



Nell Murbarger - The Roving Reporter of the Desert Southwest

Phil Brigandi

Western ghost towns were once thought of as a blight on the land; monuments to failure, better off forgotten. But in time, a new generation came to see them as a fascinating, significant part of the story of the West. The old ruins became tourist attractions.

Nell Murbarger helped to make that transformation possible. Beginning in the 1940s, her descriptive, well-researched accounts of ghost towns throughout the West lured thousands of visitors out into the backcountry. She also sought out the last residents and oldest pioneers of these fading communities, recording their stories for all

time. That human touch gave her ghost town tales a special interest.

Born in the Black Hills of South Dakota in 1909, Murbarger was the only child of Mr. and Mrs. H.C. Lounsberry (Clem and Bessie). Her father was a sometime newspaperman, and Murbarger began writing for publication by the time she was ten years old.

In 1923 the family moved to California, spending their winters in Newport Beach and their summers on the road as "fruit tramps" picking crops up and down the state. In 1930 they settled permanently in Costa Mesa.

(Continued on Page 3)

The Branding Iron

Los Angeles Corral of The Westerners

Published Quarterly

Winter - Spring - Summer - Fall

2015 Officers TRAIL BOSSES

PAUL McCLURE	<i>Sheriff</i>
JOHN SELMER	<i>Deputy Sheriff</i>
JIM SHUTTLEWORTH	<i>Registrar of Marks & Brands</i>
JIM MACKLIN	<i>Keeper of the Chips</i>
STEVE LECH	<i>Publications Editor</i>
JOSEPH CAVALLO	<i>Past Sheriff Trail Boss</i>
PAUL RIPPENS	<i>Ex Officio Trail Boss</i>

APPOINTED OFFICERS

TIM HEFLIN	<i>Wrangler Boss</i>
DOUG BRUTSCHE	<i>Magic Lantern Wrangler</i>
MICHELE CLARK	<i>Sunshine Wrangler</i>
JOSEPH CAVALLO	<i>Web Wrangler</i>
STEPHEN KANTER	<i>Gatekeeper</i>
JOSEPH CAVALLO	<i>Archive Wrangler</i>
GARY TURNER	<i>Westerners International Rep</i>
ERIC NELSON	<i>Editor, Brand Book 23</i>
JOSEPH CAVALLO	<i>Editor, Brand Book 24</i>
PATRICK MULVEY	<i>John Robinson Fellow</i>

For subscription information,
please contact the:

Los Angeles Corral of The Westerners
Post Office Box 1891
San Gabriel, CA 91778-1891
www.lawesterners.org

The Branding Iron is always seeking articles of
3,500 words or less dealing with every phase of
the history of the Old West and California.

Contributions from both members and
friends are always welcome.

© 2015

Los Angeles Corral of The Westerners

www.lawesterners.org

See our web site for all the Branding Irons,
photos, Corral meetings and so much more!

Editor's Corner . . .

Welcome to the Summer, 2015 edition of the L.A. Westerners' Branding Iron. This edition has several goodies in it, including our lead article by Phil Brigandi. He tells us of the life and times of Nell Murbarger and what drove her to research and write about so many aspects of the west, but especially ghost towns, of which she is fondly remembered. Thanks much, Phil!

Our second article comes from Walt Bethel and will be included in two editions of the Branding Iron. The entire article focuses on the geographical history of railroads in the Bay Area. Part 1, in this edition, concentrates on the larger railroads, such as the transcontinental lines, while Part 2, in the next edition, will concentrate on the interurban lines. We're indebted to Walt for his great research into this topic!

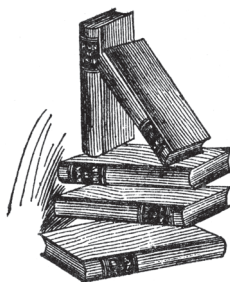
Two pages of pictures from this year's Fandango grace the pages after the articles, and for those who missed the festivities, you can get some idea of the goings-on that took place at Gary Turner's house in June!

Please remember, the Branding Iron is now available in color on the website at www.lawesterners.org.

As always, please feel free to contact me regarding ideas for articles. I'm always looking for material to put in the Branding Iron. Luckily, several of you have come forward already and I appreciate it - but there's always room for more! Please consider putting something together that you think may interest the greater Corral as a whole.

Happy Trails!

Steve Lech
rivcokid@gmail.com





Nell Murbarger (center) signs the guest book at the Peg Leg Smith monument in Borrego Springs, circa 1952. (Courtesy the Costa Mesa Historical Society).

Page 1 - The old railroad depot at Rhyolite, Nevada, 1952. (Author's collection)

To bring in some extra income in the 1920s, Murbarger and her mother launched the West Coast Curio Company, and sold seashells by the seashore for more than four decades. And all the time, Murbarger was writing, writing, writing (mostly poems, natural history, and personality features).

In 1931, after a whirlwind courtship, Nell married W. Blake Murbarger, an amateur archaeologist, with whom she shared many interests. Blake Murbarger introduced her to mining, and she accompanied him on a major "dig" for Indian artifacts on San Clemente Island in 1935-36. The couple continued to move around, living in Northern and Central California before they finally separated. They were divorced in 1939.

Nell Murbarger came back to Costa Mesa in 1936 and went to work for the local weekly, the *Globe-Herald*, eventually becoming editor. She left in 1939, but a few months later joined the staff of the new *Newport-Balboa Press* as local news editor.

Murbarger was devoted to her community, and successful in her work, but she longed for something more. Once World War II was over, she retired from newspaper work to pursue a career as a freelance writer. She applied herself diligently to her task, writing methodically in several different genres (sometimes using pen names), and keeping careful records of her submissions and sales.

She wrote for publications big and small, sometimes re-writing the same article for several different publications. She approached it like any other job, trying to work eight hours every day. There was still plenty of poetry and natural history, but more and more Western history came to dominate her work. By the end of 1951 had sold articles to more than 100 different publications. She eventually became a regular contributor to *Desert Magazine*, *Sunset*, the *Christian Science Monitor*, the *Salt Lake Tribune*, the *Palm Springs Villager*, *The Desert Spotlight*, *Trailer*



Seven Troughs, Nevada, in 1908. Photo by Ewing Smoot.

The Seven Troughs Bonanza...

Here today — gone tomorrow. That was the story of the four great mining camps of the Seven Troughs district, and especially of Mazuma which was the tragic victim of a flash flood.

By NELL MURBARGER
Map by Norton Allen

DURING THE first decade of this century, mining journals were crammed with news of Nevada. From a dozen camps came tales of incredible riches, and of even more spectacular treasure awaiting the next round of shots. Tonopah, Goldfield, Rhyolite, Hornsilver, Rawhide, National and Fairview gleamed like the aurora borealis on a cold night—and between the Stone House Range and the Trinity Mountains lay the four equally brilliant camps of the Seven Troughs District.

