

PASSWORD



THE EL PASO COUNTY HISTORICAL SOCIETY

Volume 55-56, No. 1 · El Paso, Texas · Spring, 2010-2011

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SPRING, 2010-2011
EL PASO, TEXAS

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EL PASO COUNTY HISTORICAL SOCIETY

— Hall of Honor —

2010

The El Paso County's Historical Society each year honors one living and up to two deceased El Pasoans who deserve the honor of being named to the Society's Hall of Honor. This year, the Society has chosen to honor Laurance N. Nickey, M.D., F.A.A.P., Richard Moberly Dudley, and Jack Caruthers Vowell, Jr. Their biographies appear here through the courtesy of many people—the person or persons who nominated them, the members of the selection committee, various friends and relatives, and members of the El Paso County Historical Society.

Those chosen must be outstanding men and women of character, vision, courage, and creative spirit who have been residents of El Paso County. They are El Pasoans who have consistently achieved those things that make them truly outstanding—who have created that which deserves to be read, heard, or seen, and who have made El Paso better because they were here. Also treasured are El Pasoans who have influenced the course of history of El Paso County and have brought honor and recognition to El Paso.

The Society publishes a complete list of those honored by being named to the Hall of Honor. This list can be found in the Directory of the Society.

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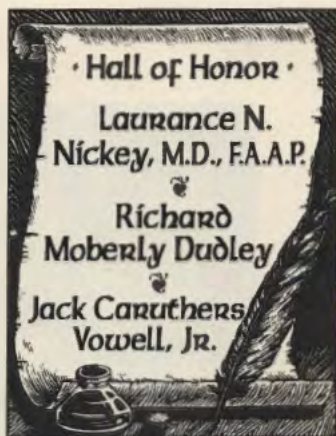
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Entered as periodical mail at El Paso, Texas

• Hall of Honor •
2010

Laurance N. Nickey, M.D., F.A.A.P.

By Sara McKnight



It is a privilege and a pleasure to introduce Dr. Laurance N. Nickey for inclusion in the El Paso County Historical Society's Hall of Honor in 2010. With him tonight is his wife, Jan.

It was an act of cruel fate that brought Larry to El Paso. His parents, Laurance N. Nickey and Jennie Maye Langston Nickey were living in Ft. Worth in 1935. They were expecting Larry in March of that year. Two months before Larry was born his father entered an elevator in a downtown Ft. Worth office building; and due to a mistake made by the elevator operator, Mr. Nickey plunged to his death. When Larry was 6 years old, his mother moved to El Paso to be near her sister and brother-in-law who lived here. His mother bought a home on Cincinnati Street in Kern Place. Larry's son, Larry, Jr., lives there now.

Larry attended Dudley School and El Paso High School where he graduated with honors and was named an outstanding graduate in 1974. Dr. Nickey attended UTEP, followed by Vanderbilt University, and was graduated from Baylor College of Medicine in 1955.

He did his internship and residency in pediatrics at Baylor affiliated hospitals in Houston. He was an instructor in pediatrics at the Baylor College of Medicine 1958-1960. He served in the Army Medical Corps from 1958 to 1960 as a Captain. He entered private practice in pediatrics in El Paso in 1960 continuing until 1983. For 20 years he practiced with Dr. Paul Huchton. Dr. Huchton describes Dr. Nickey as an excellent physician, well trained and having excellent people skills.

One mother, Nancy Wyler, took her 3 children to Dr. Nickey until they could no longer fit into the little chairs in the waiting room. Nancy described him as a caring physician who always had



*Laurance N. Nickey, M.D., F.A.A.P.
Hall of Honor 2010*

enough time to listen to both mother and child and do his best to cure the patient.

The opening of the position of Director of the City-County Health District came at just the right time for Dr. Nickey to accept it. He did not seek that job; it sought him. In 1983 Dr. Nickey and his Juárez counterpart Dr. Herbert Ortega combined their skills and funding to rid the border cities of rabies. Although today, rabies is still a problem in our area due to wild animals in the desert, it is not epidemic as it was at the time of their campaign.

Another major accomplishment by Dr. Nickey was his direct responsibility for the Oral Polio Immunization Program in 1963. He was chairman of the program for the El Paso County Medical Society. In one year 800,000 doses of polio vaccine were administered to residents of El Paso County, West Texas and Southern New Mexico.

Dr. Nickey has tremendous leadership skills. He has been president of the El Paso County Medical Society and 3 times president of the Texas Pediatric Society. In 1973 Dr. Nickey was directly responsible for securing legislation which prohibits insurance companies in Texas from discriminating against new born babies during the first several weeks of their lives. Now all babies in the State of Texas are covered by family health insurance from the first day of their lives.

He has received so many awards in recognition of his work in the area of children's health, it would take another hour to read them all. Dr. Nickey was trained to take care of individual children and has taken that training along with tremendous energy and enthusiasm to spread his talents for the good of all. It is in recognition of Dr. Nickey's devotion to the people of his city, county, state and our neighbor Mexico, that we honor him tonight.



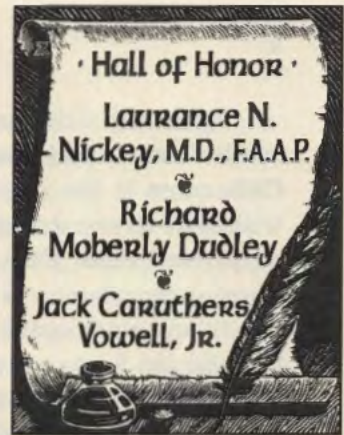


*Richard Moberly Dudley
Hall of Honor 2010*

· Hall of Honor ·
2010

Richard Moberly Dudley

By Judith P. Goggin, Ph.D.



he life of Richard Moberly Dudley reads like one of Horatio Alger's fictional heroes, of someone who starts out almost penniless and who achieves success through his sacrifice, hard work, and doing the right thing. Richard Dudley was born on New Year's Day, 1862, in Waco, Kentucky, a village of about 250 inhabitants. His father, Thomas Parker Dudley, was a government official in Kentucky during the Civil War. He had a sister, Sallie, and three younger brothers, Thomas, William, and James. Dick, as he was known, spent his childhood in Waco and went to the tiny, limited rural school; but even as small children, the brothers knew the meaning of hard work.

Dick stayed in Waco until he had the opportunity to attend Georgetown College in Georgetown, Kentucky. To pay for his college education, however, he needed to work hard during summer vacations and occasionally to spend a whole year out of school saving money. His early attempts to earn college money took him away from home in order to teach school in Missouri at the age of 20. He was particularly anxious to graduate from Georgetown because his uncle, for whom he was named, had been president of the college. Eventually, he graduated with a Bachelor of Science degree in 1882, and he embarked on his career in the world of business as a contractor.

He first worked in Sault Ste. Marie, Michigan but soon moved to New York City in search of better opportunities. There, he did contracting and street improvement work. It was also there that he met Miss Frances Moore from Tarrytown, New York, and they were later married in 1896. He moved to Scranton, Pennsylvania where he built street car lines for the city. Subsequently, in 1886-1888, he built Fort Grebel on Narragansett Bay in Rhode Island. This turned out to be his last job in the northeast.

Learning of untapped opportunities in Mexico, along with his brother James and James' wife, Bessie, he and his wife moved to Chihuahua in the spring of 1898. Reportedly, he went to Mexico with Will Ryan, son of Thomas Fortune Ryan, the financier and copper magnate. Enrique Creel and Alfredo Spendlove had been granted concessions in 1897 to build a railroad line from Chihuahua to any place near the Pacific, and Dick Dudley was contracted to build the first part of the Chihuahua and Pacific railway from Chihuahua to the town of Minaca. This railroad, which may be familiar to you as the Copper Canyon Railroad, is now considered to be one of the great engineering feats of the 19th and 20th centuries. It was not completed until 1961.

