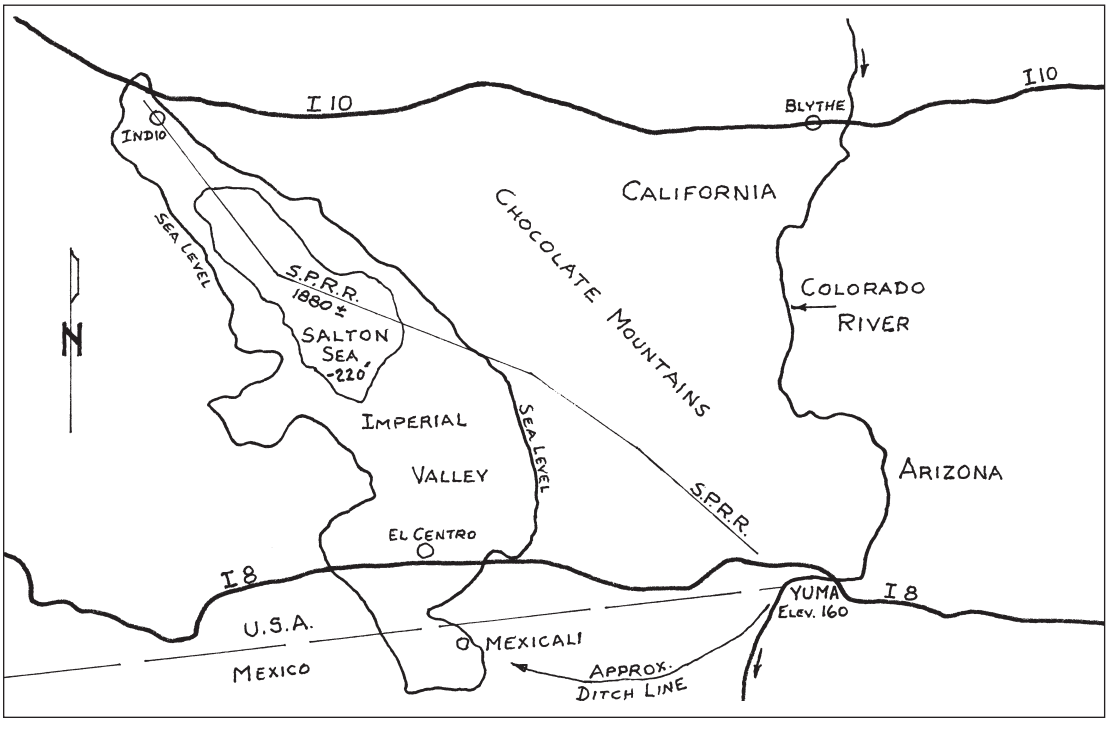
LOS ANGELES CORRAL
WESTERNERS
The Branding Iron
J. GOODMAN

SPRING 2002 LOS ANGELES CORRAL NUMBER 227



Author's drawing of the entire overflow of the Colorado River in 1905-1906.

River on the Loose: How the President of a Railroad Saved the Imperial Valley For California and the World

by John Southworth

A very long time ago, back when time was measured in millions of years, that geographic feature we now call the Gulf of California extended northward out of Mexico to present Palm Springs, California, perhaps even farther. At the same time, a very young Colorado River flowed westward to its natural end on the eastern shore of that elongated Gulf of California near the present site of Yuma, Arizona.

Through the eons, the aging Colorado River cut away many cubic miles of bedrock to excavate the present Grand Canyon of the Colorado. Every one of those cubic miles of eroded silt and sand was transported by

(Continued on page 3)

THE BRANDING IRON
The Westerners Los Angeles Corral
Published Quarterly in
Spring, Summer, Fall, Winter
OFFICERS 2002

Address for Exchanges & Material Submitted for Publication:
The Publications Editor, Ronald C. Woolsey
395 Cliff Dr. #100, Pasadena, CA 91107
The Branding Iron solicits articles of 2,500 words or less, dealing with every phase of the Old West. Contributions from members and friends welcomed.

Publication Design & Layout by Katherine Tolford

Editor's Note

We would like to introduce ourselves to all fellow Westerners of the Los Angeles Corral. We are Tom Tefft and Ron Woolsey and have been selected as the new editors of the *Branding Iron*.

This is an honor and a challenge for both of us to maintain the outstanding quality of this publication. We would especially like to thank Robert Blew for the great job he has done as editor for the last several years. Obviously, it will take two of us to live up to the standards set by Bob.

We want to take this opportunity to ask you to send articles to us for possible publication. These articles can be written by Westerners or non-Westerners on any topic you think might be of interest to us. Traditionally, most our articles have been of historical interest but we want to maintain an open-door policy. In addition, we would like to know what all of you are doing which might be of interest. We have many talented members of this organization and we want to know about anything special you have accomplished. We intend to keep the basic format of the Branding Iron the same as it is now with notes on the monthly meetings, book reviews and of course the articles.

When sending anything for possible publication please include the following: **name, address, phone number, and email address (if you have it.)**

Tom Tefft
TRTefft@aol.com
P.O. Box 3017,
Idyllwild, CA 92549

Ron Woolsey
rcwoolsey@yahoo.com
395 Cliff Dr. #100,
Pasadena, CA 91107

water power into the Gulf of California, eventually forming a river delta that extended westward to the opposite shore to effectively divide the Gulf of California into two parts, the northernmost segment becoming totally landlocked.

As the delta built higher and higher, the river switched back and forth, sometimes dumping northward into the landlocked portion, the rest of the time building the land far southward to its present limit in Mexico,

When the river flowed north, a great freshwater lake was formed; when it flowed south, the lake, dented a source of water, dried up. The latter was the situation when modern man entered the region. What was soon to be called the Salton Sink was hot, bone dry, near flat, and far below sea level, the very bottom of an ancient sea.

Geologists have long recognized and given a name to the ancient freshwater lake that so often filled the Salton Sink. They called it Lake Cahuilla and could point out ancient, above sea-level beach lines. Archaeologists would later find much evidence of early man along its freshwater shores. However, in the late 1800s, no one seemed to pay much attention to such things.

About 1875, when the Southern Pacific Railroad was laying track south from Los Angeles toward Yuma, it took the convenient and flat route across the dry lake bottom of the Salton Sink, some thirty five miles of easy construction.

In 1891 a man by the name of John C. Beatty noted that the Colorado River, a seemingly endless source of fresh water, was at a much higher elevation at Yuma than were the miles of fertile, practically free government land in the Salton Sink. Visioning dollar profits, he promoted land development but his extensive efforts were for naught. No one seemed interested in a place called Salton Sink where summer temperatures easily ran to 115 degrees Fahrenheit. Anyway, the monetary panic of 1893 came along and Mr. Beatty dropped from sight.

Mr. Beatty's chief engineer, Charles R. Rockwood, remained fascinated by the many advantages of Mr. Beatty's irrigation project and moved to remedy its shortcomings.

First, he changed the name of the whole proposed irrigation project from Salton Sink to Imperial Valley. Then he searched for a solution to the seemingly insurmountable temperature problem. Here he was successful beyond imagination, for George Chaffey had long been waiting in the wings. Chaffey was not only an experienced Southern California irrigation expert but also had brought to a successful conclusion an irrigation project in Mildura, Australia, where daily temperatures easily equalled those of the Imperial Valley. Chaffey agreed to add his expertise to the Imperial Valley project and finance the entire effort from his own pocket in return for a controlling interest in the new water company, which would be called the California Development Company. Chaffey's involvement and suggestions were welcomed by Rockwood.

The plan of operation was simple. A timber headgate to control the inflow of river water would be constructed on the west bank of the Colorado River in the extreme southeast corner of California and just north of the border with Mexico. The main irrigation ditch would be dug south into Mexico from that point to make a wide swing southwest around the Algodones Sand Dunes, then west to join natural downslope drainage north into the Salton Sink. The water company would not distribute the water; it would only provide the water to others who would deliver it to the final users.

Most of the work was in Mexico so a wholly owned Mexican company with an office in Mexico City was formed to do the actual ditch excavation work. Work started early in 1900 and the first water was delivered in May, 1901.

Chaffey early began an advertising campaign to interest the general public in his Imperial Valley land scheme. Stock was bought and settlers came from all over the United States and Canada. By the end of 1902 mutual water companies were delivering water through local irrigating ditches to two thousand settlers, seven thousand in

Near where river goes into the Imperial Canal. Courtesy of the Huntington Library.

1903. By 1905 120,000 acres of land were under cultivation, six or seven towns had been laid out, and a branch line of the Southern Pacific Railroad extended due south to Calexico and Mexicali.

