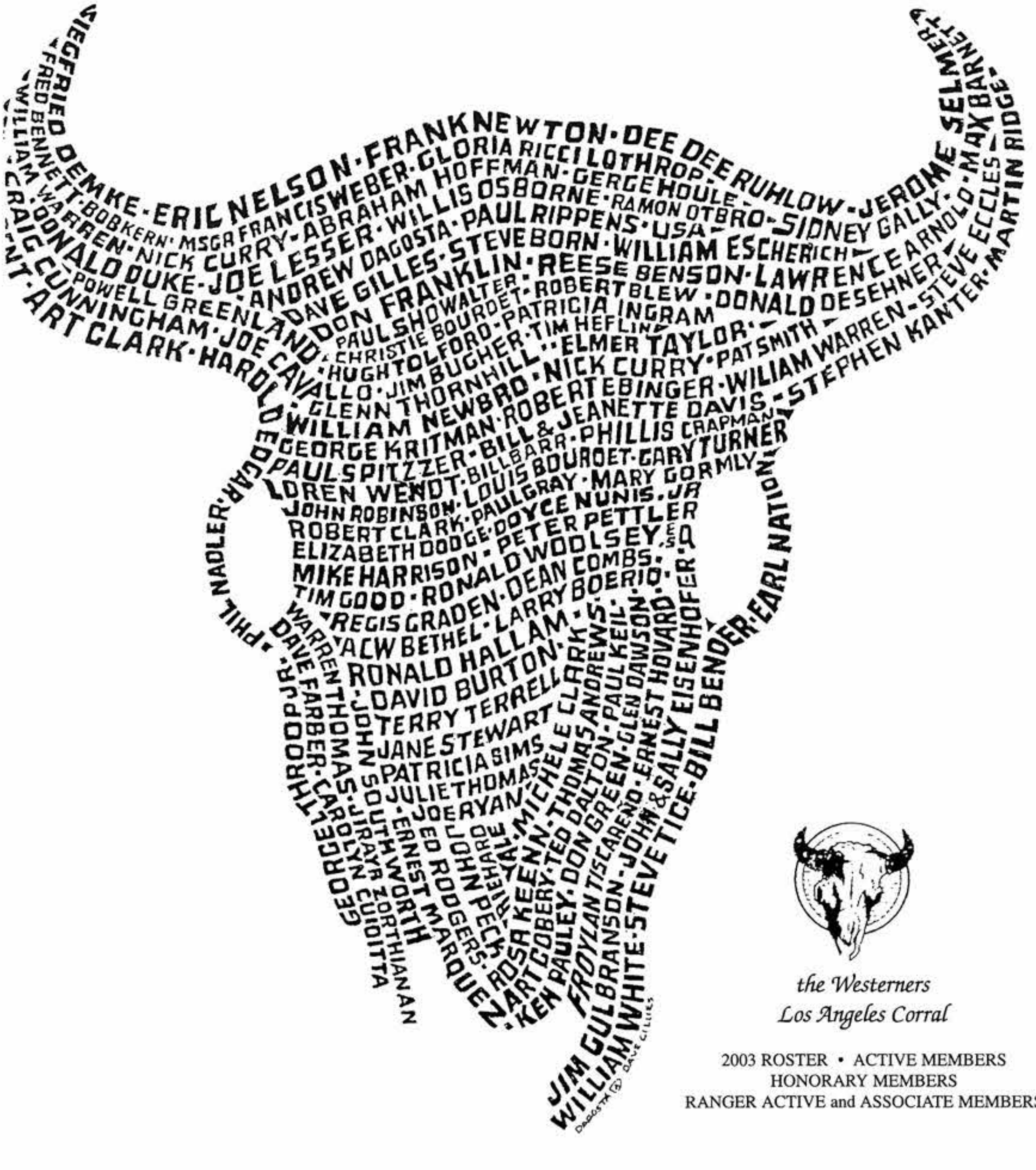
WESTERNERS

LOS ANGELES CORRAL — The Branding Iron

SPRING 2003 | LOS ANGELES CORRAL | NUMBER 231



the Westerners
Los Angeles Corral

2003 ROSTER • ACTIVE MEMBERS
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RANGER ACTIVE and ASSOCIATE MEMBERS

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 CORNER

This issue contains two very interesting articles. "Henry Huntington's Mansions on Rails" and "Heninger Flats." Do they have anything in common?

Probably not, but let's give it a try.

Both represent the past of southern California. Both Huntington and Heninger are familiar names to most Southern Californians, particular those living in the San Gabriel foothills. Obviously the name Huntington seems almost everywhere; in fact, one of the editors of this publication even knew someone by that name. Alas, a poor schoolteacher, not a railroad magnate. Both the rail car *Alabama* and Heninger flats were completely destroyed by a careless fire. Both articles contain information not widely known. For instance, how many of our readers knew the Pacific Electric Railway was taken over by E. H. Harriman in 1910? How many knew that Heninger Flats became one of the most successful nurserys in southern California?

The present day fate of both is quite different. The Pacific Electric Railway system has been reborn and is now called Metro Rail System, even using some of the original right-of-way. How about that for coming back to life? Will Heninger Flats come back to life? Maybe!

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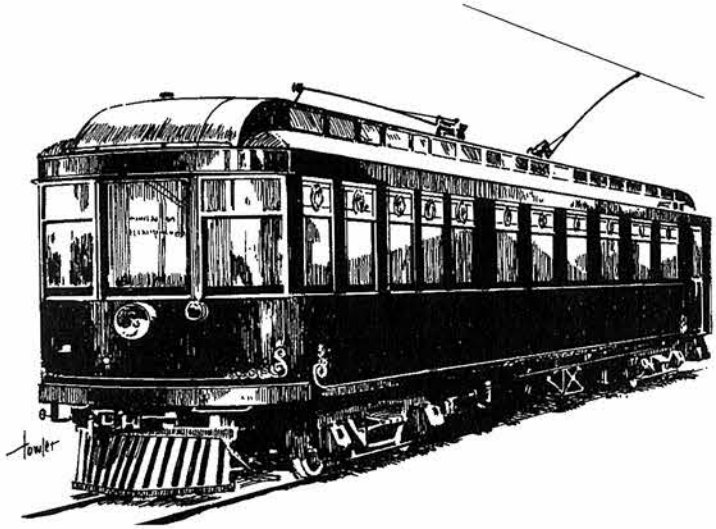
Front cover design by Andrew Dagosta. Any errors or omissions are regretted, but may result from the ever-changing nature of the membership directory.



The *Alabama*. Courtesy of the author.

Henry Edwards Huntington's Mansions on Rails

by Donald Duke

One of the most influential figures in the history of American interurban railways in the United States, was southern California's own Henry Edwards Huntington. Moving officially to southern California in 1901, he began the purchase of a lot of land, bought the Los Angeles Railway (a local street railway system), and then founded the Pacific Electric Railway which became the largest interurban railway system. The PE would eventually blanket the entire southern California scene, from the shores of the blue Pacific to the San Gabriels.

