Your editor received an e-mail from Bob Hatten, LACHS’s first newsletter editor, with more than 40 newly discovered WWII photos: Shots of action, destruction, death camps, ship-loads of returning G.I.s. No. 42 was different: A man in uniform standing in an open sedan waving at a large crowd on what had to be downtown L.A.!

On June 8 and 9, 1945, two California natives, both generals, had come to L.A. to sell war bonds, and hundreds of thousands, per the Times and Examiner, welcomed them enthusiastically and loudly.

Gen. George S. Patton and Gen. James H. “Jimmy” Doolittle had been asked to appeal to their fellow-Californians to buy just one more war bond. The European conflict ended May 8, 1945, but the one in the Pacific was still going on. Both had played significant roles in winning the war, but were as different as two people can be.

JAMES H. “JIMMY” DOOLITTLE
Jimmy Doolittle (usually called by his nickname) was born in Alameda, California, December 14, 1896. His father, a carpenter, moved to Alaska to search for gold. Doolittle, aged 3, and his mother joined him until Jimmy was 11, when the two moved to Los Angeles. He graduated from Manual Arts High School, tried his hand at professional boxing (at 5’6” and 105 pounds), attended the University of California School of Mines, dropped out after a year to enlist in the Army Signal Enlisted Reserve Corps to become a pilot. He served in the U.S. Army Air Corps, 1917 to 1930, then the Army Air Corps Reserve as major until 1940.

Doolittle began accumulating records early. In 1922 he was the first to cross the continent in less than 24 hours; enrolling at MIT, he obtained a master’s and a Ph.D. in aeronautical engineering, 1925, when fewer than 100 people in the world held such a degree. Was first to win all major aviation racing trophies existing at the time.

Leaving the active military in 1930, he went to work for Shell Oil, continuing to collect records: First to take off, fly and land an airplane entirely by instruments, having helped develop the technique while working with the Guggenheim Flight Laboratory. (Continued on page 10)

UPCOMING

2012

May 12
“History of the L.A. County Fire Dept.”

June 2
Northrop Lectures
“Crafting the Image of Historic L.A.
 – The Myth & the Reality”

“Creating the Myth of the Automotive Metropolis”

Matthew Roth

December
Annual Gala
PRESIDENT’S MESSAGE

Hello Everyone,

I hope you and your families are all doing well.

This year has gotten off to a very nice start for the Society. We have already completed two of our Marie Northrop Lectures and I am looking forward to our third and final lecture for the year, Matthew W. Roth speaking on “Creating the Myth of the Automotive Metropolis” on June 2nd.

Additionally we have completed two successful events so far this year and more are in the works.

In March we had lunch on the campus of CSUN after which we viewed the Mulbolland collection at the CSUN Oviatt Library. For most of us though the highlight of that event was when Christine Mulbolland, niece of Catherine Mulbolland and great granddaughter of William Mulbolland, spoke to us about growing up in the San Fernando Valley and about her family’s legacy.

And on April 1st we had tea at the Villa Carlotta for a touch of old Hollywood history. Sally Mayo Hagland, granddaughter of the contractor who built the Villa Carlotta, and a number of other buildings in Los Angeles, gave a presentation and long time resident of the Villa Carlotta, Don Paul, provided a very interesting tour of the grounds. Many thanks to both Sally and Don.

I am excited about the future of LACHS and hope you will all join us for future events.

Thank You,

Todd Gaydowski
President

WELCOME TO NEW MEMBERS

Happy to see so many new members join: DeLane Matthews, Dr. Gloria A. Lothrop (actually, a past president returning to the fold), Vincent Brook, Allan Schoener, Al and Dorit Dowler-Guerrero, Linda Rees, Martha Gruft, Sally Mayo Hagland, Mark Lachter, Louis Rosen, Jim A. Beardsley, Catherine Luijt, Scott Crawford, William Broady. An apology to Sue Slutzky. Your editor left out the “y” in last month’s welcome.

Editor’s Note: Articles with not byline written by editor.
L.A. HIGH SCHOOL GRADS
WHAT BECAME OF THEM?

Editor’s Note: This is the third in a series on the futures of some Los Angeles high school graduates. Not part of the series, but you can read about another one, James Doolittle, in the article in this issue about the two generals who helped win World War II.

TOM BRADLEY

A political science professor and Democrat, Raphael J. Sonenshein, called him “the most important political figure in Los Angeles in the last three decades.” The man who succeeded him as mayor and a Republican, Richard J. Riordan, referred to him as “a regal leader in appearance, word and deed.” “Tom Bradley was the right leader at the right time for our city – a unifying force in bringing together diverse elements from throughout Los Angeles.”

Bradley was impressive, about 6’4’, broad shoulders, a man of quiet determination, showing little emotion, good at forging coalitions between groups that usually didn’t like to work together. This talent was necessary for someone who became a mayor during a period of enormous growth in Los Angeles. Kevin Starr, State Librarian and historian, once said about him: “Tom Bradley was a very great public figure. I know of no one with a greater gift for reconciliation and healing. His mayoralty was a time in which Los Angeles reconfigured itself, redefined itself.”