But trouble was brewing in paradise. The new ditch through Mexico began to silt up as soon as the muddy Colorado River water was diverted into it. By 1905 the carrying capacity of the first few miles of ditch was so limited that shortages developed and water customers began to complain. Lawsuits were filed against the company for non-performance of contract.

Rockwood was caught in a classic dilemma. Money and today's heavy construction equipment could easily have solved all his problems, but in 1905 he had neither. Limited in finances and restricted to man or mule power, there was no way the ditch could be cleaned without shutting off the water entirely. Further, Rockwood could get no Mexican approval to build a new headgate downriver from the badly silted first few miles of ditch.

With no way to turn, Rockwood decided to open a temporary winter shortcut to the Colorado River some four miles below the international border with only brush-mat barricades at the mouth. Such an unprotected cut had worked well previously in times of low water at the main headgate.

Then disaster struck. An unprecedented series of winter floods on the Colorado raised the river level to a dangerous stage, dangerous even without Rockwood's new cut through the western bank. By the spring of 1906, what had been a sixty foot ditch became almost three times that wide with an uncontrolled flood of water pouring through the ever-widening gap and eventually down into the Salton Sink.

Already the Southern Pacific Railroad was moving its mainline roadbed off the Salton Sink playa to safer, higher ground while water on the southern (lowest) end of the playa rose at the rate of a foot a day, rapidly generating what is now known as the Salton Sea. Without human intervention, ancient Lake Cahullla would be restored

within a matter of months. A brand new and (in human terms) a permanent fresh water lake, in places nearly four hundred feet deep, would extend from north of Indio far south into Mexico and the burgeoning Imperial Valley communities of Brawley, El Centro and Calipatria would be flooded out in a disaster of unprecedented proportions.

Overwhelmed, Rockwood sought help from the Southern Pacific Railroad. His pleas finally reached the desk of President E.H. Harriman who ordered an immediate investigation and report. A man of vision, Mr. Harriman recognized the enormity and long-term consequences of the impending disaster in Imperial Valley and promised the sum of $200,000 to be managed by his own engineers.

Depending heavily on Rockwood's experience and expertise, the railroad engineers tried many ineffectual fixes. They soon realized that their $200,000 was too little and too late.

April 18, 1906, was another day of disaster of a different sort. San Francisco was partially destroyed by earthquake and fire. From temporary offices, the harassed Southern Pacific President Harriman authorized the expenditure of an additional $250,000 in Imperial Valley. Engineer Rockwood resigned and the railroad took over all further operations of his California Development Company.

The summer floods of 1906 just multiplied the threat of impending agricultural disaster in Southern California. Totally uncontrolled, the entire Colorado River poured through the Rockwood Cut, spread out over the ancient but long-dry river delta to a width of six to eight miles, then collected into the low barrancas and headed north toward the landlocked Salton Sink.

Thousands of acres of land covered with growing crops were inundated. Calexico and Mexicali were partially destroyed. The newly formed Salton Sea, now covering an area of four hundred square miles, was rising at the rate of seven inches per day. The main line of the Southern Pacific Railroad was in a continual process of being moved to higher ground.

Worst of all, the new flood channels down the relatively precipitous north slope of the ancient and long dry river delta were cutting back through the silty soil much like a tidal bore in reverse, cutting down instead of piling up. Starting with just a riffle, the soil cut away upstream, often developing into a waterfall that approached one hundred feet high and ten times that wide. These cut-back falls moved upstream at an astounding rate, sometime a mile in a single day. If such a cut were ever to reach the main channel of the Colorado River at the Rockwood Cut, it would forever change all human engineering plans for the river and put an end to controlled irrigation in the Imperial Valley for years to come.

No more half measures for the Southern Pacific engineers. They planned ahead for a major effort. While construction crews and equipment were alerted over the entire west coast, from Tucson and Salt Lake City to San Francisco and Los Angeles, a double track spur line was built from north of Yuma down the west side of the Colorado River to the Rockwood Cut.

Meanwhile, every major Southern Pacific rock quarry west of the Rocky Mountains had been breaking and stockpiling vast tonnage of stone. To speed the work of dumping rock in the Rockwood Cut, all the special hopper cars (the railroad called those oversize cars "battleships") used to build the Lucin Cutoff across Utah's Great Salt Lake were borrowed from the Union Pacific Railroad.

Pilings ninety feet long were driven into the breached levee to support a trestle bridge. Great brush nets secured by wire and cable were sunk under and around the trestle to underlay the ton of rock soon to be dumped onto them.

On August 6, 1906, the fifth and what had been planned as the final effort to stem the break was begun. Quarry rock by the trainload was dumped on the brush mate and was topped by rock and clay. The new barrier held but, as the water in the river rose, a nearby timber control gate failed, was

washed out, and the Colorado River was loose once more.

It had truly been an expensive education for the Southern Pacific Railroad and its engineers. Nearly two million dollars of stockholder money had been spent and there was nothing tangible to show for it. The railroad really had no major interest in the Imperial Valley. Freight income from the shipment of fruit and vegetable products was minimal. The inherited troubles of the Colorado Development Company were not its legal responsibility. It would be in the railroad's best interest to just walk away and let the Imperial valley communities fend for themselves.

But that was not Mr. Harriman's way. Instead, he wired his long-time friend in the White House asking then-president T.R.Roosevelt for immediate help for the Imperial Valley farmers. As usual, politics was alive and well in Washington, D.C. Congress shut down for the Christmas holidays and, anyhow, Harriman was *persona non grata* in Washington. He was at that very moment under indictment by the Securities and Exchange Commission for perceived malfeasance in the way he ran his railroad.

Annoyed, and with time running out before the expected spring floods on the Colorado, Harriman ordered his engineers to continue the battle, whatever it took.

With no time to build the brush mats formerly thought to be so necessary, the railroad engineers opted to just dump rock faster than the river could move it away or sink it into the mud. Again a double track trestle was built across the torrent pouring westward through the new break in the dike and a major around-the-clock battle was begun. Author David Woodbury in T*he Colorado Conquest* described the wild scene:

> *The last spike in the trestle, was driven at five o'clock that night (January 27,1907) and by daylight the next morning one hundred and forty-five carloads of rock had already been dumped into the crevasses. Using his authority to the utmost Chief Engineer Cory had commandeered every quarry and connecting railroad within five hundred miles. Personally taking command, Harriman had turned the whole western division of the Southern Pacific tie into a shuttle line for the fleet of a thousand "battleships" rolling in with the rock. Quarries as far away as New Mexico were opened and stripped. Train followed train toward the Colorado day and night with a headway of only five minutes. Passengers on the crack main line flyers found themselves waiting for hours on sidings while the furious parade roared by.*

All freight transportation on the S.P.'s western division was temporarily suspended. All shipping from the seaport of San Pedro came to a standstill. Every flatcar the S.P. owned was hauling rock. Main line traffic on the Santa Fe and the Salt Lake road was sidetracked by the emergency trains coming over the high mountain passes. Eighty thousand cubic yard of rock arrived at Yuma Junction and rolled down the branch line in fifteen days. It was the fastest railroad freight movement ever accomplished anywhere.

The first rock dumped into the crevasse rolled downstream and just disappeared into the torrent of muddy water. Later rock did not tumble quite so far. Then a long rapid appeared followed by a steeper rapid. Then there was silence. The date was February 11, 1907. The river was again quelled but far from conquered.

The levees above the break had already been lined with rock. After the break was closed, the embankment protection was continued another fifteen miles down the river. The dikes were continually patrolled and tilled sandbags by the tens of thousands were immediately available to temporarily plug any leak that might develop. By the time the long fight was over, Harriman had spent a total of 3.1 million dollars to save the Imperial Valley from total destruction. Although the local farmers thanked him individually at every opportunity, there was never any official recognition, either from Congress or the State of California, for his

Fifth attempt to shut the river out of the Imperial Canal. Courtesy of the Huntington Library.

selfless dedication to the public good.

For thirty years the railroad-controlled California Development Company continued to deliver water to the farmers of Imperial Valley. It was never easy. There was a revolution in Mexico, and the new regime was not always friendly. Local and national politics thrived on both sides of the border.

Eventually, the giant Hoover/Boulder dam on the Colorado subdued the great river. That control made possible the construction of the All-American Canal which was completed through the Algodones Sand Dunes to deliver Colorado River water to the Imperial Valley without interference from Mexico. Without further use or need, the old Colorado Development Company just faded away sometime after 1940.