In due course, the name Huntington became one of the most recognized names in southern California. There was the Huntington Hotel, the Huntington Library & Art Gallery, the Pacific Light & Power Company, the towns of Huntington Park and Huntington Beach, and many streets in the area carry the name Huntington. Huntington also built the largest skyscraper in Los Angeles for its time, the Henry E. Huntington building at 6th and Main streets. Although the cornerstone says the Henry E. Huntington Building, it is familiar as the Pacific Electric Building and interurban station. It has twelve elevators which, at the time, were the fastest in the entire west. It's three upper floors housed the luxurious Johnathan Club to which Henry was a member.

Henry was the nephew of Collis Porter Huntington, president and chairman of the Central Pacific and Southern Pacific. He is better known as one of the "big four" railroad builders. Although Henry was two generations younger than Uncle Collis, he was always sheltered under the wing of the senior Huntington. The Huntingtons were brought up at Oneonta, in upstate New York. The small town has a library called the Huntington Library. It has a huge portrait of Henry and one of Arabella in the lobby. If you show a Huntington Library card, the place lights up like Christmas.

Henry was associated with the Chesapeake & Ohio Railroad, the Newport News Drydock and Shipbuilding Company,

The *San Marino*. Courtesy of the author.

and then came west on the request of Collis to assume the post as associate vice-president of the Southern Pacific. It was believed that Henry would assume the presidency of the Southern Pacific on the death of Collis. Collis died August 13, 1900. Henry and Arabella, wife of Collis, were to share the estate. Unknown to the heirs, Collis had put up fifty percent of his Southern Pacific stock as collateral for the building and construction of his new New York mansion on 5th Avenue. Although he was paying off this debt, New York banks became worried and were afraid they would be left holding the bag. They sold Huntingtons stock to Edward H. Harriman, a New York banker and railroad consolidator. Harriman had a dream of owning a true transcontinental railroad, a line from the Atlantic to the shores of the Pacific. He already had control of the Erie Railroad running from New York to Chicago, and also had control of the Union Pacific Railroad, running from Omaha west to Ogden, Utah. With the Southern Pacific in his hands, all he needed was a link from Chicago to Omaha. Harriman became chairman of the Southern Pacific. He was not interested in having another Huntington in charge. He liked Henry, and asked him to stay aboard as associate vice-president. He even made him a director. Disappointed, Henry pulled up stakes, and moved to Los Angeles. He remained as a director for several years.

Collis P. Huntington had a mansion on rails known as the *Oneonta*. The luxurious private car was named after his boyhood home. As an associate vice-president, Henry did not have a private car assigned to him. When traveling he had to take a car from the pool. On the death of Collis, Henry purchased the *Oneonta* from the Southern Pacific. He renamed it *San Marino*, after a plot of land he had purchased from the Shorb estate in the San Gabriel Valley. Henry planned to build his southern California home on the acreage known as San Marino.

After moving to Los Angeles, Huntington and his wife were in the throws of a divorce. She did not want to live in a hick town like Los Angeles or San Marino. Henry took up rooms in the Jonathan Club which were in the Henry E. Huntington building. The private car *San Marino (*former *Oneonta)*was on call at the local Southern Pacific yard. Once Henry had completed his San Marino estate, the *San Marino* was moved to the basement of the house. The basement has a very high ceiling, contained trolley wires and two sets of tracks set in concrete which was capable of handling four private cars. The last time I was in the basement the tracks and the trolley wire, were still there but they were not connected to anything.

As Huntington was building the great Pacific Electric system, he felt the need for a smaller private car to carry him around. The *San Marino* required an electric locomotive to move the car which was heavy and awkward to run on Los Angeles city streets. After all the *San Marino* was basically a main line railroad private car.

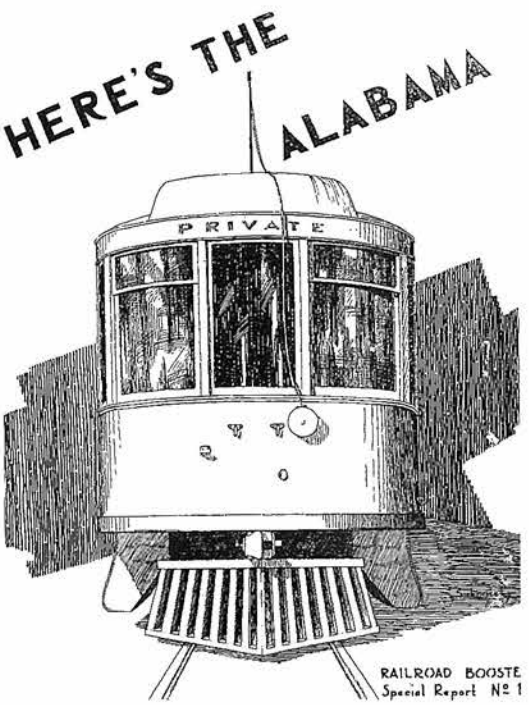
In 1903, Huntington placed an order with the St. Louis Car Company for the construction of a private electric car to be known as the *Alabama*. At the time it was described as the largest, most luxurious, and finest electric railway private cars ever built in North America. Unlike most such cars, the *Alabama* was not to be owned by the Pacific

Electric, but was the private property of Huntington. Why it was named *Alabama* is a mixed bag of tricks. None of the Huntingtons lived in Alabama. However, the widow of Collis P. Huntington, who Henry later married, came from Alabama.

The structure, mechanical, and electrical features of the *Alabama* were way advanced for the time and it took a year and a half to build. With a length of more than sixty-three feet over the end bumpers, and an overall width of nine feet six inches, the car weighed, in running order fifty tons. The car was the largest and heaviest car to roll over the Pacific Electric system. Built at a time when wood body formed the car was an industry standard, the *Alabama* was formed in steel and had a huge nine inch I beam underframe. Way over the standard at the time. The car was formed in wood on the outside, but was entirely steel construction for the framing.

Its 200 horsepower Westinghouse traction motors powered the *Alabama* and gathered its power from an overhead trolley wire at 600 volts picked up by means of a trolley pole at each end of the car. The *Alabama* had the highest power to weight ratio of any electric car in the United States at the time. Top speed was ninety miles-per-hour. The *Alabama* often covered the 20.98 miles between Los Angeles and Long Beach, non-stop, in 15 minutes. This was an average speed of eighty miles-per-hour. Bear in mind there was literally nothing south of Los Angeles all the way to Long Beach at the time. Operating controls were at both ends of the car run by a motorman. There was also a conductor aboard by union rules. I don't think he punched Huntington's ticket. The *Alabama* had standard railroad couplers, as did all PE cars for the time. It was equipped with the latest Westinghouse air brakes and could nearly stop on a dime. With standard couplers, the *Alabama* could be coupled to a standard railroad passenger train.