Dudley then built the Tomosachic branch of the C & P railroad and an extension of the Parral and Durango railroad. Finally, he built the Mexico and Northwestern railway from Pearson to Madera. This railroad was British owned, and as some of you may know, Roy Hoard was its manager. The Dudleys came to El Paso in 1912, when the Mexican Revolution forced them out of the country. My sister, Lilla, remembers Mrs. Dudley's harrowing tale of their escape from Mexico. One morning, when her husband was away at the work site, she woke up in their house in Chihuahua to an eerie silence. She went around their large home and found none of the servants. All had disappeared in the night. Later, Pancho Villa arrived and under his protection both the Richard Dudleys and the James Dudleys were escorted out of Mexico to the border. Apparently, James' wife, Bessie, was quite outspoken, and all were on pins and needles hoping that she would not blurt out some insult that would offend Pancho Villa before they were able to cross safely into the United States. According to one report, many saw their fortunes swept away in Mexico, but Dudley came out with "a pile of cash." His associates said that he never lost money on a job and never had labor difficulties, although he employed as many as 4,000 men at one time. This was attributed to the fact that he understood human nature and had the ability to settle labor problems fairly, which says something remarkable about a gringo from Kentucky.

Before closing the Mexican chapter of this life, let me add that it was reported that Dick Dudley was always in superb form when he visited Mexico where he had spent so many happy and busy years. For example, on the first stop of what was called a peace and progress excursion to Mexico City in 1921, Mr. Dudley was

one of the speakers at the banquet given in Chihuahua City. He shouted, "Yo soy un Chihuahuésan—I am a Chihuahuan," to the rousing cheers of the Mexicans at this banquet, and at every town that was visited on this excursion, he was the center of attraction. I can only assume that some 40 years later, when he went to Berlin, John Kennedy decided to emulate Dick Dudley by saying, "Ich bin ein Berliner."

Yet despite his love of Mexico, no one was more outraged at the Santa Ysabel massacre during the revolution when Villa's bandits stopped a train, removed 17 Texas mining engineers, who had been invited by the Mexican government to reopen the mines south of Chihuahua City, and executed them in cold blood. Dudley denounced this and similar crimes against innocent Americans, and he was outraged that President Wilson refused at that time to intervene and send troops into Mexico.

After moving to El Paso, Dudley served on the Board of Directors of the Texas Bank and Trust Co. The President was Lee Orndorff; Manager was F. M. Murchison; and among others on the Board of Directors were O. C. Coles, H. P. Jackson, C. H. Jones, and H. W. Peacock.

Dick Dudley then served two terms in the state legislature as representative of the El Paso district. He also served one term as senator. He was President Pro Tem of the Senate and was elected for a second term but instead resigned to accept the office of mayor of El Paso in 1923. R. E. Thomason, former Speaker of the House, said the following about Dudley, "Know him as I did, for I roomed with him and ate my meals with him for four years in Austin, I can say that I never knew a man of a higher degree of honesty and courage. I have seen him put to the test. It made no difference if a question involved men or measures, he was never on the fence. I don't believe he ever missed a half dozen roll calls in 4 years; he was always there to take a stand and never ducked an issue. I didn't always agree with him, but I always knew what he thought about a proposition." While in the legislature, he was author of the bill permitting the leasing of oil and gas rights on state school and university lands, which has meant millions of dollars to the state university. He was instrumental in putting through the bill allowing only American citizens to vote in Texas, and his bill to make the Texas School of Mines in El Paso part of the University of Texas System passed both the senate and the house. One measure he fought hard for when in the Senate was equalization of taxes.

As he put it in a speech to the El Paso real estate board, "El Paso was like a cow that was being milked dry by the rest of the state. We are keeping the cow, feeding her, caring for her, and these eastern counties are milking her and getting most of the milk." His most notable piece of work in Austin was as Chairman of the Appropriation Committee of the 38th Legislature.

Dudley was preceded as mayor by Charles Davis, who followed Tom Lea. Dudley got into the race for mayor at the urgent solicitation of friends because they believed that he was the best man to handle the contentious situation pitting the Ku Klux Klan and the anti-Klan factions. He had always been opposed to the Klan as a matter of principle and was outspoken on the issue. He ran on an anti-Klan ticket and was elected. After his election, the Klan issue quietly dissipated and the bitter factional strife before his election was settled. Both sides agreed that he was a good mayor and had a peaceful, business-like administration. His friends said that Dudley had a special ambition to do something for his country, instead of working just for himself. He wanted to serve rather than to earn, and this was the motivation for his activities in public life.

Joining Dudley's administration were A. B. Poe, who was elected mayor pro tem, and Councilmen H. P. Jackson, W. K. Ramsey, and Milton Tracy. Judge Ballard Coldwell of the 65th District Court administered the oaths of office. Soon after he took office, Dudley announced that efficient city employees would be retained, regardless of their political persuasions. He said that he didn't care how a man voted or intended to vote in the future as long as he did his work well. Consequently, several city employees who had campaigned against him, remained in their jobs which apparently was rather unusual.

The first official act of Mayor Dudley was kept secret until he was on his deathbed. It was later revealed that the caretakers of Madeline Park had a rule of their own that boys could not play in the park. However, the boys who lived nearby identified Dick Dudley as a potential ally when people began encouraging him to run for mayor. They organized a Dudley club. They wrote Dudley who was still in Austin in the state senate, telling him about their club and pleading for the right to play in the park. Dudley answered in individual letters that his first official act would be to open El Paso parks for all boys to play. Sure enough, he remembered his promise, and this was his first action as mayor.

Mayor and Mrs. Dudley had a special fondness for children, although they never had any of their own. He sponsored more and better playgrounds. During his first term, he improved all of the parks, added some to the city's property list, enlarged the swimming pool at Washington Park, built the swimming pool at Memorial Park and bought the Sunset swimming pool. He tripled the number of birds and animals at the zoo and made many other improvements. Frequently, in the heat of the summer, Mayor and Mrs. Dudley would have children from orphans' homes come to the Dudley home for a picnic and party. The lawn sprinklers would be turned on for them to run through. They tried to give the children a wonderful time. He visited every school in El Paso during his first term and made it an absolute rule to answer every letter personally that he received from school children.

Mayor Dudley was always a lover of sports and was frequently seen at football, baseball, and basketball games. He often attended boxing matches at Ft. Bliss and wrestling matches at Liberty Hall. He threw his support to the effort to build a first class baseball field. The new field, said to be one of the best in the southwest, with a concrete and steel grandstand, was dedicated only a month before he died and was named Dudley Field in his honor.

Dudley also helped create Scenic Drive. Originally the idea of Mayor C. E. Kelly who purchased some of the right-of-way, it was expanded by Dudley and Tom Lea. Charles Davis finished the job, but Dick Dudley's younger brother, James, built the drive.

After Dudley's death on May 1, 1925, the new Kern Place school was named for him. His home on Cincinnati was sold to the Hoover family who eventually donated it to the University where it became the president's house.

It is an honor that Richard Moberly Dudley has been inducted into the El Paso County Historical Society's Hall of Honor.



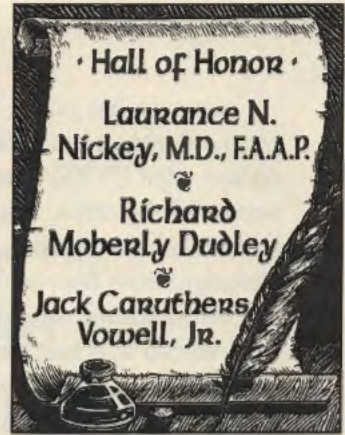


*Jack Caruthers Vowell, Jr.
Hall of Honor 2010*

• Hall of Honor •
2010

Jack Caruthers Vowell, Jr.

By Albert Haag



The letter nominating Jack C. Vowell, Jr. as a candidate for the Hall of Honor described him as a “Renaissance Man.” The writer went on to say that there was scarcely any area in which Mr. Vowell had not excelled—health, law enforcement, art, culture, mental health, and business. Mr. Vowell served seven terms in the Texas legislature until his retirement in 1994. He was twice picked by *Texas Monthly* as one of the 10 Best Legislators in Austin.

