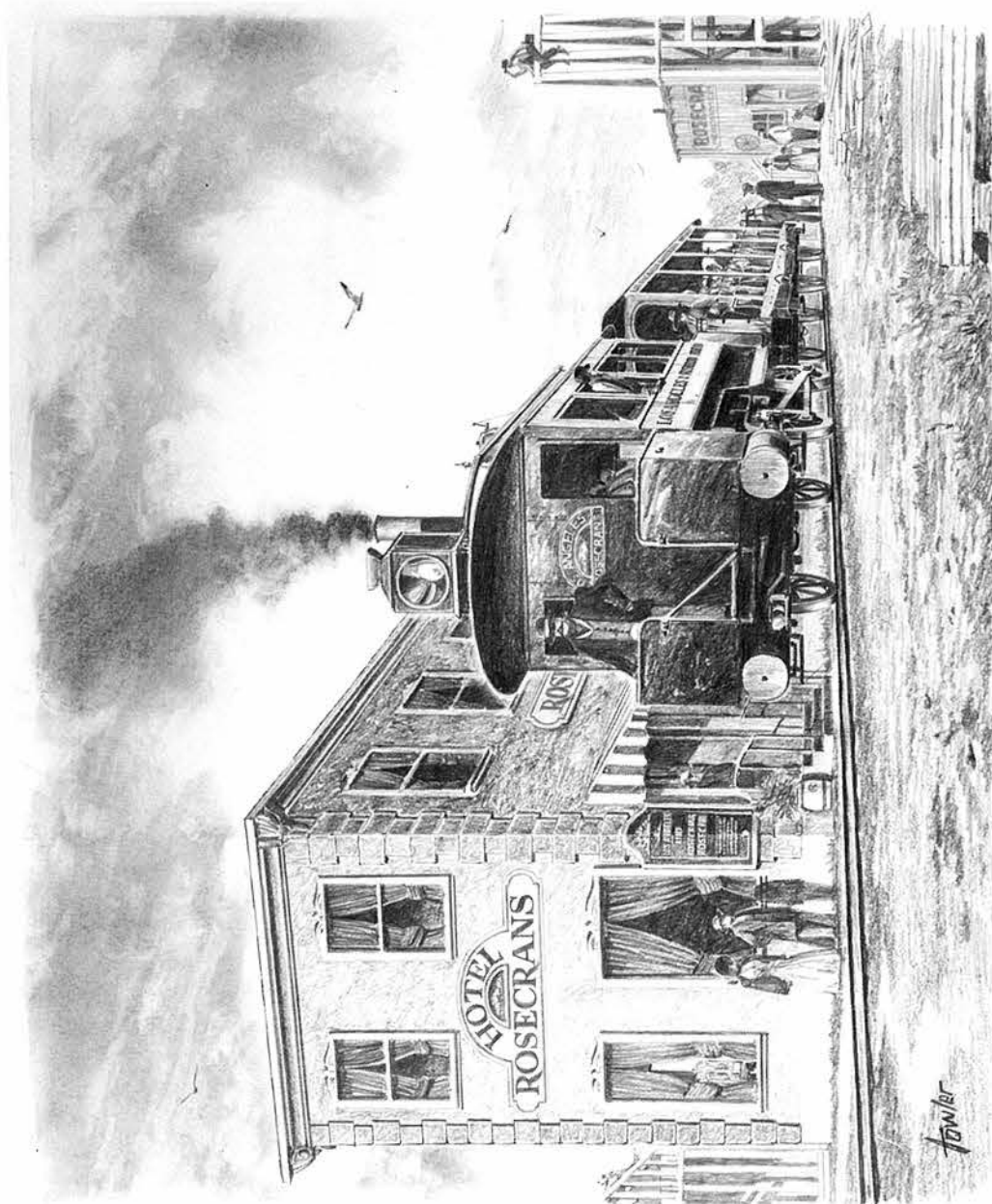
Ainsworth and Thompson had a good thing going at Redondo. They owned the waterfront above the mean high tide and a good deal of the surrounding countryside.

They struck a deal with the old General and purchased a good chunk of the Rosecrans ranch.

The Redondo Railway Company was incorporated April 1, 1889, with George J. Ainsworth as president, S.D. Brown as vice-president, and R.G. Brewer as secretary-treasurer. The newspapers announced that the Redondo Railway would construct a narrow-gauge railway between Los Angeles and Redondo, and construct, charter or otherwise acquire steamers, tugs, and vessels which would run in connection with the railway. They would also construct, lease, or acquire docks, wharves, and warehouses at Redondo. Although the town of Rosecrans was now on the mainline of a through railroad, d'Artois and Webb still threw in the towel and left town. It would be more than 40 years before Rosecrans would be developed. Since it was not a well established community, Rosecrans finally merged into what would eventually become the city of Gardena.

General William Starke Rosecrans died on March 11, 1898, and on his death bed he told his son Carl of his disappointment that none of his mine interests had ever panned out and that the town which bore his name never amounted to anything. He wondered if his name would live on? The *Los Angeles Times* stated at the time of his death, "The last General of the Civil War goes to the bivouac with the boys in blue in the silent compound, Rosecrans is dead and the town that bears his name."