Its interior appointments and furnishing clearly rivaled its steam railroad private car contemporaries. One end of the car was outfitted as a dining room, with extension

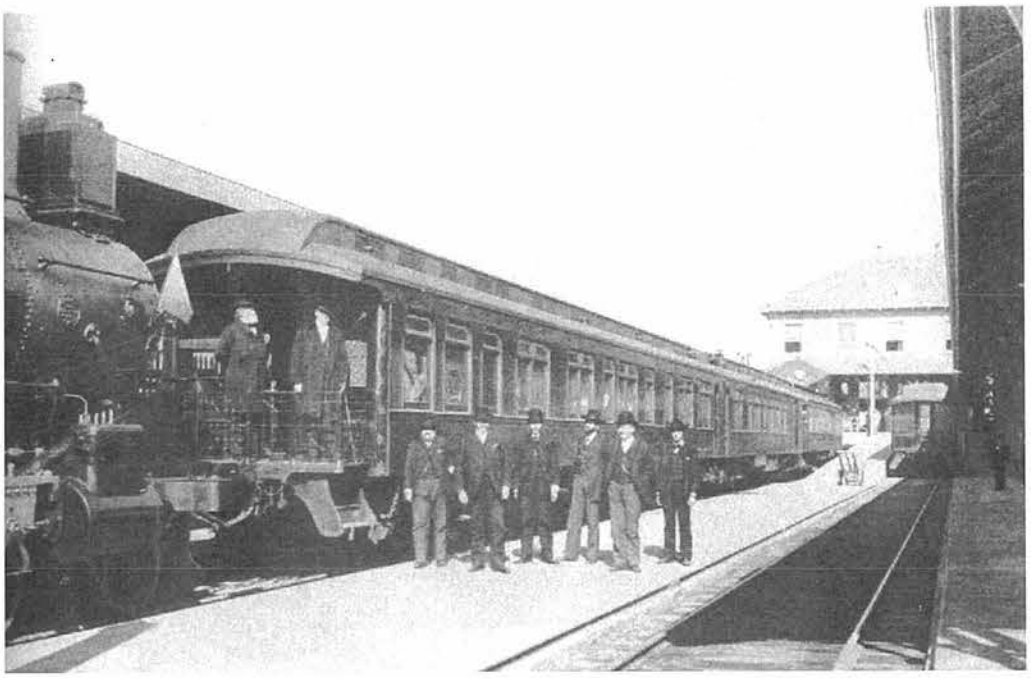


The *Alabama*. Courtesy of the author.

leaves, it could seat ten. The dining room had a fireplace with and "electric log." It had a build in sideboard, a china closet, a jardinere, and a large sofa which could be converted into an upper and lower berth. A complete kitchen was next to the dining room. It included a wood/coal stove, and electric range (modern for the time), a ice refrigerator, food lockers, wine rack, work table, and a sink.

A general toilet compartment was next to the kitchen. Two large staterooms were each outfitted with brass double beds, a closet, a private toilet, and a wash stand. There were two chairs in each room and a small sofa. An observation room at the opposite end of the car also included an electric log fireplace, upholstered lounge chairs, a book case, and a roll top desk. Large picture windows afforded excellent visibility. Truly a luxurious land yacht on rails.

For as long as Huntington was president of the Pacific Electric, the *Alabama* was frequently seen over the entire system, speeding Henry to his shooting blinds at Bolsa Chica, or to his seaside summer place at



Southern Pacific Business Car at Pasadena Station on the observation platform is Collis P. Huntington (left) with Henry E. Huntington. Courtesy of The Huntington Library, San Marino.

Clifton by the Sea.

Clifton no longer exists, but was two miles out of Redondo Beach to the end of the Pacific Electric Redondo Beach Line. On some occasions according to Leslie Bliss, former Huntington Library librarian, he would take the *Alabama* to book auctions at San Francisco, rather than dragging out the *San Marino*.

Only five years after the *Alabama* was delivered Huntington relinquished control over the Pacific Electric to Edward H. Harriman of the Southern Pacific. Isaics Hellman and Huntington were partners in the PK. Henry kept plowing money back into the PK. Isaics Hellman wanted dividends. His long time friend sold Henry out to Harriman who gained nearly fifty percent control over the PK. This is a story in its own right. As a result Harriman bought up all the interurban lines in southern California, and consolidated them under the Pacific Electric banner by means of the great merger of 1910. Having lost control, Huntington retired to his San Marino estate, where he devoted most of his time to buying art and books for his library and art gallery. The *Alabama* was only taken out on special occasions from the basement of the house. He had to now pay full fare to run the car on Pacific Electric tracks.

In 1920, the *Alabama* was sold to the San Francisco-Sacramento Railroad which became the Sacramento Northern Railroad, a 185-mile interurban line running from Oakland/ferry connection to San Francisco, and all the way to Chico. The *Alabama* was converted into a diner/parlor car running on the daily express trains called the *Meteor*. The Sacramento Northern could beat the Southern Pacific's running time between Oakland and Sacramento by a half hour. While on the *Meteor*, a short circuit in a coffee percolator left unattended started a fire in the kitchen. Before the train could be brought under control and come to a complete stop, the car was engulfed and soon burned down to its frame.

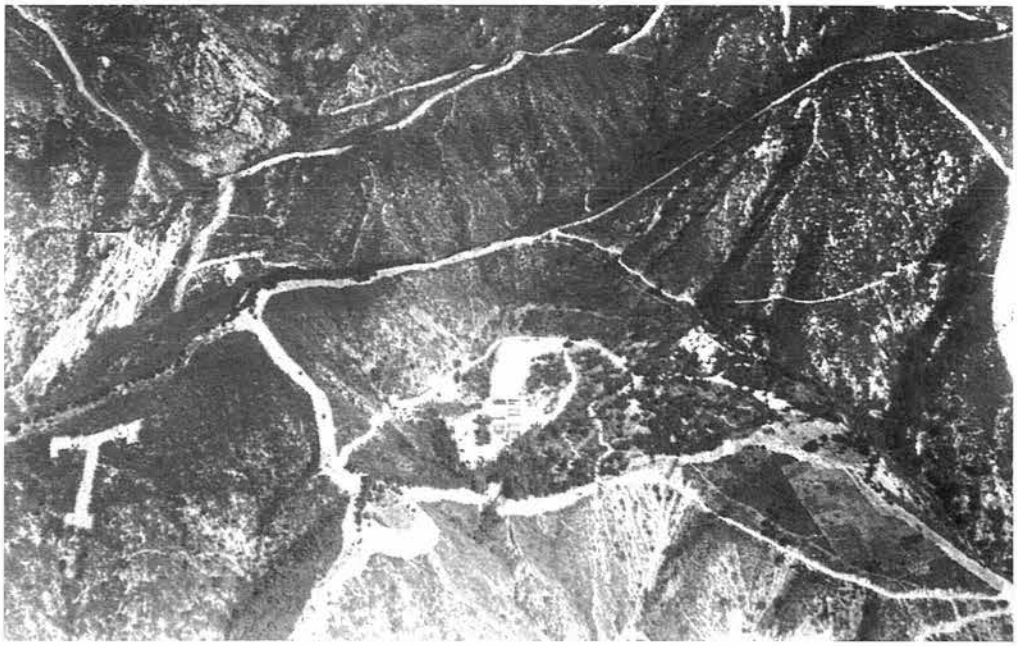
Huntington's private railroad car *San Marino* was running all the time between San Marino and New York. Arabella always preferred New York to the hick town of Los Angeles. The *San Marino* (former *Oneonta*) was a wood car with a wood underframe

and was getting old.