Vernon, on the south, and Farrell, only eight miles distant near the mining district's north boundary, flanked the towns of Seven Troughs and Mazuma. Sheep had ranged this vicinity for many years, and it was a cluster of livestock watering troughs around a spring that gave name to the new mining district, to one of its towns, and to the canyon in which that town and Mazuma were located.

During the first two days of work on a claim near Seven Troughs, over \$3600 in ore was taken from a hole only 10 feet deep, reported the *Tono-*

Mazuma's vulnerable position at the mouth of Seven Troughs Canyon led to its destruction by flash floods in 1912. Photo by Lee Jellum, loaned by Mabel Purdy.



The first page of one of Murbarger's many Desert Magazine articles, June 1958.

Life, *Arizona Highways*, the *Long Beach Press-Telegram*, *True West*, and *Nature Magazine*.

Like many freelance writers, Murbarger used a number of pen-names (especially early in her career). They included Greta Joens, Dale Conroy, and even Costa Mesa Slim. But her favorite was Dean Conrad. Sometimes she had more than one article in the same issue of a magazine, using both her real name and a pen name

Murbarger's work allowed her to combine several of her favorite things – a love of the outdoors, a respect for the past, and an interest in other people and their stories.

In 1939 (even before her freelance days) she had submitted her first ghost town article to *Westways*. It was about the little town of Usal, in Northwestern California. It was finally published in August 1941 as "Mendocino's Ghost Town."

In 1946 she made her first ghost town tour through the State of Nevada, and ghost town stories soon became her specialty. She wrote more than 75 of them just for *Desert Magazine* alone. Most were illustrated with her own photos (and Norton Allen's amazing maps). By 1954 she had eight or nine thousand images on hand. She also collected historical images, and did extensive research in early newspapers. But it was her interviews with the last few residents of dying towns, or the oldest surviving pioneers that set her work apart from most other writers, and helped personalize her stories.

Traveling alone (or sometimes with her mother in tow), Murbarger drove thousands of miles through the Desert Southwest in her old '46 Mercury, which she had rigged out for camping. She came to be known as "The Roving Reporter"

Besides her professional work, Murbarger had a decided weakness for keeping scrapbooks, documenting her life, work, and travels. They are crammed full of letters, clippings, photographs, ephemera, and anything else that got in the range of her paste pot. She also kept a daily diary from 1921 to 1977. All of this material and more is now held by the Costa Mesa Historical Society.

At the end of every year, she tallied up her success as a writer. In her first full year of freelancing (1946) she sold 65 articles. In 1947 it was 87 articles in 22 different publications. In 1951 she sold 83 articles to 16 different publications, noting that 62% of her articles

sold on their first submission (but some sent out more than ten times – one took 28 submissions over eight years to find a home!). By 1963 she claimed to have published over 1,000 articles on the American West.

But Murbarger is perhaps best known for her long association with *Desert Magazine*.

Surprisingly, she did not sell them an article until 1949. It was typical Murbarger fare – "They Live in a Ghost Town" – the story of Frank and Rita Hill of Shakespeare, New Mexico. Soon she was writing for almost every issue. As early as 1950, founding editor Randall Henderson offered her a job as his associate editor. But Murbarger wasn't ready to give up her "roving" just yet. In 1956 Henderson suggested she think about becoming editor when he retired in a few years, and carry on the magazine's "tradition."

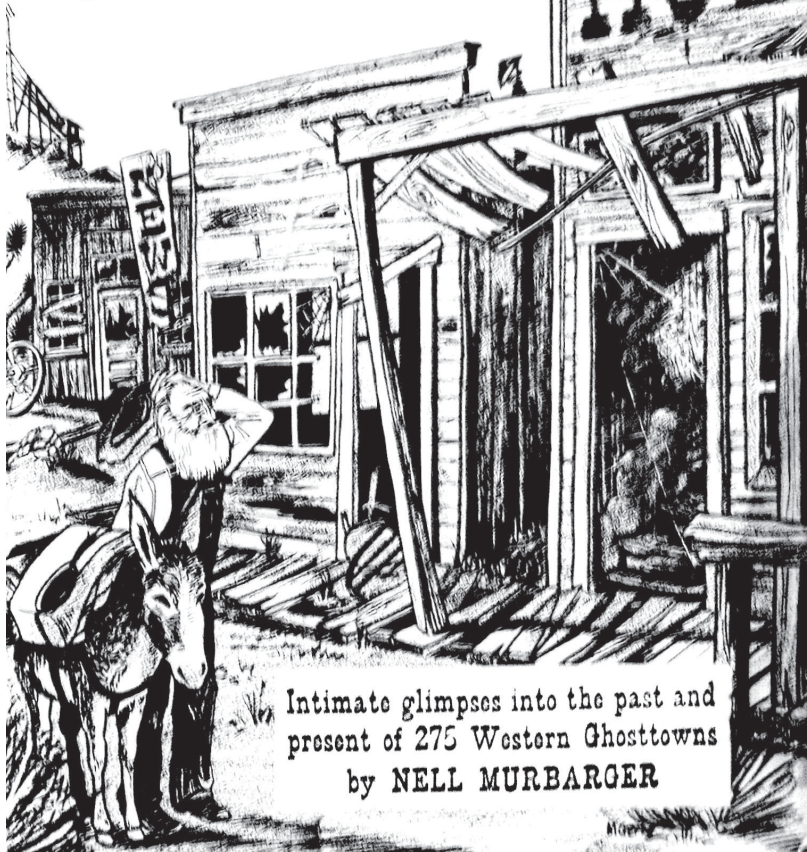
But it didn't work out that way. Henderson retired in 1958 and sold the magazine. The new owners began to make changes, and quickly cut Murbarger down to just six stories a year (the same as naturalist Edmund Jaeger, another popular *Desert* contributor). Murbarger and Henderson both became disillusioned with the magazine's new direction and their connections with the publication faded.

As early as 1954, Murbarger was considering gathering some of the many stories she had collected into a book. She approached several publishers without success, so eventually she turned to the Desert Magazine Press, a subsidiary of Henderson's magazine.

Her first book, *Ghosts of the Glory Trail* (1956), took her readers on a historic tour through Nevada. E.I. "Eddie" Edwards, the dean of desert bibliographers, noted that: "The reader should be warned that this is one of the most expensive books he can buy. For in addition to the immediate cost of the book ... there will likely be a subsequent outlay of several hundred dollars ... in traveling expense."

Murbarger's next book, *Sovereigns of the Sage* (1958) spread out across the entire Southwest, while *Ghosts of the Adobe Walls* (published by Westernlore Press in 1964) focused on Arizona. Desert Magazine Press also published her *30,000 Miles in Mexico* (1961), describing her travels with her mother through much of the country.