Although the town that bore his name has disappeared, there is a Rosecrans Avenue which runs from the shores of the Pacific Ocean, in the city of Manhattan Beach, eastward across Los Angeles County and into Orange County. It eventually ends at Euclid Street in the city of Fullerton. Thus, the name of General William Starke Rosecrans remains in our present day history as the street is being travelled daily by thousands of motorists moving about Southern California.



Train preparing to return to Los Angeles.



Based on the portrait by Charles Willson Peale, this engraving of Pike appeared in the 1810 edition of his journals.

OH, HAVE YOU HEARD TELL OF YOUNG ZEBULON PIKE?

by William J. Warren

It was Thursday, February 26, 1807, Zebulon Pike and the Spanish officer had just completed a breakfast of deer meat, goose and biscuits.

"Sir," spoke the Spaniard pulling himself to attention "the Governor of New Mexico, being informed you had missed your route, ordered me to offer you in his name mules, horses, money, or whatever you may stand in need of to conduct you to the head of Red

River, as from Santa Fe to where it is sometimes navigable is eight days journey and we have guides and the routes of the traders to conduct us."

"What", said I (Pike), interrupting him, "is this not the Red River?"

"No, Sir! The Rio del Norte."

Thus Zebulon Pike and his companions found themselves along today's Rio Grande north of Santa Fe, deep in Spanish territory.



Brigadier General James Wilkinson, as portrayed by John Wesley Jarvis.

ment of Spaniards who had indeed been sent out to intercept them. Right up to the foothills of the Rockies they followed along making their camps between the numerous Spanish campsites. Reaching the mountains they endeavored to find the true source of the Arkansas, which took them deeper and deeper into mountain canyons near present day Canon City, CO. Pike and a small group spotted a mountain in the distance which would obviously provide a great lookout point. After a day of traveling over foothills in that direction, Pike realized he seemed no closer than the day before. He was viewing the summit of a 14,110 foot snow covered mountain. Of all of the territory Pike covered in this epic journey his name was to be enshrined on a place he never reached. The

mountain top towering above the Rampart range of the Rocky Mountains was, of course, Pike's Peak.

It was at this point that Pike made a tactical error. They had abandoned the Spaniard's track which led south from the Arkansas before it entered the foothills. Pike was now deep in the mountains. He knew the Red River lay to the south. An inviting river led south through a range of north-south oriented mountains. Why not follow along this route until he reached the headwaters of the Red? Bad idea. The party found themselves going deeper and deeper into the Sangre de Cristo Mountains, and winter was fast approaching.

It was mid January before some of the party fought their way on foot across the

mountain range and down to what they hoped might be the Red River but proved to be the Rio Grande. They built a fort and slowly the party was reassembled as weary and frostbitten men fought their way through the snowy peaks. They were exhausted. Encounters with several parties of horsemen were inconclusive, Pike's men were still armed and showed their weapons. Finally the decisive meeting with Spanish forces occurred and Pike and his men were led into Santa Fe, not as captives but as wayfarers who had lost their way as Pike maintained.

Interestingly, the bluff, if that was what it was, worked. The Spaniards were nonplused. They decided to have Pike travel down to Chihuahua to visit the Governor General who then might sort out how to handle these intruders. Pike agreed to go but refused to surrender his weapons and so an uneasy truce existed all the way to Chihuahua. Naturally Pike took note of the land and its people as the entourage proceeded south with their Spanish escorts.

In Chihuahua they were greeted with deference. A plan was worked out for Pike's party to return to Natchitoches, then considered across the border by the Spaniards. But before they could leave there was to be a thorough examination of Pike's papers. Among these a rough sketch map of a route from the Platte River to Santa Fe stood the Spaniards on their ears. It had been made by some early French traders and had nothing to do with Pike's expedition. Nevertheless, Pike's papers were quickly confiscated and put under lock and key, not to resurface till Herbert E. Bolton unearthed them in Mexican archives in 1907.

Having foreseen this possibility, Pike had hidden copies of his most important notes, some by rolling them into tubes slipped into the barrels of their rifles. Fortunately their Spanish hosts provided them with food and shelter so hunting was not required and the subterfuge worked.

On Monday, June 29, 1807, Pike and his men reached the bank of the Sabine River. Pike wrote, "Here I think it proper to bear testimony to the politeness, civility, and attention of all the officers who at different periods and in different provinces commanded my escort, also the obliging, mild dispositions evinced in all instances by their rank and file."

Was Zebulon Pike a knowing spy and provocateur? If he was, he was a very accomplished one. Any false move in Spanish territory could have ended in annihilation. Pike had faced countless dangers and always acted the role of a diplomat rather than that of a fighter.

In 1809 he committed his journals to writing and his maps were engraved. His writing was jumbled and his publisher, frustrated by having to make numerous changes to the material, finally published it with a complete disclaimer. Subsequent editors have improved Pike's original to a more readable form.

Aaron Burr was tried for treason and acquitted. He fled to Europe. General Wilkinson was eventually discredited and discharged. Pike always maintained his complete innocence but was obviously hurt by allegations of complicity.

Pike was still an officer in the United States Army. The War of 1812 found him raised to the rank of Brigadier General and in charge of forces storming the walls of York (present day Toronto). He led his victorious troops into the city. In a last desperate act the British troops set fire to their magazine; Pike and a number of his men were killed by rocks launched in the blast. General Zebulon Montgomery Pike, explorer, diplomat, and soldier was only thirty-four years of age when he died leading his troops as he had done all of his life. His publisher went bankrupt before Pike's death. Neither Pike nor his widow ever received a cent from the publication of his epic journal.