Arabella Huntington became concerned over the safety of the *San Marino*. She asked Huntington to order a luxurious steel private car to replace the *San Marino*. It was ordered from the Pullman Car & Manufacturing Company of Chicago. Soon as the new *San Marino* was delivered it was classified as *San Marino II*. *San Marino I* was sent to the boneyard. The new *San Marino* also required an electric locomotive to handle the car between Los Angeles and San Marino. The new *San Marino* was often seen running between San Marino, Fresno, and Huntington Lake, as Henry was building his Pacific Light & Power Company east of Fresno in the Sierra. It carried the name San Joaquin & Eastern Railroad which was Hungtington's railroad running from Fresno to Huntington Lake. The PL&P formed into the Southern California Edison Company.

The last use of *San Marino II* was to carry Huntington's casket from Philadelphia to San Marino on the death of Huntington on May 23, 1927. On arrival at Los Angeles, the car was met with an electric locomotive all draped in black bunting. The locomotive carried the car and placed it in the basement of the house. The casket was then taken into the library room of the estate, and for a day friends came by to pay their respects.

Thus ended the life of Henry Edwards Huntington's three private railroad cars. *San Marino II* still exists today.



Aerial view of Heninger Flats c. 1931. Courtesy of the author.

Heninger Flats

By Paul H. Rippens

At the 2500 foot level of the San Gabriel Mountains overlooking Pasadena and the valley below is a natural basin formed during the creation of the mountain range, more than 150 million years ago. Today, this basin is named Heninger Flats after an early settler who lived there in the 1880's and 1890's , and is occupied by the County of Los Angeles Fire Departments' forest tree nursery.

Early visitors to this area were probably Gabrielino-Tongva Indians, but there is no real proof of them living there. It was not until 1880-81 that William K. Heninger camped on this land and started to plant some crops and develop a water system. At the time, the property was owned by Peter Steil, a Pasadena restaurateur who later operated a camp near Mount Wilson, about six miles farther into the mountain range.

Heninger was born in Virginia in July 1817, but little is known of his background and early life. He must have received more than the basics in education for he proved to be a qualified community leader in later life. His life was filled with the exploration for gold, and in politics in California and Arizona. Major Ben C. Truman mentions Heninger in his book *"Semi-Tropical California"*, (1874) as mining for gold in the San Gabriel Canyon, although Truman called him Captain Hannager.

On August 22, 1887, the *Los Angeles Star* newspaper lists Captain Hannegon (sic) of San Gabriel as one of five delegates from that community chosen to attend the Democratic County Convention held the day before. Earlier, Heninger was active in the political arena in the fall of 1865. He was elected by the gold-boom town of La Paz to the House of Representatives of the Second Arizona Legislative Assemble as one of two Yuma County representatives.

Heninger married an Indian woman named Teresa in 1857, and their first child was born in December of that year. The couple conceived three daughters and one son

T.P Lukens c. 1910. Courtesy of The Huntington Library.

over the years, but according to sketchy records and information from living descendants, Heninger spent much of the time in Arizona or in his quest for gold, possibly seeking income to support this family.

During his first extended visit to the "Flats", Heninger tried to make the place more livable but was driven out by drought, and he did not return until 1884 following a wetter than normal winter. He built a house and cistern for water storage. After clearing the chaparral, he planted hay, melons, vegetables, fruit and nut trees. He carried the produce to Pasadena down a steep mile and a half trail he built.

Heninger saw the construction of the Mount Wilson Toll Road (really a four-foot wide trail) that was completed through Heninger Flats in June of 1891. He provided water for the workers and welcomed the new visitors to his flats.

In 1892, Theodore P. Lukens and Reinhardt J. Busch visited Heninger at his cabin. They discussed the possibility of planting pine trees on the property in an effort to establish the first experimental reforestation in California. Heninger gave his permission and Lukens planted the first of what would eventually grow to 62,000 trees.

His last years were spent in ill health, yet he still entertained visitors with tales of the gold fields in California and Arizona, and he could still shoot with the best even though beset with palsy. His life of miner, Indian fighter, politician, and settler exemplifies the pioneering spirit of those who tamed the West.

Gravely ill, Heninger made his last will and testament on May 3, 1894, leaving his earthly possessions to his daughters, Louisa Francisco of San Gabriel and Susana Griljava of San Bernardino (AZ). The following day Heninger died; his wife noted in her diary that *"William woke up in the morning dead. "* On May 8, 1894, he was laid to rest in Altadena's Mountain View Cemetery.

The property sat virtually unused until the Forest Service, under the direction of Theodore P. Lukens, approached the Toll Road Company about establishing a nursery at the flats. On October 12, 1903, the land was leased for this purpose and the Toll Road Company agreed to spend $2000 in developing water and making other improvements.

Lukens and his men continued the planting of conifers on the property that he had started in 1892. By September 24, 1904, Lukens reported that 231,710 seedlings were growing in the nursery. In 1905, the first firebreak in the San Gabriel Reserve was constructed around Heninger in order to protect the site. Due to the success of reforestation at Heninger Flats, Lukens received many orders for seed and seedlings from foresters worldwide. Some of the seed orders came from as far as Chile and Sidney, Australia, as well as from Kansas and all parts of California. Locally, Henry E. Huntington, Theodore Payne, Senator Thomas R. Bard, and the Mount Wilson Toll Road Company, were among those who ordered seed from Heninger Flats.

One of the largest plantings supplied by

The Mount Wilson Toll Road (circa 1920's). Courtesy of the Automobile Club of Southern California.

Lukens from the Heninger nursery was 17,000 seedlings for developing the Los Angeles Griffith Park in 1905. In 1907, John Muir visited Heninger Flats and was greatly impressed by the work that had been done at the site. Unfortunately, due to its expense to operate, the Forest Service decided to move the nursery to Lytle Creek in 1907, and shut down their operation at Heninger Flats in 1908. Again, the flats sat vacant with the exception of a Japanese family who lived there in 1913 raising chickens. A few years later, Heninger Flats was the site of a fox farm; although many say it was only a cover to conceal the manufacturing of illegal liquor.