GHOSTS of the **GLORY** **TRAIL**



The cover of Murbarger's first book, 1956.

Murbarger always loved to travel, and continued to roam all over the world until old age overtook her. Her freelance career began to wind down in the 1960s (when she was, by the way, a member of the Los Angeles Corral, contributing a ghost town article to the legendary Brand Book 11). Nevada historian Stan Paher (a ghost town expert in his own right) purchased the bulk of her photograph collection (some 10,000 images) in the mid-

1980s, and she donated her personal papers to the Costa Mesa Historical Society a few years later.

It was about this time that I first met Nell Murbarger. She was suffering from Parkinson's disease by then, and while we talked on a phone a few times, she was hesitant at first to invite me for a visit. She seemed embarrassed about what I might think about her condition, but I assured her I'd been around Parkinson's disease since I was a child, and understood what she was going through. Eventually she relented.

She was still living in a little red California bungalow on a big lot in Costa Mesa. The last of the inventory of her West Coast Curio Co. was still stored in a little building and some bins out back. We talked about her career and her long involvement with *Desert Magazine*, but she also asked me plenty of questions about my work, and other old time friends and acquaintances of hers; some of whom I'd met, others not.

I also met her – well, I suppose common law husband is the proper term – Ed Gueguen. They were together for decades, and he looked after her tenderly in her last years. The last time I saw her she was in a nursing home, and quite frail. In 1989 she and Ed moved to his old family home in Lexington, Missouri, where he still had relatives. Nell died there in 1991.

But her work still lives on through her books and articles.

A Geographical History of Bay Area Railroads - Part I

A. C. W. Bethel

Author's Note - This article paints the history of Bay Area railroads with a broad brush. Over time many of the railroads discussed here underwent bewildering changes of ownership and name. Some railroad companies were incorporated only to construct lines for a parent company and never operated under their own names. Other railroads were never built even though their promoters filed maps and obtained charters. In a survey article it would be impractical to detail them all. The same is true of some public agencies.

The article also omits small, obscure, industrial railroads, and railroads that existed only very briefly and offered only marginal service. (An example of the first would be the South San Francisco Belt Railway, a three- to five-mile-long line that switched cars for about a dozen industries. The Southern Pacific absorbed it in 1940. An example of the second would be the narrow-gauge California and Nevada (1883-1898), which built north from Emeryville to San Pablo, then turned south down an interior valley to a point beyond today's Orinda. The road had only two locomotives and two coaches. Winter storms frequently washed out the line, and the hastily rebuilt track was so uneven that derailments were frequent, and passengers sometimes assisted rerailling the cars.)

Where place names have changed, this article uses the modern ones unless noted otherwise, and sometimes more familiar geographical locations are used rather than more exact but obscure ones. Numerical values of costs, distances, populations and patronage are usually rounded off.

From the beginnings of California's Gold Rush, San Francisco Bay was both an opportunity and an obstacle. The city of San Francisco grew where it did because Yerba Buena Cove, just inside the Golden Gate, was the most convenient place for deep water ships to anchor, but the peninsula isolated the City from most of its hinterland. Shallow-draft bay and river shipping gave San Francisco easy access to points around the Bay and far up the Sacramento and San Joaquin Rivers, but overland travel from landings was slow and often traversed difficult terrain. Beginning in 1856, a few short-line railroads* greatly improved access to the backcountry, and in May, 1869, the first transcontinental railroad line opened. It reduced overland travel time from the Missouri River from four weeks to six days.

The Transcontinental Railways

The Central Pacific and Its Connections

The western portion of the first transcontinental railroad, the Central Pacific (CP), was built eastward from Sacramento, and steamboats connected its western terminus with San Francisco. But by September, 1869, just a few months after the first transcontinental line opened, the CP had pieced together an all-rail connection to the

Bay by way of Stockton, the Livermore Gap, and Niles Canyon. Near today's Fremont the rail line turned north through Hayward and San Leandro to Oakland, where the CP controlled access to the waterfront. From Oakland Point the CP built its Long Wharf 11,000 feet westward into the shallow East Bay to reach water deep enough to give its freight trains direct access to ocean-going ships. The end of the long wharf fanned out into five finger piers that had warehouses and livestock pens. The CP soon got direct rail access to San Francisco, and after 1872, specially constructed railroad-car ferries transferred rolling stock between the Long Wharf and the CP's ferry slips south of Market Street.

At first the CP's passengers boarded ferryboats for San Francisco at the Long Wharf, but in 1882 the CP transferred its passenger ferry operations to the rock-filled Oakland Mole just to the south. The Oakland Mole included a coach yard and a 14-track train shed with a ferry slip, and served both long-haul and local trains. The Southern Pacific (SP), which leased the CP in 1884, maintained ferry service to the Mole until 1958. The SP had dismantled the Long Wharf in 1919, and abandoned the Oakland Mole in 1960.

In 1869, another rail line, the California Pacific (calp), completed a line from

Sacramento to Vallejo, where passengers boarded calp's fast ferryboats for San Francisco. The calp line offered a faster, more direct connection to Sacramento than SP had via Niles Canyon. The SP soon bought the rival calp and built a massive ferryboat to carry entire trains from Benicia across Carquinez Strait to Port Costa, west of Martinez. A lift bridge, still in service, replaced the ferry in 1930. From Port Costa SP (now UP) trains followed the strait along the shoreline west, then turned south to Oakland.

The Santa Fe and Its Connections

During 1898-1900 the Santa Fe (ATSF; now BNSF) built its line west from Stockton across marshes, along bluffs and valleys, and through five tunnels to reach Richmond, a city founded in 1899 in expectation of the ATSF's arrival. By 1901 the ATSF had built railway yards and a ferry terminal there. In 1904 the ATSF opened a line into Oakland using right of way purchased from the defunct narrow-gauge California and Nevada Railroad. The ATSF ended passenger ferry service from Point Richmond in 1933; thereafter ATSF passenger trains continued to the SP's Oakland Mole. The ATSF abandoned the line from Richmond to Oakland in 1979. Until about 1980 the ATSF used tugboats to barge railroad freight cars between Point Richmond and Tiburon in Marin, Pier 43 on San Francisco's Embarcadero near Fisherman's Wharf, and two car ferry slips at the ATSF's yard in China Basin, south of Market Street.

The Western Pacific and Its Connections

The Bay Area's third transcontinental railroad connection, the Western Pacific (WP), began through service over its Feather River Route in 1910. It gained access to Oakland by the Stockton-Livermore Gap-Niles Canyon route, though on a different alignment than the SP. The WP built its own Oakland Mole and rail yard on the north shore of the Oakland Estuary, but after 1933 the WP's passenger trains shared the SP's Oakland Mole. Until the late 1970s the WP continued to ferry freight cars between its Oakland Mole and a small yard at 25th Street in San Francisco, where the WP operated about 2½ miles of track. The Union Pacific (UP) acquired both the WP (1982) and the SP (1996).