An American officer on an expedition to establish the western border of the newly acquired Louisiana Purchase had stumbled by error well beyond his country's boundaries. Or - was it really by error?

Zebulon Montgomery Pike was born in 1779, three years after the birth of the United States. His father had served in the Continental Army and continued in Army service through 1812. Young Zebulon became a cadet in his father's company at the age of 15; at 20 he was commissioned a first lieutenant.

The commanding general of the American Army in 1804 was General James Wilkinson. Through political maneuvering Wilkinson was able to have himself also named Governor of the Louisiana Territory in 1805. President Thomas Jefferson was anxious to have the recently acquired Louisiana Purchase explored. Lewis and Clark were sent out to explore the far reaches of the Missouri River. General/Governor Wilkinson chose Lieutenant Zebulon Pike aged 26 to lead an exploration of the Upper Mississippi River with the express purpose of assessing British fur trading posts in present day Minnesota and to attempt to find the headwaters of the Mississippi River.

In April of 1806, just back from his northern mission, Pike was chosen to lead a second and much more important expedition. Santa Fe and the upper reaches of the Rio Grande were clearly in Spanish territory. But where was the line between France's Louisiana and Spain's North New Mexico?

French mapmakers were renowned for their ability to portray France's territory in its most extended form. Guillaume de l'Isle's 1718 map, *Carte de la Louisiane et du Cours du Mississippi* had managed to anger just about everyone. This map showed Florida as part of France's territory, sending the Spaniards into convulsions. Further de l'Isle's map showed French possessions extending east as far as the Appalachians and into Canada, crushing British colonies against the Atlantic Seaboard. To the west, the map showed Louisiana as extending to the mouth of the Rio Grande, effectively including Teijas

(Texas) as far upstream as the Pecos River.

The United States government harbored deep suspicions of Spain. They saw the Spaniards as Old World tyrants and were displeased because Spain controlled the mouth of the Mississippi River. American traders had to deal with Spanish officials then controlling New Orleans who at times mercurially stopped the shipment of goods down river.

The United States was unaware of an 1800 deal in which Spain had secretly ceded Spanish Louisiana to France. In 1803 France had abandoned its ill-fated invasion of Egypt and was concentrating on the conquest of Europe. Napoleon needed money for a possible invasion of Britain. His New World hopes had been dashed by his inability to control the rebellion of French Santa Domingo (now Haiti). He decided to wash his hands of the area and agreed to sell "whatever Louisiana was" to the United States for \$11.25 million. "Here," in effect he said, "you sort it out with the Spaniards."

Now the plot thickens - Pike's commander, General/Governor James Wilkinson, was not exactly what he appeared to be. In fact, Wilkinson had secretly been in the employ of the Spanish Government for the last 16 years. He was receiving \$2,000 a year as a secret agent, more than his army pay.

Wilkinson was also a confidant of Aaron Burr who had been influential in obtaining Wilkinson's appointment as Governor of Louisiana. Burr had been actively plotting the establishment of a separate country potentially including some western states and part of Spanish New Mexico. Both Burr and Wilkinson were anxious to provoke a war between the United States and Spain with an eye towards grabbing territory acquired in such a struggle.

With this unsavory group in charge the question of how much Zebulon Pike knew or did not know about his assignment gets murky. What we do know is that General Wilkinson ordered Pike to do three things: (1) Return a group of Osage Indians to their villages; (2) try to establish a permanent peace between the Osage and Kansas

Nations; (3) establish an understanding with the Comanches, Pawnees and other more western native tribes. Then for an "incidental" assignment Wilkinson suggested, "As your interview with the Cammanches (Comanches) will probably lead you to the Head Branches of the Arkansaw and Red Rivers you may find yourself approximate to the settlement of New Mexico, and therefore it will be necessary for you to move with great circumspection, to keep clear of any hunting or reconnoitering parties from that province and to prevent alarm of offense because of the affairs of Spain & the United States appear to be on the point of amicable adjustment..." In light of Wilkinson's own interests, this may have been written for others who might later see these orders.

Pike was provided with instruments to measure magnetic variation to establish latitude and a telescope to observe the eclipses of Jupiter's satellites, an accurate but somewhat tedious way of establishing longitude. When he reached the Arkansas River, Lieutenant Wilkinson, a member of the party who just happened to be the General's son, was to be dispatched down river with a copy of all charts and data available to that point. Those would naturally be delivered directly to General Wilkinson.

On July 17, 1806, Zebulon Pike and his entourage of about 25 soldiers left St. Louis by boat bound for the great western unknown. Shortly thereafter, agents were enroute down the Mississippi to advise Spanish authorities of Pike's excursion. Was Pike aware that his assignment was at least partially a spy mission and designed to provoke counter-action by the Spaniards? He later vehemently denied any such knowledge or association. Did he really think he was on the Red River the supposed dividing line between New Mexico and the Louisiana Territory when he showed up on the Rio Grande? That might be a little harder for us to swallow, but as we shall see, he pulled it off with great élan.