On man's time scale, the Colorado River has been conquered and the super-productive Imperial Valley, which every year pumps millions of dollars of new agricultural wealth into the State and Federal economy, is forever safe. Geologically speaking, however, the river is still a raging bull, is still excavating rock by the cubic mile, and is patiently waiting any opportunity to finish its temporarily delayed destiny of filling California's rich Imperial Valley with water and dirt.

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Avalon Bay, Catalina Island 1910.

The Avalon Incident: The California Naval Militia vs. The Santa Catalina Island Company

by C. Douglas Kroll

An act of the California Legislature, approved on March 31, 1891, authorized the establishment of a Naval Battalion within the National Guard of California. That Naval Battalion would soon become known as the California Naval Militia. Beginning in the summer 1892, the members of the various companies of the Naval Militia joined in short cruises in vessels furnished by direction of the Secretary of the Navy. The California Naval Militia made steady progress in its early years. During the summer of 1895, through the kindness of the officers of the U.S. Navy, the officers and men of the Naval Militia were permitted to cruise in the U.S.S. *Olympia*. Beginning in 1896, the U.S. Navy began loaning vessels to the state for the use of its Naval Militia.

In 1908 the Naval Militia made its second annual summer training cruise in the two hundred foot iron gunboat, U.S.S. *Alert*. The officers and men of the Headquarters Division, and the First, Second and Engineer Divisions embarked at Sausalito early on the morning of June 28 and sailed south via Santa Cruz, Santa Barbara, San Pedro and San Diego, taking on board the officers and men of the Fourth, Sixth, Seventh and Third Divisions. This brought the total of officers and men of the Naval Militia on board to two hundred sixty-two, in addition to the six regular Navy crewmen on board. Due to the limited accommodations of the *Alert*, the entire Fifth Division, stationed at Eureka, had

to be left at home and the numbers of other divisions were limited. The *Alert* left San Diego on July 3 and arrived at Santa Catalina Island that afternoon.

Santa Catalina Island, the largest of the four Catalina Islands off the coast of southern California, is also the closest to the coast. As the 1957 hit song by the Four Preps declared, it is only "twenty-six miles across the sea" from Los Angeles harbor. It is an island twenty-one miles long and from one-half to eight miles wide, with rugged mountains rising to 2,100 feet.

In private hands since Mexican Governor Pío Pico granted it to Thomas Robbins in 1846, it was garrisoned temporarily by Union troops during the Civil War and again by the U.S. armed forces during World War II. However, Santa Catalina Island is more well known as a vacation destination or an island resort, than as the location of military facilities.

The mild Mediterranean climate of Southern California has long been a magnet to both visitors and prospective residents who sought relief from harsh eastern winters. Santa Catalina Island had long been considered an ideal, if not inconvenient, destination for health seekers. Early visitors were few due to the lack of any form of amenities and the uncertainties of travel in small chartered boats. George Shatto, a very successful developer of downtown Los Angeles, convinced of the island's potential as a real estate development, purchased Santa Catalina Island in 1887 for $200,000. On a cove on the southwest corner of the island, Shatto constructed a wharf and the eighty room Hotel Metropole and surveyed the surrounding town, which was named Avalon. However, due to transportation difficulties, limited facilities and relatively expensive land prices, Shatto's hoped for real estate sales were less than spectacular and he was unable to make mortgage payments, resulting in foreclosure.

In 1892 the Banning Brothers purchased the island for $128,740. They immediately initiated plans to remodel and enlarge the Metropole Hotel, improve sanitation and domestic water systems, and construct a new dancing pavilion.

Commercial leases were entertained for businesses such as hotels, restaurants, saloons, general retail and amusement activities. The summer season of 1892, which began on July 4, was highly publicized and would serve as the precursor of the many successful seasons that would follow. The hotels would be overbooked with tourists who came to enjoy island life made better by the many new improvements and the new dancing pavilion with its free orchestra, employed to perform daily throughout the season. By 1894 the island's operations had grown so dramatically that it prompted the incorporation of a new Banning subsidiary, the Santa Catalina Island Company, into which the Bannings placed title to all Catalina holdings in 1896. By 1902, Avalon's winter population was estimated to be five hundred. In summer the number swelled to six or eight thousand. In 1904 a Greek amphitheater was completed in a natural bowl high above Avalon. Thereafter formal band concerts and other programs were held there. By this time the island, according to James Zordick, could most properly be described as "Disneyland with a moat."

The island's popularity also prompted challenges to the Banning's monopoly of the Catalina Island passenger trade. For years, the Santa Catalina Island company sought to prevent interlopers from landing passengers at Avalon. Final resolution came in the rendering of a verdict in the Meteor Boat Company law suit of 1907, directing the Santa Catalina Island Company to provide access to Avalon for competing boat operators.

So many families were visiting the island that the Los Angeles *Times* newspaper dedicated a special daily column to report on the activities of the summer visitors. In many instances, wives and children would remain on the island while husbands/fathers would return to the mainland to pursue business responsibilities, returning to the island the following weekend. The Bannings generally limited real estate ownership. One of their

early exceptions was George S. Patton, Sr., a member of the board of directors of the Santa Catalina Island Company. Patton purchased land and a cottage at Avalon shortly after the Banning brothers acquired the island in 1892. In 1906 the Bannings relented on their policy of limiting real estate ownership. Nine hundred lots were offered at prices beginning at $1,500 for view sites.

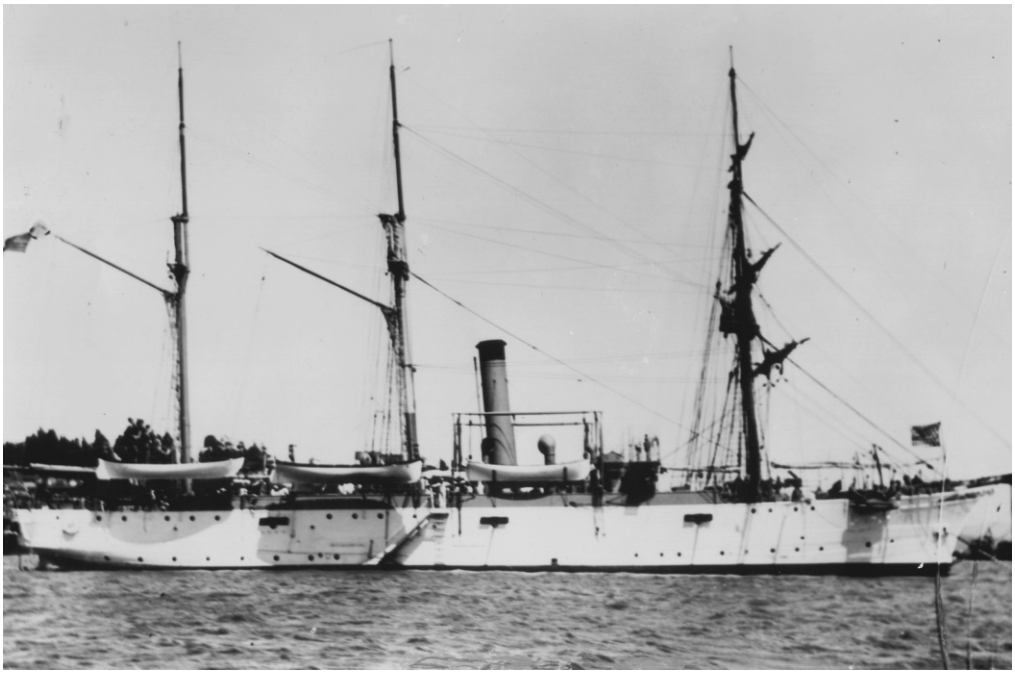
By the summer of 1908, when the *Alert* paid a port call, the island was a popular summer resort for the wealthy of Southern California. The future General George S. Patton, Jr. enjoyed leisurely, upper-class sojourns on Santa Catalina Island as a child. From age ten through his teen years, young George spent several weeks on the island each summer. In 1902, he met his future wife there, Beverly Massachusetts patrician, Beatrice Banning Ayer, an eastern cousin of the California Bannings. George Patton would be a cadet at West Point during the "incident" at Avalon.

The California Naval Militia, embarked in the *Alert*, had made a visit to Avalon in early July of 1907, without incident. That summer training cruise was considered satisfactory in every respect. The summer of 1908 would be much different. It was the intention of Lieutenant Commander George M. Bauer, the Commanding Officer of the *Alert*, to spend two or three days at Avalon for boat drill, landing force, abandon ship and other customary ship drills. However, on the evening of July 4 an incident occurred on the island which led to a dispute between the California Naval Militia and the Santa Catalina Island Company. During the evening a dance was in progress in the pavilion. The officers of the Naval Militia had been invited to participate, but no invitation was received on the behalf of the enlisted men. Notwithstanding this, some of the men entered the dancing pavilion as it was evidently open to the general public and no invitation appeared to be necessary. Everyone who desired to do so, entered, and without questioning, ticket or invitation.