Tom Bradley, one of seven children, was the son of a sharecropper and grandson of a slave. Born in Texas on December 29, 1917, he moved with his family to Los Angeles when seven years old. He was a talented athlete, which became apparent at Polytechnic High School where he participated in sports. After graduation he enrolled at UCLA, where he was a track star. He dropped out to join the LAPD. In his 21 years there (1940-1961), he rose to the rank of lieutenant, a true accomplishment for an African American. at that time. During the ‘50s he worked on a law degree, obtained his LL.B in 1956 from Southwestern University and was admitted to the bar next year. He married Ethel May Arnold; they had two daughters.

He practiced law until 1963, when he won a seat on the Los Angeles City Council. This was one of many firsts: First African American to be elected to the city council (Gilbert W. Lindsay had been appointed earlier), reelected twice. He challenged incumbent Mayor Sam Yorty in 1969, losing, but tried again in 1973, upsetting Yorty with 56% of the votes, becoming the first African American mayor in a city with only 15% of his race. He went on to an unprecedented five terms in office. To his disappointment, he failed to win the governorship on two tries. Also a “first” – first mayor to live in the Getty House, donated by Getty for use as the Los Angeles Mayor’s House.

He faced major problems throughout his 20 years in office: A major energy crisis, 1973 to 1974; forced cross-town busing of school children; the Rodney King beating incident, and riots when police officers responsible were acquitted, resulting in 58 people dead, 2,283 injured, and $750 million property damage; continuous problems with Police Chief Darryl Gates, resolved with Gates’ early retirement.

On the other hand, during his administration the most successful Olympic Games were held in L.A. in 1984. And the mayor was praised for “Rebuilt L.A.,” a task force established to lead the recovery process.

Tom Bradley retired from the office of Mayor in 1993, with a total of 50 years of public service to his credit. When summing up his career, he stated: “Everything that I set out to do 20 years ago, I have accomplished. The Olympics were the major event of my life… (the riots were) the most painful experience of my life.”

After retirement, Tom Bradley joined a law firm specializing in international trade. However, a heart attack felled him, followed by a stroke that left him unable to speak. He died at 80 on September 29,1998. In all, he left behind a positive impression.
Before the age of parkways and before the term, freeway, was coined, there was the “airline.” The airline was one of the transitional roadways that would evolve into freeways.

Shortly after the U.S. Highway system was adopted in 1926, the State began to develop an east-west route between Redlands and Downtown Los Angeles. This route, US 99, would become the east gateway into the city. In nearby Monterey Park, Garvey Avenue was designated as part of the link of US 99. However, westerly of Atlantic Boulevard, the roadway ended. The six-mile gap would be filled by a new roadway that would connect Garvey Avenue near Atlantic Boulevard with Aliso Street at Mission Road. It was named Ramona Boulevard.

Ramona Boulevard was along terrain that was suitable for grade separations, with the Pacific Electric Railroad tracks to the north and a hillside to the south. In order to accommodate the new highway, six bridges that already spanned the tracks were extended or reconstructed and two new grade separations were constructed near Monterey Pass Road. Near the west end of the project, the Macy Street (now Cesar E. Chavez Avenue) bridge, which had been built in 1910, provided another grade separation over the tracks and could accommodate a roadway without reconstruction. Thus, there were nine bridges in all with no at-grade crossings and virtually no local property access. It was opened to traffic on April 20, 1935 and was called an “airline” route by the State because motorists could “fly” without intersectional conflict at 50 miles per hour. It was the first such roadway to feature so many grade separations.

However, it could not lay claim as the first freeway in the West, because it lacked a key feature that would prove to be so valuable to freeway and expressway design. The missing ingredient was roadway separation. During its first 40 months of operation Ramona Boulevard experienced 77 injuries including deaths, most of which were head-on, sideswipe and abutment collisions. In response to this serious collision pattern, City Traffic Engineer, Ralph Dorsey, was able to obtain State approval of a narrow guard rail design with lights atop it to be installed in the middle of the pavement. It was successful as an interim measure and from that point forward, all high-speed designs on State Highways would incorporate a raised median and/or barrier.

In 1944, Aliso Street, the westerly extension of Ramona Boulevard was widened and reconstructed. This project, which was undertaken by the city, included a grade separation at Mission Road. In coordination with this project, the State widened Ramona Boulevard easterly to the East City Limit and constructed a four-foot wide median. Upon the completion of these projects, Ramona Boulevard was renamed Ramona Parkway. In 1954, shortly after Ramona Parkway was extended easterly of the city, it was renamed the San Bernardino Freeway. In 1970, most of the 1935 and 1944 improvements were demolished to make way for the San Bernardino Freeway and Express Busway, which featured the region’s first exclusive bus and carpool facility.