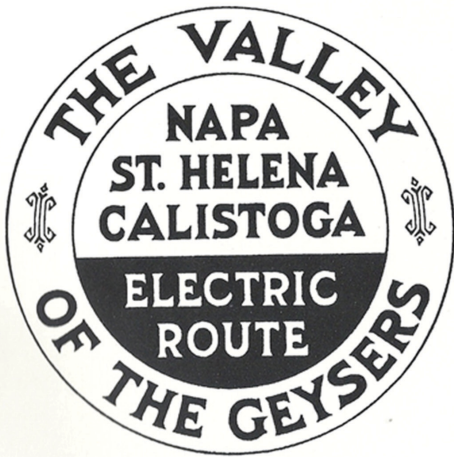
The SP abandoned its route through Niles Canyon in 1984, and deeded the right of way to Alameda County. Alameda County leased it to the Pacific Locomotive Society (PLS), which restored nine miles of track from Niles to Sunol as a steam-hauled tourist railroad that opened in 2006. The PLS hopes to extend its track into Pleasanton. The UP still uses the former WP track through Niles Canyon, as does the Altamont Commuter Express (ACE), which carries commuters between Stockton and San Jose.

Some Bay Area Short Lines

The San Francisco and San Jose Railroad

In 1864, one of California's earliest railroads connected San Francisco with San Jose, about fifty miles to the southeast. The CP bought it before it was completed, and also purchased other roads linking San Jose to Gilroy and to Stockton via Niles Canyon. The rail line to San Francisco originally looped to the west to avoid the San Bruno Hills, but in 1907 the SP opened its Bay Shore Cutoff, which includes five tunnels that shortened the line by 2½ miles and reduced the grades and curvature. In 1910 a swing bridge built across the south end of the bay from Dumbarton Point connected Niles Canyon rails directly to the line up the peninsula to San Francisco without a long detour through San Jose. This bridge has been out of service since 1982, but there are plans to rehabilitate it for commuter trains.

Frequent commuter train service on the peninsula helped towns grow, but this service lost money, and in 1977 the SP petitioned to abandon it. Instead, three counties and Caltrans formed the Peninsula Corridor Joint Powers Board (PCJPB) to subsidize it, rebranding the service "Cal Train." The PCJPB purchased the San Francisco-San Jose line from SP in 1991 and now operates commuter trains as far south as Gilroy. Those commuter trains will soon bring passengers closer to their downtown San Francisco destinations by using the radically reconstructed Transbay Terminal. Ongoing infrastructure upgrades and, eventually, electrification, will improve the commuter line's efficiency. Existing plans call for a high-speed rail line to use it too.



The Napa Valley Railroad

By 1868 the Napa Valley Railroad had begun service from Suscol, the head of navigation on the Napa River, north through Napa City and St. Helena to Calistoga, about 26 miles from Napa. (Calistoga supposedly got its name when tipsy entrepreneur Sam Brannan announced that he would make his 1859 hot springs resort the Calistoga of Sarifornia.) The calp acquired the Napa Valley line in foreclosure in 1869 and extended its tracks south to the calp ferry terminal in Vallejo. The SP acquired the Napa Valley Railroad with its purchase of the calp. Passenger service on the Napa Valley branch ended in 1929. Because of declining revenue, the SP abandoned the Napa Valley line north of St. Helena in 1960, and sold the remainder of the line in 1987 to a successor Napa Valley Railroad that operates the upscale Napa Valley Wine Train.

The San Francisco and North Pacific Railroad

In 1870, San Francisco industrialist Peter Donahue opened his San Francisco and North Pacific (SF&NP) Railroad north from a company town, Donahue Landing, on the east side of tortuous Petaluma Creek to reach Petaluma and Santa Rosa. Cargoes were predominantly grain and lumber. Two years later he had extended the SF&NP about 32 miles further north to Cloverdale. By 1877 a 15-mile branch line west along the Russian River reached lumber shipping points at Korbel and Guerneville.

In the meantime, Petaluma citizens organized the Sonoma and Marin Railroad (SM) to build from Petaluma to San Rafael. In 1880 Donahue bought the bankrupt SM, and in 1882 he extended it to Tiburon, where he built a ferry slip that greatly shortened the trip to San Francisco. He then abandoned Donahue Landing and moved its buildings to Tiburon. Peter Donahue died in 1885, but his son, James Mervyn Donahue, extended the SF&NP 29 miles further north, to Ukiah, in Mendocino County, in 1889.

Mervyn Donahue died in 1890, and in 1893 ownership of the SF&NP passed to a syndicate of capitalists. To avoid boardroom fights with the SF&NP's bankers, these capitalists created the California Northwestern Railway (CNW) and leased the SF&NP to it, so that they could still control the railroad unilaterally. The new owners emphasized development of the recreational potential along the Russian River. In 1903 the SP bought the CNW.

The Northwestern Pacific Railroad

In 1907, the SP and the ATSF formed a joint railroad, the Northwestern Pacific (NWP) that absorbed the California Northwestern, the North Shore, and 40 other railroads. Both the SP and the ATSF wanted to tap the potential freight business, chiefly lumber, at Humboldt Bay, but there wasn't business enough for two railroads, and the SP controlled the southern end of the route while the ATSF controlled the northern end. Joint ownership allowed both railroads access to the market without the folly and expense of a railroad war. The NWP completed a route north from Ukiah and along the Eel River all the way to Eureka by 1914, creating a railroad 271 miles long. The south end of the line is at Schellville, where the SF&NP had an interchange yard with the SP from 1890.

The NWP's previously strong passenger service declined during the 1930s, hurt by economic depression and by improved highway travel. By 1958 it was reduced to a single tri-weekly rail diesel car along the Eel River canyon between Willits and Eureka. This service ended with the advent of Amtrak in 1969. Freight declined during the 1930s too, but grew strongly during World War II. Long lumber trains from Humboldt Bay helped meet California's postwar demand



for new housing until about 1970, when the declining lumber market and truck competition dramatically reduced carloads.

The SP had bought out the ATSF's share of the NWP in 1929. In 1984 the SP sold the high-maintenance NWP track north of Willits. Renamed the Eureka Southern, it was bankrupt by 1992. The California legislature created the North Coast Rail Authority (NCRA) to save the line from abandonment, but severe washouts closed the line in 1995. Public agencies purchased the southern part of NWP between Schellville and Willits, and NCRA has now rehabilitated the line as far as Windsor, north of Santa Rosa, for light freight trains. Cargoes include grain and lumber, and construction materials for a commuter railroad between Santa Rosa and Larkspur. The NCRA hopes to reopen the line to Willits by 2020. Any plans to reopen the Eel River route are tenuous.