Sometime between nine and ten P.M., the management, through several of its employees, requested a number of enlisted men from the *Alert*, who were in the pavilion, to leave the hall and denied admission to other men from the *Alert*. The reason for this action, as Mr. F. H. Lowe, resident manager of the Santa Catalina Island Company, who owned the large, open dancing pavilion, explained to Surgeon Thomas B. W. Leland of the Naval Militia, was that the management did not desire to have men in bluejacket uniforms on the dancing floor. The officers and men of the *Alert* immediately left the pavilion and returned to their ship.

Upon learning of the incident at the pavilion, Lieutenant Commander Bauer personally requested the manager of the pavilion to state his reasons for excluding the enlisted men and was told that the men were "drunk and disorderly." Lieutenant Commander Bauer immediately investigated these charges and finding them to be false, informed the management of the resort that in his opinion the men were denied admission to the pavilion solely on account of their bluejacket uniform. When the manager denied this and again insisted that the men were intoxicated, Commander Bauer became aggravated and accused the manager of being a "D----d liar." At this the manager beat a hasty retreat toward the hotel entrance. Commander Bauer cancelled all orders for supplies for the *Alert*, previously left with the Avalon merchants, and then ordered all of his officers and men to board the *Alert*. The *Alert* sailed for San Diego shortly after midnight. Once in San Diego the officers and men were taken on board various Navy vessels for training. Officer Allen of the *Alert* explained to a local reporter the reasons for the *Alert's* hasty departure from Avalon.

> *There was absolutely no excuse for such arbitrary action on the part of the Avalon management. The boys on this ship are not regulars and all have been excellently behaved since we left San Francisco at the beginning of the cruise. There has been no drunkenness whatever, and every officer and man was perfectly sober and conducting himself like*



The Alert ca 1913. Author copy.

any gentlemen would while at Catalina. When we heard that the boys had been refused admission to the dance hall unless attired in civilian clothes we immediately left the place and the island as soon as possible. We feel that we are no better than the men under us, even though holding higher rank, and the insult offered the uniform affected us as much as it did the sailors.

The day after the incident, F. H. Lowe, the manager of the pavilion wrote to the Banning brothers, explaining what had transpired. He asserted that due to the large number of visitors arriving at Avalon on the 4th of July, that he had invited the officers of the *Alert*, but not the sailors. According to Lowe, when sailors arrived at the pavilion doors and were told they would not be admitted, they threatened to make trouble. Later, he alleged, the Commanding Officer of the *Alert* arrived and threatened him as well as seeming to incite a mob to attack him Lowe's letter closed by implying that Commander Bauer was drunk that evening.

On July 11 William Banning, the president of the Santa Catalina Island Company, wrote to the Adjutant General of the California National Guard to bring the matter to his attention, and suggested that he discipline Commander Bauer and the other members of the California Naval Militia that were involved in the incident. He asserted the men were denied admission to the pavilion because they were intoxicated and disorderly, and the commanding officer of the *Alert* used violent and abusive language in his conversations with the manager of the resort. His letter was accompanied by the signed statements of several "witnesses" to the incident, all supporting the resort manager's version. Banning himself made no charge of drunkenness, only that admission had to be limited because of the large number of guests on the island, but did accuse Commander Bauer of using "profane and indecent language in the presence of ladies." Banning also noted that he was forwarding a

copy of his letter and the attached statements to the Secretary of the Navy at Washington, D.C.

Commander Bauer's response, dated August 5, 1908, made a general denial of the accusations made by the Santa Catalina Island Company. He noted that his officers and men passed in and out of the pavilion at their pleasure and "without question, ticket, or invitation", but that later in the evening the management requested that several enlisted men leave the pavilion and denied admission to other men. The reason for this action, as explained the *Alert's* chief Surgeon, was that management did not desire to have men in the bluejacket uniform on the floor, although officers would be welcome.

When learning of the situation, he (Bauer) met with Mr. Lowe, who accused the *Alert's* men of being drunk and disorderly. After investigation, he returned to Mr. Lowe and told him that his charge was baseless. When Mr. Lowe reiterated that charge, Bauer admitted that he "became aggravated and called him a damn liar." He also responded to the Santa Catalina Island Company charges. He noted that all the letters forwarded by Mr. Banning, with possible one exception, were written by employees of the company and that none of these letters were sworn statements. To refute the charges, Bauer included the affidavits of Surgeon Leland and the affidavits of the officers in command of each of ship's division. Bauer concluded his statement by asserting that the accompanying affidavits proved conclusively the Santa Catalina Island Company willfully refused admission for a public dancing pavilion to the men of the Naval Militia solely because they wore the bluejacket uniform.

Commander Bauer's position was fully sustained by the Adjutant General and the Governor, and Bauer's statement, supported by the affidavits of his officers, were considered sufficient refutation of the charges made by the Santa Catalina Island Company. No further investigation or inquiry in connection with the incident was made.

On August 12 the Adjutant General advised Commander Bauer that "in the future, no organization of the National Guard or Naval Militia of this State would be permitted to land on Santa Catalina Island while under the then existing ownership and management, except for purely necessary military purposes." The island would come under new ownership and management eleven years later, in 1919, when William Wrigley, Jr. purchased Santa Catalina Island for $3,000,000.

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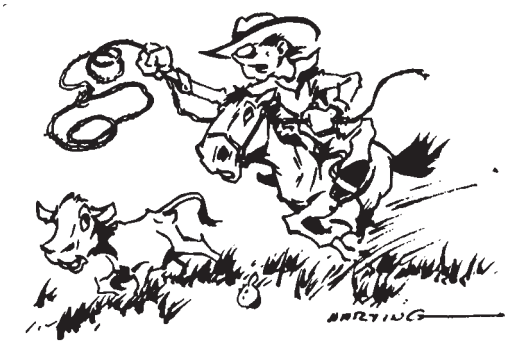


THE MONTHLY ROUNDUP

Photograph by Froy Tiscareño.

December Meeting Speaker Maggie Sharma

DECEMBER 2001

Maggie Sharma, Correspondent member, introduced the members to the technical aspects of "America's Observatory" on Mount Wilson. Ms. Sharma is a freelance technical writer who has published articles in medical and linguistic journals. In addition, she teaches English as a Second Language at El Camino College, Pasadena City College, and in the USC Foreign Graduate Program. She is currently writing a book, *A Stones Throw from the Stars: The History and Legacy of the Mount Wilson Observatory*, for the centenary of the observatory in 2004.

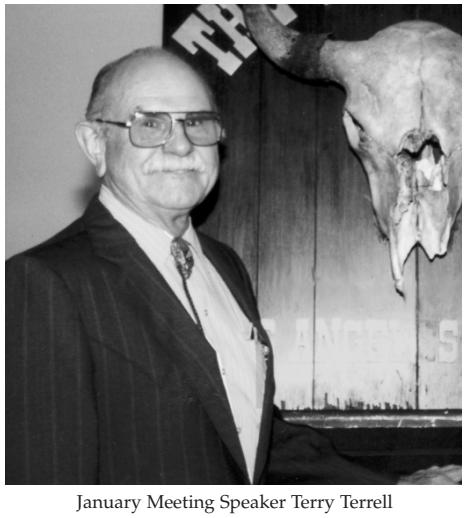
George Ellery Hale was interested in science and astronomy most of his life. By the age of 12 he had built a laboratory and a steam engine.

Mount Wilson with its stable air was an ideal place to establish an observatory. Hale, who had worked at the Harvard Observatory, decided to do it. He started with a Yorkes 40" telescope to which he added a spectrograph to insure better pictures and opportunities to study the skies.

Later it was decided to add a larger telescope. The story of finding the funds and efforts to build the 100" Hooker telescope, the world's largest, was very interesting. The story of taking the telescope up the mountain was very thrilling. One might even say a cliff hanger.

Ms. Sharma's well thought out narrative and slides made it easy to understand the fascination of studying the skies to add to our knowledge.

JANUARY 2002 MEETING



Photograph by Frank Q. Newton

January Meeting Speaker Terry Terrell

Corral member "Terry" Terrell discussed the legends and lore associated with the Big Santa Anita Canyon. Terry displayed an impressive array of slides to highlight the commercial growth of the Big Santa Anita Canyon from the turn-of-the-century to the present. The Wilson Trail, Roberts Camp, Penny House, Lizzy's Trail Inn, Chilao Flats and other historic mountain landmarks were prominently showcased in Terrel's presentation.

