

Humphreys College

NEWSLETTER SUPPLEMENT

SUMMER QUARTER

SEPTEMBER 2011

MEET ROBERT C. DALTON, JR., LAW SCHOOL PROFESSOR EMERITUS AND THE 2011 HALL OF FAME HONOREE ***I'VE ALWAYS LOVED TO SEE HUMPHREYS' GRADUATES AS FULL ATTORNEYS***

When the grandfather of Robert C. Dalton, one of the recent Law School's Hall of Fame inductees, landed in Boston, he changed his last name from O'Dalton to Dalton. He saw too many N.I.N.A. signs — "No Irish Need Apply." Ultimately, the immigrant family settled in Colorado. Today's honoree came to California as a child. After attending Bellarmine College Preparatory in San Jose, the oldest secondary school in California, and Modesto Junior College, he graduated from the University of the Pacific with a BA in Psychology and Music.

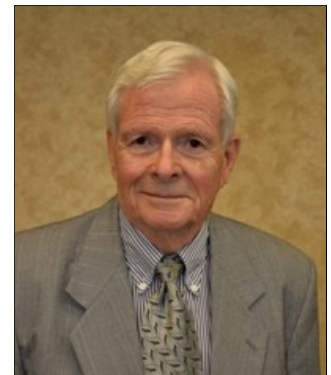
"As a young and newly married graduate, I needed a job. Luckily, San Joaquin County hired me as a Probation Officer. To secure some extra income, I began singing professionally at night and learned the guitar. John Swingle and I formed a folk music duo, writing songs, and producing records. We sang at *The Hungry I* and *The Purple Onion* in San Francisco and took solo jobs along the way. We continue to work together to this day; I am helping with a folk music class at Delta College, taught by John Swingle."

Why did you decide to practice—and later teach—law?

"At the beginning of the 1960s, I realized that the great folk music era was heading to its end. Moreover, I did not want to become a music teacher. I entered Humphreys Law School and finished the units required to take the Bar Exam in 1966. I made lifelong friends in law school, including Dr. Richard Nickerson, who was inducted into Humphreys' Hall of Fame three years ago, and Frank Dean. Among my favorite instructors were Herb Bowman and Nels Fransen. After passing the Bar, I returned to Humphreys two years later to complete my *Juris Doctorate* degree. Then I taught law here, intermittently, for the next 40 years."

Along with teaching, you built your successful career as a legal practitioner.

"Right out of law school, I formed a partnership with classmate Bud Marx. One day, Frank Dean from the District Attorney's Office offered me a job of a Deputy District Attorney. In 1971, I went into private practice. Until L. Patrick Piggott left to become Dean of Humphreys College Laurence Drivon School of Law, we were the senior partners in Piggott, Ford and Dalton."



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You are well known in the community as a legal-aid volunteer.

"For many years, I was active in the San Joaquin County Bar Association. I have been impressed that this non-profit organization serves not only the legal community but also operates both the Lawyer Referral Service and the Court Assigned Counsel indigent defense programs. In 1973, I became the Association's President; my goal was to encourage lawyer participation in legal aid and Bar activities."

Talking about your commitment to the community needs, will you share your memories about your distinguished service as the Stockton School Board member and President?

"I was elected to the Stockton School Board in 1972. Soon, I served as its President. At that time, the federal courts ordered desegregation. It was a difficult period of my life. The board was challenged by ugly opposition. While touring the county in an effort to make desegregation work, my family, including children, were threatened. My car was bombed in the home driveway. Nevertheless, with the support from my fellow board members, I persevered. In 1977, I was ready to step down."

Undoubtedly, all of that effort, along with the demands of your daily job, required a strong family support.

"I met my future wife, Gail, in college. We were married 47 years before her death in 2008. One of our two daughters stays in Stockton; the other one lives in Orange County. They have given us two granddaughters. Last year, I found a new partner in the widow of my old classmate and colleague, Frank Dean."

Now, in retirement, what do you do for fun?

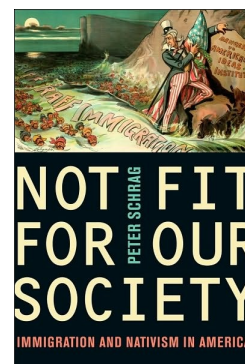
"I play music, write limericks, and care for three cats and a dog with my partner Sherri. My favorite thing over the years was teaching law students, especially the Trial Practice course. I truly miss that experience. I've always loved going to court, seeing Humphreys' law graduates as full attorneys, and taking pride in what a great job the school is doing."