Perceptive motorists can spot remnants of the earlier Ramona Boulevard and Parkway. At the Downtown end, the reach between Vignes Street and a point easterly of the Macy Street Bridge is essentially intact, but minus the Pacific Electric Railroad tracks. Midway, most of the original State Street decorative bridge remnants. Finally, at the easterly end, the grade separation structures near today’s Monterey Pass Road and Fremont Avenue have not been altered. These remnants are all that remain of the original Ramona Boulevard, the airline route, and the predecessor of today’s freeways.
THE HANNAH CARTER JAPANESE GARDEN:
A HIDDEN L.A. TREASURE

by Lanna Pian

UCLA’s Hannah Carter Japanese Garden at 10610 Bellagio Road, Bel-Air, is imported, Japanese-built, with the traditional Japanese tile roof and white painted solid walls, located on 1.5-acre hillside lot.

This site was first developed as a Hawaiian garden in 1927 by A.E. Hanson, on the Harry Calandar Estate. Photos depict a wooden patio observation deck, waterfall with lush ferns around it. A.E. Hanson (1893-1986) also designed gardens for Harold Lloyd in Beverly Hills, Archibald Young in Pasadena, La Toscana in Montecito, Doheny Library at USC, and gardens in Palos Verdes. Remnants of the Hanson’s original estate design, including its 20-foot waterfall, remain on the west side slope.

It was originally created by Mr. and Mrs. Gordon G. Guiberson, who made two trips to Japan to study famous gardens. It was dedicated to the memory of Mr. Guiberson’s mother, Ethel L. Guiberson, organizer of the Beverly Hills Garden Club, in the early 1930s.

The Guibersons had commissioned renowned landscape architect, Nagao Sakurai of Tokyo and garden designer Kazuo Nakamura of Kyoto, to create their garden, built between 1959 and 1961. It carries on the rich Japanese tradition of naturalistic placing of stones, water and evergreen plants in a subtle yet symbolic setting. Many of the rocks, water basins, stone lanterns, carved stones, and pagoda were selected by the Guibersons in Japan and shipped to California. All the trees and plants belong to species that grow in Japan, except the California live oaks that predated the Japanese Garden. Much of it was built in Japan, disassembled, and reassembled on site by Japanese and local craftsmen.

Through a series of written agreements starting in 1964, Edward Carter, Chairman of the Regents of University of California, and his wife, Hannah Locke Carter, titled the garden and adjoining Carter residence to UC, with survivor lifetime tenancy of the home and an agreement by UCLA to keep the Japanese Garden and maintain it in perpetuity. In 1965 UCLA took title to the property.

In 1969 heavy rains and resulting landslides damaged the garden. UCLA Professor of Art and campus architect, Koichi Kawana, rehabilitated it, funded by friends of the UCLA gardens.

In 1982 it was officially renamed the UCLA Hannah Carter Japanese Garden. At the same time, establishment of an endowment via eventual sale of the donated residence was proposed by the donors in order to maintain the Japanese Garden indefinitely.

Owned by UC since 1965 and managed and maintained by UCLA, it has been open until recently for public tours on a limited basis, due largely to lack of parking in the residential neighborhood.

When the University of California fell on hard times, UCLA and the university’s regents decided in 2009 to put on the market the garden and the Carter residence. There was opposition from UCLA students and other supporters, but in September, 2010 a judge agreed with UCLA’s reasoning, that it was not being used for UCLA’s primary mission of teaching and research, and citing rising maintenance costs, deferred maintenance and lack of visitors due to limited parking, to release UCLA from the “perpetuity” agreement to maintain the Japanese Garden and cleared the way for the sale of both the garden and residence. In November, 2011, UCLA announced plans to sell. On March 3, 2012 following removal of valuable art objects from the garden by UCLA to the main campus in January of 2012, UCLA listed the property for sale. Separate bids are being accepted for the adjoining residence.

APPROACHING 2012 OLYMPIC GAMES

As we approach July 27, Opening Ceremonies for the 2012 Olympic Games in London, it is good to remember that the Modern Olympic Games, under the auspices of the International Olympic Committee, started in 1896 in Athens in the Panathenaic stadium. They featured 14 nations, 241 athletes, 43 events. Records indicate that the original games were held in 776 B.C., with one event, a foot race of about 200 yards outside the town of Olympia in Greece. Things do change sometimes.
ONE FAMILY – MANY GIFTS TO L.A.

Donations by generous persons of means to public entities and universities are not rare. Such donations in large quantities by several generations of one family from another state, however, are somewhat unusual. Such a family, responsible for many civic institutions in Los Angeles and environs, has its genesis in a U.S. Senator from Montana, William Andrews Clark, Sr., who amassed his fortune through mining in Montana, Arizona, and Nevada and other enterprises, such as banking, railroads and real estate. He is considered one of the richest 50 Americans, ever.