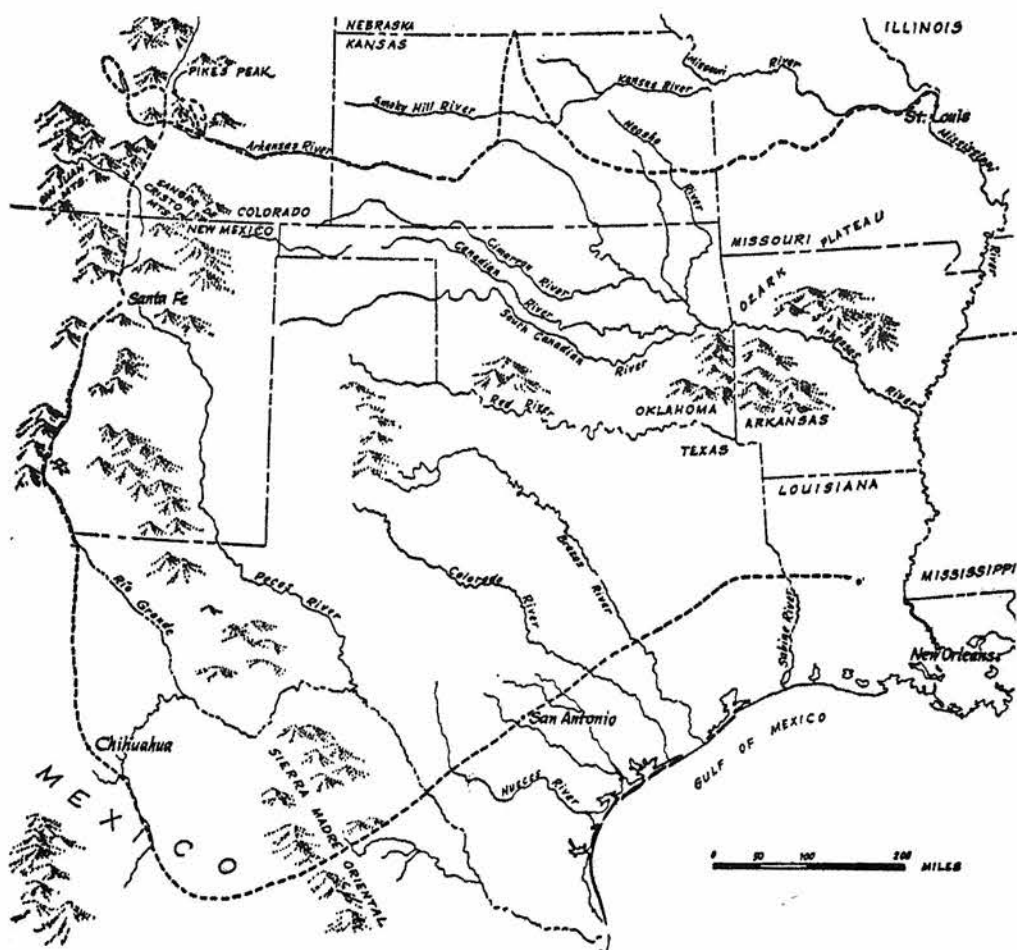
Pike's first mission involved some 51 Osage Indians who had been captured by a

tribe of Potawatomis. Some had been sold to other tribes as slaves. The United States had paid to ransom these unfortunates in an attempt to gain favor. The rest of the entourage included natives who had been invited to Washington where they were wined and dined. They were now returning home, the U.S. Government hoped as good will ambassadors. Pike quickly found the enmity existing between tribes not far below the surface. A group of Osages took delight in slaughtering a herd of buffalo not for food but because they were found on a known Kansas tribal hunting ground. Even the Great Osage and Little Osage tribes bickered about their relative importance. Nevertheless Pike was able to carry out this part of his mission with little difficulty. The Osage were back home in today's central Missouri.

Leaving the Osage villages on horseback with the returning Pawnees and a few native guides, Pike's men moved into Pawnee territory. They crossed Kansas going as far north as the current Kansas - Nebraska border. Along the way they found signs and heard stories of a large column of Spanish soldiers who had passed there recently, perhaps searching for someone. At one Pawnee village well within Louisiana Territory a Spanish flag was posted in front of the Chief's tepee. Pike had it removed and replaced with the Stars and Stripes. But Pike was no dummy. He knew that a mounted column of uniformed Spaniards would have been much more impressive than his small band and so he returned the Spanish flag to the Chief after extracting a promise that he not fly it again until Pike had left the area. The Indians were well pleased with this compromise which saved face all around.

Turning south, the exploratory party reached the Arkansas River in central Kansas. Lieutenant Wilkinson had suffered several illnesses and was happy to depart downriver by canoe, carrying notes and maps for his father. Pike and the balance of his force turned west heading upstream along the Arkansas.

Their route was an easy one. They simply followed the trail left by the large detach-



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HALE PA'I

by Walt Wheelock

Augustin V. Zamorano was California's first printer, owned the first press, operated the first print shop and published by far the first important volume west of the Rocky Mountains.

Actually, most of this is not true! Bancroft very definitely stated that "Zamorano was no printer." By 1820, there were not one but several presses located 2,000 miles west of Monterey.

In the summer of 1834, Zamorano purchased a Ramage Press; he advertised that he had established a Printing Office and offered printing services to any one who needed them.

It was one of those coincidents that arise that suggested there was not just one, but two journeyman printers available to operate the Monterey Press. When the first members of the Hajar-Padres Colony arrived in Monterey in September 1834, among the craftsmen were two printers, Jose de la Rosa and Santiago Auguilar. Bancroft wrote that "Sgt. Auguilar was in charge of the government (sic) press."