Some Bay Area Narrow-Gauge Railroads

In the 1870s many American railroads chose a narrow-gauge of three feet between the rails instead of the standard four feet, eight and a half inches. The smaller, lighter narrow-gauge equipment seemed to offer advantages of lower first costs, lower operating costs, and easier construction through difficult terrain, while transporting the same freight and passenger loads as standard gauge railroads. Usually the hoped-for economies proved elusive, interchanging freight with standard gauge railroad cars added expense and difficulties, and narrow-

gauge railroads were either abandoned or converted to standard gauge.

The North Pacific Coast Railroad

In Marin County, north of the Bay, construction of the narrow-gauge North Pacific Coast (NPC) from its ferry terminal in Sausalito began in 1873, but the expense of building through rugged terrain exhausted the railroad's funds. A new owner completed the line to Tomales, a recreational destination 47 miles from Sausalito, in 1875, and reached the timber resources along the Russian River in Sonoma County in 1877. In 1886 the NPC's rails reached Cazadero, 7½ miles north of the Russian River and 78 miles from Sausalito. The NPC also reached the Marin County seat at San Rafael and, for a time, had a second ferry connection at Point San Quentin.

On a branch line to Mill Valley, the narrow gauge shared a station with the standard-gauge Mt. Tamalpais and Muir Woods Railroad, whose geared steam locomotives pushed passenger trains up a steep and tortuous route to an inn at the top of Mt. Tamalpais. The spectacular operation began in 1896 and ended in 1929 after automobiles had taken much of its business and a fire had closed the line.

In 1902, electric power developers John Martin and Eugene de Sabla bought the NPC, renamed it the North Shore (NS), and added a standard-gauge rail from Sausalito to Mill Valley, San Rafael, San Anselmo, and Fairfax for a state-of-the-art electrified commuter service, which began in 1903. The trains picked up electric current from a third rail rather than from an overhead trolley wire.

The NWP acquired the NS in 1907, and in 1911 it began removing narrow gauge track. The NWP's standard-gauge rails along the Russian River had reached north to Cazadero in 1907, making the narrow gauge redundant. Narrow gauge service from Sausalito ended in 1920, and the last remnant, a 36-mile segment from Pt. Reyes to Monte Rio, was removed in 1930. The NWP abandoned all the former NPC track beyond Manor, just north of San Anselmo, in 1933, even though it had been converted to standard gauge.

The NWP re-equipped its electric lines with new aluminum cars in 1929, but patronage declined and operating expenses rose during the 1930s. Despite grass-route

efforts to boost patronage after the Golden Gate Bridge opened in 1937, the NWP ended all electric train and ferry service in 1941. The NWP abandoned the line between San Rafael and Sausalito in segments between 1942 and 1971, and removed the former SF&NP yard and car ferry slip at Tiburon in 1967.

The Sonoma Valley Railroad

Another narrow gauge line in the North Bay, the Sonoma Valley Railroad (SV), had a similar career. Peter Donahue acquired it in 1878, after the line had gone bankrupt before completion. The first 15-mile segment, which connected a wharf at Sonoma Landing, on the Bay, with the town of Sonoma, opened in 1879. A six-mile extension north to Glen Ellen followed in 1882. The SV's freight consisted mostly in agricultural products and basalt from a quarry.

In 1888 the SP opened a branch line from a junction on its Napa Valley line via Schellville and Glen Ellen to Santa Rosa. Eager Santa Rosans had subscribed a \$40,000 construction subsidy to gain a direct rail connection to SP's transcontinental network. To meet competition, James Mervyn Donahue opened an SV branch that extended southwest about eight miles from Sears Point on the original line to Ignacio, on Donahue's SF&NP. Building the line through tule marshes required expensive fills and trestles, but the connection enabled travelers to take a ferry from San Francisco to Tiburon, ride the SF&NP to Ignacio, then take the SV to Sonoma and Glen Ellen. This route provided a shorter, faster connection with San Francisco than the SP could offer. Thereafter passenger traffic no longer used Sonoma Landing. By 1890 the SV had been converted to standard gauge so that cars could be switched through from Tiburon.

In 1889 Donahue merged the SV into the SF&NP; in 1890 the SF&NP established an interchange yard with the SP at Schellville, just south of Sonoma. The NWP acquired the SV in 1907, but by 1975 the NWP had abandoned all of the former SV track except for the line from Schellville to Ignacio, which still provides the only connection between the NWP and the national rail network. The SP ended passenger service on its Santa Rosa branch in 1928, and abandoned the line north of Schellville beginning in 1936.

The South Pacific Coast Railroad

Starting in 1875, another narrow-gauge line, the South Pacific Coast (SPC), built its shops at Newark, a town that the SPC had founded for its easy access to a wharf at Dumbarton Point. From Newark, the SPC's rails reached San Jose, then headed southwest to Los Gatos, where they followed rugged Los Gatos Canyon into the Santa Cruz Mountains. Tunnels totaling 2.6 miles in length and numerous trestles, cuts, and fills kept the 25-mile mountain grade to an easy 1.7 percent. West of the summit the line descended to Felton in the San Lorenzo River Basin, and followed the San Lorenzo River to Santa Cruz. Construction had sometimes cost an extraordinary \$110,000 per mile. The SPC built two important branch lines, one to the mercury mines at New Almaden, and the other up the San Lorenzo River to Boulder Creek, a major lumber shipping point.

In 1878, SPC rails connected Newark with Alameda, where the SPC built a mole for its ferry slip and competed with the CP for local rail business in Alameda and Oakland. The 80-mile Alameda-Santa Cruz line opened for through traffic in 1880. The SP bought the SPC in 1887 and standard-gauged the track by 1909. The local lines in Alameda and the Alameda Mole became part of the SP's East Bay commuter system. Because the Santa Cruz Mountains' unstable geology created high maintenance costs, the SP closed the line between Los Gatos and Felton in 1940.

The State Belt Railroad

On San Francisco's waterfront, the state government claimed ownership of the filled tidelands between San Francisco's original shoreline and the official bulkhead line, and from 1867 a State Board of Harbor Commissioners (SBHC) actively administered development of the port. In 1889 the SBHC began construction of the first mile of the State Belt Railway (SB) to connect piers, warehouses, and car ferry slips along the waterfront between Francisco Street and Broadway. (Earlier, both standard gauge and narrow gauge railroads had laid their own tracks along the waterfront.) The SB was built in stages: construction of the SB south of Market from Spear Street to China Basin began in 1910 and connected with

the SP's King Street Yard. But the SB tracks north of the Ferry Building had no direct rail connection to the outside world until a track in front of the Ferry Building connected the railroad's two segments in 1913.