During his legislative career, he worked for the protection of the mentally retarded, abused children, the disabled and the elderly. He served as Chairman for the Budget and Oversight of the Human Services Committee as well as a member of the House Appropriations Committee. He was chairman of the Teas Sunset Advisory Commission, the first West Texan ever to hold this position.

He was president of Vowell Construction Company and also taught political science at UTEP. Not widely known were his contributions as an original incorporator of El Paso Landmarks, Inc., a group formed to preserve old buildings that are part of El Paso’s history. The group bought two old buildings in San Elizario and donated them to the county. The buildings are now part of the historical tours of the Lower Valley.

Mr. Vowell was a member of the National Council of the Boy Scouts of America and served as president of the Yucca Council and as a member of the South Central Regional Executive Committee for many years. He served as president of the Rotary Club of El Paso, president of the El Paso County Historical Society, and member of the board for many organizations, including the United Way of El Paso, Goodwill Industries, El Paso Chamber of Commerce, Texas Art Alliance and the Matrix Society of UTEP.

During his many years of public and community service, he received numerous awards and honors including the Gran Paisaño Award from UTEP, Distinguished Eagle Scout Award from the Boy Scouts of America, Hannah G. Solomon Award from the El Paso section of the National Council of Jewish Women, and Rotary's Distinguished Service Award. He was a two-time recipient of the El Conquistador Award.

Vowell was born on May 9, 1927 to Jack Caruthers Vowell and Daurice Hart McDaniel Vowell. He was married to Mary Johnson Vowell and they had a daughter, Janice Vowell Alexander who is married to Jay Alexander. He was educated in the El Paso Public Schools and graduated from Georgetown University with a B.A. and a M.S. in Foreign Service. He received a M.A. from UTEP in history and took advanced studies at Harvard.

His father, Jack C. Vowell, Sr. was also inducted into the Hall of Honor in 1968.





Building the Plaza Theater and Other Landmarks Remembered

By Kurt Goetting



My father, Charles A. Goetting, came from a fine German immigrant family, migrated to West Texas, learned the new building technique of poured concrete construction, volunteered and went to war, started his own company, and built the bulk of El Paso's showpiece, the Plaza Theater.

My father's great-grandparents came from Glandebach, a town in the west central district of Westerwald in the Hessian Highlands of Germany. They were part of the waves of chain migrations during the early and middle nineteenth century into the "German belt" of Texas, from the Texas Coastal Plain to the semi-arid Hill Country. His mother, Anna Forshagae, was born in Seguin, Texas, in 1869. As with many second and third-generation immigrants, my father did not speak German, although his sister, Minnie, was literate in the native tongue.

Charles A. Goetting was born in San Antonio, Texas on August 12, 1891, the oldest of five children. You could say his childhood was abbreviated by the 1903 death of his father, Frederick Goetting, when his horse and buggy was trapped and struck by a train at a railroad crossing. To support his family during this time, father worked at a number of jobs, one of them at the Pearl Brewing Company in San Antonio.

Starting in 1909, he studied engineering for two years at The University of Texas at Austin but did not have money to continue. Walking into a San Antonio work site, Charles started his life-long career in construction by demonstrating his mastery of math. He was hired on the spot. Working for Kroger, Mayfield and Shaw contractors, Charles applied his math skills on one of his first projects, moving a seven-story building ten feet. Meanwhile, in

El Paso, the architectural firm of Trost and Trost designed the flagship Popular Dry Goods department store for Adolph Schwartz in 1912 and put it out to bid in 1915. As the low bidder, Kroger, Mayfield and Shaw sent the twenty-four year old Charles Goetting as the job supervisor. What my father knew, which most working in construction did not, was how to use the innovative techniques of poured and steel-reinforced concrete. His good working relationship with the architect doubtlessly



Charles A. Goetting as a young man.

helped the Kroger, Mayfield and Shaw firm secure the job to add two more stories to the Caples Building that Trost designed in 1902. In 1915 another Kroger, Mayfield and Shaw job in El Paso, the new St. Patrick Cathedral, required supervisor Goetting to bring in highly skilled bricklayers from St. Louis to lay the detailed face work and to frame the second floor of the cathedral.

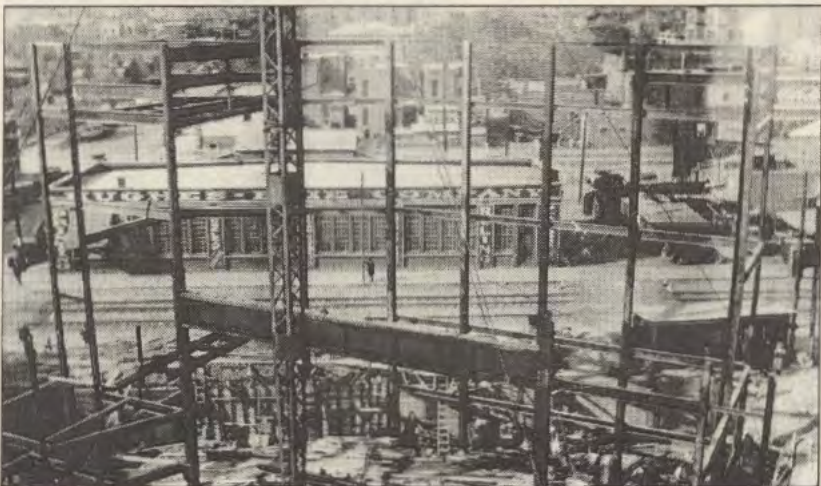
In July 1917 my father went to Morehead School and volunteered for Company B of the Texas National Guard organized by Richard Burges. Starting as a private, he fought in the Battle of the Argonne Forest, the final allied grand offensive of WW I. After the war was won, my father returned as a lieutenant in the U.S. Army.

During his duty overseas, he wrote back home to a young lady he met at the Trinity Methodist Church. Shortly after returning, in July 1919 he married Betty Mary Smith at the church and went back to work in construction.

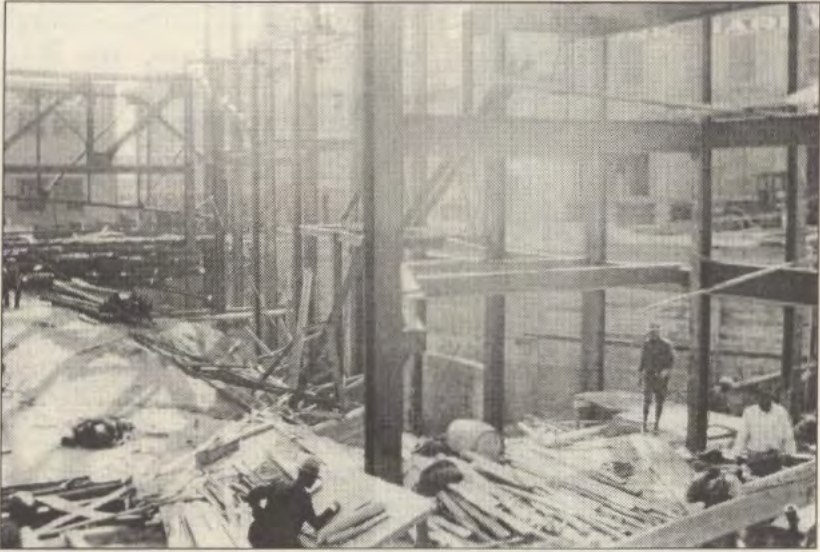
After completing a government building in Lordsburg, New Mexico for J. E. Morgan, my father started his own firm, the Charles A. Goetting Company, General Contractors, in 1920. By now he was well-known for his expertise working with reinforced concrete framing. The company undertook many notable projects

such as the Trost designed Harding & Orr Funeral Home, a concrete bridge that spanned the Rio Grande in Las Cruces, New Mexico, and the concrete water storage tanks below Rim and Brown streets. However, the jewel in my father's career has been considered to be the building of the foundation and superstructure of the Plaza Theater.