The most important publication was that of Gov. Jose Figueroa's Manifesto in 1835. As it was being set into type, Figueroa passed away, and Zamorano became acting Governor. In no way could Zamorano have been setting the type for this two hundred page volume, though he may have supervised the production.

Most of the trading vessels on the Pacific originated from Boston. So it was from the American Board of Foreign Missions in Boston that missionaries were sent to the Pacific shores to teach the natives of the word of God and the wonders of Western civilization. The Californias were not considered to be a practical field. The Jesuits had founded 17 missions in Baja California. After 1769, the Franciscans were to establish another 21 missions in Alta California, under Fr. Serra.

Hence in 1820, the missionaries were sent to Hawaii. Soon after they arrived, because there was no written language, a committee developed a 17-letter alphabet to reflect the sounds of the Hawaiian tongue. However; it was decided that a 12-letter alphabet, consisting of the five vowels and seven consonants (L, H, N, M, W, K and P) would suffice.

The first company of missionaries included a printer, one Elisha Looms. Several presses arrived with future shipments. The first book, which they printed in 1822 was a Hawaiian spelling book. Scriptures, history, geography and a number of other books were produced in Honolulu.

It was felt that enlightenment was the key to success. So it was necessary to provide a supply of teachers. The Lahainaluna Seminary was founded in 1831 in Lahaina, Maui. It was the first educational institution west of the Rockies and still survives as Lahaina's public high school.

In 1834 (the same year that the Monterey Press arrived in California) an old Ramage press was shipped from Honolulu to Lahainaluna and printing began in a small primitive shed called HALE PA'I (the printing house).

The students were taught how to set type (easy with a 12-letter alphabet), press operation, how to engrave copper plates for illustration and even book-binding. This press printed the first newspaper west of the Rockies. It was a four page weekly called *Ka Lama Hawai'i*. The students also composed and printed a story of Hawaiian life and traditions *Mo'o'o lelo Hawai'i*. In addition, this press produced the first paper money west of the Rockies. It was used to pay for goods and services within the school.

Publishing continued to grow, and in 1837 a handsome new stone building was constructed to contain the printing work. This building still stands and is the present

Hale Pa'i Printing Museum. Printing was discontinued in 1859, and it was then used as a classroom.

In 1838, Henry Spaulding, of Oregon Territory, asked the Mission Board for a press to print books to instruct his Nez Perce converts. He was working trying to express the native language in Roman letters. There were so many presses in Hawaii that not all were in use. Edwin Hall, a printer and missionary whose young wife was unfavorably affected by the tropical climate, wished to leave the Islands. The Board decided to send the Lahaina press and the Halls to Idaho. They took a ship bound for the Columbia River. After arriving at Fort Vancouver, the Halls and the press traveled east on a Hudsons Bay canoe to Fort Walla Walla, and hence up the Snake River to Lapwai, Idaho.

On May 24, Hall printed an eight-page booklet, the first printing in the Northwest. A second twenty-page edition, was entitled *The Nez Perces First Book*, Lapwai, 1839. Mrs. Hall was moved to near Walla Walla to deliver a baby girl in September, 1839. Hall accompanied her and attempted to take the press along; however when the pack horse rolled off a cliff and the press almost came to grief, it was returned to Lapwai.

Hall was dissatisfied with Rev. Spaulding's production of text and eventually returned to the Islands. The press continued to be active until 1845, producing a number of books.

The Willamette Valley of Oregon, now

had two presses but wanted another, and this press was secured. An eight-issue newsletter was printed on it by Dr. James Griffin. Griffin retained the veteran press for a number of years. It was later moved to a state historical collection in Salem. Eventually it was given to the Oregon Historical Society and is now in their Museum in Portland.

This is a much better fate than that which befell the Monterey Press. After the Gold Rush boom, that press had worked in San Francisco, Sacramento, Stockton and Sonora. It finally reached Columbia. The owner could not keep up payments and the press was sold under execution on November 13, 1851, and left on the street. During the night, vandals built a fire under it, and the aged relic was destroyed in a very few minutes.

By the late 1960's the HALE PA'I printing house building had fallen into acute disrepair from dry rot and termites and was unusable. In 1980 the State awarded the restoration contract to the Lahaina Restoration Foundation. The repairs were completed in 1982 and dedicated as a museum. The school had a machine shop, and the students produced a replica of the original press. It is now located in the center of the museum together with a printers case of type consisting of the original type faces spelling out the usage of the alphabet always ready for visitors to pull a copy.



(Monthly Roundup continued from page 2)

Nathaniel Bennett whose decisions against landed interests resulted in pressure for him to resign after two years. Hugh C. Murray replaced Bennett. Nelson described Murray as a man of "wild and questionable habits." Murray gained attention by walking from Cabo San Lucas to San Francisco. He was only 26 when appointed to succeed Bennett, the youngest chief justice in the history of the state. His tenure, however, was short-lived, as he died of tuberculosis at age 32.

Another early judge was David Terry, 220 pounds, six feet three inches tall, and short-tempered. He arrived in California from Kentucky in 1849 and practiced law in Stockton. Terry had a habit of losing his temper and stabbing people, including one person in a courtroom. He fought a famous duel with Senator David Broderick and killed him. In later life Terry had more troubles with law and legal procedures, and he met a violent death in a confrontation with Judge Stephen Field whose bodyguard killed Terry.