Finally, in 1928, the Los Angeles County Department of Forester and Fire Warden purchased Heninger Flats for use as a high elevation nursery site. Assistant Chief Joseph J. Davis was ordered to meet with representatives of the Mount Wilson Toll Road Company to negotiate a deal to purchase the land. Department records show the two sides met on August 9, 1928 and agreed on a purchase price of $65,000. The Department purchased the 120 acres effective December 1, 1928.

The Department was operating a nursery at the current site of Farnsworth Park in Altadena and they began immediately to prepare to move the nursery to Heninger Flats. Water systems at the flats were improved and buildings removed from the Altadena site were reassembled at the new nursery site. By early 1929, seedbeds were already being sown to prepare a new crop of seedlings for use throughout Los Angeles County.

On August 14, 1929, the Los Angeles County Conservation Association put on a very successful barbecue at Heninger Flats for a congressional committee from Washington D.C. The committee was making an inspection relating to the needs of the southern California forests. Representatives of several forestry organizations attended the event

The nursery operation at Heninger Flats became very successful for the Department, and the campgrounds became a favorite camping place for hundreds of hikers and travelers on the toll road. Additional buildings were constructed to house personnel during annual training sessions, held for all the fire wardens and chief officers. During the Great Depression, Civilian Conservation Core crews were housed at the flats where they performed numerous projects that still benefit the area today. One of the major projects they worked on was the reconstruction of the water system and the building of a 280,000-gallon irrigation water reservoir.

Bridge across Eaton Canyon washed out March 1-2, 1938. Courtesy of the author.

In 1936, the new road to Mount Wilson by way of the Angeles Crest Highway was opened and the old toll road closed to public travel and turned over to the Forest Service. The number of visitors to Heninger Flats did not diminish when the road closed because of the amount of hikers using the flats as a recreation area or a kick-off point to areas further into the mountain range.

On September 30, 1953, the Forester and Fire Warden worked out an exchange with the Forest Service to trade lands the county owned in the Wrightwood/Big Pines area for additional land surrounding Heninger Flats. Through this land swap, called the Big Pines Exchange, the county now owns 234 acres of land at the flats.

As the years went by, the trees planted by Lukens and others grew into a beautiful forest providing shade and shelter for campers, equestrians, and wildlife. However, as with everything built in the mountains, the facility was subjected to the ravages of fires, floods, windstorms, and earthquakes.

The first recorded problem was on November 22, 1930 when a severe windstorm damaged nursery buildings, uprooted and broke off 140 trees, and caused damage to the nursery stock. On March 1&2, 1938, heavy rainfall in the mountains washed away the wooden bridge crossing Eaton Canyon. That bridge was replaced by a concrete structure that remains in use today.

In July 1961, the wooden potting shed constructed in 1930 burned to the ground because of an electrical problem. In the winter of 1978, the dormitory building constructed in 1931 burned under suspicious circumstances. Word has it that a camper lit the building on fire as a signal to the people on Mars that it was all right to land on earth.

Earthquakes shook Heninger Flats on October 1, 1987 and again on June 28, 1991, causing major damage to the toll road, water systems, and buildings. The quakes caused fissures in the rock along the toll road that would cause problems for several years. One of these problems occurred on March 3, 1995 when heavy rainfall along with highly fractured rock caused a landslide that closed the road for eight months.

The incident that caused the most damage to Heninger Flats occurred on October 27, 1993. At 3:48 A.M., the County Fire Command and Control Facility received a call reporting a fire on the Mount Wilson Toll Road below Heninger Flats. Units from the Los Angeles County Fire Department and the U.S. Forest Service responded but were unable to control the fire. As winds increased, the fire spread down hill into the residential areas below, eventually destroying 155 homes. The fire also spread uphill towards Heninger Flats and burned through the entire 234 acres. It destroyed the campground restrooms and the Foresters residence constructed in 1929. But the real loss at the flats was the beautiful forest of pines and cedars planted by T.P. Lukens, forest service workers, and foresters of the County Forester and Fire Warden Department. Over 70% of the trees on the property were destroyed, the result of a careless campfire.

Today the area is still recovering from the effects of the fire. The Forestry Division of the County of Los Angeles Fire Department still maintains the facility for the enjoyment of the public as they attempt to establish a new forest to be enjoyed by future visitors to Heninger Flats.

Heninger Flats Visitor Center c. 1999. Courtesy of the author.

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Author's Note

Over the year, the name "Heninger" has been spelled many ways. The County of Los Angeles Fire Department continues to spell the name "Henninger," however; the descendants of William K. Heninger have documents that clearly show that he spelled his name "Heninger." You will notice that I have spelled it as he did.

THE MONTHLY ROUNDUP

JANUARY MEETING

Former Corral Sherriff, Robert Clark, provided an important overview of the last 100 years of publishing by the Arthur H. Clark Company. Bob's reflections also included his memories of Westerners' activities from the time of his childhood.

Arthur Clark Sr. worked as an apprentice in a London bookshop, learning the book seller trade. When Clark migrated to America, he worked for publishing companies in Chicago and Cleveland before establishing his own company in 1902. Clark published mostly subjects on American history, including a two-volume western study of the Union Army. This work earned a prestigious Pulitzer Prize and bestowed national recognition on the publishing company.

In 1930, The Arthur H. Clark Company moved to Los Angeles and continued it's excellence in publishing. Several works on southern California history, including recent editions on a variety of western subjects, have earned the Arthur H. Clark Company wide praise among an academic and popular readership alike.

Bob's father, Arthur Jr., earned his degree from Occidental College, and assumed the stewardship of the Arthur Clark Company in the 1940s. Bob recalled that the Arthur H. Clark Company worked on various services to the Corral, including distribution of *Branding Irons* and monthly meeting notices. Trail Boss meetings were

Photograph by Froy Tiscareño.

January Meeting Speaker Robert Clark.

held at the company's premises.

In 1950, the company moved to Glendale with a long term lease that provided over three decades of stability. Bob went to work for the company in 1972, and eventually assumed the ownership in the 1980s. Due to economic considerations, the company made the painful decision to move to Spokane Washington in 1989. Yet, within the last decade the company has maintained important connections with southern California. The Arthur H. Clark Company publishes the *Southern California Quarterly*, and prints many of the fine books that have been generated by the Southern California Historical Society. In addition, several local historians have published their research through the Arthur H. Clark Company. This includes a recent study by Associate Corral member, Paul Gray, on an important court case involving two prominent leaders in frontier southern California, Andres Pico and John Forrester. As Bob concluded, the Arthur H. Clark Company is "still going strong."

FEBRUARY MEETING

Former sheriff Bill Warren provided an interesting discussion on the historical significance of local maps from the mid-nineteenth century until present. Bill highlighted maps that showed the industrial and cultural changes of the region through the creation of new streets, city landmarks, and commercial buildings.

