



Hunt Institute for Botanical Documentation
5th Floor, Hunt Library
Carnegie Mellon University
4909 Frew Street
Pittsburgh, PA 15213-3890
Telephone: 412-268-2434
Email: huntinst@andrew.cmu.edu
Web site: www.huntbotanical.org

The Hunt Institute is committed to making its collections accessible for research. We are pleased to offer this digitized item.

Usage guidelines

We have provided this low-resolution, digitized version for research purposes. To inquire about publishing any images from this item, please contact the Institute.

Statement on harmful and offensive content

The Hunt Institute Archives contains hundreds of thousands of pages of historical content, writing and images, created by thousands of individuals connected to the botanical sciences. Due to the wide range of time and social context in which these materials were created, some of the collections contain material that reflect outdated, biased, offensive and possibly violent views, opinions and actions. The Hunt Institute for Botanical Documentation does not endorse the views expressed in these materials, which are inconsistent with our dedication to creating an inclusive, accessible and anti-discriminatory research environment. Archival records are historical documents, and the Hunt Institute keeps such records unaltered to maintain their integrity and to foster accountability for the actions and views of the collections' creators.

Many of the historical collections in the Hunt Institute Archives contain personal correspondence, notes, recollections and opinions, which may contain language, ideas or stereotypes that are offensive or harmful to others. These collections are maintained as records of the individuals involved and do not reflect the views or values of the Hunt Institute for Botanical Documentation or those of Carnegie Mellon University.

About the Institute

The Hunt Institute for Botanical Documentation, a research division of Carnegie Mellon University, specializes in the history of botany and all aspects of plant science and serves the international scientific community through research and documentation. To this end, the Institute acquires and maintains authoritative collections of books, plant images, manuscripts, portraits and data files, and provides publications and other modes of information service. The Institute meets the reference needs of botanists, biologists, historians, conservationists, librarians, bibliographers and the public at large, especially those concerned with any aspect of the North American flora.

Hunt Institute was dedicated in 1961 as the Rachel McMasters Miller Hunt Botanical Library, an international center for bibliographical research and service in the interests of botany and horticulture, as well as a center for the study of all aspects of the history of the plant sciences. By 1971 the Library's activities had so diversified that the name was changed to Hunt Institute for Botanical Documentation. Growth in collections and research projects led to the establishment of four programmatic departments: Archives, Art, Bibliography and the Library.

William Maulei "Geographic & Econ.
History of the Carson, Walker &
Mono Basins in Nevada & California."
Mono Nat. Forest. USES 1938
w/ 3 USGS quadrangles.
(a copy of the original document
by Arlene Rowell - circa F39-40)

FF23



W
(Wheeler) 1867
Mt. Sheridan 1874
Mt. Sheridan 1874
Wheeler Pass - 1867
J.M. Corby Prospector 1860
Fremont-Carson 1844
Dickson - 1861
OVERLAY - from Wm. M. Minule - 38
(Mt. Level) 1860

R. B. Marshall, Chief Geographer.
T. G. Gerdine, Geographer in charge.
Topography by C. G. Anderson.
Control by Coast and Geodetic Survey,
T. A. Gamm and C. M. Weston.
Surveyed 1900.

Scale 1:60,000
0 1 2 3 4 Miles
0 1 2 3 4 Kilometers

BRUNDIDGES
HAWTHORNE
Edition of May 1911, reprinted 1921.



Fremont's deemed
pinenuts here
morning of 1/24

BRUNDIDGE'S
REPO, NEVADA



Overlay - from Wm. M. Maule, 1938

A. H. Thompson, Geographer in charge
C. M. Douglas, Topographer in charge
Triangulation by H. C. Fausler
Topography by A. F. Dunnington, P. V. S. Bartlett and G. E. Verrill



Scale 1:25,000
Miles
Contour interval 20 feet

Edition of Sept. 1894, reprinted 1921.

WABUSKA

BRUNDIDGE'S
REPO., NEVADA

This is a copy - by Arlene Reveal -
from Supervisor Maule's copy of
his Atlas sized text. She copied this
ca. 1938-39 when we lived in Gardnerville/Jordan

Geographic and Economic History of the Carson, Walker and Mono
Basins in Nevada and California

By William M. Maule, Forest Supervisor,
Mono National Forest

* Published by the California Region,
Forest Service, U. S. Department of
Agriculture, San Francisco, California
1938

3 maps remain of several we
copied

INTRODUCTION

The leading incentive of the early pioneer which led him westward to the Pacific was to gain an opportunity to advance his condition. In this we find him successively in quest of furs, rich minerals, and to a lesser degree, fertile soils amenable to cultivation where he might establish his future home.

Of the various leading and relatively few natural westward courses open to practical use, the Humboldt with its water and forage spanning extensive distances along its course, offered a better than average route and consequently was accepted by the vast horde of those early forerunners who were in pursuit of rigorous venture.

After a long trek over the Great Basin in which many parties arrived at the eastern base of the Sierra Nevada, they were first confronted with that great barrier whose limited passes were practically unknown, and this they found to be a problem not easily conquered.

Fortunately the numerous streams flowing from the east Sierra slopes led into arable valleys close along its base, and here game was plentiful and extensive meadows offered forage for stock. Important of these streams were the various branches of the Carson and Walker Rivers, with Mono Basin to the southward. Those who were in quest of agriculture remained. The greater lure, however, was for gold and silver which most of the pioneers believed to be found only beyond the Sierra Nevada. So they explored for passes which would lead them through. Some of these passes, although used by the Indians, were found to be adapted mainly for the use of these aborigines.

It is the story of these passes and their early development into improved trails and crude roads that is an important part of this study.

Not many years elapsed, however, until the mineral fields of the west side of the Sierra were well occupied and the placer deposits were becoming depleted. Further quest by certain miners led them back to the territory they originally crossed, to the promising low eastern Sierra slopes, resulting in discoveries of silver and gold second to none in America, principally the famous Comstock Lode and the lesser productive areas of Aurora and Bodie.

I believe about 6 copies of the atlas were distributed: (1) - to Bill Maule; (2) F.S. in San Francisco; (3) F.S. in Reno (Forest Supervisor); (4) Mrs. Cunningham then owner of ~~the~~ Tioga Lodge on Mono Lake, a friend of Bill Maule's (5) F.S. Washington (?) (6) Nev. Hist. Society (?)

Copy to USFS
Bridgport
Sept 1983

The atlas measured ca "16x28"

2--Geographic and Economic History by Maule

This return of adventurers from the West, together with those prospectors who were still to come from the East, resulted in vast enterprises of mining, and incidentally, lumbering for the use of the mines, the like of which has seldom been seen. There also entered a great stimulus toward agricultural development of the arable and fertile valleys which were near at hand to the mines. Products of those ranches were quite necessary in order to carry on. Mines, lumber, agriculture; all worked hand in hand. Vast quantities of lumber were cut and thousands of men were employed in logging. Numerous small sawmill operators "mined" the original forests and denuded extensive watersheds of the Carson and Walker Rivers. Even in those early days certain men with vision looked with alarm upon this complete destruction of the forests.

In order to keep apace with this somewhat ephemeral enterprise, various trans-Sierra roads were greatly improved, and a ramification of roadways soon traversed the foothills and plains of the immediate east side of the Sierra Nevada. Towns sprang up, ranches increased, and a horde of stage lines came into the picture with their necessary small stations and hotels. Post offices, express stations, and telegraph lines to the various mining camps added to the transportation and communication facilities.

This period of activity began in the late forties with a substantial upward curve into the seventies when the line started to shade downward, with the exception of agriculture which through the years has enjoyed a steady and substantial advance. The pioneering aspect has long passed on and given way to modern roads, towns, and ranches with still a reasonable activity in mining. In this transition there seems to be a need of retrospect so that those who are to come will have a fuller realization of those who have gone before and the conditions under which they labored.

The purpose of this sketch is to gather together and present briefly various natural and man-made features of the period above cited. The collection of this data was begun a number of years ago when fortunately many of the old-timers were still living. Quite a portion of the data has also been secured through research of obscure written records.

The territory covered in this sketch lies within an area almost entirely east of the Sierra Nevada, contained within the watersheds of the Carson and Walker Rivers to a point where they flow into their respective lakes, and that of the Mono Lake Basin. The major portion of material described lies within the exterior boundaries of the Mono National Forest.

In the beginning it was proposed to render this work mainly in graphic form, but such a method would have inadequately expressed various important historical detail necessary to support the items which research has brought to light. As a result, the graphic presentation is supplemented by written data, with references, as briefly stated as will give the reader a comprehensive view of the field covered.

See page 3 beyond →

Hunt's ^{John} "Bidwell"

John Capen Adams

4--Geographic and Economic History by Maule

Bibliography

- Angel, Myron, editor, History of Nevada, Thompson and West, publishers, Oakland, California, 1881.
- Bancroft's guide for travelers, by railway, stage and steam navigation in the Pacific states, H. H. Bancroft and Co., San Francisco, California, July 1869.
- Bidwell, John, A Journey to California, with an introduction by H. I. Priestley, J. H. Nash, San Francisco, 1937.
- Brewer, William H., Up and Down California in 1860 and 1864, edited by Francis P. Farquhar, Yale University Press, New Haven, Conn., 1930 .
- Buckbee, Edna Bryan, The Saga of old Tuolumne, The press of the Pioneers, Inc., New York, 1935 .
- Bunnell, Lafayette H., Discovery of the Yosemite, and the Indian War of 1851, which led to that event, Fleming H. Revell, Chicago, 1880.
- Chalfant, W. A., The Story of Inyo, Rev. Ed., The Author, Bishop, California, 1933.
- Coy, Owen C., The Great Trek
- DeQuille, Dan, Snowshoe Thompson, in the Sierra Club Bulletin, v. 20, p.8-19. (Reprinted with omissions from Overland Monthly, v. 6, October, 1886, p. 419-435.)
- Farquhar, Francis, P., Place Names of the High Sierra, The Sierra Club, San Francisco, 1926.
- Fremont, John Charles, Memoirs of My Life, including narrative of five journeys of western exploration during the years 1842, 1843-4, 1845-6-7, 1848-9, 1853-4, Belford, Clarke, and Co., Chicago and New York, 1887.
- Goddard, G. H., Report of the Surveyor-General of California on a reconnaissance of the Old Carson and Johnson immigrant roads over the Sierra Nevada, and a survey of the eastern boundary of California, State Printing Office, Sacramento, 1856.
- Hafen, Overland Mail, in Nevada Historical Society, Proceedings, 1911-1912.
- Hutchings' California Magazine, Hutchings and Rosenfield, San Francisco, 1857.
- Leonard, Zenas, Narrative of the Adventures of Zenas Leonard, Clearfield, Penn., 1839, reprinted and edited by W. F. Wagner, Cleveland, 1904.
- Nevada Historical Society, Proceedings, 1911- 1912, 1913- 1914.
- Renach, H. E. and E. G., and Hoover, Mildred B., Historic Spots in California: Valley and Sierra Counties, Stanford University Press, 1933.
- Russell, Carl P., Early Mining Excitements East of Yosemite, in Sierra Club Bulletin, v. 13, p. 40-53, 1928.

5--Geographic and Economic History by Maule

- Simpson, James Hervey, Report of Explorations across Great Basin of Utah for direct wagon-route from Camp Floyd to Genoa in Carson Valley in 1859, U. S. War Dept., 1876.
- Smith, Timothy, First Settlers of Smith Valley, In Nevada State Journal, November 27, 1927.
- Sullivan, Maurice S., Jedediah Smith, trader and trail breaker, the Press of Pioneers, New York, 1936.
- Wasson, Joseph, Bodie and Esmeralda; being an account of the revival of affairs in two singularly interesting and important mining districts, including something of their past history, (etc.) Barto and Co., San Francisco, 1878.
- Whitney, J. D., Geological Survey of California; Geology, 1, report of progress and synopsis of field work from 1860 to 1864. 1865.
- Wood, John, Along the Emigrant Trail, in Motorland, April, 1929.

3--Geographic and Economic History by Maule

The leading purpose of the graphic overlay on detailed topographic maps, at the end of this work, is to afford an assembled skeleton picture of early historic landmarks in the sites of their occurrence. This includes not only those things which man has produced, but the names of physical features as well.

In the first instance there is presented the location of early activities over the described region, which otherwise would be more difficult to grasp and comprehend. In order not to render the map too confusing it has been necessary to omit various items described in the text.

This is a geographical rather than biographical production, although the latter necessarily enters to a certain extent to fully complete the picture. Possibly the reader will wonder why certain inclusions have been made--these minor ones however have their place in the picture as a whole.

"Place Names of the High Sierra," by Francis P. Farquhar, very completely covers many of the natural features in the southern section of the area involved, and consequently this work does not duplicate his description but merely gives certain supplementary information.

While this study has been give the rather imposing of Geographic and Economic History, its main purpose is to give concisely historical data which will be of value to future historians of the area covered. No history is complete, but the writer believes that the greater portion of the local natural features and the early man-made features have been embraced in this work.