Peter Burnett, John Sutter's attorney and agent, was elected the first governor of the State of California and also served on the State Supreme Court. Stephen Field was the first California judge with a college degree. He later went on to the U.S. Supreme Court.

Nelson described some of the actions taken in the early-day courtrooms, including the swiftness in which justice was often meted. Most cases going to the State Supreme Court were commercial, defaults on leases, and many civil suits. The court heard relatively few criminal cases. Nelson concluded by reporting on a series of cases which involved curious, funny and weird facts which illustrated how much of a frontier sense existed in gold rush California law.

NOVEMBER 1996 MEETING

In a departure from the usual meeting format, the Corral held a preview of the forthcoming Brand Book No. 20, *Rancho Days in Southern California: An Anthology with New Perspectives*. Ken Pauley, editor of



November speaker David Hornbeck and Brand Book #20 editor, Ken Pauley.

Photograph by Frank Q. Newton

the Brand Book, presented an overview of the book and introduced the contributors. More than twenty Corral members were involved in the writing of the articles, the artwork, layout and production, and other tasks. Ken acknowledged the contributions of the Corral members and asked those who were present to stand and be recognized.

The Brand Book project began in June 1992 when Don Pilueger called a meeting of interested potential contributors at Mission San Fernando. Pflueger wanted to see a Brand Book written "by Westerners, about Westerners, for Westerners." He chose the theme of the rancho era in Southern California, and most of the articles deal with the history of various ranchos during that time. Over the next several years the contributors did the research and wrote the articles which went through a series of sometimes painstaking revisions. Under Ken Pauley's editorship, this was the first Brand Book production to utilize computer technology which greatly facilitated the editing process.

After Ken's introductory remarks to the Corral, he introduced David Hornbeck, history professor at California State University, Northridge, and a corresponding member of the Corral. Hornbeck wrote the introduction to the Brand Book. He presented a summary and commentary on each of the contribu-

tions and the people who wrote them, accompanying them with slide photographs showing some of the illustrations that are going into the book. His comments were punctuated with good-natured humor regarding the efforts of the authors, since he read each revision several times during the production process. Brand Book No. 20 will be published in Spring 1997, and the general consensus of the meeting was that this was a book worth waiting for.



Photograph by Frank Q. Newton

December meeting speaker Tony Isaacs

DECEMBER MEETING

Tony Isaacs, the owner of Indian House which has produced over 100 records of traditional Indian music, became interested in Native American music as a result of a Boy Scout experience. To qualify for the Order of the Arrow, he was required to learn an Indian song. He found some 78's of traditional Indian music at the American Music Company on Main Street. By listening to the records over and over again, he finally mastered to vocal portions. Later, he discovered that he had learned the songs incorrectly. His interests grew, and after beginning college at Pomona in pre-engineering, he transferred to UCLA and majored in anthropology. Later he studied ethnomusicology at

Wesleyan University.

This introduction led to more and more study. At an Indian dance class at the Cathy Circle, he became intrigued with the fact that all the dancers just stopped at a given point with no apparent clue that this was the end. When he started investigating how the participants knew to stop, he was told, "You just know when," or "it is just the end." More study led to the discovery that all the dances had a certain beat that indicated the end. After much careful study and analyzation, Mr. Isaacs discovered that all dances end with a certain five note beat.

Other research showed that songs moved from tribe to tribe. In one tribe it might be a buffalo dance and in another a rain dance, but careful study shows the same rhythms and notes appear. If one carefully listens to a series, he can pick out the forms of the different dances.

He became interested in recording the Indian music when, in 1956, he discovered that the Indian teenagers were listening to rock and other popular music and not learning their traditional music. At first, he found that the Indians did not wish to record their music. Part of this was because of the oral tradition-nothing was written; also, many of the elders were afraid the youths might just learn the words and ignore the tradition and ceremony that went with the music.

In his forty years experience with producing the music, he has learned much, been able to distribute the music on a wider scale, and feels he is contributing to continuing Native American traditions and culture. He feels that part of the expansion is due to the new casino culture. Every tribe seems to have a casino which leads to more interchange of ideas and culture. He is now able to distribute his records from Canada throughout the western United States. The recent interest in Indian affairs has contributed to this new interest, and among the Indians themselves there is a greater desire to preserve, assimilate and spread their culture.



Photograph by Frank Q. Newton

Almansor Court service group receiving the traditional Corral piñata.



Photograph by Frank Q. Newton

Bill Newbro presenting outgoing Sheriff Tom Bent with a Bill Bender painting in recognition of his years of service.



Photograph by Frank Q. Newton

James F. Blodgett, first awardee of Corral Essay Contest.

At the December meeting, Sheriff **Thomas Bent** awarded **James F. Blodgett** the first Corral Student Essay Award. Each year, the winner will receive a \$500.00 award, the second place awardee will receive \$300.00 and the third place \$150.00. In addition to the cash award, the first place winning article will be printed in the Spring *Branding Iron*; the other two will be considered for publication in later issues.

Mr. Blodgett, a student of Dr. Gerald Prescott, CSU, Northridge, wrote his article on the Battle of San Pasqual.



Corral Chips

RICHARD G. DILLON has received the Oscar Lewis Award of the Book Club of California for his contributions to Western

History. **DOYCE B. NUNIS, Jr.** and **ALBERT SHUMATE** are other Corral members who have received the award.