The family’s home state was Montana, but a number of the Clarks spent time in L.A. and left their mark on its history and culture. This is especially true of William A. Clark, Jr., the fifth of Clark’s nine children, six of whom lived to adulthood, who had a successful law practice in L.A. Born in Deer Lodge, Montana in 1877, his major interests were in the world of books and music. A talented violinist, bibliophile and collector, he lived many years in Los Angeles in a stately Italian Renaissance home with an adjoining library at Adams Boulevard and Cimarron Street. He died in Montana in 1934, but is buried with his two wives and son in the Clark Family Mausoleum, the centerpiece of Hollywood Forever Cemetery, an imposing structure on an island in a man-made lake.

Clark’s interests are reflected in his donations: $10 million to start the Los Angeles Philharmonic Orchestra in 1919, contributing to it till his death; the William Andrews Clark Memorial Library; major contributor to the Hollywood Bowl, to name the most prominent.

One of Clark, Jr.’s major donations was the William Andrews Clark Memorial Library, or Clark Library. It was constructed in 1924 next to his home in the West Adams District as a memoriam to his father. At the time, Clark announced his intention of donating the collection and the square-block property with all its buildings to a fledgling school 13 miles away, the University of California, Southern Branch, renamed in 1925 the University of California at Los Angeles, UCLA, which still administers it through its UCLA Center for Seventeenth- and Eighteenth-Century Studies. It offers several fellowships and programs such as workshops, seminars and public lectures, open to the public on a reservation basis.

The non-circulating library possesses a collection of 110,000 rare books and 22,000 rare manuscripts, specializing in works by Shakespeare, Chaucer, Ben Jonson, Byron, Dickens and Robert Louis Stevenson. Its strength is in English literature of the 17th and 18th centuries, in some cases rivaled only by the British Library, including possibly the greatest Oscar Wilde collection in the world. Among its other valuable collections are works of Newton, Robert Boyle, Edmond Halley, Thomas Hobbes and John Locke.

To encourage use of the Clark Library by students on the UCLA campus, the university is experimenting with a shuttle bus between the two sites.

Clark’s interests extended to fine printing, of which the library possesses complete runs of books printed by famous British and American printers.

Clark’s life was marred by tragedy. His first wife, Mabel Foster, died giving birth to their only son, killed in a 1931 plane crash, and his second wife, Alice, also died young.

Editor’s Note: In a future issue, other contributions made by William A. Clark, Jr. and members of his family will be covered. Special thanks to Paul Clark Newell (grandson of Ella Clark Newell and William Clark, Jr.’s grandnephew) for contributing important information not found by your editor. He is co-authoring, with Bill Dedman, a book on the Clarks scheduled for release in the spring of 2013.
50 YEARS
SAVING L.A. ARCHITECTURE = SAVING L.A. HISTORY

Tearing down the Richfield Oil Building, or Richfield Tower, at 555 South Flower Street awakened Angelenos’ awareness of what uncontrolled destruction of our city’s architectural gems meant to many of us.

The Art Deco structure, designed by Morgan, Walls and Clements, was finished in 1929. It was 12 stories, 372 feet, tall with a 130-foot tower on top, in dramatic black and gold, one of the tallest buildings in downtown L.A. at the time. To find more office space, the company demolished it in 1969, to the hue and cry of many Angelenos and the preservation community.

Yet at that time, there actually existed a means of saving the structure. In 1958, the American Institute of Architects’ Building Committee, together with the city’s Municipal Art Commission, had begun working on an ordinance to identify and protect historic sites. Eddy Feldman, LACHS board member and past president, served on the commission when the Cultural Heritage Ordinance was passed in 1962. It was one of the earliest historic preservation legislations in a major urban center, three years prior to the vaunted New York City Landmarks Preservation Law.

The ordinance created the Cultural Heritage Board (now Cultural Heritage Commission) which was made responsible for designating Los Angeles Historic-Cultural Monuments. Eventually, the Municipal Art Commission was abolished, replaced by the Cultural Affairs Department. For some years, it had two commissions, the Cultural Affairs Commission and the Cultural Heritage Commission. A few years ago, the latter, with its staff and functions, was transferred to the Department of City Planning, and in 2006, the Office of Historic Resources was created to oversee the city’s cultural-historic designations, which as of today are at #1016. This month, Mayor Villaraigosa and Project Restore held a reception in honor of the anniversary and an exhibition will be held until May 5 in the third-floor Rotunda in L.A. City Hall to honor the 50 years of preservation in Los Angeles.

Several LACHS members, in addition to Eddy, have done volunteer assignments connected to preservation in our city. Alma Carlisle, retired architect from the City of L.A., has served as vice president of the Cultural Heritage Commission for five years, and her service with the City’s Bureau of Engineering involved surveys of areas of the city in search of buildings deserving of recognition. The Office of Historic Resources is under the direction of Ken Bernstein – which led to his receiving the Society’s yearly David Cameron Preservation Award several years ago. And two active members, Diane Kanner, board member, and Irene Tresun, past board member and past president, were trained by Alma to do the necessary research to award historical-cultural designations, and both have helped in past surveys.