ACKNOWLEDGEMENTS AND SOURCES

The information given in this study has been compiled and published as well as previously unwritten data gatered over a long residence in the region involved. Adequate care has been observed in ordër that the data accepted from local sources be of reliable nature; in fact, quite a number of published historical articles have been refused entry because of their obvious hearsay origin. An intelligenant Piute once prefaced his legendary talk to me with, "This is a fact, it ain't history."

A number of very important facts cided in this study have been secured from statements of old-timers who have passed over the Great Divide.

In addition to these I wish to express my most hearty thanks to the following for special privileges and opening up sources un obtainabæ elsewhere: The Librarian of the Bancroft Library at the University of California, State Libraries of California and Nevada, Miss Grace M. Dangberg, Mr. George A. Montrose, Mr. Harry Hawkins, Mr. J. S. Cain, Mr. Samuel Kelso, Mrs. Annie Fulstone, Senator Maurice Mack of Nevada, and the various members of the personnel of the Mono National Forest.

In the final preparation of this study, Wallace J. Hutchinson, Edith Schofield, and H. A. Sedelmeyer have the sincere thanks of the author for their most valuable cooperatation in its assembly.

PLACE NAMES OF GEOGRAPHIC FEATURES

Place names as given here principally involving streams lakes, peaks, passes, canyons, valleys and Indians are presented mainly to show the origin of name or successive names as far as obtainable. In this they should have historic value worthy of preservation.

STREAMS

CARSON RIVER (Pilot River)

Named for Christopher "Kit" Carson, famous guide with Fremont expedition which crossed this river in 1844; they also cut its main course near Churchill and the East and West Forks during the same trip.

Captain J. H. Simpson, in his "Report of Explorations Across Great Basin of Utah in 1859," refers to this stream as Pilot River and so maps it. It was thus called because it served to direct early emigrants from Lahontan Basin westerly over the Sierra Nevada.

DOG CREEK (Bridgeport)

Should have been called "Dog Town Creek" for the early mining camp of Dogtown of the late 50's. (See Dogtown and Mono-ville. p.25).

KRUMM CREEK (Markleeville)

A small stream shown on Reed's Map of Alpine of 1864 near site of Raymond. Krumm was Sheriff of Alpine County during 1855. Records of Grand Jury of October 14, 1867 relate that "James Krumm absconded about September, 1855." (Monitor Gazette, February 10, 1866.)

LEE VINING CREEK (Mount Lyell)

Bunnell, in his "Discovery of the Yosemite," 1880, tells that Leroy Vining and a few companions came over the Sierra in 1852 in quest of gold, which Moore's scouts preceding him in the same year had reported having found. This discovery probably was in the vicinity of the place later called Mono-ville, north of Mono Lake.

Leroy Vining was one of the earliest white settlers in Mono Basin; arriving there from Coarse Gold via Mono Pass and Bloody Canyon, he established himself in what was first known as Vining's Gulch or Canyon.

The route he took on the east side of the mountains as well as the place he selected as his abode, "Vining's Rancho," are shown on Clayton's Map of Esmeralda and Mono. Clayton refers to Leevining River while the name Rescue Creek was given this stream by Von Schmidt when he made the official survey and map of T. 1N., R. 25E., kn 1856. The names significance is not known.

C. F. Quinby of Los Angeles, California, relates that Leroy Vining owned and operated a small sawmill along Leevining Creek in 1863 and delivered his lumber to Aurora. Mr. Quinby says that Vining was accidentally killed by his own revolver

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

LEEVINING CREEK

in Aurora while delivering lumber to that place. This information was given Mr. Quinby by several men who were present on the occasion. Leevining came to California from Laporte, Indiana, and was buried at Aurora. While there is no data available to show the location of his sawmill, it probably was at his "Rancho" shown on map.

ROBINSON CREEK (Bridgeport)

Moses Robinson operated a sawmill on this stream in 1861. (Lewis Ladd.) (See Moses Robinson Sawmill, p.44)

RUSH CREEK (Lake Creek) (Mount Lyell)

This stream was undoubtedly named Lake Creek because of the numerous lakes which flow into it. (G. L. O. plat, Von Schmidt, T.1N., R. 25E. 1856.)

SUMMERS CREEK (Meadows) (Summers Back Pasture) (Bridgeport)

Jesse Summers operated a butcher shop in the early 60's. He grazed cattle in the meadows during the summer. (Chalfont, "Story of Inyo".)

The Point ranch, three miles directly south of Bridgeport as shown on U.S.G.S. Quad., was headquarters of Summers' ranch and from here he worked his cattle over the natural meadows "Summers Back Pasture". T. B. Richey, a cattle baron, later acquired this property. (Senator Maurice Mack.)

WALKER RIVER

Captain J. H. Simpson in his "Report of Explorations Across Great Basin of Utah in 1859" indicates on map the East Fork of Walker River as Rio Ida; the West Fork as Rio Clara. (See "Washoe Tribes" p.10) (See also "Place Names of the Sierra" Farquhar.)

LAKES

CARMEN LAKE (Kirman)

Names for Richard Kirman, Sr., an early cattleman (firm of Kirman-Richey). Is located in the basin south of Pickle Meadows and is tributary to the West Walker River. (Joe Koenig.)

EMMA LAKE (Bridgeport)

ANNA LAKE (Dardanelles)

Two small lakes contributing to Little Walker Creek, which passes by Hardy Station (which see p. 30). Probably owe their names to Emma and Anna Mack whose parents lived at Hardy Station. This is the presumption of Senator Maurice Mack, their brother.

HEENAN LAKE (Markleeville)

Harry Hawkins of Alpine County says a Mr. Heenan worked in the Leviathan Mine some miles north of this lake in the 60's, and was killed by a blast there. Matt Koenig says that Heenan was a nickname and that his real name was Connors.

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

KINNEY LAKES (Markleeville)

Named for a man named Kinney, a pioneer of Alpine County. Reeds's Map of Alpine, 1864, calls these lakes Silver Lakes. When Brewer visited Silver Mountain in 1864, he notes small lake near summit, Ebbetts Pass. (Brewer, "Up and Down California")

LOBDELL LAKE (Bridgeport)

A small lake near the headwaters of Desert Creek which is near the remains of Lobdell cabin. It was rumored that Lobdell hid out here during the early 60's to escape being a soldier. He cared for a few domestic animals at this place.

The following advertisement appeared in the "Nevada-California Journal" of July 7, 1854, Nevada City. "American Livery and Saddle Stable. Thanking Citizens of Nevada (California) for Patronage. J. B. Lobdell." Tim Smith says Lobdell came to Smith Valley in 1860.

RED LAKE (Markleeville)

At the foot of Carson Pass highway. Reed's Map of Alpine, 1864, shows this name. Named from the adjacent Red Lake Peak. (G. H. Goddard to S. H. Marlette, December 15, 1855, in Goddard, "Report of the Surveyor-General of California, " 1856.)

SADDLEBAG LAKE (Lake Leevining) (Mount Lyell)

The original survey of T.2 N., R. 24E, Sec. 36 made in 1881 names this "Leeviniv Lake " and not Saddlebag as now called. Saddlebag is now its official name, no doubt so called because of its shape. Its waters drain into upper Leevining Creek. (See "Tioga Mining Co.," p. 44.)

SCOTTS LAKE (Markleeville)

Named for J. B. Scott, an early dairyman of Hope Valley. (Alpine Chronicle, June 12, 1869.)

TRUMBULL LAKE (Trumble) (Bridgeport)

Trumbull Lake in improperly spelled on U.S.G.S. Quad., according to the Forest Service status records from U. S. Land Office which show that John S. Trumble in 1880 secured patent to land adjacent to this lake. He is the person, according to S. Kirkwood of Bridgeport, who owned the Trumble Place in the lower end of West Walker Canyon.

WALKER LAKE (Mount Lyell)

At the lower end of Bloody Canyon. (See "Place Names of the High Sierra, " Farquhar, p.100, Walker Lake.) Forest Service land status show that William J. Walker in 1880 secured patent to portions of Sec. 7 and 8, T. 1S., R. 26 E., which is contiguous to the lower end of Walker Lake.

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

MOUNTAIN PEAKS

BALD MOUNTAIN (Mount Hope) (Markleevillø)

Shown as Mount Hope on Military Map of Cols. Drew and Wilson, 1866, in Bancroft Library. In the Pine Nut Range of Mountains.

BALD MOUNTAIN (Sherman) (Hawthorne)

Samuel Kelso, an old resident of Hawthorne since 1874, states that this peak was first known as Mount Sherman.

BLACK MOUNTAIN (Hawthorne)

Known as Mount Sheridan in 1874. (Samuel Kelso.)

CARY PEAK (Carey) (Markleeville)

William and John Carey were early settlers of Carson Valley. John Carey built a sawmill at Woodfords in 1853 near a place called Carey's Station. The peak lies adjacent. (See "Hawkins Peak," this page.)

JEFF DAVIS PEAK (Markleeville)

Called on Wheeler Survey map, 1877, "Sentinal Rock".

ELEPHANT'S BACK (Markleeville)

From likeness to form of an elephant's back.

FREEL PEAK (Markleeville)

James Freel was an early squatter on land adjacent to this peak. (M. Fay.)

GALENA PEAK (Siegel Peak) (Markleeville)

Shown as Siegel Peak on Military Map by Cols. Drew and Wilson, 1866, in Bancroft Library. In the Pine Nut Range of Mountains.

HAWKINS PEAK (Markleeville)

John Hawkins in 1858 squatted on a ranch east of this peak and adjacent to the Woodfords-Markleeville highway.

(Alpine Records)

Some years ago the author found a pencil memo at the top of this peak left cached in a sardine can, "Wheeler Survey, 1877." (See p. 36.) Wheeler in his map, 1877, called this "Cary Peak".

HENNERVILLE PEAK (Bridgeport)

A misnomer. On G.L.O. plat T. 4N., R. 23E., is noted Hennerville Sawmill. This mill was built and operated by Hune-will, whose name should have been give to the peak. (See "Hune-will", p.44)

JOB'S PEAK (Markleeville)

Moses Job settled in Carson Valley about 1854 and operated a store at Sheridan near base of Job's Peak. He later secured

PLACE NAMES OF GEOGRAPHICAL FEATURES (Continued)

JOB'S PEAK (Continued)

a franchise for a toll road in the Stillwater Range (Nevada Statutes.). The peak called Job's Sister, adjacent, was so named in memory of his sister. Job was the first squatter on the site now built upon by Dr. Sharpe. (G. H. Goddard to S. H. Marlette, December 15, 1855 in Goddard, "Report of the Surveyor-General of California, 1856.)

LEVIATHAN PEAK (Markleeville)

A peak not far eastward from the Leviathan Mine which was first operated in the mid-sixties.

MARKLEEVILLE PEAK (Markleeville)

Between Markleeville and Blue Lakes and named after the town.

MONUMENT PEAK (MARKLEEVILLE)

This is a peak located on the line between Nevada and California and used in connection with original survey of that line.

MOUNT GRANT (Hawthorne)

West of Walker Lake; named for General Grant. (S. Kelso.)

THE NIPPLE (Markleeville)

This peak bears a volcanic nipple-shape terminus which makes it outstanding from adjacent peaks.

PICKETT PEAK (Markleeville)

This peak is not far from "Pickett Place" at the junction of Luther Pass-Carson Pass highways in Hope Valley. (See G.L.O. plat). Pickett Place was an early stage station. (Edward Pickett).

RAYMOND PEAK (Markleeville)

Rossiter W. Raymond was a U. S. mineral examiner. (See Whitney Survey of California, Geology, 1865.) There was a small mining hamlet called Raymond City in a canyon north of the peak. It has a drugstore, saloon, etc. (See Reed's Map of Alpine, 1864.)

RED LAKE PEAK (Red Peak) (Red Mountain) (Markleeville)

"Red Lake at foot of Red Peak is small marshy lake apparently drying up." (G.H. Goddard to S. H. Marlette, December 15, 1855, in Goddard, "Report of the Surveyor-General of California, 1856.)

The lake has been made into a reservoir and is a sizeable body of water under full storage.

SILVER MOUNTAIN (Markleeville)

Bordering east side of Silver Creek not far from the ghost city of Silver Mountain. Probably both were named for the town by early miners about 1862.

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

STEVENS PEAK (Markleeville)

Adjacent to Hope Valley Stage Station operated by J. M. Stevens, 1864-1866. He was at that time County Supervisor of the Hope Valley Precinct in Alpine County. (Monitor Gazette, May 20, 1865.)

WILLIAMS BUTTE (Mount Lyell)

The Forest Service status record shows that Thomas Williams in 1882 secured patent to lands in Sec. 32, T. 1N., R. 26 E., adjacent to Williams Butte. (See "Kings Station", p. 31.) King was a partner of Williams in ranching. (J. S. Cain.)