Designed by the architectural firm of W. Scott Dunne from Dallas, Texas the initial phase of laying the foundation began in August of 1929 on a cost-plus basis due to the economy crumbling during this period, the start of the Great Depression. The second stage of construction—the superstructure, with its mezzanine and the balcony that were made of reinforced concrete, was supported by the largest single span I-beam (measuring 70 feet long and weighing 48,000 pounds) in existence between Chicago and San Francisco. My father had Chris Fox, who had a transfer company, deliver the beam from the railroad car to the job site. Fox told me that when they were making the turn by the library, a car drove up and the beam cut off the top of the car. The man driving the car was not hurt, but he ran off yelling. The close proximity to the McCoy Hotel also made the construction of the Plaza much more strenuous and daunting. A twelve-man crew from Los Angeles did the mosaics, stone work and murals. This same group of craftsmen painted the murals in the Majestic Theater in San Antonio, another atmospheric-styled theater that opened in 1928. The building of the Plaza Theater was so monumental that it captured the imagination of the people in El Paso. Wooden corri-



The Plaza Theater under construction—its superstructure.



Charles A. Goetting, lower left, studying plans for the theater.

dors, with holes so the citizens could observe the progress of the work being done, were erected to protect the workers and keep out the curious.

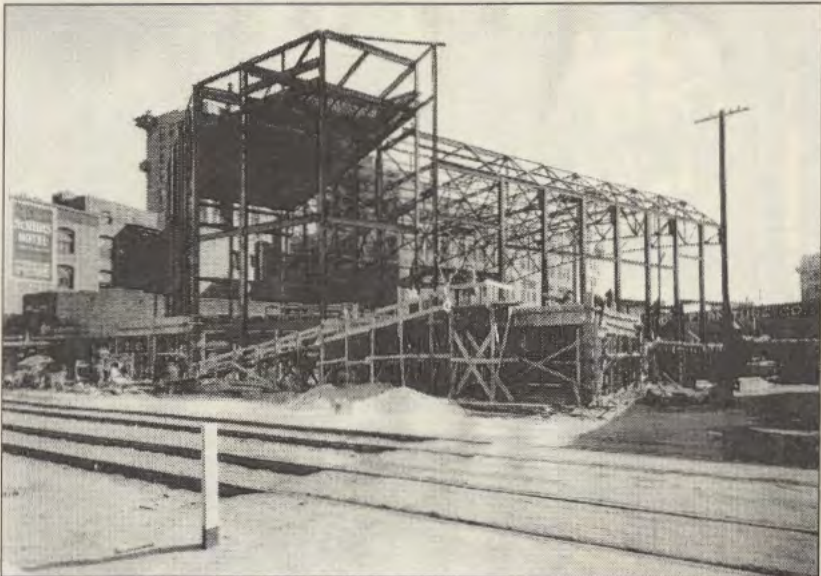
By May 1930 over three-quarters of the fundamental construction of the Plaza Theater was completed. This included the entire superstructure, poured concrete, mezzanine, balcony, stairs throughout and the brickwork. At this point, and understandably during the economic downturn, the company that started building the movie palace ran out of money and stopped construction. The next month saw a new business concern, the Publix Theater Corporation, undertake the completion of the Plaza. The Plaza Theater had its grand opening on Friday, September 12, 1930 with two sold-out showings of its first feature, "Follow Thru," starring Buddy Rogers and Nancy Carroll. I have given the original set of plans for the Plaza, construction pictures of which two contain my father, contracts and project costs written at the time, to the El Paso County Historical Society.

In talking about the Plaza Theater, it must be said that my mother, Betty Mary Goetting, used the Plaza and what it represented as a springboard to come out against discrimination against African-Americans when she sponsored a late-night viewing of "Gone With the Wind" for an African-American audience during this sad time (1939) of segregation in the major movie houses in El Paso. During all the crusades for birth control, civil rights, and

literacy his wife undertook, my father supported her one-hundred percent, regardless of the costs to his reputation, his friendships, and his business.

Yes, there is life after the Plaza. Even during the Depression, my father's company was kept busy on projects as formidable as the design and building of two Coca Cola distributorships—one here on East Yandell Drive around 1935 and the other in Monahans, Texas. The important thing was to keep busy. The company submitted the winning bids on a myriad of jobs such as building roads and highways in New Mexico. The start of the Second World War drained some of the work force from the company, but my father aided in the war effort by winning one of the largest contracts for producing wooden footlockers and ammunition boxes.

After the war, projects included the design and building of another Coca Cola plant, this time in Alamogordo, and the numerous Gunning Casteel drugstores around town. The economy's pulse was picking up and new enterprises, such as the Rugel Motor Company, a Plymouth/Dodge dealership, found its new home in El Paso with offices built by C. A. Goetting General Contractors. In the mid 1950s my father moved our family from the lower valley into a new house he designed in town. He cunningly reused bricks from one of his other projects, the demolition of the May Palmer "gentlemen's club," for his dream home. Toward the end of this decade,



Goetting in the suit and hat on the ramp supervising construction.

my brother, Charles, started working with my father. I, as the younger son, worked off and on with him for eight years before he died. My father told my brother and me—you either do it right or don't do it at all.

It is still vivid to me, my father passing on November 22, 1963 at the age of 72. His life and career spanned the nascent stirrings of a great city. He served his country, his state, and his adopted city well as citizen, businessman, and father. He played a pivotal role in bringing one of the iconic cultural institutions to fruition. But it's easy to point and hold up one thing as his shining moment. Rather, I think that the true worth of what my father brought to El Paso is woven more profoundly into the fabric of its daily life. I think of all the drugstores that are there to provide needed prescriptions and of safe durable roads drivers count on in fair-weather and foul, and of a cold Coke on a hot, West Texas afternoon. My father helped to provide all this to our city. He was a spontaneous perfectionist, writing mathematical formulas on the walls of buildings still being built in a time before calculators or computers. He wanted to accomplish his projects as perfectly as he could, and I feel that if he could look back at the effect that his works have had on this city, he would be pleased.



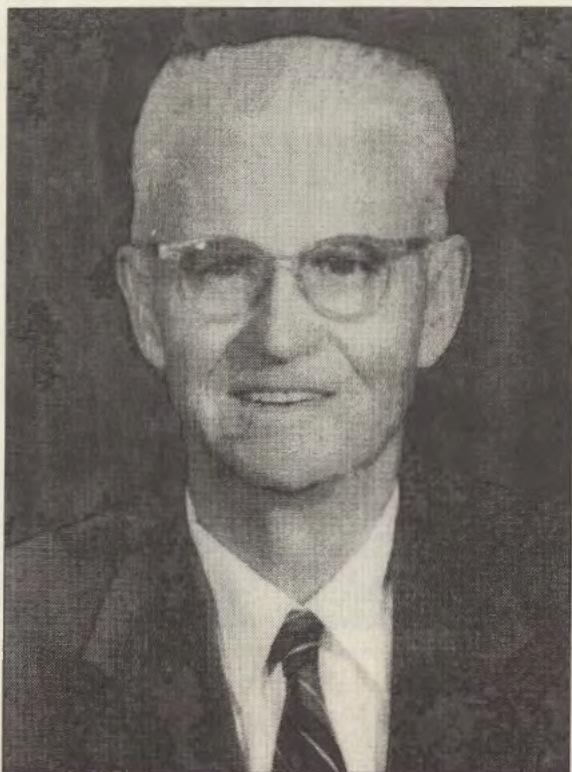
The largest I-Beam in Texas supports the balcony.