MEMBERS’ NEWS

Marvin Farber is very proud of joining members of the Society who have published at least one book. His book of poems, written while he was an octogenarian (he’s turned 91), has been published under the title of “I’ve Always Been A Dancer.” He spent about ten years on this work, with some of the poems being read by him at various venues, including California Plaza, downtown L.A. One section is called “Poems of Los Angeles,” featuring seven poems.

TOO GOOD TO BE TRUE?

There is potentially good news for LACHS members who have been wishing for office space for the Society in a central location.

On December 13, 2011, Councilman and Honorary Life Member Tom LaBonge introduced a motion at a meeting of the L.A. City Council requesting the Chief Legislative Analyst, Jerry F. Miller, and the General Services “to identify space at City Hall for the headquarters of the Los Angeles Historical Society.”

The motion has been referred to the Information Technology & General Services Committee, chaired by Councilmember Alarcon.
In the summer of 1955 I went on my first social outing to a party in the Beverly-Fairfax area. I was 16 years old and in the company of boys who were mostly a year or two older than I was. After leaving the party one of the guys suggested we go to Canter’s Deli on Fairfax Avenue for a bite. At the restaurant I looked over the menu. I didn’t have much money, so I searched for the cheapest item I could find. It was the “Buck Benny,” named for comedian Jack Benny and his movie Buck Benny Rides Again. It consisted of a split knockwurst on a bun and accompanied by chips and sauerkraut. It cost 35 cents.

I recently had the occasion to visit Canter’s Deli and, out of curiosity, checked the menu to see if Canter’s still offered the Buck Benny. The menu seemed essentially unchanged from the one I had looked at more than 50 years earlier. Except that the Buck Benny now cost $8.50.

Inflation has been the obvious factor in the rise in prices since the 1960s. I bought a new Dodge Dart in 1970 for $3,500, factory air conditioning included. But the cost of food remains an especially fascinating topic. The following sampling of prices from several generations ago are taken from restaurants that are either long gone or continue to serve hungry patrons. The old restaurants may offer fond memories of family gatherings, dating a significant other, or stopping by for a quick bite. But be prepared for the sticker shock when those nights out at the restaurant are compared with the prices charged today.

For a trip down memory lane, let’s start with La Barbera’s on Wilshire Boulevard in West Los Angeles in 1973. A chicken cacciatore dinner cost $3.90. The linguine a la marinera dinner, $3.25. A mozzarella cheese pizza came in three sizes: small ($1.25); medium ($2.10), and large ($2.80). For the truly gluttonous, a custom choice pizza with six (!) toppings brought the price up to $7.00. The special pizza dinner, with minestrone soup, mixed green salad, spaghetti, pizza, dessert, and beverage went to $3.00. A child under age twelve could get a comparable dinner for $1.50.

Ah Fong’s, with locations in Hollywood, Beverly Hills, Encino, and Anaheim in 1973, offered Cantonese dinners starting at $3.10 and going all the way to $6.25 each (four or more persons), the high-end meal including barbecued pork, won ton soup, chicken in a bag, barbecued spare ribs, shrimp Cantonese, beef soo chow, yanchow fried rice, lichee chicken, mixed fruits, and Jasmine tea. Ah Fong was quoted on the menu, “There is eating that is mere munching to live. There is eating that is practically a spiritual Experience.” Ah Fong was really Benson Fong, motion picture and television actor for more than three decades. His restaurant chain is long gone, but its recipes still can be found on Internet sites.

For chili fans, the Jailhouse in North Hollywood provided a crime theme for its various concoctions in 1973, including “Lethal Weapon” (Mexican tamale, Chili Amigo, garlic toast with onions); “Murder, Inc.” (a Syndicate size burger steak and cheese, garlic bread, oyster crackers, and onions); and “The Coney Caper” (two all beef charbroiled frankfurters in a line-up with Jailhouse chili, garlic toast, chopped onions, and oyster crackers), each of these items going for $1.95.

A bit higher than chili on the food chain, in the early 1970s the Queen’s Arms on Ventura Boulevard offered roasted brisket of beef with potatoes and vegetables for $3.95; jumbo gulf prawns, bacon wrapped and served with rice pilaf, $5.95; and, at the high end, Flaming Sword Queen Anne, broiled filet steak and lobster tail with baked potatoes and broiled tomato, $7.95. Alas, the Queen’s Arms went out of business around 1975, replaced by the Spaghetti Castle, which didn’t last long.