In 1914 the SBHC relocated the SB's railroad-car ferry slips from Lombard Street to the foot of Powell and Mason Streets. Pier 43 remained in service there until about 1980; the pier headhouse that contained the machinery to raise and lower the apron with the tides remains as an historical artifact. To the west, in 1914 SB rails used a tunnel under Fort Mason to reach the Marina district, the site of the 1915 Panama-Pacific Exposition. From the Marina the SB's tracks branched east to enter Fort Mason, which would become a major embarkation point in World War II. West from the Marina, in 1917 SB tracks connected at Crissy Field with the Army's railroad tracks that served the Presidio. To the south, SB rails crossed China Basin on Third Street in the 1920s to connect with the ATSF yard. Altogether the SB operated 67 miles of track.

The Port and the SB worked to capacity during World War II, but business declined postwar. San Francisco's narrow finger piers couldn't handle the intermodal containers that began replacing earlier break-bulk cargo handling in the 1960s, and containerhips went to Oakland instead. The State transferred the Port of San Francisco and its belt railroad to the City of San Francisco in 1969, and the City leased its little-used railroad to Kyle Industries in 1973. In the 1970s Port development shifted south, where large tracts of filled land were developed as specialized terminals at piers 94 and 96, including a container facility. Kyle Industries did some switching there, but closed the former SB in 1993. Restored vintage streetcars now use its tracks along the Embarcadero between Market and Taylor Streets.

East Bay Commuter Railroads

East Bay cities evolved as commuter suburbs, sunnier than San Francisco and less expensive, with room for bigger residential lots. A pattern of commuting by rail and ferryboat was established by the 1860s, with different companies competing for business in what was always the largest Bay Area commuter market. Many commuters valued

their daily ferry ride, which became a part of a way of life. When the SP closed its final ferryboat operation in 1958, Arthur Fiedler conducted the San Francisco Symphony on board.

The Central Pacific and Southern Pacific Railroads

From the 1870s, the CP developed a network of steam-powered commuter rail lines in Oakland and Alameda, and from 1876, in Berkeley. Commuters could ride trains to board the SP's ferryboats at the former SPC ferry slip in Alameda as well as at the Oakland Mole. The SP electrified its commuter lines in 1911 and equipped them with very large cars that operated in long, multiple-unit trains. (Because ferryboats embarked large numbers of passengers, the trains that met them had to be able to carry large numbers of passengers too.) Starting in 1913, these electric trains ran as far south as San Leandro.

To separate the costs of its different operations, the SP rebadged its electric lines as the Interurban Electric Railway in 1934. In 1939 IER trains began running on the lower deck of the new (1937) Bay Bridge to San Francisco's Transbay Terminal, but the SP abandoned its unprofitable commuter operations in 1941. Many of its cars went to Los Angeles's Pacific Electric, where some ran until 1961.

The Key System

The SP's 1911 electrification was a response to competition. In 1903, the San Francisco, Oakland, and San Jose Railway (Key System) built a three-mile-long combination of fill and trestle leading to ferry slips and a train shed just to the south of where the Bay Bridge approach is today, and began running long trains of large, wooden, orange cars on seven major lines (plus some feeders) that fanned out through Oakland and Berkeley. The Key System's rail and ferry routes attracted commuters from the SP, which was still steam-hauled at the time and whose rail and ferry routes took significantly longer to reach their destinations. In 1933 the California State Railroad Commission approved an agreement between Key System and the SP that reduced intense competition



by rationalizing duplicate lines. Key System and SP rails had been side-by-side on Berkeley's Shattuck Avenue, for example.

Like the SP, the Key System ran its trains into San Francisco over the new Bay Bridge, drawing current from a third rail because the overhead wire was energized at the SP's 1200 volts instead the 600 volts that Key System used. Disappointingly low trans-bay patronage required only half the number of bridge trains that the Key System had on hand, so when the IER stopped running its electric trains in 1941, the Key System had enough surplus equipment to replace some IER service.

The Key System earned substantial profits for the first time during World War II, showing the rail system's potential earning power in the absence of automobile competition. But management never implemented its tentative postwar plans to modernize its rail service with new, lightweight, streamlined bridge trains, and never improved its deteriorated track. Instead, management sold the Key System to bus-oriented National City Lines in 1948. Key System's trans-bay rail service ended in 1958, when the State Toll Bridge Authority rebuilt the lower deck of the Bay Bridge for auto use exclusively, bringing the bridge to freeway standards. The Transbay Terminal train shed and approaches were paved for buses. The public-sector Alameda-Contra Costa Transit District acquired the Key System's assets in 1960.

The Shipyard Railway

During World War II, the Key System contracted with the United States Maritime Commission to build and operate an improvised electric railway to bring workers

from a junction with the Key System in Oakland north to Henry Kaiser's new shipyards at Richmond. The quickly-built railroad utilized only second-hand materials because of wartime shortages, and patrons rode in aged wooden coaches that had been retired from New York's Interborough Rapid Transit (IRT) elevated lines. Pantographs and pilots were salvaged from IER cars, and stations were built with high-level platforms because the IRT cars had no steps. The roadbed was uneven, and reportedly riding the line was an adventure. The Key System declined to buy the railroad after the war because it would have required extensive reconstruction and didn't serve downtown Richmond. The line was removed late in 1945.

A Project Underway

Sonoma-Marin Area Rail Transit (SMART) is now building a 70-mile commuter rail project utilizing publicly-owned former NWP rails and new construction. Ultimately it will connect Cloverdale, north of Santa Rosa, with Petaluma, San Rafael, and the 1976 Golden Gate Ferry terminal at Larkspur Landing. The design includes bicycle/pedestrian paths along the right of way.

SMART is rebuilding the initial 36-mile segment of former NWP track between Sonoma Airport, just north of Santa Rosa, and San Rafael with welded rail laid on concrete ties. This initial segment may also include the 2.2-mile Larkspur extension if SMART can find outside funding; SMART rehabilitated an existing 1,100-foot-long tunnel on the San Rafael-Larkspur line in 2010. SMART has ordered six sets of multiple-unit diesel railcars; which it plans to operate in two-car trains at speeds of up to 79 miles per hour. Service is scheduled to begin by 2016.

SMART has received federal, state, regional, and local funding, including a \$171-million bond issue and, in 2008, a voter-approved, dedicated, quarter-cent sales tax hike. Total construction cost is currently estimated at \$695 million. Estimated ridership when the system is complete is 1.4 million passengers per year; fares are expected to pay about 36% of operating costs, which is usual for commuter rail. NWP freight trains will share the tracks during off-peak hours.

Fandango 2015 . . .

In June, The Westerners held its annual Fandango at the home of Gary Turner. It was a great social event for the members to meet together outside of the usual location. There was live music and authentic Mexican food provided, as well as a bar for people to get drinks. Gary Turner's house was a great location for this year's event since it was full of Western-era memorabilia. Later Eric Nelson led a small auction. Host Gary Turner had these words to say: "The food was great, it was a great event, and if you couldn't make it, it was your own damn fault". The Los Angeles Corral of Westerners looks forward to the Rendezvous in October for another fun and exciting experience.