DEAD CAMEL RANGE (Wabuska)

A range of mountains west of Carson Lake and south of Lake Lahontan. (Military Map by Cols. Drew and Wilson of 1866 in Bancroft Library.)

During the decade 1860-1870, a man named Chivalia brought a herd of camels to the lower Carson River territory and employed them in transporting salt from Blair, Austin, and Sand Springs to Virginia City. By an act of the Nevada Legislature in 1875, they were prohibited from traveling the highways or from entering towns after dark. The above range was no doubt named from some incident in connection with this herd. Andrew J. Newman, now deceased, remembers them as a boy; he operated a stage station at Hooton Wells just south of this range during the period.

Note is made of this band of camels entering Nevada via the Big Tree (Ebbetts) Pass in 1864. (Rensch and Hoover, "Historical Spots in California: Valley and Sierra Counties.")

PASSES

DAGGETT PASS (Markleeville)

G. H. Goddard reports to S. H. Marlette on September 20, 1855, "here is a pass in rear of Mr. Daggett's (Dr. Charles Daggett) three miles south of Mormon Station leading to Lake Bigler but used only for horses."

This is the route of the trail built and maintained by Daggett. His house was at the foot of Kingsbury grade. Used by pack and saddle stock. Kingsbury purchased it from Daggett and made it into a road. (See "Kingsbury Toll Road," p. 22)

On March 26, 1929, Bos Fulstone of Carson, then 87 years old, told me that in addition to assisting in the construction of the Overland Telegraph between Genoa and Virginia, he had packed mules over Daggett Pass prior to 1859 before the Kingsbury road was built.

EBBETTS PASS (Markleeville)

"Major Ebbetts with a large part of prospectors crossed Ebbetts Pass April, 1850 or 1851. Major Ebbetts was killed during May 1854, while enroute to Petaluma." (G. H. Goddard to S. H. Marlette, December 15, 1855, in Goddard "Report of the Surveyor-General of California, 1856.")

PLACE NAMES OF GEOGRAPHIC FEATURED (Continued)

EBBETTS PASS (Continued)

In Brewer's "Up and Down California", he notes on July 31, 1863, that a recent discovery of silver had been made at Silver Mountain and that the old emigrant road over the mountains from Murphy's runs within ten or twelve miles from it; that travel is now pouring over this route; a stage runs part of the way until the route becomes very rough, then a pack train with saddles and pack animals takes people the balance of the way to Silver Mountain. Ebbetts Pass Road was completed late in 1864; subsequent to 1850 having been a trail.

EMIGRANT PASS (Dardanelles)

We may consider Emigrant Pass as divided into the northern or Kennedy Pass, and the true Emigrant Pass, a few miles to the south on the Sierra Nevada summit. These routes were used first by the Indians and then by early white expeditions. Their east side branches came into and converged in Pickle Meadows; the one from the north over the ridge via Lost Cannon Canyon through Summitt Meadows and in line with the real emigrant trail leading up the West Walker River basin above Leavitt Meadows. The other fork came from the east, following the West Walker River a few miles, then entering the region of the upper East Walker River. Shortly beyond their junction in Pickle Meadows, the emigrants, especially those with wagons, encountered several very difficult and hazardous stretches midway up the West Fork.

While it is claimed that an early route led over what is now known as Sonora Pass, there does not seem to have been an Indian trail that way. Rensch and Hoover in "Historic Spots of California: Valley and Sierra Counties", state that the Bidwell-Bartleson party of 1841, the first overland transport of American settlers, used the local pass ten miles south of Sonora Pass, having killed their last oxen just prior to crossing and then subsisting on crow and wildcat. Probably the best written authority recently published (See "Bidwell-Bartleson Party," p.16.) claims for them a route leading westward from Antelope Valley; this publication is based upon several years research in the field, and would eliminate the Bidwell-Bartleson party from having gone over the Emigrant Pass.

Historians claim that Jedediah Smith during the spring of 1827 crossed the Tuolumne-Mono Summit on his memorable eastward trip over the Sierra Nevada, thence into Leavill and Pickle Meadows enroute to Salt Lake.

The Duckwell- Trahern parties with their ox teams crossed the Emigrant Pass in the autumn of 1853, taking with them many wagons drawn by oxen, and five hundred cattle. Mr. and Mrs. William J. Duckwell, with their six children, and George Washington Trahern became prominent residents of Tuolumne County. James McQuade, a member of this party, began to operate a pack train over this pass in the early 60's between Sonora and Aurora. ("The Saga of Old Tuolumne," E. B. Buckbee.)

In the late 50's this pass was extensively used during the gold rush to Monoville and Dogtown from Sonora and Columbia and was the route taken by "Bill" Body of "odie fame. The Sonora-Mono highway later abolished this leading pioneer pass.

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

HUDSON PASS (Wellington)

This pass was long an important one between Smith and Mason Valleys. Tim Smith, who was the first settler in Smith Valley, August, 1859, names a George Hutson as the man for whom this pass was named. He established a ranch west of the present pass in Smith Valley. (Nevada Historical Society, Proceedings, 1911-1912.)

A historical pamphlet on Amador County mentions a man named Hutson as an early cattleman in that locality. Perhaps Smith's note above gives the proper spelling.

LOBDELL SUMMIT (Wellington)

This pass is on the old stage road from Wellington to Pine Grove, a route now abandoned. Named for J. B. Lobdell who homesteaded the ranch named "Mathar", U.S.G.S. plat. He settled there in 1860 as a squatter. (Tim Smith.) (See also "Lobdell Lake", p. 6.)

MONO PASS with Bloody Canyon (Mount Lyell)

Probably first used by white men in June 1852, when Lieutenant Moore of the U. S. Army pursued a group of Indians into Mono Basin and returned to the west side of the Sierra reporting gold. (See Bunnell, "Discovery of the Yosemite", 1880.) (See "Leevining Creek", p.5) The original trail via Soda Springs was earlier used by Indians.

Kings Station or Ranch near the east foot of Bloody Canyon was used as an adjunct by travelers who hiked or rode by saddle over the pass, or worked claims near the head of the canyon. (See "Kings Station", p.31) (Russell, "Early Mining Excitements East of Yosemite", in Sierra Club Bulletin, V. 13, p. 40-53, 1928.)

Bloody Canyon is in Mono Basin. (See Farquhar's "Place Names of the High Sierra", for main details.) Mr. George Mills of Carson, an early resident of Carson City, informed me that John Gallagher, a pioneer of Mason Valley, Nevada, told him of having driven a band of cattle through this canyon from San Joaquin Valley to Mason Valley in 1862.

TIOGA PASS (MacLanes Pass) (Browne Pass) (Mount Lyell)

Tioga Pass was so named for the Tioga group of mines discovered nearby about 1878. The pass, 9941 feet elevation as give on the official map, is at the Sierra summit dividing the Mono National Forest and Yosemite National Park.

MacLanes Pass; in Whitney Survey of California, Geology, 1865, p. 434, in discussing Mono Pass just to the south, is related that there is another gap on the north side of Mount Dana (Tioga Pass) known as MacLanes Pass about 600 feet lower than Mono Pass (10,599 feet).

Browne Pass is shown on a map published by Britton & Co., made by J. E. Clayton, Mining Engineer, 1861-1862, and seems to correspond to MacLanes Pass in location. Clayton indicates a trail leading northeasterly from the pass to Mono Lake, going easterly to Tioga Lake, thence over the meadows at Ellery Lake

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

TIOGA PASS (Continued)

and across Warren Creek (not shown) and finally over the easiest course, probably between Mount Warren and Leeviniv Peak down to the northwest shore of Mono Lake. This was no doubt an early Indian trail. ("See Map Esmeralda & Mono, p.15.)

WHEELER PASS (Hawthorne)

G. L. O. plat, 1867, T. 10N., R 27E., Nevada, shows R. Wheeler Ranch in Sec. 21 and T. Wheeler in Sec 28. These are ranch sites along the East Walker River westerly from the above pass and possibly account for its name. A road from these places formerly led up over the pass.

CANYONS

BURBANK CANYON (Wellington)

In 1865 Burbank Bros. gave up the wood business in Empire and located on a ranch near the mouth of this canyon, which carried a small stream for irrigation. (Nevada Historical Society, Proceedings, 1911-1912.)

BURT CANYON (Bridgeport)

Near the headquarters of the Little Walker River., C. H. Burt, a sheepman of the 70's, herded sheep in this canyon as related by him to Forest Service Ranger H. W. Atcheson. (See Farquhar's "Place Names of the High Sierra", under "Jack Main Canyon.")

DALZELL CANYON (Wellington)

At a point along the highway a short distance south of the mouth of Nye Canyon are the crumbling remains of a house built by Robert Dalzell about 1862, according to Mrs. George Fulstone, an authority on early history of this locality.

DEXTER CANYON (CREEK) (Mount Morrison)

A leading stream entering Adobe Meadows, probably named for Dexter. ("See "Aurora and Owens River Wagon Road", p.17.)

FERRIS CANYON (CREEK) (Bridgeport)

Andrew Ferris obtained patent to land near Sweetwater which was irrigated partly from this creek. This land was later acquired by James Atcheson. (Forest Service land status record.)

GOLDEN CANYON (Rutter Canyon) (Dardanelles)

Formerly Rutter Canyon. Names for Royal S. Rutter who logged it out in the late 60's. (Harry Curtz.)

HUNTOON VALLEY CANYON (Bridgeport)

Sidney or Norman Huntoon operated a dairy ranch in the valley or broad canyon bordering highway northwest of Bridgeport. R. S. Huntoon came to the valley in the late 70's. This area was patented in 1880. (Forest Service land status record.) "Rickey" is shown on Wheeler Survey Map, 1877, in lower end of this valley.

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

JONES CANYON (Markleeville)

"D. W. White has contracted for 4,000 cords of wood for Jones and Smith on the East Fork of the Carson River main canyon. (Alpine Chronicle, May 20, 1871.) Jones, for whom this canyon was named, was associated with Smith in the lumber business and furnished large quantities of wood for Virginia City mines. Traces of flumes and cabins can still be seen in this canyon.

LOST CANNON CANYON (Dardanelles)

This is a canyon leading into West Walker drainage which was erroneously named. Claims are that Fremont left his howitzer here in 1844, which is a historical error. The cannon was abandoned in Deep Creek. This route was primarily an Indian trail and was used by early explorers. (See "John C. Fremont" p.16)

Tim Smith in the Nevada State Journal, November 27, 1927, in speaking of driving a band of cattle in the fall of 1860 states that "The route was by Lost Cannon Canyon and Stanislaus River way, now known as Sonora Road". This road, however, was not opened until 1868, so they must have followed the old trail all the way. (See "Emigrant Pass", p. 7.)

LUTHER CANYON (Markleeville)

Immediately south of Job's Peak. Named for Ira M. Luther who in early days owned a ranch adjacent to Olds Ranch and operated a sawmill near the mouth of the Canyon. (Arthur Brockliss, an early resident.) (See also, "Luther Pass Road", p. 22 and "Luther Sawmill", p. 40.)

MOLYBDENITE CANYON (CREEK) (Bridgeport)

Named for a prospect and outcrop of molybdenum which has been worked in this canyon.

NYE CANYON (Wellington)

Peter Nye squatted a few miles east on the Wellington-Sweetwater highway in 1859 at site later called "Milk Ranch". (Thompson and West, "History of Nevada".) (See "Peter Nye Sawmill" p.42)

PATTERSON CANYON (Bridgeport)

Tributary to Huntoon Valley. Robert Patterson operated a sawmill here in 1872. (See "Bob Patterson Sawmill", p. 44.)

PENNSYLVANIA CANYON (Markleeville)

"The Pennsylvania Claims (See plate of Mining Certificates of this company, p.28) are now being worked in this canyon which is located about two miles above this town." (Silver Mountain) (Alpine Chronicle, June 27, 1868.) This canyon was an important one during the early days of Silver Mountain.

SCANDINAVIAN CANYON (Markleeville)

Leads westerly from old town of Silver Mountain. Its present name is "IXL" Canyon after the abandoned mine near its head. Brewer's "Up and Down California", notes viewing Silver Mountain Peak from its upper end. (See Scandinavian Turnpike Road Co., p. 22.)

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

SWAUGER CANYON (Bridgeport)

A creek of the same name runs through this canyon, T. 6N., R. 24 E.; Samuel A. Swauger patented land here in 1880. (Forest Service status record.) (See also "Ash & Swauger Sawmill", p.41.)

TAMARACK CANYON (Bridgeport)

Wheeler Survey, 1877, shows the name for this canyon between Devil's Gate and the lower end of Mack Canyon through which the State highway passes, U.S.G.S. Bridgeport Quad., T. 6N., R. 24 E.

TRENCH CANYON (Hawthorne)

Entering Mono Basin from Aurora. In I. C. Russell's Report on Mono Basin, U. S. G. S. Report p. 272, he so names this narrow canyon which is on trail enroute from Aurora to Mono Basin.