As noted above, this is just a sampling of restaurants, but even a sampling would be incomplete without including the iconic Bob’s Big Boy. As with Canter’s, the menu has hardly changed—except for the prices. In 1964 the Bob’s Big Boy hamburger went for 55 cents, the combination plate (French Fries and hearts of lettuce) for 30 cents more. A tuna sandwich cost 45 cents, a “super thick” milk shake was 30 cents, and a steak dinner, including French Fries, onion rings, lettuce, and toasted bun was $1.65. Big Boy coffee: ten cents. A decade later prices were higher, but not that much. The Big Boy hamburger was 75 cents, the combination plate $1.25, tuna sandwich 75 cents, the milk shake 45 cents, and the steak dinner at $2.45.
In 2012 the names were zapped up a bit, and the prices were way up. The “Super Big Boy” with fries is $7.99, the “Original Big Boy Combo” is now $8.59, and a “Super Big Boy Combo” with twice the cheese and 50% more meat is $8.99. Bob’s no longer capitalizes the “French” in French fries. That tuna sandwich seems to have evolved into the Albacore Tuna Melt, $8.99, the steak dinner is $12.99, and the milk shake, now called the “Famous Big Boy Shake,” will set you back $4.29.

There are cynics who say “Nostalgia isn’t what it used to be.” The prices of 40 and 50 years ago are obviously lower than today, but back then people earned much less. Was a burger cheaper at 55 cents if you made $100 a week, or is it a better deal if you make $600 a week and it costs $7.99? While you’re doing the math, all this writing about food has made me hungry. We’re going to our favorite Chinese restaurant. We’ve got a coupon that gives half off on the second entrée!

Thanks to Sue Hoffman who saved (ok, maybe stole) the menus from restaurants when we were dating in 1973.
He returned to active duty as major in the Army Air Corps in 1940. Soon after December 7 came the achievement for which the wartime generation remembers him, and always will: After designing a plan to train Army Air Corps pilots and crews to fly their twin-engine bombers off a U.S. aircraft carrier, he – now a lieutenant colonel – and 15 other pilots making up a total of 80 men, took off from the U.S. Hornet on April 18, 1942 and bombed Tokyo.

Little actual damage was done, but the effect on morale at home and fear in Japan were enormous. Of the 80 men, most came through in fairly good shape, but a total of five died, a number were seriously wounded, and some spent time in Japanese prisons.

Jimmy again returned to civilian life, to work for Shell Oil and holding several other important positions, including advisor to federal agencies and the CIA. He died in 1992, as a four-star general and with many more awards: He is to date the only person to receive both the military Congressional Medal of Honor and the civilian Medal of Freedom.

GEORGE S. PATTON
George Patton differed from Doolittle, physically, emotionally and in background.

Born in San Gabriél November 11, 1885, he was the son of George D. Patton, Sr., developer and mayor of San Marino, and Ruth Wilson, daughter of Benjamin D. Wilson. On his father’s side, he came of an affluent military family going back to the Revolutionary War. His father served as District Attorney for L.A. County, was first city attorney for Pasadena before becoming mayor of San Marino.

His maternal grandfather owned property around Pasadena and Riverside. Known as Don Benito, he was involved in Indian affairs, with a reputation for benevolence. He served in the L.A. Common Council, as L.A. County Supervisor, L.A.’s second mayor, and was elected three times to the State Senate. Mount Wilson is named after him.

He was a magnificent swordsman, upon which he improved by studying in Europe for about a year. Patton joined the army and became the youngest U.S. soldier to be named “Master of the Sword” in 1913. His assignment included advising the cavalry on saber fencing techniques. He first saw action during the “Punitive Expedition” into Mexico in 1916, as member of the first motorized vehicle attack.

During WWI, he commanded a tank brigade. After the war, was assigned to the tank center at Camp Meade. In 1940 he was promoted to brigadier general. During WWII, he served in Africa, Sicily and Germany. It was during this period that he became a controversial figure. While many consider him the greatest general of WWII, others point to his negatives: Some of his officers contended that he ordered Italian soldiers not be taken as live prisoners to save on having to feed them. He was also accused of abusing his men emotionally and slapping a couple of patients at a hospital, at least implying in
“Old Hollywood” was alive and well as LACHS members and friends gathered on Sunday, April 1st in the slightly over-the-top lobby of the graceful Villa Carlotta (1928) on Franklin Avenue in Hollywood. There they met Sally Mayo Hagland, daughter of Luther T. Mayo, contractor on the Villa Carlotta, the Chateau Elysee (now the Celebrity Centre), the Los Altos on Wilshire Blvd. and The Embassy in Santa Monica... among many others.

Sally shared the story of finding her father’s archives as they were en route to the rubbish heap, and captured everyone’s attention with the professional photos of interiors and exteriors of Mayo’s buildings that set the “gold standard” for comfortable living in the late ‘20s. Villa Carlotta resident Don Paul, a tireless advocate for preservation of the Villa, attested to his love of living there and the many amenities still available to residents.

Following Sally Hagland’s talk she lingered in the lobby to answer many questions while some guests went with Margaret Marmolejo across Franklin Avenue to tour the Celebrity Centre. Everyone eventually wound up in the Villa Carlotta garden where they enjoyed tea, cookies and sherry. Norma Desmond couldn’t make it.