Bill displayed an 1849 map of the old pueblo that was designed by the military. The map reflected the sparsely populated, agrarian character of the region. The land boom of the 1880s truly put "Los Angeles on the map." Bill noted that these street maps indicated the spread of dirt and gravel roads, development of a sewer system, organization of trolley lines, and growth of a Chinese district known for gambling and houses of ill-fame.

Southern California maps also reflected the growth of agriculture, especially the citrus and lemon industry, as well as the importance of the railroad in bringing goods to market. With the San Gabriels as a backdrop, maps idealized an orderly pattern of development with plantation-styled estates, located near railroad tracks that were conveniently situated in front of the farms.

Bill also presented several maps that highlighted the "rich and famous" of southern California. The motion picture industry has been important to the region's tourist trade, and several maps publicized the neighborhoods of several film stars of past and present.

Indeed, Bill's presentation offered Corral members a clear "road map" into the region's demographic evolution from frontier to metropolis.

Photograph by Froy Tiscareño.

February Meeting Speaker Bill Warren.

Corral Chips

Active member **GORDON BAKKEN** has recently written about a number of important legal topics in California history. From outlaws to the Progressive period, Gordon has contributed interesting essays to current college texts and journals. See "Becoming Progressive: The California Supreme Court, 1880-1910," in the *Historian* (Spring 2002), and "Outlaws Popular," in Kermit Hall, ed., *The Oxford Companion to American Law* (2002).

On March 27th at the Andres Pico Adobe, active members **KEN AND CAROL PAULEY** gave a sneak preview of the research behind their forthcoming book, *San Fernando, Rey de Espana: A Pictorial History of the Mission in the Valley*. Ken displayed several marvelous historical photographs that highlighted the design and purpose of the mission.

Active member **PAUL RIPPENS** has been busy writing and assisting several organizations. Aside from his contribution to this issue, he has recently assumed the duties of president at the San Dimas Historical Society. Paul is also editor of the *San Dimas Westerners* newsletter, and serves as historian for the Southern California Society of American Foresters.

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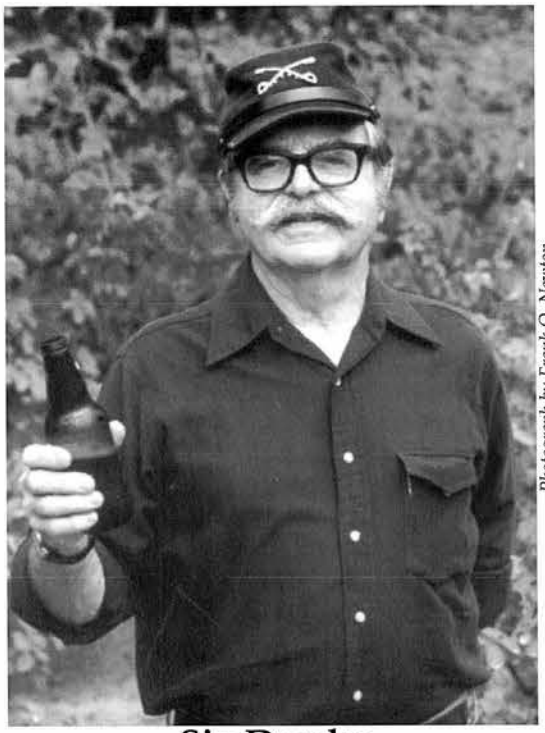


Photograph by Frank Q. Newton

Sig Demke
1917-2003

The following is a excerpt from an address given by Nick Curry informing corral members of the death of Sig Demke. Nick's remarks were delivered at the February meeting.

"Sig Demke went out on top. At his demise, he was president of the Historical Society of Southern California, which he had served previously for two full terms. Sig was born on February 12, 1917 (he was just short of his eighty-sixth birthday by thirteen days) in Koenigsberg, East Prussia, now known as Kaliningrad, Russia.

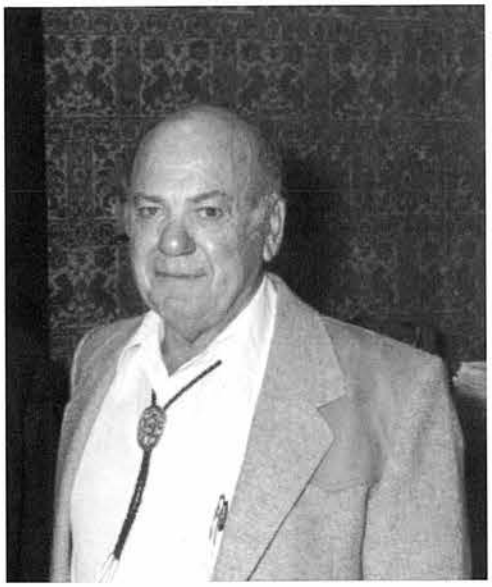
Sig joined the Westerners, Los Angeles Corral in 1977, and he became Librarian (1980), Registrar of Marks and Brands (1985), Deputy Sheriff (1989), Sheriff (1990), Editor of *The Branding Iron* (1992-1994), and finally Honorary Member in 1995.

In June, 1978, Sig joined the Historical Society of Southern California, and in June, 1993, he was elected to its board of directors. In 1998, he served as president until his death, January 30, 2003. He also was invited to join the prestigious Zamorano Club of Los Angeles in 1999. He made two presentations to the Zamorano Club: "The Cattle Drives of Early California," and "The Hudson's Bay Company History." Those two speeches were based on his research at the Huntington Library.

During his retirement years, Sig accelerated his efforts as a book collector and an afficionado of paintings and etchings. He assembled a formidable collection in both areas by the time of his death.

As a postscript, Sig, Don Duke, Todd Peterson, Larry Arnold, Nick Curry, and occasionally Frank Newton would meet every Saturday morning for breakfast for many years. We all had similar interests that resulted in animated and stimulating discussions. Following these 7:00 A.M. conclaves, the group would convene at the Huntington Library for research, fellowship and high jinx! This usually included lunch and an extended stroll around the Huntington grounds.

On some occasions, including birthday celebrations, the group ended up with cocktails and dinner at some restaurant of importance (historically speaking), followed by after-dinner drinks at Sig's residence. His hospitality was incomparable, and we shall miss him greatly. Sig was eighty-five years young, going on fifty-five, still brimming with life. He never experienced old age. We love you, Sig!"



Photograph by Frank Q. Newton

Louis C. Bourdet
1917-2003

A native Californian, Lou was born in Walnut on August 27, 1917. He graduated from La Puente High School in 1936 and was in the first graduating class at Cal Poly Pomona, Voorhies Campus. Louis served twenty-five years with the Los Angeles County Fire Department. He was also a member of the Los Angeles County Fire Department Retirees Board of Directors.

Louis was an active local historian, a past president of the La Puente Valley Historical Society and the Associated Historical Societies of Los Angeles County. He was a life member of the Historical Society of Centinela Valley and of the Los Angeles City Historical Society. Along with the Los Angeles Corral of Westerners, Louis was a member of the San Dimas Corral of Westerners and the Historical Society of Southern California, and a charter member of the Autry Museum of Western Heritage.