Monthly Roundup . . .



July 2015

Michael Brescia

July's speaker for the Westerners was Michael Brescia, associate Curator of Ethnohistory at Arizona State Museum and Associate Professor of History at the University of Arizona. Michael was also this year's Autry Fellowship recipient. He is a specialist in Mexican and borderlands history and has served as a consultant in many water rights cases in Arizona and New Mexico.

For much of the American past, access to and ownerships to natural resources have prompted lawsuits, especially in arid environments where people seek water for their livelihood. America has two major legal traditions, the civil law of Spain and France and the common law of England, and their influence can still be felt today. Occasionally, these ideologies clash with property rights. The Spanish colonial regimen of laws, customs, and usages regarding water has operated since the Treaty of Guadalupe Hidalgo in 1848. The treaty called for American courts to act as surrogates for Spanish civil law property for claims and disputes. The Gadsden Purchase in 1854 likewise offered similar protections for Mexicans now finding themselves living in the United States. The application of Spanish civil law, the law of prior sovereign, with a judicial setting with

an English understanding of property rights, created many complications. Spanish property and water laws were now to remain in effect in the new American territories despite its no longer being Mexican land. The treaty of Guadalupe Hidalgo became a binding international legal instrument for both the United States and Mexico. The treaty also protected Mexicans' property rights. The Gadsden Purchase also did the same in 1854. The property rights of those people living there must be respected by the successor state. This is known in international law as the Law of State Succession.

This also means lands in the Louisiana Purchase follows French civil law instead of English common law for property rights. The only way the United States could alter the property rights would be if legislation to change the rights was explicit and precise and compensation is offered. However, this was not done so that the owners of the land could keep it. The Spanish influence of property rights created confusion and complexity in the 1800s between adobe ranches, mines, and missions competing for water, and continues to this day to affect Bureau of Land Management, the federal government and big business.

--Patrick Mulvey



August 2015

Nick Curry

If not disaster, at least much awkwardness was averted at the Westerners August 12th meeting thanks to the impromptu actions of one of its members, Nick Curry. When the night's scheduled speaker failed

to attend due to unforeseen circumstances, Curry stepped up to the occasion and delivered an off-the-cuff talk, on the history and legacies of Los Angeles' Doheny family.

Edward Lawrence Doheny (1856-1935) is best known for his success as Southern California's first great oil tycoon, and for his acquittal of bribery charges in the Teapot Dome scandal of the 1920s. However, Curry's talk shed light on this oil dynasty's lesser-known matters. The elder Doheny's hushed, legally questionable oil-drilling rights from the US Navy helped fund the construction of the base at Pearl Harbor. His son, Edward ("Ned") L. Doheny, Jr., was murdered by a

long-serving secretary, whose suicide forever concealed his motives. His second wife, Estelle Doheny, was a prolific book collector, but little of the Dohenys' works remain. Estelle burned all of Edward's documents upon his death, and in the 1980s, Cardinal Mahoney sold the Gutenberg Bible and other rare titles she had acquired and entrusted to the Archdiocese of Los Angeles.

The story of the Doheny family is a fine example of how personalities can make fascinating history—as well as obscure it. The Westerners would like to extend its thanks to Nick Curry for this entertaining and informative talk at such short notice.

—John Dillon

Down the Western Book Trail . . .

JUNIPERO SERRA: California, Indians, and the Transformation of a Missionary, by Rose Marie Beebe and Robert M. Senkewicz. Norman, OK: University of Oklahoma Press, 2015. 457 pp. (text). Illustrations, Glossary, Notes, Bibliography, Index. Cloth, \$39.95. Reviewed by Jerry Selmer.

This book can be considered a "timely" publication because of the announcement that Pope Francis plans to canonize Padre Serra when visiting the United States this year. It must also be noted that both Serra and his proposed elevation to sainthood are controversial subjects. There are those members of the Roman Catholic Church who have labored long and hard to have this event take place. On the other side of the question, many California Indians and their supporters take this as recognition of a man who virtually enslaved native peoples and took away their culture.

Miquel Josep Serra was born in 1713 on the Spanish island of Mallorca. In later years when he was accepted into the clergy as a Franciscan Friar, he changed his first name to Junipero. He was later sent to New Spain (Mexico) as a missionary. The Jesuit Order which had established missions in Baja California was being expelled from the new world at the command of the King of Spain. The Franciscans were appointed to replace

them. Most of us know the story that Serra was chosen to bring the Catholic faith to the native people of Alta California as part of the Spanish colonial domination of the area. I won't belabor that story here.

The authors have produced a very comprehensive telling of this history in great detail. Overall, I found it to be quite objective which I believe is unusual when writing about this subject. This book tells the story, warts and all. It is filled with documentary material, mostly Serra's own writings. My one complaint is that some of the minutiae can obscure the story. Perhaps they included a bit too much of a good thing. Nevertheless, I believe it may be one of the better contemporary accounts of this man and his world.

The missions to be established in Alta California were intended to be temporary. Their purpose was to Christianize the Indians – teaching them the Catholic faith, and teaching them to become farmers after the European model so that they could care for themselves. The mission buildings would then become parish churches staffed by secular priests. They were never intended to be permanent missions as such. It was originally assumed by Spanish civil authorities that each mission would have a life of about ten years. Once appointed as mission president, Serra began to see things differently. He wanted them to become permanent. He

saw the Indians as perpetual children always needing a father figure to guide them. This led to conflicts with the civil and military authorities as well as the Indians themselves. These conflicts are spelled out in detail.

One of the important points made by the authors debunks the myth that a "chain of missions would be established to provide a stop for weary travelers, each one being a day's journey apart." This old tale was made up by the Automobile Club of Southern California years ago and unfortunately some historians have swallowed it whole. In fact the missions were established in a rather haphazard order, but placed where Indian settlements were located – not where a traveler might want to stop for the night.

I recommend the book for anyone interested in a factual documentation of Serra and his life as a missionary.

WITH GOLDEN VISIONS BRIGHT BEFORE THEM: *Trails to the Mining West, 1849-1852*, by Will Bagley. Norman: University of Oklahoma Press, 2012. 468 pp. Maps, Illustrations, Notes, Bibliography, Index. Cloth, \$34.95. Reviewed by Abe Hoffman.

With Golden Visions Bright Before Them is the second volume by Will Bagley in the University of Oklahoma Press's series "Overland West." The story of the Oregon and California Trails, like his previous work, *So Rugged and Mountainous: Blazing the Trails to Oregon and California, 1812-1848* Bagley takes his titles from the words of trail travelers. However, these books are not restricted to a geographical retracing of the various overland routes to California and Oregon. Bagley strongly believes that history should be presented as often as possible in the words of the people who were involved in the events they describe. The end result is an engrossing experience for the reader who shares a vicarious trek with the men, women, and children who crossed the North American continent in the Gold Rush Era.