Many thanks to Sally Mayo Hagland, her grand-daughter Sally Dwight Oates, her former daughter-in-law Christine Yelland and Mrs. Yelland’s sister, Theresa Minke. All made the trip from Laguna Woods to give us a lovely and informative afternoon.

Sally showed some photos, provided by the Society’s past president, Marc Wanamaker (Bison Archives), of famed silents director Thomas Ince’s estate, which originally stood where the Chateau Elysee is now. Following Ince’s death in 1924, his widow Elinor contracted with architect Arthur Harvey and contractor Luther T. Mayo to build first the Chateau Elysee and then the Villa Carlotta.

Guest Steven Peros, author of the play and subsequent screenplay The Cat’s Meow, a 2001 film about Ince and various famous celeb pals including Charlie Chaplin, William Randolph Hearst and Marion Davies, graciously stepped up and added his insights and anecdotes about writing the film.
DIANE KANNER HELPS FIRST CONGREGATIONAL CHURCH GET CONSERVANCY AWARD

Since 1982, when the Los Angeles Conservancy was in its infancy, it has honored outstanding achievements in the multi-faceted field of preservation.

This year, the presentations will take place at the Millennium Biltmore Hotel on May 10. One of the recipients will be the First Congregational Church of Los Angeles. Founded in 1867, it is the oldest Protestant church of continuous operation in the city.

Competition for one of the awards, selected by an independent jury of experts in architecture, historic preservation and community development, has become fierce. Almost as important as the quality of the preservation project is the quality of the research that was done to describe the history of the structure, condition and challenges faced by the various teams working on it, the work involved, and public benefit achieved, all spelled out in the application. The research involved and the subsequent write-up were done by Diane Kanner, board member of LACHS and a long-time Society member.

The project undertaken by the church was to stabilize the 30-ton tower that rose 176 feet above the curb. It survived local earthquakes from the 1933 Long Beach quake on, but the 1994 Northridge temblor, combined with intervening years, caused structural damage, threatening public safety. Three of the four 3-ton spires had shifted and it was deemed that all four had to come down. Without them, the Tower’s architectural integrity was ruined.

Eventually, work began on the restoration of the Gothic Tower, and on the 140th anniversary of the church’s founding, replacement finials were put on the Tower, which was one of the reasons for the award, under the criterion of “adaptive reuse.” The Tower now looks complete. The original four spires were installed, but not exactly as before. They are now ground level portals, thus undergoing a functional adaptive reuse.

Congratulations and a job well done, Diane.

“SHAQ IS STILL WITH US”

With those words, a note to your editor from Geraldine Knatz, Executive Director, Port of Los Angeles, announced that the Port’s largest supporter, Port of Los Angeles Police Officer Shaquille O’Neal, is back on the job, sweeping his boss off her feet to show his strength.

O’Neal has for a number of years helped the Port of L.A. Police to encourage people to consider a career with the country’s only police force dedicated exclusively to port activities, through public service announcements and occasional public relations stints. He joined some ten years ago while still with the Lakers. The now-retired NBA basketball star has demonstrated his interest in the local police by going through the Los Angeles County Sheriff’s Reserve Academy to become a reserve officer with the Port Police.

And the Chief, Roland Boyd, and others in San Pedro just love him.
REMEMBERING HEROES
Continued from page 10

speeches that troops who ended in a hospital were cowards. He repeated a slapping incident at another evacuation hospital, which was reported to Dwight D. Eisenhower. In 1944, General Mark Clark replaced Patton as commander of the 7th Army.

He created more controversy when during a speech to a mixed audience he used obscene language, a habit of his. After the war in Europe, things got a bit confusing. He was appointed governor of Bavaria, but soon caused more unhappiness at Eisenhower’s level, and was removed from office. A day before he was to return to the U.S., he was involved in an automobile accident, was badly injured and paralyzed from the neck down, dying on December 21, 1945.

BACK TO JUNE, 1945

The parade covered parts of Los Angeles on June 8, ending at the Coliseum before a crown of 100,000 that evening. Next day’s parade included Burbank City Hall and the Rose Bowl. The climax was a banquet for all the men at the Coconut Grove of the Ambassador Hotel, with Tony Martin singing to the Freddy Martin Orchestra. Los Angeles politicians and other VIPs filled the room.

The honorees arrived in the evening, with Patton, alone, in front, straight as a ramrod practically running up the spiral staircase to the main floor, looking grim. Doolittle, looking relaxed and smiling, walked with a group at a leisurely pace up the stairs.

An aside: That afternoon, Capt. Joe Reed, mover and shaker of the LAPD, contacted a city employee and asked her if she would like to play “Policewoman” that evening, with a friend, as partners to two policemen assigned to guard the generals and their troops. Asked why not use policewomen, he said that the department didn’t want them to LOOK like policewomen. When the two arrived at the entrance to the Grove, the policemen told them that the FBI had pulled rank and taken over the security assignment. Disappointed, the four stood with others, watching the dignitaries enter the Grove.