WEDERTZ FLAT (Bridgeport)

Louis Wedertz, the late father of C. R. Wedertz, and a pioneer, once owned the Friedel Place in the upper East Welker River Canyon, adjacent to this flat.

YANEY CANYON (Bridgeport)

Named for Yaney, who operated a sawmill in this canyon. Wheeler Survey Map of 1877 shows Yaney Canyon as Huntoon Valley. The U.S.G.S. Bridgeport Quad. shows Yaney Canyon as a lateral one.

VALLEYS

ANTELOPE VALLEY (Little Valley) (Markleeville)

The latter name is given by Major Dodge, Indian Agent in 1859, as a portion of the territory of Indian Chief Pas-sonke (probably "Pah-sonke") within the upper Rio Clara, (West Walker River). (See "Indians" this page.)

In a story by Timothy B. Smith, 1859, he says, "Antelope Valley was not settled as yet but that fall Hod Raymond came in with his stock from Carson Valley." (Nevada State Journal, November 27, 1927.)

BRIDGEPORT VALLEY (Bridgeport)

First called "Big Meadows", this is the valley in which Bridgeport, County seat of Mono is situated. The valley now contains some 24,000 acres of meadow land offering summer pasturage for 9,000 head of cattle.

It was first settled in the early 60's as a lumbering town; in 1864 became the county seat when it was transferred from Bodie. (See "Aurora", p.25.) ".....the ranch of Whitney & Co. in the Walker Meadow and Big Meadows (Bridgeport Valley) a place that in a few years will have great value." The valley rather than the ranch location probably was meant. The latter was at site of "Point Ranch" if distances were closely given. (From "Trip to Mono" by Observer, October 11, 1860, Bancroft Clippings in Bancroft Library--probably from a Sonora paper.)

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

BRYANT BENCH (Markleeville)

Andrew S. Bryant logged below this point in 1865, hence the name. (See "Early Lumbering", p. 37.)

BURCHAM FLAT (Bridgeport)

James Burcham, said to have been a Confederate deserter, in 1862 used this area for grazing cattle. (Joe Koenig.)

CHARITY VALLEY (Markleeville)

"From Indian Valley we went northward, passing Twin Lakes (probably Blue Lakes) and entered a small valley which we called Charity Valley." (O. B. Powers to S. H. Marlette, November 25, 1855, written from Murphy's in Goddard, Report of the Surveyor-General of California, 1856.)

CHRIS FLAT (Bridgeport)

A meadow in West Walker River Canyon where Christopher Telge operated a small dairy in the late 70's. Is present site of Chris Flat Forest Service Guard Station. (Joe Koenig.)

HOPE VALLEY (Markleeville)

Brewer's "Up and Down California" in 1863 notes passing thru Hope Valley and footnote explains that its name was given by a party of Mormons who in 1848 suffered loss at Tragedy Spring some distance west of Carson Pass on their return to Utah. He says, "View Hope Valley named by a party of Mormons who met disaster at Tragedy Spring enroute over Sierra in 1848; they were returning to Utah."

LEAVITT MEADOWS (MARKLEEVILLE)

A large meadow near the east foot of Sonora Pass where Hiram L. Leavitt built a hostelry in 1863 to take care of the early traffic between Aurora and Sonora. Mr. Leavitt is stated to have been an early Superior Judge in Mono County.

MCBRIDE FLAT (Mount Morrison)

William McBride was an assistant to Engineer James Lawson in surveying the Nevada-California State line in 1865. He resided in upper Owens Valley, near Benton.

PICKLE MEADOWS (Pickel)

An extensive area of natural meadow land along the West Fork of Walker River through which the Sonora-Mono highway passes. Named after Frank Pickel, 1863, a pioneer stockman and prospector. His cabin site is near the highway close to Silver Creek. He was found murdered there.

INDIANS

WASHOE TRIBES

The Washoe Tribes were divided into three bands of approximately 300 Indians in each, distributed under chiefs or captains as follows:

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

WASHOE TRIBES (Continued)

Deer Dick- In Honey Lack and Long Valleys to the north.
Captain Jim Of the central tribe. Valleys of Steamboat (Truckee Meadows), Washoe Lake-Eagle (Valley about Carson City), and Carson Valley, including Markleeville and south to Double Springs. Captain Jim died in 1865 and was buried in an old mining shaft near the Mountain House. He was supposed to have been 30 years of age when the first whites settled in Carson Valley in 1847. (Grace M. Dangberg.)

Pas-sonke Lived and claimed land of Little Valley (Antelope) including headwaters of Rio Clara, (West Walker River). There was not a horse, pony, nor mule in the whole nation. It is claimed that the Pah Utes, their conquerors, would not permit them to own such.

(Report of Major Dodge, U. S. Indian Agent, covering this locality as given by him in report of Captain Simpson, 1859.)

EARLY CUSTOMS

Within the area of this study there exist two groups of Indians with minor tribal differences, the Washoes to the north, occupying mainly the basins of the Carson River, and to the south the Piutes who have long claimed the stretches of the Walker River and Mono Basin. Formerly these tribes were antagonistic to each other but with the coming of white men, they seem to have lost their enmity to a great extent and to have buried the hatchet. When they get "ginned up" however, their old-time feeling quickly returns.

The simple and primitive habits of these two tribes are quite similar, and a brief sketch of their existency may be of some interest.

An examination of early Government land surveys of this region, which were made as far back as 1855 show a network of primitive Indian trails. We find them more numerous paralleling the east Sierra foothills, leading from one main drainage basin to another--Owens River, Mono Basin, Walker and Carson Rivers. One would expect those trails to be placed along the easy valleys and canyon; instead, they were more along low ridges offering better vantage points and also clearer of snow and mud.

Certain of these early maps show sites of Indian hunting corrals that were extensively used. It is not difficult to find these sites, once you know how to recognize them. On the higher slopes and ridges one comes across rudely piled shooting blinds which were used in hunting mountain sheep. In some of the lower passes there still exist traces of crude wooden fences formerly placed to guide the drive in hunting, while along the crest of various ridges there are remains of circular hunting lodges or outposts which were seemingly used to guide the semi-annual migration of deer to and from their natural feeding grounds. In these lodge sites which are encircled with rocks one finds ashes of their camp fires, and artifacts in various stages of

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

EARLY CUSTOMS (Continued)

preservation. The squaws lived temporarily at these places during the drive, preparing food for the hunters, and working up a supply of fresh arrow points.

During the fall migration of game there was additional work for the squaws and old men to do, gathering in a supply of pinyon nuts. In this connection the reader may be interested in reading a sketch by the author published in the December 1930 issue of American Forests, entitled "The Lowly Pinyon of Poor Lo". This gives a description of "pinenutting."

In 1934 Clayton Phillips gave me fragments of arrow shafts with sinew attached which he found in a wood rat's nest under the shelving protection of a rock near Silver Creek, about one-half mile above bridge in Pickle Meadow. They show material age.

Returning to the early trails, soon after the pinenuts were gathered it was customary for the Indians to visit their neighbors along the foothills of the west Sierra slopes, mainly in the oak belt. They took with them a supply of pinenuts, obsidian for arrowheads, and other simple barter, which they traded for acorns. This exchange gave them a welcome change of food, and to the Indians of the west Sierra slopes, it gave obsidian, a material which was not otherwise available. In each basin, one can still recognize certain leading trails used for this purpose. The Redskins probably mixed in a few fights on these expeditions; and no doubt the young bucks returned at times with a new helper.

The old customs are rapidly disappearing. Among the nearly obsolete ones are gathering stores of nuts, grass seeds, collecting and processing for food the peaggie and kooachabie, insect larvae, used as important ingredients for a nondescript soup which Mark Twain more fully described in "Roughing It". Yes, even the jack rabbits can not now depend on being eaten up nor are they scared of having their soft hides made into bed blankets as of yore.

(See also Milles, John and Hutchinson, Wallace, "Where Peaggie", in Nature magazine, September 1928.)

CAPTAIN JIM (Washoe Chief) (Markleeville)

The following is quoted from the Silver Mountain Chronicle, January 16, 1869.

"At the Toll House, on L. B. Harris's Road, between Markleeville and Mount Bullion, is a natural cave with a frontage of forty-five feet and a depth of twenty-five feet. This excavation is in solid rock, impervious to water, and so sheltered as to prevent the rain or snow from falling within eight feet of the front. In the spring of 1864, during the rush to this county, Captain Jim became impressed with its importance as an eligible locality for a 'dead fall'. He demanded \$50 for the property, and to enforce his demand took possession; provisioned it with grasshoppers, pine nuts and acorns, and bow in hand and quiver at back, marched to and fro, day by day, in front of his castle. The enemy, Superintendent J. A. Johnson, believing that this is

PLACE NAMES OF GEOGRAPHIC FEATURES (Continued)

CAPTAIN JIM (Continued)

a "White Man's Government" and opposed to 'coersion' quietly squatted in front to starve the noble red man out.

"This he accomplished in a short and decisive campaign of three days, and Jim was allowed to retire with his sidearms, but sadly demoralized, through sanguine of the ultimate success of his 'last cause'. For the past five years the inexorable landlord has annually demanded a rent of ten dollars for the use of the cave (as a stable). Mr. Johnson as a non-believer in 'equal rights' refused to pay. A few days since, Captain Jim again appeared, and probably for the last time as rent collector. In hopes of getting a deed, he was invited to take a smoke and partake of food; he was set to sawing wood as a peace offering, and Johnson started for Markleeville to get the necessary papers. During his absence, however, Captain Jim distrained, and disappeared--and so did Johnson's overcoat valued at twenty-five dollars."

This cave is a short distance west of Hangman's Bridge on the Ebbetts Pass State Highway, and in plain view from the road.

The Alpine Chronicle of April 23, 1864, had the following in the column called "Local Intelligence".

"ON THE WAR PATH.--On the road between this place and Silver Mountain is a cave which had been used until recently by the Washoe Indians as a place of shelter during the Winter, and also as a sacred spot for the mummeries of their Medicine man. The road, as surveyed last summer, ran in front of this cave and ruined it for the purposes for which the Indians had occupied it. A few days after the stakes has been set, the Superintendent was passing over the line of the road, and when nearing the cave was astonished at seeing a huge Chief of the Washoes standing in front of it. He was dressed in the Summer costume of the tribe, consisting of an old silk hat, which looked as if it had carried many a 'brick' when in the possession of its original owner, a bow and bunch of arrows in a fox skin slung across his shoulder. He was savagely painted on his face and breast with red and black. As the Superintendent approached, he was greeted with a grunt which would have done honor to an old sow, and the remark: 'You build um road, Cap?' 'Yes, Cap', was the reply. 'You jump um claim, Capt: me wante six dollars.' Cap found he was in a fix, and commenced to argue with the Indian, who replied, 'Pay, road: no pay, no road.' The Pipe of Peace was lit and after a long smoke, between the two Chiefs, the matter was satisfactorily arranged by the road Cap paying the Cap of the Washoe's, for the right of way, a large plug of tobacco. When we passed the cave a few days since we noticed the son of a vandal, not having the fear of the Washoes before him, had jumped the cave by building a fence across the mouth of it, for what purpose we could not imagine, as we did not discover any indications in the rock."

These two sketches refer to the same Indian and the same cave.

DESCRIPTION OF CULTURAL FEATURES

EARLY EXPLORERS

A large part of the region covered in this study lies within the zone of early western travel and exploration in which the befriending course of the Humboldt River offered a direct and relatively easy route westward that finally led up to the Sierra through the valleys of the Walker and Carson Rivers in particular. We find the history of this region replete with experiences of an unusually large group of important pioneers. These leaders include, listed in chronological order:

Jedediah Strong Smith, 1827. First known crossing of the Sierra Nevada, by a white man from west to east.

Captain Joseph Reddeford Walker, 1833. Leader of a party of Benneville's expedition from Great Salt Lake to California.

Bidwell-Bartleson Party, 1841. Reported to have conducted the first trans-Sierra caravan.

John C. Fremont, 1844. Under guidance of Christopher "Kit" Carson.

Edward M. Kern, 1845. With assistance of Captain J. R. Walker. Detached from Fremont expedition; went southward from the Lahontan Basin via Walker Lake over Walker Pass into the Kern River Basin.

Owing to the dearth of reliable information, a few of the routes which these men used in crossing the Sierra Nevada are not definitely known, although it is possible to estimate their approximate location. I believe that the interpretation given herein of the routes in the questionable cases closely approximates the paths traveled. Of those included, Captain Fremont and Edward M. Kern have beyond question furnished details which are readily subject to analysis through their careful and specific statements. An expedition of leading importance under the guidance of Captain Walker is well covered in the "Narrative of Zenas Leonard", who accompanied Captain Walker.

While the exploits of these early explorers are of major interest in this study, only a brief sketch is here offered, and the interested reader is left to find much to enlighten him in the various references listed.