Famous mountain men like Wilbur

Sturtevant and Charlie Chantry came to the San Gabriels in the 1890s and established commercial ventures. It was the era of the Great Hiking Age, and southern Californians were traveling to the mountains for fun and recreation. Sturtevant was one of the earliest mountain pioneers, coming to the San Gabriels in the early 1890s. He developed a mulepacking business and tent camp. *Orchard Camp* became a welcome respite for day campers and hikers looking for a hearty meal and place to rest.

During the 1890s, a forest ranger program was instituted in the San Gabriels as America entered a progressive age of conservation. An uncontrollable fire in 1900 swept along the walls of the Big Santa Anita Canyon, over to Monrovia peak, destroying in its path much of the underbrush and sage. The 1900 conflagration highlighted the need for an upgraded fire safety program. One of the earliest rangers appointed to the area was Louis Newcomb, and in coming years a lookout station was built in the canyon for early detection of potential fires.

Between World War I and World War II, several colorful figures inhabited the Big Santa Anita. Charlie Chantry ran a mule-packing station and day camp. Jim Heasley, a young boy during the heyday of Chantry's operation and later a local fireman, added to Terrell's presentation with colorful anecdotes about the personalities, galas and sidelights of that era. In addition, Chantry's granddaughter, Patsy Franklin, added to the presentation with anecdotes about Sierra Madre, the Wilson trail, and the Chantry operation.

In addition to recreational camps, the Big Santa Anita Canyon witnessed several failed mining attempts throughout the post-World War I era. Still, the mountain community has endured to the present, and Terrell traced the restoration of several cabins, along with the arrival of new families willing to continue the traditions of a mountain community.

Terrell's passion and expertise for the mountains were certainly evident in the presentation. A native Pasadenan, Terry has camped and explored Chilao, Charlton Flats, and Hidden Springs for many years. He still owns one of the few remaining cabins in the Big Santa Anita Canyon.

FEBRUARY 2002 MEETING

Photograph by Frank Q. Newton

February Meeting Speaker Lynn Hodge

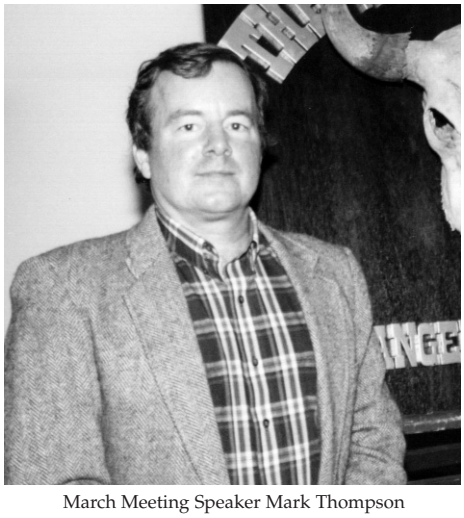
Genealogy and history can be considered unnatural twins. The Los Angeles Westerners were treated to an interesting, if not provocative discussion of how these two academic disciplines can produce surprising connections in the story of the West. Corral member Lynn Hodge offered an animated overview of his genealogical research, which conjoin family with larger themes of California history. His thirty year investigation of relatives has unearthed interesting anecdotes and links with several famous people in California history.

Hodge provided a laundry list of famous Southern Californians who were related or touched shoulders with Mormon settlers. He told interesting stories about early pioneers such as Benjamin Hayes and John Griffith. Fred Eaton, a central figure in land schemes and the Owens Valley controversy, had ties with Hodge relatives. Mormons had an unmistakable imprint on southern California, and included suffragists, missionaries, and land barons. Additional research unearthed Mormon connections with John Muir, Donner party members, and Mariano Vallejo. One colorful

figure was Herbie Green, a courier to the gold fields for Brigham Young. Green eventually settled in Alameda County, taught school, and later became a superintendent of schools at San Bernardino. Many of these figures were only cursory acquaintances or indirectly tied to Hodge's family or Mormon history. However, they provide a strong California backdrop to the events and lives which make a family history rich and colorful.

Lynn Hodge's study of family, Mormon history and the far West provides valuable lessons for the interested student. His research is exhaustive. Hodge visited landmarks, surveyed tombstones and cemeteries, and scoured family documents to unearth a rich history that reflects our larger past. The major point of Lynn Hodge's presentation was certainly underscored: meticulous research and curiosity can produce personal connections between family and the West.

MARCH 2002 MEETING



Photograph by Frank Q. Newton

March Meeting Speaker Mark Thompson

Mark Thompson gave a delightful slide presentation on the life of Charles F. Lummis. He is the author of a recent work on Lummis and shared with the Corral several anecdotes and insights into the colorful and controversial career of this important figure in California and the West. Lummis, a Harvard dropout, reportedly walked from Ohio to Los Angeles, and Thompson shared slides of various stops that Los Angeles' "first bohemian" made during his journey West in 1884. Lummis arrived in southern California on the eve of the great land boom of the Eighties, a time when southern California would transition from a small frontier region into a bustling western settlement. Lummis honed his skills as a journalist and writer during that decade, writing for the Los Angeles *Times*. Long working hours and editor Harrison Gray Otis' demanding deadlines led to a physical exhaustion, and his eventual departure from the newspaper.

Corral members were treated to several interesting photographs of Lummis' life in New Mexico, a time when he championed Native American rights and mission preservation and reported on controversial Indian rituals. Lummis also had a talent for making enemies. Verbose, recalcitrant and sarcastic at times, he frequently found himself embroiled in vitriolic feuds with politicians, educators and local activists. Rumors of personal infidelities, illegalities, physical confrontations, and two stormy divorces almost overshadowed his accomplishments as a booster and crusader of the Southwest.

Thompson provided an overview of key reform movements that Lummis supported, including the circumstances surrounding the longhair controversy among the Hopi Indians, Acoma creation story, and the treatment of students at the Albuquerque Indian School. In 1895, he published the widely read *Landmark Club Cookbook*, which celebrated a variety of foods in southwestern cuisine. Corral members were also treated to photos of the Lummis home, which is the headquarters of the Southern California Historical Society. Indeed, the evening was a special treat for Corral members. Mark Thompson certainly provided a satisfying look at this complex and important figure in the West.

Photograph by Frank Q. Newton

April Meeting Speaker Abe Hoffman

APRIL MEETING 2002

Abe Hoffman took the Corral on a trip back to the era of silent movies. Abe, a past sheriff and longtime book review editor of *The Branding Iron*, discussed several western film stars of early Hollywood. The closing of the frontier, Wounded Knee, and Frederick Jackson Turner's essay on the West were still fresh memories when audiences went to the theater to see Bronco Billy Anderson, William S. Hart and Tom Mix ride off in the sunset with the girl. Abe profiled several early film stars, noting that real life Westerners were used in early films, frequently with limited success as in the case of Wyatt Earp. These one-man, low-budget productions were usually manufactured out of a barn, garage or warehouse. Spartan sets, rough-featured characters, and sod houses actually added a realistic tone to these early ventures, particularly in the Bronco Billy series.

Abe highlighted the career of William S. Hart, perhaps one of the most successful cowboy film stars of the silent era. Over six feet tall, with a confident demeanor, often smoking or gambling, Hart was able to perfect the "good bad man" image. Often, there were violent themes in movies like *Hell's Hinges*, but always the bad guy is turned good by rescuing the gal in distress.

Tom Mix was also profiled by Hoffman. Mix acted or directed in over 400 films and he brought a new style to the movies. His characters were heroic, wore stylized western attire, and the films were filled with action scenes. Train robberies, posse chases, spectacular jumps and a runaway stagecoach could all be part of the plot as mesmerized audiences watched the action while the good guy eventually triumphed over the badmen. The career of Tom Mix ended with talking movies, although he continued in radio and in marketing comic books and toys. Mix died in an automobile accident in 1940.

Abe discussed lesser known western actors like Hoot Gipson, Tim McCoy, Tom Tyler, Harry Carey, and Ken Maynard. The presentation was augmented with slides, and the Corral members were treated at the conclusion of Abe's talk to a ten minute silent film. To be sure, the Corral members found the evening was well worth the price of admission.

Corral Chips

In March, several corral members attended the HSSC Seventh Annual History Conference held at the Gene Autry Museum. This year the program highlighted biographical themes from 1900-1940. Corral Deputy Sheriff, **ROBERT BLEW**, was the primary organizer of speakers and themes for the event. Bob has worked closely with fellow Westerner, **TOM ANDREWS**, president of the HSSC, to make this a successful event during the past.