Photographs from the Archives of the El Paso County Historical Society



History of El Paso's First Mule Car

J. B. Binkley compiled a scrapbook that told of his experience as the conductor on El Paso's first mule car. He was 16 at the time. Shown are some pages from the scrapbook that detail the effort to save the mule car from destruction. Mr. Binkley spearheaded the effort because he hated to see El Paso's historical items disappear. He received support from numerous groups, including the El Paso County Historical Society. This was the first project that the Society undertook after it was formed in 1954. Binkley had been trying to save the mule trolley since the 1940s. The Museum of History will soon have a display regarding Mandy the Mule



and the trolley that is still at the bus company's yard. Mandy will be a representative of the Museum and in the first public exhibit will have a robot talking.

J. B. Binkley

HISTORY OF "THE LITTLE MULE CAR"

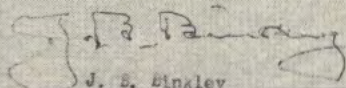
The Mule Car was given to J. B. Binkley on April 27, 1940 by the El Paso Electric Company, by Mr. Roy Nelson, president. I, in return, gave it to The City of El Paso with the understanding that they place the car in the San Jacinto Plaza and give it perpetual care. The little car was accepted by Mr. Ed Anderson, the mayor of El Paso at that time, and his Council.

War was on with Japan, and the car was set aside until war was over, because of a shortage of materials. Then came a change in City Government, with no interest in the little car.

Later I moved to California and resided there for several years. Upon my return, I began to inquire about the little car and no one knew where it was. It had evidently been forgotten. I found it in the Electric Company's backyard a total wreck.

I got the I.O.O.F. to give us a "mule"; Mr. Price, Mr. Denton and other officers of this organization were very helpful and cooperative. I called on the Popular Dry Goods Company, my friend Mr. Swartz, and told him that I had acquired a "mule" and needed a dummy for the driver, which he gladly gave.

After some publicity, El Pasoans came to my call, and we have saved the little relic with the very kind help of the El Paso Historical Society. I wish to express my thanks and gratitude for the kind help given me by Mr. Paul Heisig, Mr. Chris P. Fox and Mr. Cleofas Galleros in making this project a successful one.


J. B. Binkley

Mr. Binkley's history of how the mule car came to the city.

The El Paso Times

EVERY MORNING AND SUNDAY

EL PASO, TEXAS

WACE D. ROOPEWICK

J.B. Binkley, El Paso business man, but a street car conductor "in the good old days," wants to present a street car to the City of El Paso.

It's not just a street car. It's THE street car---The old original mule drawn "travias."

Addressing a letter to Mayor Anderson, Mr. Binkley relates that the picturesque little old car was given to him by Roy Nelson, president of El Paso Electric Company, which also operates (and has done so for many years) the street car system in El Paso. This was a matter of sentiment, no doubt, Mr. Binkley being an old-time street car conductor, and the little car being the oldest piece of rolling stock in the company's mass-transportation system.

* * *

This old mule-drawn vehicle is familiar to all El Pasoans. It has figured in many a parade, drawn by horses or mules, as available, and cram-jammed with about a dozen grinning, self-conscious citizens. That's about all it takes to pack the little car to capacity.

* * * * *

Mr. Binkley, in offering this gift to the city, attaches only one string to wit: The city shall provide a suitable place and shelter for the car.

"I want to give it to the city, but also I want it taken care of," Mr. Binkley explained. "It would be a shame to see it deteriorate into a piece of junk. This ancient car is going to be increasingly a show piece, if proper care is given it."

* * * * *

The city should accept the gift, and give suitable shelter to the car. The old stage coach and the first street car are the most interesting vehicles in El Paso even now. What will they be 20 years hence?

The above article appeared in the El Paso Times issue of Saturday April 27, 1940 on page 4 under the column of H.S. Hunter.

The above is a correct copy
W.G. Horton
Editor, El Paso Times
Jan. 25, 1956

Newspaper article about Binkley's desire to donate the mule trolley to the city.

Man Who Worked On El Paso-Juarez Mule Car Would Like To See Little Vehicle Rebuilt

By LYNWOOD ABRAM

The driver squinted at the sun from beneath his sombrero.

Peering around, he looked into the little car, making sure his passengers were ready for the journey to Juarez.

His conductor, a 16-year-old lad whose part-time job was to handle heavy Sunday traffic, grinned by his side, ready to spring into readiness.

Giving the mule a gentle touch with his whip, the driver hunched back into his seat, his eyes now sharp for passengers and squinting against the sun.

This was more than 50 years ago aboard the El Paso-Juarez trolley. If things ran on proper schedule, the car was back in El Paso an hour later. Two years later, electrical cars supplanted the mule-drawn conveyance.

The 16-year-old boy was J. B. Binkley, who now lives at 3224 Sacramento St., and who keeps fresh memories of those shining days.

Binkley came back to El Paso three months ago after living in California and went down to El Paso City Lines to take a look at the car.

He found it falling apart. This upset Binkley because he is a man who keeps bright memories and likes to see tangible evidence of them.

"My job was a Sunday job and my car was No. 1. It was pulled by a little black mule with a bell around his neck. When the mule slowed, the driver cracked his whip with considerable style."

The car's route began at the Santa Fe Street Bridge, continued to St. Louis (now Mills Street), passed the Sheldon Hotel, turned south on Stanton and proceeded across the Rio Grande to Juarez.

FARE 5 CENTS

Fare was 5 cents American money and 10 cents Mexican.

Binkley said during World War II the car was given to him. Binkley gave it to the city "with the understanding that the City give it a place where the public could see it and where it would be cared for as one of El Paso's mementoes of its early days." The city turned it over to City Lines for storage.

At capacity, the trolley could accommodate 14 passengers. Some stood.

Binkley recalls with relish the thrill of traveling in Juarez aboard No. 1.

Juarez police, he remembers, wore French-style uniforms and carried rifles. The constables, who also carried lanterns, sometimes left them burning in the middle of the tracks. It would be necessary to delay the schedule while Binkley stepped from the trolley to remove them.



READY TO GO -- This is the 14-passenger El Paso-Juarez trolley ready to make its way across the river in 1901. Not long after, electric street cars replaced the mule-powered car.



READY FOR JUNK -- And this is the same car in El Paso now. It is falling apart and J. B. Binkley, shown standing by the car, wants it restored. Binkley was conductor on the little car in his youth.—(Times Staff Photo)

Though it is in sad repair, Binkley says its decaying parts can be tightened again. A good coat of paint would transform it, he believes.

Binkley, an electrical contractor now retired, wants the little car painted and registered so El Pasoans can see and enjoy it as he did in the days of its fresh glories.

Shortly before Sen. Watkins introduced to our rules the two members present dissent the committee, by majority vote, so provided.

Two of the things changes the census committee advocated were also included in the report submitted by the Rules subcommittee. One change would prohibit the release publicly of any testimony in

Binkley's desire to preserve the mule trolley.



MANUEL SCHWARTZ, PRESIDENT
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Popular Dry Goods Co.

INCORPORATED

Department Store

SAN ANTONIO, MESA AND TEXAS STREETS

NEW YORK OFFICE
 120 WEST 31ST ST.

El Paso, Texas

September 16, 1955

Mr. J. B. Binkley,
 2718 Aurora Street,
 El Paso, Texas.

Dear Mr. Binkley:

It was a pleasure to cooperate with you in the restoration of the first mule car to be used in the City of El Paso by furnishing a male mannekin dressed in suitable work clothing to be used as the driver of the little Mule Car #1.

It is our pleasure to cooperate with you and the Historical Society in helping carry out your wonderful idea of perpetuating the Mule Car #1 for many present and future citizens of El Paso to be able to see what mode of transportation was used over fifty-four years ago.

You are to be congratulated on your efforts to preserve this important piece in the historic development of El Paso.

Sincerely yours,

POPULAR DRY GOODS COMPANY

BY


 Ervin H. Schwartz

EHS:Mc

The Popular Department Store donated a mannequin for the display.