Jedediah Strong Smith is reported to have crossed the Sierra during May, 1827, enroute from California to the Great Salt Lake. Just where this crossing was made is problematical because the records he left are seemingly not clear enough to definitely establish it. Certain historians claim that he crossed the Sierra near the present Sonora Pass, thence down the watershed of the West Walker River, or having followed that river a short distance from its source, then struck across country, passing near the south end of Walker Lake. (M.S. Sullivan, "Jedediah Smith: trader and trail breaker".)

Capt. Joseph Reddeford Walker. The author here ventures to use his interpretation of the "Narrative of Zenas Leonard", who was Walker's clerk and narrator on this expedition. The portion of the route westward until reaching the lower Carson River seems to have been quite well established by historians, but after a careful study of Leonard's "Narrative" westward from the above point until crossing the Sierra, supplemented

DESCRIPTION OF CULTURAL FEATURES

EARLY EXPLORERS (Continued)

by numerous field trips and many years' familiarity with this section, the writer finds himself at variance with claims thus far advanced and written material up to this time. While this work does not cover data west of the Sierra, if the interpretation is correct, it seems that Walker was the first to discover the Calareras Grove of Big Trees in October, 1833.

Bidwell-Bartleson Party. The route of this expedition of 1841 has recently been exhaustively studied by Dr. W. G. Paden, who is quoted in R. I. Priestley's introduction to "A Journey to California with Observations about the Country, Climate and the Route to this Country", by John Bidwell. Since the territory traveled just prior to crossing the Sierra lies within the scope of this report, it is appropriately included.

Certain historians do not concur in the locality of the crossing of the main range. (Rensch and Hoover in this most interesting "Historic Spots of California: Valley and Sierra" Counties". Also, "The First Overland Emigrant Train to New California," by Josiah Belden who was a member of this expedition, in "Touring Topics" p. 14-18, June, 1930.)

In Fremont's "Memoirs of My Life", he mentions, January 29, 1844, "encountered Indians, they told us about two years ago a party of twelve men like ourselves had ascended their river (Walker) and crossed to other waters. They pointed out to us where they had crossed, but they said summertime then, now it would be impossible. I believe this was a party led by * Chiles, one of the only two men whom I know to have crossed through the California mountains from the interior of the Basin." This discussion with the Indians was in the lower West Walker Canyon near where it opens into Antelope Valley.

John C. Fremont, 1844. The route of this explorer is shown on the several maps of this report with various camp sites indicated. Since the details of his expedition are given in his "Memoirs of My Life", there is little to add save to further note the great hardships endured, since this section was covered with snow during the mid-winter season.

Edward M. Kern. This noted explorer, for whom Kern River was named, was a subordinate of John C. Fremont. He was directed to join the letter during November, 1845, at a designated point near where Walker River enters Walker Lake, close to the present site of Schurtz.

Kern was directed by Fremont to submit a brief description of the route he pursued between the Humboldt southward through Walker Pass, over which he was guided by Joseph R. Walker, who has previously gone that way via what he called the "Point of the Mountain", a south Sierra Pass.

In checking the data furnished by Kern with details shown on the Hawthorne Quad., U.S.G.S., and with additional details given on map "Geographical Explorations and Surveys West of the 100 Meridian, Exp. 1871", by Lieutenant Wheeler, one can conscientiously depict him as going along the eastern shore of Walker Lake, thence southerly through Whiskey Flat and then seemingly

* *Bartleson - Bidwell Party - 1841*

DESCRIPTION OF CULTURAL FEATURS

EARLY EXPLORERS (Continued)

*Partly via
via Golob's Valley*

south across Teel's Marsh to the head of Owens River.

Samuel Kelso, a resident of Hawthorne since 1874, stated that the route taken by Kern seems to be a logical one and that he had many years ago observed old roadway signs over Teels March with wreckage here and there of an old wagon, and that this was accredited to a pioneer route. (Capt. J. H. Simpson, "Report of Explorations Across Great Basin of Utah, in 1859.") (John C. Fremont, "Memoirs of My Life.")

PRIMITIVE ROADS AND STAGE LINES

The following list and brief discussion of toll roads reaches back into the late 40's, contemporaneous with the gold rush of '49 to California. This sketch does not endeavor to lead far westward of the Sierra summit and it is confined almost entirely to the watersheds of the Carson and Walker Rivers, and the Mono Basin southward.

The earlier franchises within Nevada were granted prior to that State becoming such, when all the area of the east Sierra slopes was considered in the great Utah territory, including parts of Alpine and Mono Counties, now in California. In consequence we find that certain old franchises granted by the Nevada territory were made effective in portions of the present Alpine and Mono Counties.

This authority was first delegated as a territorial or State function and later in the early 60's was given to local counties to issue.

While certain few roads were constructed to facilitate travel over the Sierra, to primarily benefit development of the west Sierra region, there was soon found to be an extensive need to convert the mediocre trails into wagon-ways so that the various east-Sierra mining camps might not only be more easily reached by travelers, but also in order to transport the heavy freight to and from these places. Toll roads therefore were extended largely from such central points as Genoa and Carson to the important mines of Virginia City, Aurora, Bodie, Silver Mountain. The last region, however, benefited by the trans-Sierra roads to Amador and Calaveras.

It was customary for the person or company securing franchise merely to construct and maintain the road; various stage lines then arranged to utilize the route under contract and numerous freight teams in a like manner arranged for their needs. In addition, there was in many instances a heavy use by saddle and pack stock as well as by herds of domestic stock driven from place to place. The toll road franchise always stipulated rates to be charged for the particular use made of it.

Certain examples of these fees are stated later on (p.24).

As the various counties later acquired these roads, and in most cases materially bettered their condition, toll fees were

DESCRIPTION OF CULTURAL FEATURES

TOWNS AND STATIONS

Incident to the various influences under which this locality has been subjected, starting with the advent of the pioneers in the late fifties and through the ephemeral status of mining and lumbering within its borders, towns and stations have come and gone while others of the present era have prospered under the more stable use of the land.

Certain large towns numbering their populations in the thousands in the sixties or seventies, such as Bodie, Silver Mountain, Monitor, Aurora, have been relegated to ghost cities with now merely a handful of residents, while a multitude of stage stations and hamlets which formerly owed their existence to stage patronage have disappeared through the advent of modern roads and automobiles.

Various of those old stations were situated in highly attractive sites and not a few still retain their original name and are now developed into restful havens to the motorist, without retaining their original crudity.

A great many, however, have passed out entirely, without a vestige of ever having existed. It is in order to perpetuate the names and locations of each town or station of consequence and to give here and there some historic data about them that such places are herein briefly described.

TOWNS

AURORA (Hawthorne)

Gold was discovered here August 25, 1860 by E. R. Hicks, James M. Brawley, and J. M. Corey. These three men have local peaks named for them. (See Hawthorne Quad. U.S.G.S.)

The early name of the place, Esmeralda, was applied particularly to the mining district. Late in 1862 Aurora has some 5000 residents.

At this time Aurora was believed to be within California. On March 24, 1861, Mono County was created by an Act of the California Legislature and Aurora designated as the county seat. However, when the California-Nevada boundary was surveyed by Houghton in 1863, Aurora was found to lie some four miles inside Nevada. The Mono County records were immediately taken to Bodie, California. The next year, 1864, they were further removed to Bridgeport where the Mono County seat has since remained.

(See Plate, p. 28-Mining Certificate, Esmeralda. "Golden Inlet Consolidation Mining Co, Incorp. February 23, 1863, Esmeralda, Mono County, Cal."; also Clayton's Map of Esmeralda and Mono.)

BENNETTVILLE (Near Tioga) (Mount Lyell)

Named for the president of the Great Sierra Consolidated Silver Mining Company, which was incorporated in 1881 by eastern capitalists, and failed three years later in 1864. The

DESCRIPTION OF CULTURAL FEATURES

BENNETTVILLE (Continued)

town has long become extinct with only a few old buildings left. These were built of lumber cut in a nearby sawmill in 1882. A post office with telegraph (See "Early Telegraph Lines", p. 34.) and store were the main facilities of this ephemeral camp. (See Farquhar, "Place Names of the High Sierra".)

BODIE (Body) (Bridgeport)

Waterman S. Body came to California in 1848. He crossed the Sierra in 1859 via an emigrant trail south of the present Sonora Pass in company with men named Garraty, Doyle, and Brodigan. In March of 1860 he went to Monoville for supplies. He was then overtaken by a severe snow storm and nothing was known of his whereabouts until his body was found in May of the same year and buried near the present Bodie. In 1878 there was a rich gold strike in this town. (Russell, "Early Mining Excitements East of Yosemite", in Sierra Club Bulletin, v. 13, p. 40-53, 1928; and Joseph Wasson, "Bodie and Esmeralda", 1878.)

COLEVILLE (Markleeville)

The Record-Courier for May 9, 1937 has the following item: "Coleville has several names years ago. A letter from Antelope Valley Mono County, in the Sacramento Union of March 28, 1864, gave some of the history of Coleville. The place was started by a man named Hartshorn.

"Centerville some call the village in center of Antelope Valley', said the account. 'Some call it Coleville for Senator Cornelius Cole; others call it Doubletown, because they say they have to pay for everything they buy double the purchase, and a few still call it Ammonia'. The reason for the last designation is not explained; probably it was a jibe at founder Hartshorn.

"The women of the valley got up a grand festival for funds for building a school house. The money which the ladies raised went into the hands of two men, who appropriated half for their own benefit. The school house it now built. We have two schools finely progressing in Antelope Valley.'

"A petition of three-fourths of the voters asked that Antelope and Slinkard valleys be annexed to Alpine County. It was killed in the legislature 'by the remonstrance of a man bought for the purpose', remarks the account, and the effort was indefinitely postponed."

DOGTOWN AND MONOVILLE (Bridgeport)

Dogtown and Monoville were the scene of a gold rush from the Mother Lode in the late 50's. Miners came over the Sierra Nevada mainly via the Bloody Canyon and the Emigrant Pass trails. The site of Dogtown is just south of the junction of the main highway between Bridgeport and Mono Lake, with the Bodie Lateral. A few old stone hovels said to have been used by Chinese miners are what remain along the Dogtown Creek.

Tim Smith in the Nevada State Journal of November 27, 1927, relates of Smith Valley in 1859: "Leading across the south end of the valley we found wagon tracks of some miners who had a few months perviously passed through on their way to the Dogtown

DESCRIPTION OF CULTURAL FEATURES

DOGTOWN AND MONOVILLE (Continued)

diggings in Bridgeport (Big Meadows) Valley."

Captain J. H. Simpson in his "Report of Exploration across Great Basin of Utah", says under date of June 14, 1859: "I met a four-horse stage going over to Genoa from Barry Station to make the run between Genoa and the new gold mines on the Rio Ida (East Fork of Walker River) 90 miles away. These diggings were found in the fall of 1858 and promise very rich, " Probably Dogtown and Monoville.

The Trask Report on Mines and Mining in California of 1855 says there is good placer on the east side of the Sierra. This fact was probably reported by Leroy Vining who came to the Mono Lake territory in 1852 and was said to have mined at Monoville. The rush from the Mother Lode, mentioned above, made Monoville prominent from 1852 to 1857. It was one of the first gold mines to have been worked east of the Sierra in California originally it was said to have been worked by Mexicans. (Russell, "Early Mining Excitements East of Yosemite", in Sierra Club Bulletin, v.13, p. 40-53, 1928.)

These early mining camps were relatively close to each other and of about the same period; consequently, they have been discussed under one heading. (See Clayton's Map Esmeralda and Mono.)

From a "Trip to Mono" by "Observer" October 11, 1860, in Bancroft Clippings: "Monoville was then a town of about 900 people. With the slump of Monoville about then and the scramble to Aurora which was discovered in 1860 and in need of housing, most of the buildings of Monoville were taken over to Aurora." He also notes the "Mono Canal", which was built in 1858, 20 miles in length at the expense of \$75,000, to supply Monoville with water for placering from Virginia Creek. His estimate of the length seems to have been exaggerated, however, as probably it was not half that long.

FAIRVIEW (Stowell Station, 1864) (Markleeville)

"One of the best known and liveliest taverns, or stage stations in the west, along the old emigrant road, was the old Fairview House, owned and run by Mr. and Mrs. J. Williamson. It did a thriving business in its palmy days. The stages changed horses there, and the passengers took meals. They always had a full house. One dollar was charged for meals and three dollars for beds. Loose hay sold for one dollar for each armful, and everything else sold accordingly. No one was ever turned away whether they had money to pay for it or not. 'Grandma Williamson' always welcomed every one in true western fashion and was known far and wide for her generosity. It can be truly said that at this time there is not one single thing left at this spot to mark the once lively stopping place, except possibly, the old immigrant road, and the brook running past the spot. The name 'Fairview' was derived from the splendid view from that point." (Record-Courier, September 4, 1925.) The site of Fairview was near east base of Job's Peak.