This year was no different. Longtime corral member and respected scholar, **GLORIA RICCI LOTHROP**, opened the conference with an engaging overview of the various ethnic communities that have characterized 20th century Los Angeles. Along with a slide presentation, Gloria vividly underscored the cosmopolitan nature of the region, accentuating the positive contributions of immigrant peoples in music, politics, science and the arts.

In April, a large group of Westerners attended the opening ceremony for the introduction of Clara Baldwin's private rail car at the Nethercutt Museum in Sylmar. The event was arranged by **GLENN THORNHILL** and **JOE LESSER** spoke at the opening. Corral members who participated in the day's festivities included **DONALD DUKE, FRANK NEWTON, LARRY ARNOLD, SIG DEMKE, DON FRANKLIN, ABE HOFFMAN,** and **MIKE PATRICE.**

ABE HOFFMAN has been an industrious "lil hombre" of late. He recently completed Part II of a bibliographical essay of Los Angeles. His article "Los Angeles as Biography: Needs and Opportunities" spans the 1900-1940 period and will be published for the Historical Society of Southern California. Part I can be read at the HSSC website. Abe also presented his April Corral subject on western film stars of the silent era to the docents at the Autry Museum of Western Heritage.

GORDON BAKKEN has edited a new California History text, published through Harlan Davidson Publishing Company. The book is designed for high school and college courses and should be available later this year. **JOHN ROBINSON** has a new book on the Mount Wilson Trail, now available through the Big Santa Anita Historical Society. Associate member, **SID GALLY**, is busy selecting and copying pictures from the collection of the Pasadena Museum of History. These materials are used in Sid's Sunday morning column for the Pasadena *Star-News*. These biographical vignettes cover a wide range of famous Southern Californians from the bandido, Tiburcio Vasquez, to popular athletes such as Jackie Robinson and May Sutton.

TOM TEFFT is teaching western history courses at the College of the Desert in Palm Desert. His wife, Diane, has written a fictional romance, *The Veil*, which utilizes the Mountain Meadows Massacre as an historical backdrop. Diane and Tom both extensively researched the Old Spanish Trail and the historical period involved, including research trips to Utah and interviews with experts in the field. *The Veil* is available in local book stores and through a website at www.dianenoble.com.

Directory Changes

New Members

Thomas R. Bennett
341 S. Armel Dr.
Covina, CA 91722

Jan Porter
Bishop Amat High School
14301 Fairgrove Ave.
La Puente, CA 91746

Edward E. Harnegal (1917-2002)

Ed to his colleagues, friends and intimates was born on New Year's eve in Des Moines, Iowa, where he lived during his childhood and adolescent years. He entered Oberlin College but after two years had to withdraw due to the death of his father. However, he resumed his studies at the University of Iowa from which he received his bachelor's degree. Influenced by an uncle physician whom he greatly admired, he decided on a career in medicine and matriculated at Jefferson Medical College, Philadelphia, one of the nation's oldest and most prestigious medical schools. There he received his M.D. in 1943 followed by a year's internship at Lankenau Hospital in Philadelphia.

Immediately after completing his internships, Ed joined the U.S. Army Medical Corps with the rank of First Lieutenant and retired from service as a Major. He served in both the European and Pacific Theaters and was among the first to go into Hiroshima while the environs were still radioactive. With his discharge in hand, in 1946 he continued postgraduate work in internal medicine and cardiology at USC's School of Medicine.

One of the highlights of Ed's medical career was a 1948 fellowship at the Mayo Clinic. There he came to know Drs. Edward Kendall and Philip Henry who were working on cortisone and its clinical use in the treatment of rheumatoid arthritis for which they awarded the Nobel prize in 1950.While in residence, Ed met Mary Lou Crowl who became his wife. Their marriage was blessed by three children—Anne, John and James—of whom he was terribly proud. Mary Lou his boon companion died in 1990.

One of the most important aspects of Ed's life was his passion for the history of medicine. That seed was planted while he was a medical student at Jefferson Medical College—an institution considered the dean of the American medical profession. He became enamored by the two great Eakin portraits at the college of the Gross Clinic and the Agnew Clinic which were on prominent display. He also became fascinated with Dr. Benjamin Rush, one of the great early American physicians, and, lectured and wrote articles on his life, as well as the history of the Pennsylvania Hospital, Benjamin Franklin and his medical interests, and the founding of the American Philosophical Society.

Ed served on the medical staffs of the California Hospital, Orthopedic Hospital and Good Samaritan. While he was at the California Hospital he was intrigued with the history of that old Los Angeles institution and installed a permanent visual history of it as well as writing an extended article on the founder, Dr. Walter Lindley, published in the *Southern California Quarterly* (1972). At Good Samaritan he inaugurated a history of medicine luncheons with invited visiting physicians who had a like interest in the subject as well as local doctors who were keen on a variety of historical medical topics, often being a speaker himself.

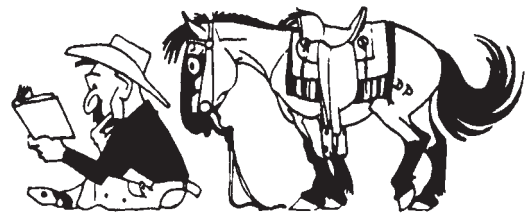
One of Ed's singular contributions, other than his selfless dedication to his patients—for patients always came first in his professional life—was his association with the Los Angeles County Medical Association (LACMA) and its wonderful library. He was active in the Friends of the LACMA Library

and when the existence of the library's magnificent rare book historical collections were threatened by closure of the institution due to financial reverses, he was the prime mover in initiating negotiations with the Huntington Library to acquire the LACMAL rare book collection, as well as secondary works, also including medical Californiana and Osleriana. Thanks to the foresight of Martin Ridge, Director of Research at the time at the Huntington (as well as several other key players), the LACMAL books were placed at the Huntington on "permanent loan." Thus they would be made available to a larger audience of researchers and scholars. The LACMAL acquisition gave the Huntington one of the premier collections on the history of medicine in the nation. This was Ed's singular contribution to the future of the study of a field in which he was deeply immersed.

Ed lectured widely. Among some of his topics—to show the breadth of interest—were the "History of Gout," "Lafayette M. Bunnell, M.D. and the Discovery of Yosemite," "Golden Age of Medical Quackery." Or the occasion of the 50th anniversary of the LACMAL in 1984, he presented a lecture "On the Physician Entrepreneurs in Early Los Angeles," among them John S. Griffin, Joseph P. Widney, John R. Haynes and Charles LeRoy Lowman. He subsequently presented to the L.A. Corral a talk on Dr. Walter Lindlay in November 1972. (I was Deputy Sheriff and had recruited Ed and introduced him on that occasion.) He also contributed an excellent article on another early Los Angeles physician, "Richard Somerset Den, M.D.—1821-1895. The Irish Physician to the Dons: His Life, Death and Resurrection," published in *The Branding Iron*, No. 132 (September 1978).

Ed was a member of the Corral for over 25 years and was a regular attendee at meetings until increasing medical debilitation made it impossible for him to get around. By this time he was a resident of Villa Gardens, a retirement complex in Pasadena, where he died peacefully. *Vaya con Dios, amigo!*

—Doyce B. Nunis, Jr.



DOWN THE WESTERN BOOK TRAIL . . .

ENCYCLOPEDIA OF CALIFORNIA'S CATHOLIC HERITAGE, by Monsignor Francis J. Weber. Spokane, Washington: Arthur H. Clark Company, 2001. 1148 pp. Illustrations, preface, index. Cloth, $90.00. Order from The Arthur H. Clark Company, P.O. Box 14707, Spokane, Washington 99214.

Monsignor Weber has produced an exhaustive study of the church leadership who have contributed to the spiritual and temporal growth of Catholicism in California. Prominent clerics are profiled for their lifelong commitment and contributions to the Catholic Church. Familiar names like Junipero Serra, Thaddeus Amat, Joseph Alemany, John Cantwell, James Francis McIntyre and other significant leaders are prominently highlighted. They were the dynamos who organized the intricate network of dioceses, parishes, schools and missions which provided the basic church structure that exists today.

Weber also captures the spirit of the church, perhaps best profiled in the priests and nuns who worked tirelessly behind the scenes. There were World War II chaplains, devoted missionaries, and parish priests who worked diligently in local communities by celebrating Mass, hearing confessions, and meeting the everyday demands of their growing congregations. The story of humble padres are retold, like that of John Cremin, who lived out of a suitcase, traveled the state organizing liturgical song, which quietly fomented a ecumenical revival in music during the post-World War II period.