MEMBERS

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EL PASO HISTORICAL SOCIETY

EL PASO PUBLIC LIBRARY

EL PASO, TEXAS

September 10, 1955

Mr. J. B. Binkley
3524 Sacramento Street
El Paso, Texas

Dear Mr. Binkley:

This letter is written to you with a dual purpose. First, to let you know that on Wednesday, September the fourteenth, at four P.M., El Paso's old mule car will be unveiled in San Jacinto Plaza.

This ceremony is the culmination of considerable effort on the part of your Historical Society. The car and its motive power presented in bronze by the Odd Fellows Lodge No. 284, the original mule (Mandy) will be escorted from the City Shops to the Plaza by El Paso Sheriff's Posse. Passengers in costume of the period will be greeted at the Plaza by descendants of the original owners of the old transportation company and the Mayors of El Paso and Juarez. Chris Fox will act as master of ceremonies. You are cordially invited to attend - it's your party!

Secondly, on Thursday the twenty second of September, at 7:30 P.M. at El Paso Public Library, a general meeting of the Society will be held to elect officers for the coming year. The framed charter membership plaques will be on display and matters of interest will be discussed. Please plan to attend. There can be no further notice given.

The locomotive donated to the city will be placed (as suggested by your society), on the little triangles in front of the Union Station - we have been advised by the Southern Pacific, the donor. It will carry a history in bronze by The Historical Society. The plans for historical plaques for our old missions are about complete. We are only one year old and realize that only a start has been made. There is so much to be done.

Sincerely,

Paul A. Heisig

Memo enclosed.

This was the El Paso County Historical Society's first preservation project.



PLAZA-BOUND — Bound for San Jacinto Plaza is El Paso's old mule car, which a few months ago was rotting away. The car will be placed in the Plaza by El Paso Historical Society, and will have an iron fence constructed around it. A cast bronze mule will be furnished to add a realistic touch to old No. 1, that once made numberless trips to Juarez.



J. B. BINKLEY of 2718 Aurora street was conductor on old mule car in 1901.

...the com-
puter, Minise-U can perform arith-
metical operations and other steps
the results for future use of type
them out on an electrical type-
writer.

Already prepared for solution
are analyses of production from
this oil column and propagation
of all well practices.

In the past such calculations
often were considered economically
impractical since they would re-
quire trained mathematicians
months, years or even a lifetime
to perform.

The oil company expects the ma-
chine to open the door to many
new phases of petroleum research.

CAN'T GROW ENOUGH RICE

Tokyo — Japan has not been self-
sufficient in rice since the end of
the century.

Mule Car Will Be Parked Permanently In Plaza Soon

By **LYNWOOD ABRAM**

El Paso's old mule car will be on display in San Jacinto Plaza in about 30 days.

The 1874 car which was rotting away a few months ago — will be furnished with a cast bronze mule. An iron fence will be constructed around the exhibit to protect it.

This was the word Saturday from El Paso Historical Society, whose members have helped get the Juarez-El Paso car scrubbed, patched, painted and shined up.

They figure it will gain a reputation as one of the most engaging of the City's mementoes.

El Paso City Lines is putting the car in good shape. The bronze mule will be donated by El Paso Lodge 234, IOOF. Popular Dry Goods Co. will donate and dress a dummy driver for the exhibit.

The drive to get the mule car set up was started several months ago when one of the car's former conductors, J. B. Binkley of 3524 Sacramento St., complained that the little car was going to rot.

Later, El Paso Historical Society obtained a permit from the City Council to put the mule car in San Jacinto Plaza.

"We hope the work will be finished and be ready in about 30 days," Paul Helsing, society president, said Saturday.

Helsing envisions a big program of preserving El Paso's historical relics. "This is just the beginning," he said.

The mule cars, supplanted at the turn of the century by electric conveyances, traveled the dusty route between El Paso and Juarez for many years. The 14-passenger cars were pulled by a single small mule.

One of the cars — No. 1 — has

Tornadoes Can Happen Anywhere In U. S.

Kansas City, Mo. — Although tornadoes can happen anywhere in the United States any time, they occur most frequently in the mid-western, southern, and central states from March through September.

The average number of days with tornadoes varies from Kansas — 12 a year to Nevada's one in 65 years. The national average is 160 tornadoes a year.

TOUGHENS BOOK COVERS

Librarians have discovered that book covers last much longer when they are given a coating of white shellac. The heavy paper jackets wrapped around school books also benefit from the same treatment. The shellac should, of course, be thinned or "cut" — with alcohol in accordance with the instructions on the label before it is applied.

been going to pieces at El Paso City Lines. Binkley started the wheels going to restore the car.

He probably will be an early visitor at the Plaza when the car is installed.

Preparations for displaying the mule and trolley.

Pioneers Ride Old Mule Car Again; Conductor Tells of Collecting Fares

Mandy and Trolley
On Display in Plaza

By MARSHALL HALL

Mandy the Mule and Old Mule Car No. 1 rested in honored retirement today in San Jacinto Plaza, following a ceremony late yesterday in which the City accepted them as relics of an El Paso era gone forever.

Old-timers who rode in the mule-drawn street cars between 1882 and 1903 were present as Mayor Tom Rogers accepted the ancient car and the cart, iron replica of one of the street railway mules.

Mayor Rogers thanked the El Paso Historical Society and others who salvaged the old car and recreated Mandy. They will be admired and enjoyed by generations to come," he said.

Conductor Was 16.

J. B. Binkley, who was a part-time conductor on Old No. 1 in 1901, told how he used to collect fares.

"I was 16 years old at the time," Mr. Binkley related. "I worked only on Sundays, when the street cars were crowded and they needed a conductor to help the driver. On other days the driver took the money.

"In 1901 I worked on the line that went from the Plaza up Mills street to Stanton street and south on Stanton across the bridge to Comerio street (18th of September) in Juarez. A lot of people piled on the cars to go to Juarez on Sundays.

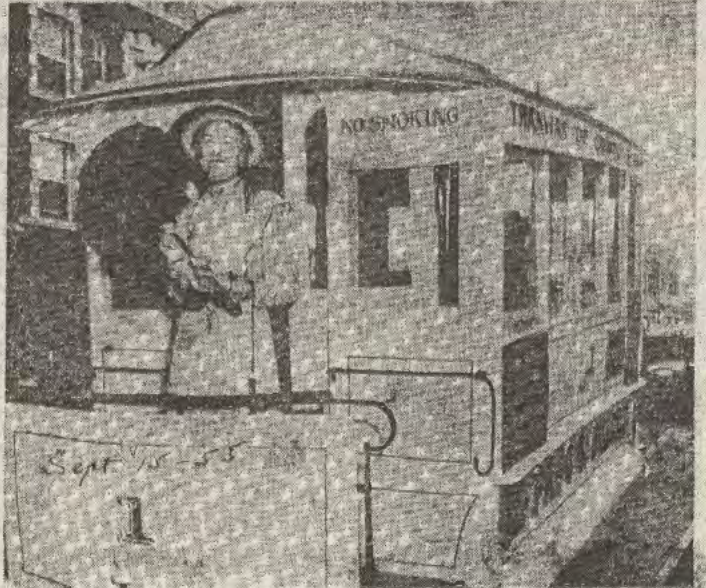
Two Pesos for a Dollar

"I had strips of white and green paper. At that time the Mexican peso was two for one dollar. When I collected five cents in American money I punched the white slip. When I collected 10 cents in Mexican money I punched the green slip. I had one pocket for U. S. money and another for Mexican money.

"In those days we'd stop anywhere to pick up a passenger. We were after that nickel. The mule pulled between rails. The car ran on spoked wheels. The mule sort of trotted along, a little faster than walking. Sometimes boys on the back platform would jump up and down and hit the car off the track. We'd all get out and put it back on."

It was Mr. Binkley who noticed the old car—only one left of the mule car days—going to ruin. He got the El Paso Electric Co. to agree to keep it in condition. Later he got the Historical Society to have it restored and presented to the City.