DESCRIPTION OF CULTURAL FEATURES

FREDRICKSBURG (Markleeville)

Fredericksburg was a station on the road between Genoa and Woodfords. It was on the original Daniel Woodford's homestead, and may have derived its name from Frederick Frevert who operated a sawmill west of the hamlet.

The Alpine Chronicle for April 23, 1864, has the following item under "Local Intelligence": "A town of Fredericksburg has begun in vicinity of these mines." (Mines westerly from Fredericksburg; West Carson Consolidated Mines.) Also in the Alpine Chronicle for August 7, 1869, is the following item: "Polls at Peabody House." This refers to a voting place. (See G.L.O. plat T. 11 N., R 20 E.)

"Mr. Thornton, 'Lucky Bill', came to Carson Valley in 1853 and constructed a toll road through Woodfords-Old Emigrant Canyon in company with Reese and Co. In 1854 he brought his family and settled on what is known as the Fredericksburg Ranch, which was later owned by William D. Keyser of stage firm of Keyser & Elwood. This was in 1854. (Nevada Historical Society, Proceedings, 1911-1912.)

GARDNERVILLE (Nevada)(MARKLEEVILLE)

John Gardner located on one of the first ranches on the East Fork of the Carson River. The present town of Gardnerville is situated there. Gardner came to the valley in 1854 and one of his first expressed desires was to start a town on his ranch. His friends dubbed him "John Gardnerville". Not until 1878 was a start toward a town made when a friend of Gardner living in Genoa, Lawrence Gillman, moved the old Kent building which stood between Walley Springs and Genoa to the site of Gardnerville and used it as the first hotel of the town. (Record-Courier, September 4, 1925.)

HARMONIAL CITY (Markleeville)

Between Upper and Lower Blue Lakes, Alpine County, California. This was apparently a station on a pioneer road between Hermit Valley and Summit City, 1863. (Gibbes Map of Alpine-F868, A35, 1866, G38. Original in Bancroft Library, 1864.)

LUNDY (Mill Creek) (Bridgeport)

Named for William O. Lundy who took up timber patent to a piece of land in T. 2 N., R. 25E., on March 10, 1880, as recorded at the U. S. General Land Office. Lundy Lake below the town was named for his daughter, May Lundy. George Montrose, an early resident of Lundy, says the original name of the town was Mill Creek. (Farquhar, "Place Names of the High Sierra.")

MARKLEEVILLE (Markleeville)

Jacob Marklee settled here September 12, 1861. His cabin was built adjacent to the present site of the Courthouse. A portion of his claim is now occupied by a Forest Service ranger station. He constructed a bridge over the creek a short distance above the present highway bridge and collected toll. In 1864

DESCRIPTION OF CULTURAL FEATURES

MARKLEEVILLE (Continued)

The population of the town was 2,620; it then had 168 houses. A post office was established there in that year and continues to the present time. On April 16, 1864, it was incorporated as a sixth-class city. In that year also Marklee was shot. (See plate, p.13, Alpine Chronicle, shows Charter of Markleeville.)

MASONIC (Bridgeport)

Masonic got its name from a group of Masons who came from Aurora in 1862 and prospected in this location. In order to enrich their claims, they "salted" them with Aurora high grade, and the place soon "blew up".

In 1905 there was a renewal of activity and the Masonic mines became excellent producers. (Mrs. George Fulstone, Wellington.)

MONITOR OR LOOPE (Markleeville)

This mining town was started about 1862 and gradually drew population from Silver Mountain. In 1872 it had 300 people. The Monitor Gazette for September 16, 1865 indicates that it had already existed for some two years and lists a post office, Wells Fargo, and telegraph office. The telegraph line was built from Genoa in 1863. (See "Early Telegraph Lines", p.34) From 1866 to 1888 the post office name was Monitor; from 1888 to 1908 the post office name was Loope, for Mr. Loope, a local resident. (New York Tribune, April, 30, 1872.)

MOUNT BULLION (Markleeville)

This was an early mining town contemporary with Silver Mountain and Monitor at the junction of Silver and Monitor Creeks. It has a post office from 1869-1873.

The April 22, 1865 Monitor Gazette carries an advertisement of the : "Mount Bullion Saloon. At junction Monitor Creek with the East Carson River on the direct road from Markleeville to Monitor, and Silver Mountain. J. Hanson, C. Christenson, Proprietors. Mount Bullion, June 4, 1864."

PECKS (Hope Valley Post Office) (Markleeville)

Shown on Gibbes Map of Alpine County, F868, A35, 1866, G38, in Bancroft Library. It is near the foot of the road, apparently Bamerts or Williams as show on modern maps.

This was the site of Hope Valley Post Office. The May 20, 1866 Monitor Gazette shows D. W. Peck as Postmaster in 1866. This post office was discontinued in 1869.

RAYMOND CITY (Markleeville)

This was a small settlement that included a drug store and a saloon, along Krumm Creek entering Pleasant Valley. R. W. Raymond was early employed by the U. S. Geological Survey to study this region and wrote a report on his studies of this locality. (See Theron Reed's Alpine Map, 1864.)

DESCRIPTION OF CULTURAL FEATURES

SCHURZ (Wasson-The Balms) (Hawthorne)

This is at present the headquarters of the Walker River Indian Agency named for General Schurz. Its earlier name was Wasson. Warren Wasson was the acting Indian agent for the Indians of Nevada in 1862 and visited this spot frequently. (Chalfant, "The Story of Inyo".)

Originally, this location was a primitive Indian camp site of the Piute tribe. It is the approximate site of Fremont's camp in November 1845, and where he met E. M. Kern, who with Walker was making a trip south to the Kern River Country. Captain Fremont referred to this spot as "The Balms", having reference to the large group of cottonwoods there and which he associated with the trees that produce the "balm of Gilead". (Military Map of Northern Nevada, by Cols. Drew and Wilson, 1866 in Bancroft Library.) (Fremont's "Memoirs of My Life".)

SILVER KING (Markleeville)

This settlement was a lumbering town. The Monitor Gazette for May 20, 1865 carries an advertisement dated June 4, 1864 as follows: "Silver King Mill, P. Curtz, Supt." located a few miles below Silver King. There was a post office here in 1866, also a two-story hotel and residences. The lumbering operations of this town were for local use and also served to supply the Comstock mines. Another advertisement in the Monitor Gazette says: "Prince 's Hotel. F. Prince, Prop. Meals, Beds, Bar." By 1874 the town was nearly abandoned. (See G.L.O. plat T. 8 N., R. 22 E., 1874-Sec. 18.)

SILVER MOUNTAIN (Kingsberg) (Markleeville)

Kingsberg was the name first given to this place by a group of Scandinavian miners who in 1858 began prospecting here for silver. In 1863 it was named Silver Mountain. (Rensch and Hoover, "Historical Spots of California: Valley and Sierra Counties.") Whitney, in his Survey of California, Geology, v.1, p.449, says that in 1862 a group of Norwegian miners began to prospect for silver here, and there was then reported to a population of 2,000 persons in the camp. While prospecting seems to have begun in 1858, there possibly was not any semblance of a town until 1862.

Silver Mountain had a post office between 1864 and 1883, as well as a telegraph and Wells-Fargo service. During the 60's the "Alpine Chronicle" was published here by Folger Bros.

In 1868 the population dwindled to 200, the drift having shifted to Monitor. (New York Tribune, April 30, 1872.) (Business Directory, Pacific States, 1878, and Reed's Mineral Map attached.)

EARLY DAY JUSTICE (Judge Reed) Grand Jury Meeting at Silver Mountain October 12, 1867. The following is a copy of a longhand record by the Clerk of the Grand Jury. The case was heard as Davidson's Hall. J. W. Snowball was a witness: "THE PEOPLE vs. THOMAS OGDEN. J. W. Snowball being duly sworn, About the middle of April 1867 (Thomas) Ogden lost a watch. Said something about selling it to him and take the chance of finding, he Ogden accused George Cameron of stealing his Watch in presents of the boys, Gentlemen, Ogden has

DESCRIPTION OF CULTURAL FEATURES

SILVER MOUNTAIN (Continued)

accused me of Stealing his Watch and I did not do it, he has got to take it back or him or me has got to get shiped. Then the fight commenced. Ogden advanced toward him and Cameron Struck at him and then clinched. It was understod to be a fair fight.

"Halver Oleson Recaled I found the Watch. It droped out of the straw tick when I emtyed the Straw out of My Fed. Ogden had him useng the Bed at that time. Did not think it necessary for Ogden to bite of the Fingers of Cameron to save himself from having his eys gouged out. PEOPLE vs. THOMAS OGDEN. Verdict Guilty."

SPLINTERVILLE (Markleeville)

This small sawmill town was built in the middle 60's for the convenience of the lumbering industry. It is the site of the present remains of Magnus House. Splinterville was located near the junction of the East Fork Carson River and Silver King Creek. (Matt Koenig, who was born near there.)

SUMMIT CITY

"Summit City is four miles southwest of Hope Valley. It was not until 1862, however that the "rush" to Mokelumne District really commenced. An opposition town, called Lower Summit City, has been laid out--the two being two miles apart.

"Our village is sutuated near the center of the district, in a beautiful and picturesque valley on the headwaters of the Mokelumne river. It is surrounded on nearly all sides by lofty, snow-capped mountains, and is pronounced by Professor Whitney to be the highest mining district on the North American continent.

"We have in Summit City about six hunderd inhabitants, (1864) and the town is building up as fast as lumber can be obtained, to furnish which two mills are now in process of erection. The usual amount of stores, blacksmith's shops, bakeries, saloons, etc., are in full blast, and a church and school-house will follow in due time.

"In the matter of politics we are about a stand off between Union men and rebels." (Extracts from a letter to the Daily Alta California, June 15, 1864.)

WOODFORD'S (Carey's Mill, 1853.) (Markleeville)

This hamlet was established by John Carey and is the site of the Carey sawmill built in 1853 or 1854. There exists a house built of lumber sawn from this mill. Daniel Woodford was an early partner with Carey and in 1869 when he acquired full possession, the post office was officially named Woodfords. Willis P. Merrill was appointed postmaster at this time. This site at Woodfords is still owned by the Merrills. The post office was finally discontinued in 1914.

The February 10, 1866 Monitor Gazette bears the following advertisement: "WOODFORDS HOUSE. (Sign of the Elephant). At the junction of Carson Canyon and Markleeville Road. M. M. Bryant Proprietor." (Alpine Chronicle, May 15, 1869.)

The January 10, 1874 Alpine Chronicle had: "Richey and Co. have installed a barrel factory at Woodford's." Probably manufactured butter tubs in order to supply Hope Valley dairymen.

DESCRIPTION OF CULTURAL FEATURES

STATIONS

BARNETT (Pleasant Grove, Bucklands, Towles Ranch) (Wabuska)

Under date of June 10, 1859, Captain J. H. Simpson writes in his "Report of Explorations Across Great Basin of Utah": "We are now at Pleasant Grove where the old Humboldt River and Carson Valley Emigrant Wagon Road employ a man named Hall to take care of the California Mail Company line. He lives in a good weather-boarded house. Groves of cottonwood give the place its name. Mr. Hall operates a raft to convey traffic when the water is high." Late in the spring of 1860 Samuel S. Buckland camped on the site of the Buckland Ranch. He had come to Carson Valley in 1857. It then became known as Bucklands. In 1894 when the official U.S.G.S. topographical map of the region was made, a Mr. Barnett was one of the owners of the property, and it was officially named after him. At present it is known locally as Towle's Ranch, for a later owner and occupant.

CARTER STATION (Markleeville)

Built by C. W. Carter and operated as a stage station by him until his death. This station included a store and a hotel. Mr. Carter crossed the plains in early days and first settled in Antelope Valley. (Record-Courier, December 10, 1937.)

COATES STATION (Houton Wells) (Wabuska)

This station is at the east end of Churchill Valley, eastward from Bucklands or Barnett on the Pony Express route (Simpson's).

Andrew J. Newman, now deceased, told me that he and his brother took care of this station in 1862. It was then called Houton Wells. Newman's father had a store some miles west of Fort Churchill. The site of this station is on a flat where the road rises easterly through a canyon. About one-half mile east of the wells or spring, one can see a number of stone ramparts which were no doubt used as protection against Indians.

CRATER (Mount Lyell)

This place is now defunct. Formerly it was the site and name of a post office serving residents of Pumice Valley. The property was bought by the City of Los Angeles from its former owner, Jacob Mattly.

DESERT WELLS (Later called Nelson's Station) (Wabuska)

Remnants of this station, on the Overland Stage route to Reese River, exist. The stone wall of the corral with an open well near the center still stands, and there are traces of an old horse-shoeing site at the corner enclosure. This site lies eastward from the east end of Alkali Flad and about one-half mile south of the state highway. Traces of an old road leading south to the Carson River were discovered in 1935 by the author. This road was no doubt used to haul hay from Carson River ranches to the station. (Nevada Historical Society, Proceedings, 1911-1912.)