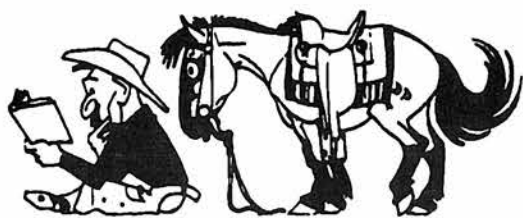
RONALD WOOLSEY AND ABRAHAM HOFFMAN made two of the three Sixth Annual Marie Northrop Lectures sponsored by the Los Angeles City Historical Society and the History Department, Los Angeles Public Library. Ron spoke about "Migrants West and the Pioneers of Southern California" and Abe's topic was "Water Famine or Water Needs: Los Angeles and Population Growth, 1896-1905."

Corral members have been very active in attending conferences and celebrations. Seen at the Campo de Cahuenga Sesquicentennial Program were **GARY TURNER, "BUD" RUNNELS, ROBERT BLEW, RAYMUND WOOD, GLEN THORNHILL, STEVE BORN, DICK THOMAS, JIM GULBRANSON, JIRAYR ZORTHIAN AND PAUL DENTZEL.**

The next week, **RAYMUND WOOD** and **JIM GULBRANSON** attended the first meeting of the San Fernando Valley Historical Society to be held in the restored Andres Pico Adobe. The event was celebrated with an enormous "Welcome Home" cake.

The Historical Society of Southern California's conference on "Resources for Los Angeles History" held at the Autry Museum drew a large group of Westerners. Among the attendees were noted **CRAIG CUNNINGHAM, DONALD DUKE, EDWARD "DEKE" KEASBY, RAYMUND WOOD, SIEGFRIED DEMKE, STEVE BORN, FRANK NEWTON, GLEN DAWSON, BILL WARREN, CHRISTIE BOURDET AND DAVE GILLIES.** The Corral was also represented by **GLORIA LOTHROP** as one of the presenters, and **THOMAS ANDREWS** and **ROBERT BLEW** as the program directors.

The next week, part of the crowd moved over to CSU, Northridge to enjoy **BILL WARREN'S** and **REESE BENSON'S** California Map Society Conference. Part of the damp crowd were **ERNIE MARQUEZ, FRANK NEWTON, DAVID PANN** and **ROBERT BLEW.**



DOWN THE WESTERN BOOK TRAIL ...

After love, book collecting is the most exhilarating sport of all. -- A.S.W. Rosenbach

LOS ANGELES AND ITS ENVIRONS IN THE TWENTIETH CENTURY: *A Bibliography of a Metropolis, 1970-1990, with a Directory of Resources in Los Angeles County*, compiled and edited by Hynda Rudd. Los Angeles: Los Angeles City Historical Society 1996. 541 pp. Indexes. Cloth, \$45 (tax included) + \$4.50 s/h. Order from Bibliography Project, L.A. City Historical Society, P.O. Box 41046, Los Angeles, CA 90041. (818) 242-0826.

In 1973 Ward Ritchie Press published *Los Angeles and Its Environs in the Twentieth Century: A Bibliography of a Metropolis*, compiled under the auspices of the Metropolitan History Project and edited by Doyce B. Nunis, Jr. The Project evolved from an idea by former Mayor Fletcher Bowron to create a definitive history of Los Angeles in the 20th century, a task deemed too immense without a guide to the materials that might make such an effort feasible. Nunis covered the period 1900-1970 in this initial work, and for more than two decades it has provided important leads to anyone interested in doing research on the history of the Los Angeles area.

Hynda Rudd's book, variously called a sequel or a supplement, stands on its own as a guide to the material published between 1970 and 1990. It should be noted at the outset that while the bibliography covers materials published within this time frame, the

subjects themselves may deal with persons, places, and events from 1900 to 1990. For this volume, assistance was provided by the Haynes Foundation (which also aided in the publication of the first bibliography), and the Los Angeles City Historical Society published it.

Researchers will quickly note some interesting differences between the two volumes. Rudd decided to base the listings on three indexes which immediately follow the bibliographical entries. The first of these, and most important for understanding Rudd's approach to organizing the entries, is the periodical index, followed by an author index and a subject index. Possibly Rudd should have considered inserting a page up front, warning, CAUTION: DO NOT BROWSE! CONSULT INDEXES FIRST! Anyone defying this warning will be immediately confounded by what appears to be a baffling arrangement of authors not in alphabetical order on topics unrelated to each other. Well, as the old saying goes, When in doubt, read the instructions first.

Rudd has assigned serial numbers to a large number of magazines, some of which will be very familiar to anyone who has even a mild interest in local history (*Southern California Quarterly*, *Westways*, etc.) and other titles which verge on the obscure (e.g., *Rebel*, *Voice of Youth Advocates*) but which offered an article within the bibliography's purview. All one needs to do is to look up something in the subject index and write down the serial numbers, then look them up in the bibliography section. Same for authors if you want to know what studies by someone are included.

An ambitious project such as this hopes to be definitive, but reaching that goal is probably impossible. Some sources were not included, including *Terra*, published by the Los Angeles County Museum, and *Los Angeles* magazine. On the other hand, *Yale Review* provided an article on "Youth in the Sixties," but Rudd missed *South Dakota Review*, 1981, and its special issue on Los Angeles. Well, no one's perfect.