Those who knew Louis will remember him as an outgoing, friendly individual, who was always eager to socialize with friends, acquaintances, and new members alike.

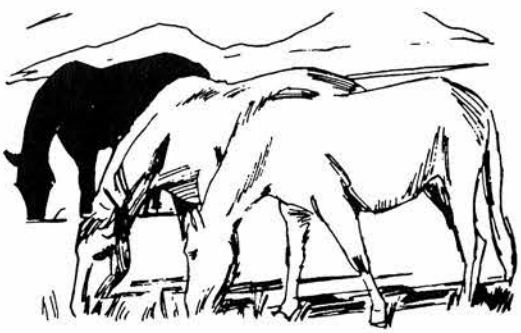
The Kansas Kid!
by Loren Wendt

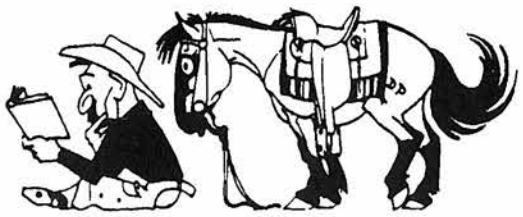
"Where you from ?", they questioned the Kid
"Why, Kansas, of course. Can't you see what I did ?"
"I lassoed the moon and I played with the sun
You know I'm from Kansas cuz' you know what I've done "

"I played with the lightning and sang with the thunder At taming the cyclone, why, that was a wonder ! So you ask where I'm from though you know what I did Call me that Kansan, a Jayhawker, Yes, the Kansas Kid !"

"I don't straddle a horse or whip out a gun But you'd better watch out when I'm on the run Cuz' us Kansans made history and none of that's hid And I'm proud of that name- the Kansas Kid !"

"Ashes to-ashes------and dust to dust Live if you will, and die if you must The path to Heaven you're sure to find Starts only in Kansas- it's a STATE of mind !"





DOWN THE WESTERN BOOK TRAIL . . .

SPANISH AMERICAN SAINTS AND THE RHETORIC OF IDENTITY, 1600-1810, by Ronald J. Morgan. Tucson: The University of Arizona Press, 2002. 238 pp. Photos, Illustrations, Notes, Index. $45.00. Hardcover. Order from The University of Arizona Press, 355 S. Euclid Ave., Suite 103, Tucson, AZ 85719. (520) 621-1441.

Ronald J. Morgan, a professor of history at Biola University in La Mirada, has resurrected hagiography and brought new light to our understanding of Catholic traditions in the New World. Focusing upon individuals ultimately moved to sainthood, their supporters, and their biographers, Professor Morgan brings the process and people together to a highly nuanced analysis of identity.

Importantly, Professor Morgan tells us of the utility of studying hagiography. He characterizes these saintly biographies as "highly improbable accounts, less valuable as records of actual historical events than for what they reveal about novo hispano social values." [120] Yet he places these biographies within the Catholic tradition of writing explicitly to papal rules and to explain away any supposed violations of those rules. The lives of saints were simply to move others to greater piety and candidates for sainthood became the mirror images of other faithful who had made it in Vatican eyes. It was not the fudged birth date of St. Rosa de Lima that mattered, but the need to create facts within the model and constraints of religious biography. The goal was to argue for sainthood for their own, Spaniards in the Americas and their children. This goal and the process tell much of the tensions between Madrid, the Vatican, and the New World Hispano. Place is important in this analysis. "Most Spaniards in the Americas, whether americanos or not, identified themselves most closely with a patria chica, or "small homeland." [100] For them, a local saint was of great importance in terms of identity and proof that the New World produced men and women of piety equal to the saints of old.

Professor Morgan's analysis of Catarina de San Juan implicates the brooding emphasis on "whiteness" in recent historiography. Catrina de San Juan was a domestic servant as well as a religious visionary with Asian origins. With her passing in Puebla in 1688, biographers reconstructed her Asian identity, overcame the "lying China bitch" street image[122], and her color. Strikingly beautiful, she attracted men and that caused her to pray that God would make her ugly to men. Her prayer was answered and "her hair became darker and the color of her face like that of the Chinos...like a nut-brown Indian, that is, one of the darkest of all of the Occident."[138] White was beautiful. Anything less than white was ugly. Morgan makes the point, well-known in Mexico, but avoids the controversies generated by David R. Roediger's *The Wages of Whiteness: Race and the Making of the American Working Class*, Neil Foley's *The White Scourge: Mexicans, Blacks and Poor Whites in Texas Cotton Cultures*, and George Lipsitz's *The Progressive Investment in Whiteness: How White People Profit from Identity Politics*. Morgan puts whiteness in its New World context without falling into the cultural historian's pit of deciding whether it explains anything at all. This is most refreshing and honest.

This is a book worth reading for a new perspective on the early Catholic past in the Americas.

—Gordon Morris Bakken

RIDGE ROUTE: *The Road That United California* by Harrison Irving Scott. Torrance, self pub-

lished, 2002. 326 pages, Photographs. Hard cover, $25. Order from Harrison Scott, 908 Patronella Ave., Torrance, CA 90503-5242.

For the better part of two decades, from 1915 to 1933, the famous "Ridge Route" was the main artery of automobile travel between Los Angeles and the Central Valley of California. A ghost highway today, this tortuous, twisting ridgetop road was once traveled by thousands of motorists. Numerous gasoline stations, garages, cafes, and hotels lined the narrow roadway all of them gone now.

Harrison Scott—"Scotty" to his many friends—has been captivated by the old Ridge Route over the past eight years. He has driven it countless times, examined every historic site along its path, sought out and interviewed scores who drove it during its heyday or are descendants of resort owners, and done exhaustive research. Thanks mainly to Scotty's efforts, the old highway is now on the National Register of historic places and protected for posterity.

What Scotty has produced here is the definitive history of the Ridge Route, as nearly complete as humanly possible. The book is encyclopedic in nature, touching upon the road's precedents such Fort Tejon, the Tejon Ranch, Beale's Cut, the Butterfield Overland Mail, and covering in detail the highway's construction, all of its gasoline stations, garages, cafes, and hotels, and the petroleum, natural gas, and electric power lines that parallel the road's course. Hundreds of photographs enhance the volume.

There is probably more here than the average reader cares to know, unless he is a Ridge Route "regular" who drives it, like this reviewer, time and again. The greatest value of the book is as a reference source. Almost every conceivable question a reader might ask is answered somewhere within the 300-plus fact-laden pages of this volume.

—John Robinson

FLUID ARGUMENTS: *Five Centuries of Western Water Conflict*, edited by Char Miller. Tucson: University of Arizona Press, 2001. 354 pp. Maps, Figures, Notes, Index. Cloth, $45. Order from University of Arizona Press, 355 S. Euclid Avenue, Suite 103, Tucson, AZ 85719, (520) 621-1441.