DESCRIPTION OF CULTURAL FEATURES

DOUBLE SPRINGS (Markleeville)

An important early station on stage roads leading south from Carson Valley, first known as "Round Tent Ranch", and occasionally as "Spragues."

The "Kinsey" Records of the Douglas County Courthouse show that S. D. Fairchilds squatted on 320 acres; during the period 1861 to 1862 it changed hands many times, having the following owners: R. W. Bagley; James C. Dean; J. F. Mayberry; Eliza Mayberry; P. W. Sprague; James Meder. James C. Dean murdered his wife while residing at Double Springs. In 1864 he was Justice of the Peace of Mammoth Precinct.

This station was the terminus of the Olds Toll Road which came in through Young's Crossing. In early days hay for feeding horses was grown on the ranch and ditch scars may still be seen. A hotel was maintained with the establishment.

DOWDS RANCH STATION (MARKLEEVILLE)

In the Monitor Gazette for May 20, 1865 appears a notice of delinquent taxes "against E. A. Down." This man had a station half way between Double Springs and Youngs Crossing on route to Old's Toll Road in Dowd Canyon. Dowd was later found killed in his cabin. (M. Fey.)

ELBOW (Bridgeport)

A station on the Dickson Toll Road (which see, p.20), also on the stage line from Carson City via Pine Grove and Elbow to Aurora and Bodie. Elbow is so called because of a sharp bend in the East Fork Walker River at that place. It was kept by Jacob "Elbow Jake" Schreck, a squatter of the early 60's, who maintained a dairy there, cutting hay from native meadows for winter feed and ranging his herd on adjacent hills where fine bunch grass then grew. The daily stage which passes his place took his butter and milk to Aurora and Bodie. (Mrs. George Fullstone.)

GATES STATION (Wabuska)

This station was named for a Mr. Gates, an early stockman in this locality, who also operated the stage station. What little remains of this Overland Stage Station can be seen on east brow of hill along highway entering basin of Alkali Flat from west. Near the top of hill on highway is remnant of old Reese River road which leads across Alkali Flat to Desert Wells Station, about five miles eastward in direct line. (See G.L.O. plat, T. 17N., S. 22 E., Sec. 24.)

GENOA (Reese Station) (Mormon Station) (Carson)

The first name of this place was Mormon Station. Colonel John Reese came here in 1849. He was not then a Mormon. At this time Chase's mill was running there. Reese built a hotel and store, and a two-story log building. In 1851 he planted a garden. The next year he made the first land claim (squatter's) on December 1st. He built a sawmill in 1854.

DESCRIPTION OF CULTURAL FEATURES

GENOA (Continued)

The town was named Genoa, after Columbus' birthplace. The first town survey was made by Orson Hyde in the spring of 1856; at this time it was formally named Genoa.

John Reese returned to Salt Lake City and died a poor man.

Captain J. H. Simpson in his "Report of Explorations Across Great Basin of Utah in 1859," says of Genoa: "Genoa is a town with twenty-eight dwellings, two stores, two hotels, one printing establishment, one electric telegraph. The population is 150 or 200. The town began in 1855. It is now connected to San Francisco by electric telegraph two hundred sixty miles." (Proceedings, Historical Society of Nevada, 1911-1912.) (Record Courier, Gardnerville, Nevada, June 1, 1934.)

GOAT RANCH (Bridgeport)

An Italian-Swiss ranches named Scanavini owned this property and maintained a flock of goats here; thus this station on the old Bodie-Mono Lake stage road acquired its name.

HALL STATION (Desert Creek Station) (Wellington)

Was named for a resident, E. Hall, of Smith Valley, who came there in the early 60's. Later he became a prominent cattleman associated with H. Simpson. (See "Dickson Toll Road, p. 20.) See G.L.O. plat, T. 10N., R. 24 E., Nevada, "Hall Station".) Wheeler Survey, Map, 1877 gives name "Desert Creek Station".

HARDY STATION (Bridgeport)

This station was known by two names, Mack's and Rickey's, before it acquired its present office name of Hardy. Horace J. Mack was the first person to settle here in the middle or early 70's before the West Walker River Canyon Road was constructed (1878). Previously he had squatted on land now known as Hunt-oon Ranch and here two daughters, Emma and Anna, and a son, Maurice, were born. In 1891 he acquired the patent to land adjacent to the station and established this station on the Sonora-Mono highway. On his death, his widow continued the station. When she died, it was taken by Mrs. Anna Rickey, a relative. During her time it was known as Rickey's. It was next transferred to Telge Hardy who operated it in conjunction with a store. He was in charge there in 1905 when the U.S.G.S. topographers officially named it for him. Andrew Sayre next acquired it, and then J. Blackburn who used the buildings for a summer cow camp. Locally, the site is called "The Junction" because of the contact of the Canyon Road with the Sonora-Mono highway. (Senator Maurice Mack)

HECTOR STATION (Central Station) (Bridgeport)

A small station on the road between Lundy and Bodie; no longer exists. "C. F. Hector of Lundy & Bodie Stage Line has taken over Central Station (Drinkwine's old station) midway between Bodie and Lundy and is building a station there where he can store horse changes for his route." (Homer Mining Index, September 10, 1861.)

DESCRIPTION OF CULTURAL FEATURES

HINDS HOT SPRINGS (Wellington)

This station was on the road from Wellington to Dayton. John Fairchilds was the first to settle here. He sold the property to John C. Hinds in the late 60's. (J. C. Hings, Jr.) Kinsey records of Deeds (Douglas County Courthouse) show that the property was taken up by John Fairchilds in February, 1861, and that he later sold a half interest to Duncan Campbell. Mr. Hinds also informed me that the United States troops from Fort Churchill were stationed here during the early 60's in order to guard the settlers against the Indians.

HOPE VALLEY (Stevens Place) (Markleeville)

In 1865 this was a stage station on the Amadow-Carson Toll road (Couch-Hill-Stage Co.) with J.M. Stevens, a proprietor. Stevens was also then Supervisor of Hope Valley Precinct, District 2. It was also called "Stevens Place". (Monitor-Gazette May 20, 1865.)

The Alpine Chronical of August 7, 1869, announced: "Polls at Scott's home, Precinct 3." (Hope Valley) (See Scott's Lake" U.S.G.S. Quad.)

HOYES BRIDGE (Wellington)

Mrs. Mary Hoyer moved from north of Hinds Hot Springs to site of Hoyer Bridge in 1864. In the same year she bought out four squatters in Hoyer Canyon; there she built a station and a store. Later she moved to Wellington. The Hoyer place was long a famous hostelry on the early stage and freight line between, Carson, Aurora, and Bodie. (Mrs. George Fulstone.) The Wheeler Survey, 1877 gives name "Hoyer-Walker River Post Office."

KINGS STATION (Mount Lyell)

This station was also called Kings Ranch and was located on the drainage of Walker Creek, on old road half-way between Bodie and Mammoth City, via Devil's Runch Bowl and Deadman Station. M. King, the proprietor, had an advertisement in the Mammoth City Times for February 4, 1880, which claims new buildings, houses, stables. This station occupied land later embraced within the Adam Farrington Ranch and which is now owned by the City of Los Angeles. King was associated with Tom Williams who in 1882 secured the patent to land in Sec. 32, T. 1N., R. 26 E. (J. S. Cain.) (See "Williams Butte," p.7.)

"Lost in the Snow. It will be remembered that the pony mail was due last Friday and its non-arrival caused many conjectures of the fate of the unfortunate rider--William Haines. The poor man was found last Thursday by Mr. Bellinger and a young man named Bowen who left here last Wednesday on snowshoes with the mail. Ballinger and Bowen found him a mile north of Deadman Station in the snow....Haines had left King's Station on Friday evening." (Mammoth City Times, December 27, 1879.)

A permit was issued in 1910 by the Mono National Forest which allowed occupancy of an old barn just inside the Forest at the then-called Farrington place. This was originally built by King for use of his ranch and station. Mrs. Adam Farrington in 1910 related that John Muir used to spend portions of his summers at their ranch and was frequently accompanied by William Keith, the landscape artist.

DESCRIPTION OF CULTURAL FEATURES

MORMON RANCH (Bridgeport)

An early station on toll road between Bridgeport, Bodie, and Mono Lake. Records in the Courthouse at Bridgeport show that this could be spelled "Moorman" after an early squatter. (Frank Simpson.)

MOUNTAIN HOUSE (Holbrook) (Markleeville)

D.H. Hawkins, an early resident of Carson Valley, and a late member of the Nevada Historical Society, says this station was built by Thomas Rissue about 1862, and that Rissue later sold it to Charles Kilgore and Charles Holbrook.

This was an important station near the junction of roads from Aurora to Antelope Valley, and northward to Carson. Here was maintained a telegraph station on the route built from Genoa to Aurora in 1863, also a post office.

PICKETT PLACE (Green's, 1864) (Nott's Place) (Markleeville)

The place now called Pickett is at the junction of Carson Pass and the Luther Pass Highway in Hope Valley. Fragmentary remains of the old barn still stand. It was named after Edward M. Pickett.

The same site has many earlier names. One of them was Nott's Place, as shown on G.L.O. plat T.11N., R. 18 E., Sec. 24, surveyed 1875. Forest Service land status records show that Samuel Nott acquired patent to the adjacent 160 acres in 1876. He probably lived there several years prior to that date. (See "Dairying and Livestock", p. 45.) In this reference Nott is noted as a daryman.

Green's is the earliest recorded name. This is given on Reed's Map of Alpine of 1864. Called after James Green, who operated a dairy ranch here in early days, according to James Stuard, an old resident of Carson Valley.

PETERS FLAT (Markleeville)

Richard Peters was the proprietor of this station, which was an important midway station during the operation of the Kingsbury Toll Road. The old station employed five Chinese cooks and five waitresses; and it was not uncommon to feed 300 teamsters that stopped overnight, according to the statements of Mrs. Rickard Peters, widow of the proprietor. She also related that all the vegetables they served were grown in a little meadow not far from the station, and that corn, potatoes, beans, and tomatoes were ripe at least two weeks before similar vegetables grown in Carson Valley. (Record-Courier, September 10, 1937.)

PONY SA LOON STATION (Carson)

The following is from a card given me by Charles Lewis, an early resident of Jack's Valley, which he says was of 1861 or 1862. "Pony Saloon. A First Class House- 8 Miles South of Carson City- Chet. Benedict- Prop. Sharp Beer also Fine Wines, Liquors, Cigars." This was a station on the Pony Express Route.

DESCRIPTION OF CULTURAL FEATURES

STOCKTON WELL (Wabuska)

This station on the Overland Stage Route was owned and conducted by J. N. North and W. Nichols. These two men were from Stockton, California and named their station for that city. (Nevada Historical Society, Proceedings, 1911-1912)

SWEETWATER (Bridgeport)

This station was established by Henry S. Williams in the late 70's. He was a prominent rancher and conducted a large freighting business to Bodie, Aurora, and Belleville.

A fine large spring at the ranch probably gave the name of Sweetwater. The hotel and station maintained here offered numerous stages operating between Carson City and Aurora a stopping place.

TWELVE MILE HOUSE (Wheeler) (Teasdale) (Markleeville)

This was an important stage station on the Cradlebaugh Toll Road in the early 60's, and its location is shown on Government land survey map, made in 1862, T. 12N., R. 20 E., Sec. 14. The place derived its name from its location twelve miles southeast of Genoa. Earlier it has been called Wheeler for the man who built it. The buildings standing today are mainly those first erected.

James Teasdale kept a station about one-quarter mile northeast of the Wheeler station known as Teasdale Ranch. This is referred to as terminus of Boyd Toll Road. (See Boyd Toll Road," p. 18.) A number of old toll roads centered here from Genoa on the main trunk line known as the Esmeralda Toll Road.

WALKER RIVER STATION (Rissue Bridge or Ferry) (Wellington)

Was built by an uncle of Thomas Rissue and was located five and one-half miles up the river from Wellington Station. Mrs. Hoyer moved the bridge one and one-half miles below its original site to Hoyer Station, after which the old Walker River Station was abandoned, but the post office retained the same name as show on Wheeler Survey Map, 1877. (See "Double Springs-Desert Creek Toll Road," p. 20) This was a franchise to Thomas Rissue, February 18, 1864 which is routed via the "Mayberry Ranch". This ranch seems to have been at or near the site of Rissue Bridge or Ferry. Mayberry probably was one of the four squatters bought out by Mrs. Hoyer. (See "Hoyes Bridge", p. 31.) (Thompson & West, "History of Nevada," 1881, under "Stage Lines" notes "Walker River" as a station five miles above Wellington.) (See also "Walker River to Coleville", p. 23.) It appears that Walker River as a name still held temporarily after Mrs. Hoyer transferred the station a short distance below.