An Army sergeant came out, looked around and came over to them. He had tickets for his mother and wife, but they couldn’t travel to L.A., and would the two like to be his guests. After arranging for the officers to also be allowed to go in, it was a memorable evening for all.
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MANY FIRSTS IN CALIFORNIA HOSPITAL’S 125 YEARS

In 1887, with L.A.’s population at 80,000, California Hospital, the first physician-owned hospital in the U.S., was founded, opening for business next year at 1414 South Hope Street. The four-story, Victorian-styled building, with 30 beds, was designed by John C. Austin, architect of Griffith Observatory and one of the three-man team responsible for Los Angeles City Hall, among many other structures of note. It was not the first hospital in L.A., however, that honor belongs to St. Vincent’s.

Over the years, there were upgrades to the campus of what is now the California Hospital Medical Center. One of 140 hospitals in the Los Angeles Metropolitan area, it is located at 1401 South Grand Avenue, with 319 beds. The hospital’s busy Emergency Department entrance is on Hope Street.

Although the current medical center complex is at the same address, the Northridge Earthquake of 1994 caused so much damage at the original structure that it was leveled in 2000, and patients are now served in the patient tower, opened in the meantime in 1987, at the intersection of Venice Boulevard and Grand Avenue.

A few interesting historical tidbits:

In 1910, at Dominguez International Air Meet (first in the nation), the hospital set up the first-ever emergency aviation hospital, in a portable cottage housing an operating table and an ambulance standing by.

The first x-rays in L.A. were taken here.

During WW I, 30 of the nurses graduating from its nurses’ training school went overseas to form the first American nursing unit and during the 1932 Olympic Games it was the official Games hospital.

In 1944, the hospital created a “Fathers’ Room” so dads could hear the first cries of their babies. This feature has been made more sophisticated since then.

Costs at the Medical Center are not readily available to the ordinary researcher, but it certainly can’t compare to what an average three days’ stay, including dressings and medications, was in 1928: a whopping $16.45!
Errol Stevens has written an invaluable history of Los Angeles that addresses the constant conflict between capital and labor in the city. His book synthesizes books and articles by historians who have written about Los Angeles, and he also makes judicious use of newspapers and contemporary published sources. Stevens’s definition of “radical” is a broad one. It encompasses Los Angeles Socialists, Communists, liberal Democrats, Progressives, reformers, union organizers, and activists. Although he doesn’t use the term “reactionary,” he gives equal treatment to Republicans, the business community, anti-Communist crusaders, the Los Angeles Police Department, and supporters of the open shop.

Stevens begins with Coxey’s Army, that ragtag group of unemployed men that included a large contingent from Los Angeles as the “army” made its way to Washington, DC, where, finding Congress unresponsive, the men disbanded, still unemployed. Stevens moves on to the most notorious labor-capital conflict of the early 20th century, the bombing of the Los Angeles Times, in 1910. The trial of the McNamara brothers was seen as a test case in the war between capital and labor. During this period the Socialist party was very active, but attempts to forge a political alliance between Socialists and labor unions was in the end unsuccessful.

Two important features of this book should be noted. One is a broad context. Los Angeles was a microcosm of labor-capital struggles elsewhere in the nation, and Stevens brings in people and events that tie in with Los Angeles issues. The other feature is Stevens’s ability to cover some 75 years of local history, assessing the polarization of workers and businessmen. The guilty plea of the McNamara brothers in the Times bombing trial effectively destroyed the labor movement in Los Angeles for decades. The city advertised itself as an open shop town, and the unions struggled against business dominance at aircraft plants, harbor facilities, and other industries. During the Great Depression the business community opposed New Deal relief measures, and the County and City governments cooperated in pressuring indigent Mexicans to leave southern California. World War II brought prosperity to the region, but it also brought thousands of African Americans to Los Angeles, many of them finding housing in the homes from which Japanese Americans had been removed to concentration camps.

Stevens carries his narrative through the Watts Riot of 1965, which he marks as a year of change for Los Angeles. In the decades that followed social justice won many victories, including the election of Latinos and Latinas, African Americans, and Asian Americans to public office. Despite some serious setbacks—the Chicano Moratorium of 1970, the Rodney King beating come to mind—the LAPD, especially under William Bratton, has to some degree accepted the idea of community policing. However, many of the city’s social ills still remain, as witnessed in the 1992 riots.

Stevens documents his book with 25 pages of end notes that offer opportunities for teachers, students, and anyone else seeking to understand the underlying currents of social tensions in Los Angeles. There is also a bibliographical essay of suggested readings. Interestingly, one event of conservative assertion escaped this book. At the tail end of the McCarthy era the Christian Anti-Communism Crusade led by Fred Schwarz came to Los Angeles, winning television and press coverage and reminding liberals that calls for patriotism could put proponents of non-conformity and radical change at risk.

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