The *Encyclopedia* provides ample attention to the laity, which included patrons who

financed church projects, promoted the Faith, or worked to create parochial schools. Here again, California history is intertwined with prominent Catholic personages of a wide spectrum, including playwright John Steven McGroarty, crusader Stephen Mallory White, actor Gregory Peck, and former governor Earl Warren.

The *Encyclopedia* underscores the story of the Catholic Church as a tale of immigrants —Spanish, Mexican, Italian, Irish, and the like. The role call of names, lay and clergy, reflect the diverse cultural imprint that embodies state history. In addition, Weber provides a comprehensive section on religious organizations, significant church topics, important speeches, addresses, and memoirs. The Arthur H. Clark Company has produced an attractive hardbound edition that would enhance any library shelf or personal collection.

Indeed, *Encyclopedia of California's Catholic Heritage* is a significant work in cataloging the parts that make up the whole—the personages who have shaped the Catholic imprint on California's past.

—Ronald C. Woolsey

JOHN MUIR: *A Naturalist in Southern California* by Elizabeth Pomeroy. Pasadena: Many Moons Press, 2001. 148 pages, photographs. $15.95 Softcover. Order from Many Moons Press, P.O. Box 94505, Pasadena, CA 91109.

John Muir was most closely associated with Yosemite during his long lifetime, but the great naturalist spent much of his time—particularly in his later years—in southern California. His first visit was in 1877, when he made "a fine, shaggy little five days excursion" into the San Gabriel Mountains. Muir came at the bequest of three friends from University of Wisconsin days: Dr. O. H. Conger, who had recently built a home in the Indiana Colony, soon to be Pasadena, and Ezra and Jeanne Carr, who had bought property close to Conger and would later build their beloved "Carmelita."

Some years later, new friendships brought Muir to southern California time and again. He met Theodore Lukens on a Yosemite excursion in 1895. Muir found Lukens a "kindred spirit". Both men were vitally interested in forest preservation, Lukens to the extent of developing a reforestation nursery at Henninger Flat above Altadena. Muir was often a guest at Lukens' Pasadena home. Other Muir friendships developed with Charles Lummis of "El Alisal", author and builder of the Southwest Museum in Highland Park; A.C. Vroman, Pasadena bookseller and photographer; John D. Hooker, Los Angeles businessman who helped finance the 100-inch telescope on Mount Wilson; and the New England naturalist John Burroughs, who spent many of his winters in Pasadena.

Muir's concern for the health of his ailing daughter Helen brought him to southern California often during his last years. In 1907 he settled her in the desert hamlet of Daggett, believing that the dry air would sooth her respiratory problems. Muir's final visit to Daggett was in December 1914. A bitterly cold wind caused the aging naturalist to develop double pneumonia. He took the train to California Hospital in Los Angeles, where he passed away on Christmas Eve.

Elizabeth Pomeroy is a gifted writer. She relates in smooth, eloquent prose the story of John Muir's many sojourns in southern California. More than this, she has enhanced the book with excerpts of Muir's correspondence with Theodore Lukens and Charles Lummis, Helen Lukens Gaut's delightful story of Muir's visit to Palm Springs in 1905, and memorials from the Los Angeles *Times* and the Pasadena *Star*. To top all this off, Pomeroy adds "Places to Visit" in southern California that were once associated with Muir.

Pomeroy's splendid little volume belongs on the bookshelf of all *aficionados* of John Muir.

—John Robinson

SALT DREAMS: *Land and Water in Low-Down California,* by William deBuys, photographs by Joan Myers. Albuquerque: University of New Mexico Press, 1999. 309 pp. Illustrations, Maps, Notes, References Cited, Index. Cloth, $35; paper, $21.95. Order from University of New Mexico Press, 1720 Lomas Blvd. NE, Albuquerque, NM 87131-1591 (800) 249-7737.

Anyone who has visited the Salton Sea area, especially in the summer months, needs no persuasion as to the ecological disaster the area represents. Camping at Bombay Beach in 1997 with a hundred or so intrepid E Clampus Vitus brothers, I was stunned by the stench (not from the Clampers) of dead birds and fish, and amazed at the billions (trillions? gazillions?) of flies. One Clamper went back to Indio and bought forty rolls of fly paper at a hardware store. Within minutes of hanging up the fly paper, the rolls were covered, absolutely covered, with flies, and millions more buzzed around wanting their turn at a sticky death.

William deBuys puts this mess in perspective, tracing the history of the area from Indian times to the present. Virtually the entire period since 1850 has been a time of environmental abuse, but the 20th century accelerated the deterioration of the region. First there was the greed and ineptness of the California Development Corporation, the company that through sheer incompetence and carelessness caused the Great Diversion of 1905-1907, when the Colorado River changed its course and followed the company's irrigation canal into the Salton Sink, creating the Salton Sea. Finally tamed by massive efforts and money to return to its channel, the Colorado River became the source for Imperial Valley's famous agricultural production. As deBuys makes clear, however, the price for cheap vegetables and fruit must include the nation's most medieval political and economic structures as large corporations have their lands tended by serf-like farm workers.

DeBuys writes angrily of M. Penn Phillip's scheme for Salton Riviera, the abortive effort to turn the Salton Sea into a resort area in the late 1950s. Within a dozen years Phillips was gone, and the companies that succeeded him did little to maintain what little had been built. Thousands of gullible people invested their savings into overblown real estate developments that never developed. Meanwhile, the Salton Sea grew saltier, serving as a sump for the drainage of water used by Imperial Valley growers. Whatever went down the Colorado River didn't help Mexico much as to water quality, though it did make the international ramifications interesting to lawyers.

The last chapter highlights (maybe it should be "lowlights") the detrimental effects of years of sewage and salts ending in the Salton Sea, the dying off of thousands of birds and fish, and the ineffectual attempts to clean the area. Sonny Bono served briefly as a champion of the Salton Sea until his untimely death, but the efforts now being made in his name to solve the tremendously complicated problems there echo the schemes of those earlier promoters. Some die-hards (or avaricious fast buck artists) claim to see a resurrected Salton Riviera in the future, naturally expecting the $300-500 million needed to repair the damage coming from the federal government. Maybe such promoters should be forced to live with the flies from May to October.

The book required the skills of a historian, poet, environmentalist, and sociologist, and deBuys fills those roles admirably. It also includes two portfolios of photographs taken by Joan Myers. There are no historical pictures, but Myers charts the failed real estate subdivisions, Slab City, and the stubborn people who insist on living in a place where the temperature exceeds 100 degrees a third of the year. Reading this book will provoke feelings of anger and frustration, as a good book should.

—Abraham Hoffman

VISION & ENTERPRISE: *Exploring the History of Phelps Dodge Corporation*, by Carlos

A. Schwantes. Tucson: University of Arizona Press, 2000. 464 pp. Illustrations, Notes, Sources for Further Reading, Index. Cloth, $60. Order from University of Arizona Press, 1230 North Park Avenue, Suite 102, Tucson, AZ 85719 (520) 621-1441.

Vision & Enterprise is the story of one of the largest companies in the world, which was established in 1834. Continual adjustment to change is a primary secret of Phelps Dodges' longevity; a lack of that trait is what killed many corporations such as Montgomery Ward, the Pennsylvania Railroad and Eastern Airlines.

Copper is not the only product made by Phillips Dodge. Now they produce carbon black, which, by the way, is 20% of your tire's composition. They also manufacture aluminum wires and cables.

Their products are used in pipes, wires, computers and even the Hubble space telescope. Over the years, sixty million pounds of copper have been used to manufacture Levi jeans.

The production of copper in the United States totaled about seventy-three million pounds in 1881. Thirty years later, domestic output skyrocketed to an amount more than a billion pounds greater than that produced in 1881, due to Thomas Edison and the electric light bulb.

Phelps Dodge Corporation had a mine in Bisbee, Arizona, that had nearly 2,000 miles of passageways. It was one of the three largest mines in the world.

There is a glossary of technical terms as well as an index, plus several pages of notes regarding each chapter. For the interested, there are some pages of sources and suggestions for further reading on this subject matter.

Most corporate histories are boring, but I found this one interesting. I hope you will, too.