A feature included in this bibliography

that was not in the first work is a "Los Angeles County Resource Director" listing public and college libraries special libraries, map collections, newspaper collections, oral history collections, photographic collections, and other resources. This listing has addresses, phone numbers, and a brief mention of major subject holdings. Since virtually every entry states "open by appointment," it is wise to call ahead. This section is quite user-friendly as it puts a wide range of community resources at one's fingertips.

Anyone interested in doing research at journalistic or scholarly depths of research will find this bibliography a valuable companion to its predecessor.

Abraham Hoffman



CAVALRY YELLOW & INFANTRY BLUE: *Army Officers in Arizona Between 1851 and 1886*, by Constance Wynn Altshuler. Tucson: Arizona Historical Society, 1991. 408 pp. Sources, Index. Cloth, \$45. Order from University of New Mexico Press, Albuquerque, NM 87131-1591. (505) 277-2346.

This book is an excellent biographical dictionary of some 850 U.S. Army officers who served in Arizona Territory between 1851 and 1886 when the capture of Geronimo ended the Indian Wars there. These concise biographies include those important officers who served in Arizona Territory found in all American military biographical dictionaries as well as many more officers whose military careers included no memorable events. Practically all the biographies are complete from birth to death, and many include what the officers did before and after their service as officers in the U.S. Army.

This book is not, nor should it be, a detailed military history of events in Arizona Territory. It omits such military history details as General Carlton's California

Column's skirmish at Pichacho Pass or General George Cook's pack mule train support system developed during his first tour in Arizona Territory, however it does mention General Miles' introduction of the heliograph signals system in the 1886 Geronimo Campaign. It does not detail either the military command structure in Arizona Territory, or the many posts, camps and stations there.

What it does include is concise details of the service of most, if not all, the U.S. Army officers who served in Arizona Territory in the period; this kind of information can be very difficult to locate. For this alone it is a significant contribution to American military history as well as that of Arizona Territory. A surprising number of these officers were important elsewhere in American military history in other places at other times.

I recommend this book as a useful resource for both the men and period it covers, and it will be of value to anybody interested in its era of Arizona Territory history.

Konrad F. Schreier, Jr



REGULARS IN THE REDWOODS: *The U.S. Army in Northern California, 1852-1861*, by William F. Stobridge. Spokane: Arthur H. Clark Company, 1994. 283 pp. Map, Illustrations, Notes, Appendices, Bibliography, Index. Cloth, \$29.95. Order from Arthur H. Clark Company, P. O. Box 14707, Spokane, WA 99214. (800) 842-9286.

This book is somewhat an anomaly today, one that views Army-Indian relations in a favorable light. Stobridge does not view the Army through rosy glasses; he depicts incompetency, cruelty, drunkenness and racism; but for the most part, he shows that in California at least the Army protected the Indians from destruction by genocide - bent civilians and abuse from their appointed protectors - the Indian Agent.

Even before statehood, the settlers in the northern reaches of California were complaining (or whining) about attacks by the Indians and the lack of protection from the military. In spite of limited finances, manpower and other resources, the Army responded. In almost every case they discovered that there had been no Indian attacks and for the most part it was the Indian not the settler who needed protection. Especially dangerous to the Indian well being were the California Volunteer forces whose aim seemed to be the eradication of the tribes by killing the adults and capturing the children to be apprenticed under California law.

As soon as possible, the Army established posts at Fort Redding and Fort Jones. There was never adequate personnel to man the forts properly. When a detachment was in the field, the post garrison was frequently reduced to fewer than ten men. In addition to insufficient numbers of enlisted men, there was a shortage of officers. Frequently, a post had only one officer, and if he were in the field, post command devolved to a sergeant or corporal.

In addition to protecting the Indian from unprovoked attack and on occasion chastising them for crimes and other deprivations, the military was frequently called upon to provision the natives. Although this was against regulations, the commanders frequently choose to help the Indians who had been deprived of their authorized supplies by the Indian Agent either through dishonest or inefficiency.

Without going into detail, the author shows other aspects of military life. Because of insufficient supplies due to inefficiency or impossible logistics, the soldiers frequently had to grow and to provide their own food. The soldiers were often utilized to build bar-

racks, storehouses, walls and other necessary buildings of a frontier post. Although it was vastly cheaper to use soldiers, hiring trained artisans accomplished the work much more rapidly and better even though it did create a deficit in post funds.

The author gives much information about the officers whom he seems to evaluate honestly. Some were drunks, some could not stand the pressures of such duty and some used every means possible to be transferred east after the Civil War broke out - promotions as well as death could be earned on the battlefields. While he does not dwell on it, this was a remarkable group of officers. Twenty of them ranging from U.S. Grant, Phil Sheridan and John Hood to unknowns became general officers during the Civil War-fourteen for the Union and six for the Confederacy. A few outstanding non-commissioned officers were given recognition for their achievements.

This book, Volume XVII in the Frontier Military Series (ironically the one typo noticed was on the dust jacket which said it was Volume XVI) like all Clark books is an example of the bookman's art. Excellent paper, outstanding reproductions, beautiful layout and clear type all contribute to making it a book one is proud to own and cherish.

While in places far too detailed and occasionally laden with minutia this is a valuable addition to the growing library of important works on California history. While one might wish the author went more into the economic effects the Army had on the northern region, this a book that all interested in the development of California, white-Indian relations and Army-Indian relations should read and study.

Robert Blew