FROM THE LIBRARY AND LEARNING CENTER ...

**NEW BOOKS IN THE LIBRARY
LESSONS FROM HISTORY**

**Peter Schrag. *Not Fit for Our Society: Nativism and Immigration.*
University of California Press, 2010**

Peter Schrag, a well-known editorial page editor and columnist for the *Sacramento Bee*, is currently a visiting scholar at the Institute for Governmental Studies at the UC, Berkeley. After publishing several books on California history, politics, and education, he decided to focus on the issues of immigration.



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In his latest book, Schrag provides essential background for understanding the confusing debate over immigration. Covering the earliest days of the Republic to current events, the author sets the modern immigration controversy within the context of three centuries of debate over the same questions about who exactly is fit for citizenship. He finds that nativism has long colored national and California history, and that the fear—and loathing—of newcomers has provided one of the fault lines of American cultural and political life. Schrag describes the peculiar similarities between the race-based arguments for restricting Irish, German, Slavic, Italian, Jewish, and Chinese immigrants in the past and the arguments for restricting Latinos and others today. He links the terrible history of our eugenic "science" to ideas, individuals, and groups now at the forefront of the fight against rational immigration policies. *Not Fit for Our Society* makes a convincing case for understanding the complex, often paradoxical history of immigration restriction as we work through the issues that inform, and often distort, the debate over who can become a citizen, who decides, and on what basis.

"Our contemporary immigration battles," writes Schrag in the Introduction, "resonate with the arguments of more than two centuries of that history. Often... the immigrants who were demeaned by one generation were the parents and grandparents of the successes of the next generation. Perhaps... many of them... later joined those who attacked and disparaged the next arrivals."

Schrag's latest book makes an interesting supplementary reading for Humphreys' general education courses, including American Immigrant Experience, History of the United States, and California History.

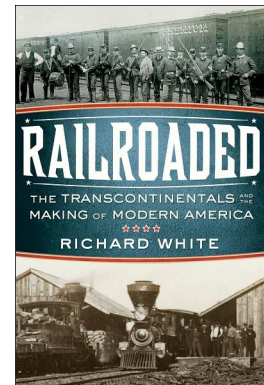
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**Richard White. *Railroaded: The Transcontinentals and the Making of Modern America*. Norton, 2011**

Richard White, the Margaret Byrne Professor of American History at Stanford University, documents that the national and state railroad operations of the 19<sup>th</sup> century rearranged space and time and remade the landscape of the West. As wheel and rail, car and coal, they opened new worlds of work and ways of life.

On the other hand, the transcontinental railroads of the Gilded Era were the first corporate giants in the United States. They "created modernity as much by their failure as by their success," writes the author. Often poorly built and with no real demand for their services, the railroads never paid for themselves and left chaos in their wake—e.g., displaced Native Americans or environmental disaster through encouraging the farming of nonarable land. Experienced railway men weren't interested in investing in transcontinental routes, argues White, so six Sacramento businessmen (who formed the Central Pacific) and a hastily chartered corporation (the Union Pacific) accepted the money and land offered by the federal government.

Their first act was to bribe Congress to increase land grants and relax restrictions on raising money. "The money that built those lines did not come from the railroad men themselves—Leland



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Stanford, Collis Huntington, Henry Villard, James J. Hill, and Thomas Scott. Instead, they persuaded Congress to lay out enormous subsidies. The Union Pacific alone raked in \$43 million in interest subsidies on federal loans, and railroads east and west of the Mississippi River received more than 131 million acres in free land. Other government subsidies came in the form of stifling, with armed force, any resistance from Indians or any move on the part of immigrant laborers to try to make the railroads serve their needs," argues Donald Worster in his detailed review in *Slate Magazine*.

Ultimately, railroads' attempts to generate profits from proliferating debt sparked devastating panics in the national economy. Discriminatory rates provoked broad opposition and a new antimonopoly measure in Congress. Their dependence on public largess instigated new forms of political corruption.

All in all, Richard White shows the transcontinentals to be pivotal actors in the making of modern America in general and California in particular. His latest book can serve as a high-quality study resource to Humphreys' Business and Liberal Arts programs.

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Stanislav Perkner, Editor, [sperkner@humphreys.edu](mailto:sperkner@humphreys.edu)

Cynthia Becerra, Co-Editor, [cbecerra@humphreys.edu](mailto:cbecerra@humphreys.edu)

Leslie Walton, Executive Editor, [lwalton@humphreys.edu](mailto:lwalton@humphreys.edu)