—Bob Kern

THE LITERATURE OF CALIFORNIA,

VOLUM 1: *Native American Beginnings to 1945*, Edited by Jack Hicks, James D. Houston, Maxine Hong Kingston, and Al Young. Berkeley: University of California Press, 2000. 653 pp. 21 b/w photos, 1 Map (w) Cloth, $60 ISBN 21524-9; paper, $24.95 ISBN 22212-1. Order from the University of California Press, 2120 Berkeley Way, Berkeley, CA 94709 (510) 642-4701.

The Literature of California, Vol. 1 received the commendation of the State of California Assembly as "a twenty-first century book that recognizes the richness of California literature." It is an anthology of writings beginning with Indian stories, legends, and songs and ends with mid-20th century poems, legends, muckraking, Hollywood novels, and cultural criticisms.

The editors have imaginatively chosen diverse authors representative of California literature and culture. The range of material covers the myths of Native California's origin in "Indian Beginnings" (Part One), California's colonization in "One Hundred Years of Exploration and Conquest 1769-1870" (Part Two). Writings in the "Rise of California Literature 1865-1914" (Part Three), and lastly, excerpts from Hollywood's movie-novels and other cultural analyzes in "Dreams and Awakenings 1915-1945" (Part Four) completes the anthology with notable mystery stories: *The Maltese Falcon, The Postman Always Rings Twice, The Big Sleep*, etc.

This volume is a comprehensive selection of excerpts, though short, from originals that this reviewer has always wanted to delve into more deeply, but was barred by time restrictions. The book should provide an inspiration to our Westerners to dust off some of those ol' classics and get 'em read. Familiar voices such as Fray Juan Crespí, Pedro Fagas, Jedediah Smith, Richard Dana, John C. Fremont are heard, followed by a humorist, newspaper man, macabre writer, and moralist in Samuel Clemens, Bret Harte, Ambrose Bierce, and Helen Hunt Jackson. Key excerpts are cut from epic novels by Jack London, Frank Norris and Mary Austin on whose heels the "Awakenings" are exposed by Upton Sinclair, Dashiell Hammett, John Steinbeck and Raymond Chandler, and many, many more. A cynical narrative of

American 'settlers', activists' poems, and translated culture by Maria Amparo Ruiz de Burton, Josephine Miles, and Jade Snow Wong all blend together to capture the spirit and scope of the Golden State in this extraordinary collection.

The anthology has a wide range of writings from familiar, well-known writers, and some not so well known. The book ends too soon at WW II. This extraordinarily lively and zestful book should be read by all Westerners. A companion volume covering the post WW II period to the present would appear to be in the offing and this reviewer is eagerly anticipating the publication of Volume II.

—Kenneth Pauley

HIGH AND DRY: *The Texas-New Mexico Struggle for the Pecos River* by G. Emlen Hall. Albuquerque: University of New Mexico Press, 2002. 291 pp. Photos, Maps, Graphs, Notes, Index. $39.95 Hardcover. Order from University of New Mexico Press, 1720 Lomas Blvd., NE, Albuquerque, NM 87131-1591 (505) 277-1591.

This is the best history of a western water case I have read in thirty years and whether you are interested in New Mexico-Texas history or not, you should read this book. Em Hall has delivered a personal as well as extensively research history of *Texas v. New Mexico* first filed in 1974. In this case Texas disputed water deliveries by New Mexico from the Pecos River under an interstate compact. The case brought water politics, law, and science to courts and three special masters. Today the case lives with a Pecos River Master who runs a computer model to determine whether New Mexico is living up to its obligations to deliver a quantum of water.

What makes this book special goes beyond the excellent writing skills of the author. Yes, Em Hall is a lawyer and law professor, but one that can write with the hand of a poet as well as garden with the skill of the ancients of New Mexican soil. Hall uses extensive oral histories as well as archival sources to tease out the process of the law and water politics on a state and national level. He puts people square in the middle of this dispute. Steve Reynolds, the New Mexico water guru, holds off the claims of Texas for decades with lore, language, and law. Royce J. Tipton, a scientist, who developed an empirical model of the river in the belief that science could solve all problems and that law could make it a working reality. But "by the second half of the twentieth century it was clear that neither science nor technology was able to bring so closely together what nature could provide and what humans use. Tipton wanted nature to yield: it would not." [72] Other icons of law, language, and water lore stalk these pages only to find that the bluntnose shiner must have more water in the 1990s or so the Federal Fish and Wildlife Service decreed. These little squirts were simply not in the model or in the minds of the players. Hall says it all: "The competing claims to the river have grown as the scientific understanding of it has become murkier and the legal institutions that govern it have atrophied. " [217] Hall, the gardener, retreats to his plots, prepares his soil, and takes his share of Pecos water, albeit not by drip irrigation. The river flows.

—Gordon Morris Bakken

METROPOLIS IN THE MAKING: *Los*

Angeles in the 1920s, edited by Tom Sitton and William Deverell. Berkeley: University of California Press, 2001. 371 pp. Illustrations, Notes, Index. Cloth, $55; Paper, $22.50. Order from University of California Press, 2120 Berkeley Way, Berkeley, CA 94720 (510) 642-4710.

This anthology, comprising fourteen original essays, explores topics of scholarly interest and dynamism in early twentieth century Los Angeles. Much of what we now recognize as Los Angeles, its vast sprawl, its reliance on the automobile, its predominance as a business and financial center and the lure of Hollywood took shape in the 1920s. During that hectic era, Los Angeles annexed

forty-five adjacent communities spreading into the San Fernando Valley and southward to the harbor at San Pedro. The Pacific Electric's Big Red cars became the nation's largest streetcar system.

Oil discoveries just south of the city made the Los Angeles basin into one of the world's great petroleum producing areas. The City of Our Lady of the Angels emerged as first in movie production, ninth among the country's industrial centers, and the aviation capital of the United States

That literary curmudgeon, Carey McWilliams, attributed the area's eccentricities not to its "fabled climate," but to its incessant growth. An avalanche of emigrants made Los Angeles a haven for evangelistic sects, cults and "freak religions. "

The essays in this volume are a successful attempt to create a richer, more detailed analytical tableau of the city's past, stressing the extraordinary variety in the Los Angeles experience. The contributors to this 370 page book tested earlier chronicles and historical accounts, accepting what remains viable and discarding what is no longer relevant. They validate Carey McWilliams' caricature of this "land of bright colors, flowers and perpetual sunshine" as the most fantastic city in the world.

—Msgr. Francis Weber

ONCE UPON A TIME IN LOS ANGELES: THE TRIALS OF EARL ROGERS, By Michael Lance Trope. Spokane, Arthur H. Clark Company, 2001. 270pp. Illustrations, Cast of Characters, Index. Cloth. $ 24.95.

Forget about Johnnie Cochran; turn off the reruns of Perry Mason; read this book if you want to enjoy courtroom drama at its exciting lively best. Earl Rogers was by far Los Angeles's most successful, eccentric if not bizarre, defense lawyer of the early twentieth century. He even bested his mentor, Senator Stephen White, who was a master of the courtroom control. Rogers defended both the cream and scum of Los Angeles society, who were brought before the bar of justice. In some thirty years of practice he lost only three out of seventy-seven homicide cases. Only once did he accept the role of prosecutor. A handsome man, Rogers dressed like a dandy, spoke like a preacher, and embraced and used the best scientific data available at the time. He knew as much anatomy as a coroner and understood how to use ballistic evidence. But he was also a chronic alcoholic who had to be "sobered up" before entering a courtroom. Although he earned a small fortune, he ended his life at age fifty-two dead broke, a virtual derelict.

The author presents a brief sketch of Rogers's life, but he concentrates on the sensational trials in which Rogers was involved. When Chief of Police Sebastian, later mayor of Los Angeles, was charged with contributing to the delinquency of a minor, he turned to Rogers, whose interrogatory of the young woman in question shocked the press.

Q:: What else did he [Sebastion] do?

A: He pinched my breasts....

Q: What was the effect...?

A: It excited and aroused me.

Little wonder Rogers was famous for his interrogations. When Clarence Darrow was charged with attempted bribery in the famous McNamara case, it was Rogers who not only defend Darrow but also himself. He saved, the African-American boxing champ, Jess Willard from a conviction for second-degree murder. In each case the author, relying on trial records, newspaper accounts, and standard texts brings the story to life.

The author is a lawyer and not an historian. The book is not intended for a scholarly audience. There are no footnotes and no bibliography. The author often ignores or is unaware of material that would have lessened the impact of stories. He does not ask the kind of questions legal historians would ask. But that is not his purpose. He highlights the man and the sensational nature of trials at the time. The lawyer, it is said, is both the sword and the shield of the common man. Michael Lance Trope, one-time sports agent turned trial lawyer, turned author, has demonstrated what that expression means.

—Martin Ridge