Others who remember riding the car were at the ceremony. Included Mrs. W. F. Glasgow, daughter of the late Mayor Joseph Magoffin, who was one of the first financial backers of the mule sys-



POIGNANT MEMORIES were stirred for Mrs. W. F. Payne of 1020 Montana street, standing on rear platform of mule car. Her husband placed old car in their back yard as playhouse for daughter, Carolyn, now dead.

tem. One of the first lines extended out East San Antonio past the Magoffin home and came back past the Magoffin Home on Magoffin avenue.

Also present were Mr. and Mrs. C. C. Bernard of 3110 Postel avenue, both of whom used to take the mule car to Juarez bullfights. "The car is prettier now than it was then," Mrs. Bernard said, referring to its shiny coat of fresh white paint and green and black trim.

"I remember taking a photograph of that old car in 1900," Mr. Bernard, a pioneer photographer, said.

Steel Link of Cities

The old car had special interest also for Mrs. W. F. Payne. Years ago Mrs. Payne placed the car, which was retired from service, in her back yard as a playhouse for daughter Carolyn. The daughter has since died.

Mayor Pedro N. Garcia of Juarez described the mule car system as a "steel link" between his city and El Paso and expressed confidence that the two cities will continue to grow as one community. Paul Heilig Sr., president of the Historical Society, who presented the car and Mandy, thanked the

many individuals and organizations that have helped preserve the relics. These included Odd Fellows Lodge 284, which donated the \$1500 cost of casting Mandy into iron. Chris P. Fox was master of ceremonies.

Mr. Heilig said, "We are here to dedicate in the future the mule of the great era — symbol of man's ambition of a better way of life. Here was the start of a dream envisioned by pioneers."

Big Attraction

After the ceremony a Southwestern Transfer Co. crew unloaded Mandy and the car from a truck and with the aid of Park Department employes placed them in a fenced area in the Plaza. There they promise to stand the alligons as a Plaza attraction.

Preceding the ceremony the car and Mandy were hauled to the Plaza from City Shops.

Passengers in the car were General and Mrs. Glasgow, Mrs. C. M. Newman, Mr. and Mrs. E. C. Heid, Dr. and Mrs. George Brunner, and Joe Goodish.

Mrs. Nellie Rounire of Rebecca

Lodge No. 774, who rode the car in 1902, and Mrs. Arthur L. Brown of the same lodge stood beside Mandy. Mrs. W. L. Massey, Mr. Binkley, Billy and Mary Massey, and Will and Sally Harvey were on the steps. The Masseys and Harveys are descendants of Zach T. White, one of the first mule line operators.

Fence Vandal's Ous

On the rear platform were Mrs. W. F. Payne, Mrs. W. W. Schaeffer, and Cecilia Callahan of the Historical Society, and Betty Brunner and Barbara Schuessler. A back of the car were Bobby and Betty Schuessler.

Mrs. T. W. Lanier, Mrs. Ralph Hablums and Mrs. Frank Hunter of the Society were in charge of park seating arrangements.

A seven-foot iron picket fence surrounds the exhibit. Park officials hope this will keep vandals out.

The Historical Society provided the fence and a bronze plaque for the car at a cost of \$350.

The opening of the exhibit.

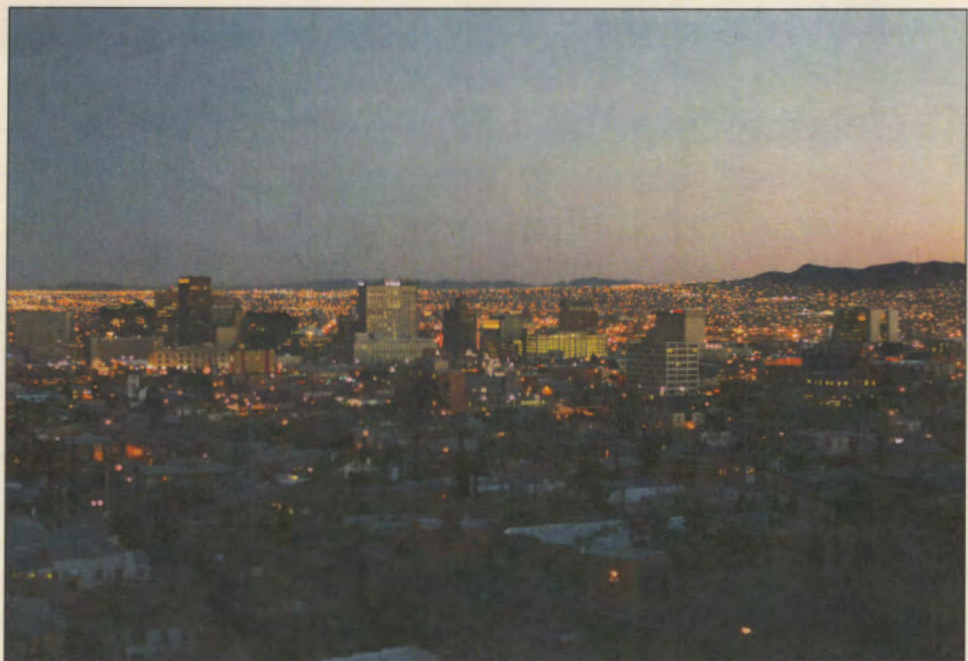
Welcoming TSHA to El Paso

Celebrating the 175th Anniversary of Texas Independence and a Birthday Party

March 2, 2011 was a very significant day. It was the 175th anniversary of Texas Independence. The Texas State Historical Association began its 115th meeting here. We had a party to honor these two events that also coincided with the birthday of our hostess, Mary Jo Melby. El Paso's weather could not have been better; it was clear and warm—a perfect night to be outside. Six Guns and Shady Ladies provided entertainment, hospitality, and ambiance to the evening. Cliff Seamon provided western music. We want to thank Mary Jo's photographer, Heriberto Ibarra, who took the photographs that follow.



The Melby house was decorated for Texas.



The evening was perfect.



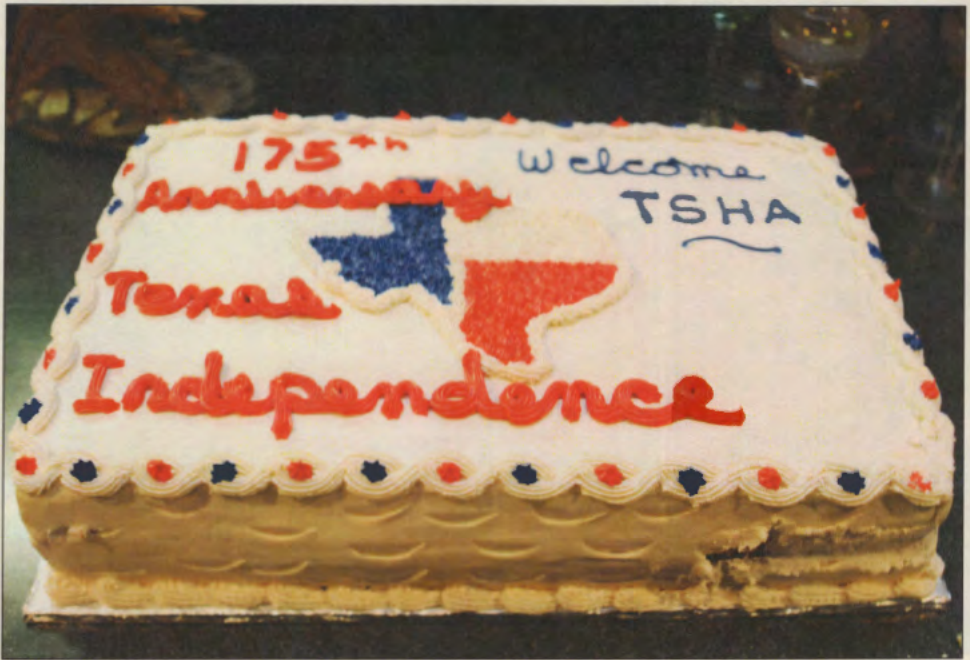
Bernie Sargent welcomes TSHA President Dianne Powell.