Conflicts regarding the availability and use of water have plagued this country for many years and will continue for many more. Although there is only a limited amount of water available, man continues to develop the land and multiply like there is no end to the water source. "Fluid Arguments" looks at problems created by this need for water in sixteen separate chapters or stories of past and present problems. I have had an interest in the ubiquitous water wars of the west for several years. I have read just about every book available on the subject, especially the continuing water saga of the Owens Valley, however I have never read of the problems discussed in this book.

My lack of knowledge is because most of the stories relate to water conflicts in Arizona, New Mexico, Colorado and other states east of the Great Divide. Although the stories were interesting, they were dry and hard to keep one's attention. Maybe someone with a much broader interest in water conflicts would have found the book better reading than I.

Perhaps the most interesting stories were under a section called *"Dam those Waters!"* These three stories dealt with the construction of dams of different designs and the desire of the Department of Reclamation, and later the Corps of Engineers, to construct as many dams as they could. Although this obviously keep many people employed, dams were built because they were nice big projects to work on and they made Congressmen look good to their constituents.

As the rivers of the west were dammed, all the "good" sites were used but the desire to keep building remained. This led to construction in areas considered to be marginal and resulted in the failure of a large earthen dam in Idaho. The collapse of the Teton Dam on the Teton River in 1976 caused a flood

that killed eleven people, 13,000 cattle, and devastated the towns of Rexburg and Wilford. All of this because of the desire to construct another dam.

"Fluid Arguments" is a nicely done, well-written book, one in which I did not find a single mistake. But, unless you have an interest in water conflicts in the areas previously listed, I am afraid that you would find the book worth much less that you paid for it.

—Paul H. Rippens

READING CALIFORNIA: *Art, Image, and Identity. 1900-2000.* edited by Stephanie Barron, et al. Berkeley: University of California Press and the Los Angeles County Museum of Art, 2000. 416 pp. Illustrations, Index. Cloth, $65; Paper, $34.95. Order from University of California Press, 2120 Berkeley Way, Berkeley, CA 94720, (510) 642-4701.

In 2000, the Los Angeles County Museum of Art staged an extensive exhibition entitled *Made in California: Art, Image and Identity, 1900-2000.* This book is presented as a companion piece. My wife and I went to the exhibition and were generally disappointed with it. The century was divided into twenty-year segments with art displays intended to represent the period. We felt that the earlier years were fairly well represented, but later in the century we were assaulted with the most extreme, far-out, freaky material one could imagine. We were not impressed, nor did we think the "art" chosen represented anything except perhaps, the extreme avant-garde.

Thankfully, this book will endure longer than the transitory art show. I found it to be an anthology of generally well-written essays on a variety of cultural subjects relating to the expression of California. For example, we have Kevin Starr writing an insightful tome about noted California author Carey McWilliams. Carolyn Peter tells the tales of the variety of California international expositions and fairs. Paul J. Karlstrom relates the stories of the important art schools which have sprung up around the state and their enormous influence, not only upon the world of art, but the general culture of the country.

These and sixteen other essays tell a much broader and more realistic story of California in the twentieth century than did the art show. Of course there is always the tie to the broader arts, but then what, other than the arts, better displays the soul of a people? The essays are readable, informative and show their authors to have a fine grasp of each subject.

All in all, a good book—well written, edited and presented.

—Jerry Selmer

A TRIP TO THE YOSEMITE, by Caroline G. Van der Burgh, with an Introduction by Carolyn Lansden Whittle and line drawings by Jane Gyer. Yosemite National Park, CA: Yosemite Association, 2002. 40 pp. Illustrations, Introduction. Cloth $75. Order from Yosemite Association, P.O. Box 230 E1 Portal, CA 95318, (209) 379-2648. www.yosemite.org

The Yosemite held a fascination with America at the turn of the nineteenth centuty. It was a time when the Great Hiking Age was in full bloom. Americans walked and hiked across vast regions of the Southwest, and John Muir was making a clarion call to increase the federal protection of our fast-vanishing wilderness. Here, a thirty-year old East Coast woman makes a journey to Yosemite Valley, detailing the natural beauty that captivated a progressive era that would support conservation as never before.

Caroline Van der Burgh takes the reader from San Francisco to Yosemite Valley over the Santa Fe stagecoach route. The specific date of the journal is unknown, but is approximated by editor Carolyn Whittle to have occurred between 1902 and 1905. Van der Burgh vividly recounts a harrowing stage-coach ride from Merced to Yosemite. The driver lost control of the horses and the

careening runaway coach crashed, leaving Van der Burgh and her companions stranded. A rescue party would take the travelers to Yosemite, where Van der Burgh describes a timeless paradise. The magnificent cliffs of Half Dome, Cathedral Rocks, and El Capitán come to life in her journal descriptions. She understates her apprehension as her pony navigates the narrow and steep trails leading to Glacier Point. The great waterfalls act like a "huge lullaby" at night, while the large sequoia dwarfs their visitors, who walk roads that are cut through the fallen timbers —a testament to the permanence of the big trees.

Antiquarians will be pleased with this hand bound edition, printed on Mohawk Superfine text, and complemented by twenty exquisite drawings by artist Jane Gyer. In sum, *A Trip to the Yosemite* is both a nostalgic look back at the natural beauty of a breathless landscape, and a fresh reminder of why Van der Bergh's era desired to preserve that wonderland for generations to come.

—Ronald C. Woolsey

LONE STAR JUSTICE: *The First Century of The Texas Rangers* by Robert M. Utley. New York: Oxford University Press, 2002. 370 pp. Tables, Maps, Illustrations, Photos, Notes, Bibliography, Index, Hardbound $30. Order from Oxford University Press, Inc., 198 Madison Avenue, New York, NY 10016.

This book is about the Texas Rangers from 1823-1910. It explains how the early Rangers were citizen soldiers that loosely formed ranging companies for short periods of time. They wore no uniforms and furnished their own horses, arms, ammunition, and supplies. These Rangers were tough fighters, adventurers and fiercely independent men. Their main concern in the early years wad dealing with the Indian threat.

The author next deals with the Rangers during the time of the Texas Republic and the Mexican-American War. At this time another major threat they had to contend with involved border disputes and the theft of livestock that was then driven across the international border. It was during this time that the Texas Rangers gained national attention.

After this period the Rangers evolved into lawmen instead of citizen soldiers. The last part of the book deals with this period. The Rangers, as lawmen, were used to stopping feuds, preventing riots between labor and management, and taming the oil boomtowns and railroad end of track towns.

Robert Utley does a fine job of sticking to the facts and not the legends. He looks at the different sides fairly and reports the bad along with the good. He does this without putting the morals and mores of today on an era long passed. Mr. Utley plans another volume on the Texas Rangers covering the twentieth century.

—Tim Heflin