This approach to history presents the story from the bottom up. Bagley has mined the Huntington Library, the Beinecke Library, the Missouri Historical Society Library and Archives, the Oregon Historical

Society Research Library, and other libraries and archives for primary source material. In addition, he utilized published accounts and contemporary descriptions written by gold seekers. His yield from this research includes diaries, journals, correspondence, memoirs, guidebooks, typescripts, books and articles, and secondary sources, mainly by historians who have contributed to the huge Gold Rush bibliography.

Bagley accompanies the gold seekers as they leave homes and families to head west for California (those afflicted with gold fever) or Oregon (a saner group seeking fertile land and agricultural opportunities). These people are not quite the hardy pioneers of movies and novels. The 49ers were effectively babes in the prairies, ignorant as to exactly get to California other than a vague knowledge of it being west of where they were. They overloaded their wagons with unnecessary items: " ...fine chair, hub hoops, old pants and coats, piles of beans...carts, stoves, irons, chains, a tent, a window sash..." Bagley quotes a source: "Saw a piece of real brick, with several broken pieces. Who would have thought that any person would have hauled a brick so far over such horrible roads"? (p. 88).

Travelers duly noted the graves of those who didn't make it, dying of "dehydration, diarrhea, dysentery, headache, smallpox, toothache, typhus, pleurisy, measles, sneezing, nasal convulsions, and constipation," as well as malaria, scurvy, pneumonia, syphilis, gonorrhea, and, not to overlook the elephant in the room, cholera. Numbers of fatalities are at best estimates, but deaths were counted in the thousands, and tens of thousands when Indians who caught the white man's diseases are included. It's a wonder that anyone survived the trek at all.

But survive they did, only to realize that few of them would actually get rich from gold prospecting. Money was made by Mormons selling supplies and livestock, from shady characters writing fraudulent guidebooks, from enterprising vultures picking up discarded items on the trails and selling them to later travelers heading West.

Readers of this book will find it (and its predecessor, *So Rugged and Mountainous*, taking them across the trails and cutoffs, paying Indians tolls for crossing their lands, experiencing heat and cold, disease and depression, finding adventure and monotony, and pretty much the sum total of human experience. Luckily for the reader, it's a virtual experience, free of the hazards met by the eyewitnesses whose testimonies form the backbone of this outstanding book.

HOMAGE TO DOWNTOWN: *In Search of Place and Memory in Ancient L.A.*, by John Crandell. Visions of L.A., 2010. 397 pp. Illustrations, Appendices, Bibliography, Index. Paperbound, \$58.99. www.visions-of-la.com. Reviewed by Abe Hoffman.

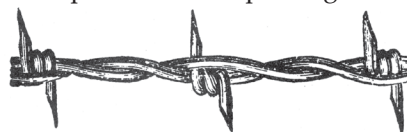
The City of Los Angeles is notorious for periodically erasing its history. Were it not for Heritage Square, there would hardly be any examples of the homes of more than a century ago. Even so, the homes in Heritage Square are grand buildings, leaving no hint of what long-gone ordinary houses looked like. In the downtown area, the original residences of pioneer citizens have been replaced by commercial buildings that in turn were razed for parking lots or skyscrapers. Young people find it hard to believe that the city's skyline dates only to the 1960s—until you show them what the skyline looked like before the height restrictions were removed.

John Crandell's book has lots of pictures—more than 130 of them, including people as well as buildings, plus maps. Despite its 8 ½ x 11" size, this is not a coffee table book. Crandell's text is authoritative, erudite (sometimes a bit too erudite), and, above all, a fascinating description of the Expansion District, the area of downtown Los Angeles bounded by First Street, Grand Avenue, Seventh Street, and Los Angeles Street. Between 1880 and 1910 this area was the site of original buildings, usually residences, made of wood and adobe, and early commercial buildings with steel frame or reinforced concrete. This was a time of great opportunity for architects to design office buildings, theaters, and commercial structures that housed banks, retail stores, and department stores.

Crandell includes biographical profiles of architects as well as a variety of people who played a role in transforming Los Angeles into a modern city, among them Caroline Severance, Antonio Coronel, George Wyman, Sumner P. Hunt, Harris Newmark, and others whose names may not be familiar today but who were prominent in their time. Some get more space than others; in the case of T.J. White, I found the details about his life largely irrelevant to Los Angeles since he didn't move there until late in life, but that's my view; readers are free to disagree.

Crandell's descriptions of the buildings constructed in the 1880-1910 era are strongly supported by several appendices that pinpoint the building, its architect, date built, and street address. It's interesting to note that in the good old days buildings were frequently identified by the name of the person who commissioned and financed the construction—Seymour Block, Story Building, Wiley Building, Ford Block—sadly, these and many, many others no longer exist, razed for parking lots to house the increasing number of automobiles downtown, or torn down to be replaced by a modern structure. Their demise is acknowledged by an asterisk.

Laurence Hill's *La Reinain Three Centuries*, published in 1929, included photographs of many of the buildings pictured in *Homage to Downtown*, but the photos weren't much more than 4 x 4 or 5 x 7 inches. Crandell's book, does justice to the buildings as well as numerous photos of street scenes. One drawback is the absence of dates for many of the photographs, other than the assumption that the buildings were constructed between 1880 and 1910. In reading this book and examining the photos, readers may well be tempted to compile a list of surviving edifices and pay a visit to Downtown. You can start with the Alexandria Hotel (1906) and visit the Bradbury Building (1897) and the Cameo Theater (1910). But best you hurry—you never know when some developer is going to want to put in another parking lot.





FROM OUR FILES

50 Years Ago
#74 September 1965

"June 12th [1965] meeting was held in Orange County at Andy Kirk's 'Hossie Enda' situated midway between the late Judge Joseph E. Pleasants' Ranch [a] ... forty-niner ... who located there in 1860, and [the] 'Forest of Arden' estate of the late Madame Helena Modjeska . . . Don Meadows spoke of the historical lore of Santiago Canyon, the place of our meeting."

Rice University sent out a call to our members for any unpublished letters, speeches, or papers of Jefferson Davis for a planned collection of his writings.

Roundup Foreman Sid Platford had recently been elected Sublime Noble Grand Humbug of the E Clampus Vitus.

25 Years Ago
#181 Fall 1990

"Dennis G. Casebier, the 'King of the Mojave Road,' presented the July [1990] program on that early trans-desert road, also known as the 'Government Road'" from Indian times to the arrival of the railroad and beyond.

"John R. Selmer, our Registrar of Marks & Brands, gave up the plush job he had at the City of Los Angeles Archives for one selling Kachina dolls. Anyone seeking a doll, call John."

VACATION