Bernie Sargent greets Texas Historical Commission Chairman Jon Hansen.



Kay and Jed Becker attended the evening.



All special events were celebrated!





Dianne Powell and Mary Jo Melby.



Sam Moore (right) was instrumental in getting the convention to come to El Paso.



*Terri Killen from TSHA and
Tara Carlisle from UNT, Portals to Texas History.*



Lee and Norris White, Jr. from Palestine, TX, Beatrice Flores and Magda Flores.



A "gunfight" was portrayed on the front lawn.



Left, Patricia Kidney.

*Below, Cliff Seamon
entertained with
western music.*





Jim and Lillian Crouch.



Jackson and Wendy Polk.



Kurt Goetting and Jackie Spier.



Patricia Welty, Hamilton Underwood, Deen Underwood and Charlie Cook.



Richard Worthington and Prince McKenzie.



Mr. & Mrs. Rod Davenport.

Lecturas:

Articles and Dissertations on El Paso and the Southwest recently published in other journals.

- Susan Amstater, Connie Dillman, Jacquelyn Stroud Spier. ***Yes, We Are Still Dancing***. (Albuquerque, Fresco Fine Art Publications LLC), 2010.
- Clinton Cross. Bill Mounce. ***El Paso Bar Journal***, October/November 2010 (El Paso Bar Association) 11.
- Glen Sample Ely. ***Where the West Begins, Debating Texas Identity***. (Lubbock, Texas Tech University Press), 2011.
- Matthew D. Esposito. ***Funerals, Festivals, and Cultural Politics in Porfirian Mexico***. (Albuquerque, University of New Mexico Press), 2010.
- Renny Golden. ***Blood Desert Witnesses, 1820-1880***. (Albuquerque, University of New Mexico Press), 2010.
- Genaro M. Padilla. ***The Daring Flight of Mh Pen, Cultural Politics and Gaspar Pérez de Villagrà's Historia de la Nueva***. (Albuquerque, University of New Mexico Press) 2010.
- Gregory B. Weeks and John R. Weeks. ***Irresistible Forces, Latin American Migration to the United States and Its Effects on the South***. (Albuquerque, University of New Mexico Press), 2010.
- Ballard Coldwell Shapleigh. "How Civilization Came to El Paso. Viva Los Licenciados! El Paso Lawyers in the Sagebrush and Chaparral Days of the Mexican Revolution, Part II." ***El Paso Bar Journal***, December 2010/January 2011 (El Paso Bar Association) 16-19.
- Ballard Coldwell Shapleigh. "How Civilization Came to El Paso. Viva Los Licenciados! El Paso Lawyers in the Sagebrush and Chaparral Days of the Mexican Revolution, Part III" ***El Paso Bar Journal***, February/March 2011 (El Paso Bar Association) 9-12.
- Ballard Coldwell Shapleigh. "How Civilization Came to El Paso. Viva Los Licenciados! El Paso Lawyers in the Sagebrush and Chaparral Days of the Mexican Revolution, Part IV" ***El Paso Bar Journal***, April/May 2011 (El Paso Bar Association) 9-13.
- Jerry Thompson, ed. Translated by José Roberto Juárez. ***Tejanos in Gray, Civil War Letters of Captains Joseph Rafael de la Garza & Manuel Yturri***. (College Station, Texas A&M University Press), 2011.

In Memoriam

In the past three months three long-time members and supporters of the El Paso County Historical Society have died. **GRACE ADKINS** and **LEE HASKIN** volunteered for many years. **NOOGIE BATTLE** was a life member who moved to Dallas to be with family during her last years. Lee Haskin helped keep our books in order and volunteered for all our events. All will be greatly missed.



Left to right: Noogie Battle, Grace Adkins and Al Adkins. They were photographed at a Christmas party at Burges House.



Col. (Ret.) Milton L. Haskin (left). George O'Brien, our treasurer, is sitting on Lee's left at the 2010 Christmas party.

Hall of Honor Nominations

The El Paso County Historical Society accepts nominations from the general public as well as from Society members for the Hall of Honor. One living and one or two deceased persons will be remembered and honored at the Society's annual banquet in November. Nominations may be made for one or both categories. Nominees must be (1) outstanding men or women of character, vision, courage and creative spirit who have lived in what is presently El Paso County, (2) who have consistently done the unusual which deserves to be written or recorded, or who have created that which deserves to be read, heard, or seen, and who have made El Paso County better for their having lived in it; and (3) who have influenced over a period of years the course of history of El Paso County, or by their singular achievements have brought honor and recognition to the El Paso community, and (4) who have directed us toward worthy goals and merit being remembered by all El Pasoans as an exemplary guide to our future.

All nominations must be accompanied by a biographical resume that includes pertinent information about the nominee and the reasons for nominating him or her. Please include the nominee's address and phone number if living, date of death if deceased, date and place of birth, years of residence in El Paso County, profession, and name and address of nearest known relative(s). The person making the nomination must give his or her name and phone number and mail all information to Chairman, Hall of Honor Selection Committee, El Paso County Historical Society, P.O. Box 28, El Paso, Texas 79940 by July 1 of each year.

HALL OF HONOR NOMINATION FORM

LIVING NOMINEE:

Name _____

Address (including zip code) _____

Birthplace _____ Years Residence in El Paso _____ Profession _____

Nearest Relative _____ Address _____

DECEASED NOMINEE:

Name _____

Place and Date of Birth _____ Date and Place of Death _____

Years of Residence in El Paso County _____ Profession _____

Nearest Living Relative or Close Friend _____ Phone No. _____

Address (including zip code) _____

NOMINATOR:

Name _____

Phone No. _____ Date _____

El Paso County Historical Society

P.O. Box 28
El Paso, Texas 79940
(915) 533-3603

MEMBERSHIP FORM

NEW MEMBERSHIP

- Annual Membership \$45.00
- Family Life Membership \$1000.00
- Business/Professional
Membership..... \$300.00
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El Paso County Historical Society

• EVENTS •

Officers and Board of Directors meet the first Tuesday of each month (*except July and August*) at 11:30 am at Burges House, 603 W. Yandell.

The Executive Committee meets at the call of the President.

General meetings (*open to the public*) are held in February, May, August and October.

Election of officers and directors is held at the October meeting. Exact dates, times, places and other pertinent information concerning all activities are announced in our newsletter, *El Conquistador*, which is published approximately fourteen days prior to each general meeting.

Other activities:

- Hall of Honor Banquet
- Frank W. Gorman Memorial Historical Essay Contest
- Karl P. and Helen P. Goodman Memorial Awards
- Dolly Dingle's Tea Party
- Antiques Appraisal Fair





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El Paso County Historical Society

ORGANIZED MARCH 18, 1954

MISSION STATEMENT

The purpose of the society shall be to study the history of the city and county of El Paso and of the surrounding territory; to conduct and to foster research in the history of the area; to acquire and preserve documents, papers and other objects of historical interest and value pertaining to this area; to make such material available for the information of the community; to publish and encourage the publication of historical writing pertaining to this area; to develop public consciousness of the rich heritage of our historical background; and to engage in such activities which would contribute to the restoration and maintenance of the Richard F. Burges House, home of the Society.

Books for review should be sent to:

Book Review Editor, EPCHS
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The Burges House • 603 W. Yandell • El Paso, Texas 79902 • (915) 533-3603

PASSWORD (ISSN 0031-2738) is published quarterly by
THE EL PASO COUNTY HISTORICAL SOCIETY, 603 W. Yandell, El Paso, Texas 79902

Periodicals Postage Paid at El Paso, Texas

POSTMASTER: Send address changes to:

The El Paso County Historical Society • P.O. Box 28 • El Paso, Texas 79940