The "Walker River voting precinct" was established in 1862 in Douglas County. S. T. Rissue and Leonard Hamilton were made judges. The polling place was at Fairchilds. The precinct extended south and east from Double Springs to the south end of Douglas County. (Thompson and West, "History of Nevada.")

DESCRIPTION OF CULTURAL FEATURES

WALLEY HOT SPRINGS (Markleeville)

In the early days this was a bathing resort and an important cure. It was named for David Walley who took it up in the 60's. (Douglas County Nevada Deed Records.)

The following was an advertisement in the Silver Mountain Weekly Buttekin, May 12, 1866: "WALLEY'S HOT SPRINGS. Carson Valley. David Walley--Proprietor. The proprietor desires to inform the public that the MINERAL BATH HOUSE, situated near Genoa, N. T., is always open for the reception of guests. Invalids are assured that their wants will be promptly and cheerfully attended to. Terms moderate. sept. 10-19-3m."

WELLINGTON (Wright's Bridge) (Wellington)

This location was first known as Wrights Bridge (which see, p. 21). On May 22, 1863 the station was sold to Daniel Wellington. This date is also probably the date of Wellington's arrival to this locality. (See "Reese River Road," p.22.) (Chalfant's "Story of Inyo", p.211, mentions Daniel Wellington operating a pony mail from Aurora to Benton.) (Bancroft's Guide, July, 1869.)

YOUNG'S CROSSING (Markleeville)

Named for C. Young who owned and operated a station here. When high water in the East Carson River made it impossible for teams to ford the stream, Young operated a ferry for the convenience of travelers. In early days the road to Bodie followed the west side of Carson Valley to this station. From that point the old road followed up through Double Springs Flat and thence to Bodie.

In 1934, Mrs. Elizabeth Philbrick, a daughter of Young, and at that time 80 years old, returned to pay a visit to this location which she had not seen since leaving in 1868. (Record-Courier, September 4, 1934.) (See "Express Grade", p. 21.) Olds was granted ferry rights through a franchise to this river crossing.

PLACES

BERRY (Markleeville)

This original cow camp is in Lower Wolf Creek. It was operated in connection with summer range used by Harrison Berry, father-in-law of the late Mike Fay who died in 1937 at the age of 84. Berry, who was locally known as "Bull" Berry, owned and lived on a large ranch near eastern foot of Jobs Peak in Carson Valley. Fay acquired the site on the death of Berry and the camp was more recently referred to as "Fay's Camp". (M. Fay.) (See Forest Service land status records.)

CHINESE CAMP (Bridgeport)

Located on a small meadow adjacent to which a group of Chinese worked a gold mine in the early 60's. Old buildings and workings are still in evidence. When their mines gave out,

DESCRIPTION OF CULTURAL FEATURES

CHINESE CAMP (Continued)

they found profit in cutting pinyon fuel wood which they packed on a "string" of burrows to the mining camps of Aurora and Bodie. This was under the leadership of "China Tom" a squawman who, at last when the wood business petered out, purchased the Elbow and moved his half-breeds and hogs there to end his days. (1928) (Mrs. George Fulstone.)

In 1910, when a group of Forest Rangers were posting boundary in the vicinity of China Tom's place, they took an early daylight start to work. On returning to camp they found a bunch of Tom's hogs peacefully occupying their beds with their jowls messed up by a mixture of flour and other remnants of the ranger's commissary. Blood was in the boys's eyes, and one of the Chinaman's favorite pigs failed to return. Ask Supervisor T. J. Jones of the Klamath National Forest to relate this incident. He has now forgiven all.

CONWAY RANCH (Bridgeport)

Named for an early settler on the north edge of Mono Basin. (J. A. Conway.)

McKAY'S RANCH (Bridgeport)

Along Virginia Creek. Named for David McKay, an erstwhile stockman. Buildings now abandoned.

EARLY TELEGRAPH LINES

In the following sketch there is listed brief information relative to the earliest telegraph lines passing into or through the locality covered by this work. The most important of course is the Overland Telegraph Line which was the first transcontinental wire to be constructed.

Additional lines described were largely branches leading to that trunk, and all have long been discarded after having contributed an important service to pioneer enterprises.

OVERLAND TELEGRAPH COMPANY

Placerville to Virginia City, Humboldt Section. This and other various lines in California consolidated with the California State Telegraph Company in 1860 and were placed under management of James Gamble. Above sectors built under Colonel Bee beginning at Placerville, July 4, 1859 and carried over Sierra the same year to Genoa (Utah Territory then). In 1860 it was continued under private capital to Virginia City, and to Fort Churchill, July 20, 1860.

The Overland Telegraph Company built a sector from Virginia City to Salt Lake City during 1861; there it was to connect with the Western Union then building westward to that place. On October 22, 1861, the Overland sector reached Salt Lake City. This allowed the first transmission of telegrams from the Atlantic to the Pacific. The line paralleled that of the Pony Express. (Statement by James Gamble in 1900.)

DESCRIPTION OF CULTURAL FEATURES-- EARLY LUMBERING

The east Sierra Nevada slopes described in this brief sketch have been accused of having a scant tree growth, but when the facts are known it will be realized that the region has been severely ravished in the past. It formerly must have produced fine forests, ample to warrant the establishment of the more than fifty-three sawmills which operated in early days, principally within eastern Alpine and Mono counties.

One of the very earliest sawmills in California was located in 1853 along the Carson River at the start of this important industry. The list of these mills, which is not however complete, is given on accompanying chart (p. 43-44.)

They served three main purposes:

1. To manufacture flume material, which structures reached far back from the larger streams and served as vehicles to transport cordwood to the navigable waters.
2. To furnish lumber needed for local use in the up-building of adjoining ranches and settlements.
3. To furnish mining timbers and fuel for various large mines--by far the greatest and most important purpose.

The chart groups these mills into four principal localities:

Carson River Watershed, mainly in Alpine County, from which the mines of Silver Mountain and Monitor, but largely those at Virginia City, drew millions of feet annually over some two decades and employed thousands of men in this industry. West Walker River. These mills, relatively few in number, served the local up-building of Antelope Valley together with needed lumber for rather small mining demands.

East Walker River Watershed. Mainly westerly from the Bridgeport (Big Meadows) region. Started operation in the early 60's in order to furnish lumber for the mines at Aurora and Bodie and to give needed material in building those important camps. Bridgeport is said to have been started as a lumbering town, and it, too, required lumber.

Mono Basin. The largest mill of all was Mono Mills which ran between 1881 and 1915, principally to meet the demands of Bodie and Aurora, but smaller earlier mills of the 60's found great demand for their products in Aurora, while the mines of Lundy during the late 60's used large amounts.

The cutting areas of various lumber camps in the mountains were referred to as "wood ranches" and from these water transportation was resorted to either by flume or by natural streams which in cases were augmented by dams that were opened when the local drive was started. Certain large contractors purchased the individual smaller cuts and concentrated them farther down stream (this pertains to operations on the Carson River), where the timbers were held behind a large chain boom until the water was right for releasing them. This operation is described in the sketch entitled "River Driving" and illustrated on plate, p. 39.

DESCRIPTION OF CULTURAL FEATURES

RIVER DRIVING

Data secured by former Ranger W. J. Clark, Mono National Forest February 2, 1929, from Louis Bergevin then living and one of the last river drivers to work on the Carson.

Louis Bergevin of Markleeville, who as a boy came from Canada, was employed in lumbering operations on the East Carson River and tributaries, and worked on the final drive in 1896. This contained 12,000 cords of wood cut in the vicinity of Soda Springs, Poison Flat (operation of Cameron), and Fish Valley (probably Tim Monroe).

It was necessary to have the entire drive on the river at a certain set date in the spring to be ready just after the first rush of high water.

In this connection, the following is quoted from Silver Mountain Chronicle of April 27, 1878: "The Drive. Sam Lonabaugh will be at Young's Bridge today with his wood drive, about 6,000 cords."

In getting the lumber--dordwood--to the river it was variously packed out by mule back, wagon, woodsleds and by flume where water was available.

The flumes reached up the canyons for miles and were extended as cutting advanced.

Small Sawmills were employed in producing flume lumber usually close to the vicinity of the flume. The price of wood at Dayton was \$9.00 a cord.

When ranchers purloined flume wood and caught at it, they were required to pay the owner at the rate of \$1.00 per stick. The wood, after having been thrown into the river, was retained by a boom, chain, or dam, which could be opened.

One of the main retaining ponds was at the side of the Power Co. dam near head of Carson Valley on the East Fork. This dam or boom was opened and the wood floated to Empire from where it was hauled to Virginia City by railroad. The present bridge just below this boom had not yet been constructed, and during river drives, travel on the road was greatly impeded at the ford.

Just prior to starting drive down river, all side sloughs were closed with booms and men stationed there to watch and tend the drive. The drive was accompanied by a boat carrying bedding, camp equipment, provisions, cook, and pickaroon men who pulled lodged wood back to stream and broke local jams, etc. As each slough was passed, that tender joined the main crew.

In one of the earlier drives, before Longabaugh entered the wood business, the river was boomed near a point on East Carson near where Markleeville Creek enters. Bergevin speaking of a certain drive said that the river there was filled with wood from two to eight feet deep through a distance up stream of approximately four and one-half miles as far as Curtz Mill. In one instance a heavy rain storm and thaw came, and the volume of water caused the boom to break sweeping the wood suddenly into Carson Valley during the night. The roar of wood and water grinding over rocks was plainly heard at Markleeville.

The biggest drive in the early days contained 18,000 cords. The largest drive in later days known as the Company Drive, was

DESCRIPTION OF CULTURAL FEATURES

RIVER DRIVING (Continued)

supposed to contain 175,000 cords but when it reached Empire and was measured, only 135,000 cords were checked out, a shortage of 40,000 cords which is claimed to have been due to fake tallies turned in to the Company by agents who sold the wood.

Sam Longabaugh contracted for the wood and financed the drives during the last years of this form of lumbering in Alpine County. His boom broke one winter during a heavy storm and the river scattered wood over Carson Valley. Teams were hired together it and haul it back to the river. This extra expense was so heavy that the contractor was about broke.

At Herricks Landing there was a boom in the river just above the junction of East Carson River and Markleeville. (J. Ellis) This boom held the logs up river until ready for the drive. Prominent among the large operators was the association of Andrew S. Bryant, a Mr. Sabin, and later Longabaugh, who was the last of the river drivers.

DIXON CREEK (Markleeville)

Dixon Creek joins Wolf Creek about four miles up stream above the Wolf Creek cow camp called Berry and drains a wooded canyon from the West. In the narrows of this canyon is a decaying dam or flume-head used for early lumbering purposes. "2600 cords of wood owned by Beer and Flanders (lumbermen) are left in Dixon Creek beyond Wolf Creek." (Territorial Enterprise, August 5, 1880.)

RIVER DRIVING FRANCHISES

WEST WALKER RIVER

Franchise to W. G. Alban et al from California State Line in Antelope Valley to Walker Lake where the river sinks, to improve the river bed; removal of obstructions, and exclusive right to float logs down that river as far as Walker Lake during a period of five years. (Nevada Statutes, February 18, 1865.) It is not known whether this franchise was used nor the explicit need for which such was desired.

EAST BRANCH OF CARSON RIVER

Franchise granted to C. H. Hobbs, J. C. Russell, David Smith, J. L. Pennell, to improve the river course for the purpose of rafting or floating logs down said strams within Nevada between State line where it crosses the said river and Empire below Carson where the grantees owned and operated a steam sawmill. During a period of 16 months from March 1, 1862. (Territorial Franchise, Nevada.)

A GENERAL ACT OF THE STATE OF NEVADA, to regulate rafting and river driving of timber and wood within the State of Nevada. (Act of March 3, 1866.)

DESCRIPTION OF CULTURAL FEATURES

FLUMES

BUCKEYE CANYON FLUME

"J. W. Steward, Irwin, and Hunewill of Eagle Sawmill (Buckeye Creek) will begin constructing a flume from Buckeye Canyon, five miles from Bridgeport to a point on the Bodie-Big Meadows (Bridgeport Valley) Road, sixteen miles from Bodie. They have estimated timber to last ten years." (Bodie Chronicle, May 1, 1880.) (See "Hunewill Eagle Creek Mill," p.44--do not believe this project was constructed.)

DIAMOND VALLEY FLUME (Markleeville)

"Dr. James Caples is proposing to build a flume through Diamond Valley, Long and Dutch Valley in order to float wood to the Nevada Market. A portable mill will be erected." (Alpine Chronicle, January 11, 1873.)

WOODFORDS*EMPIRE FLUME (Markleeville)

"Surveying party passed through Genoa recently in order to make a survey for timber flume from near Cary's (Wade's) mill thence down West Fork Carson River to Empire, a distance of thirty-four and one-half miles." (Douglas County, Nevada, Banner, November 29, 1865.)

This project was not carried out.

LUMBER BARGES

In the Mono Basin, aside from the Mono Mills Railroad which delivered lumber to Bodie, a rather unsatisfactory method of delivery was attempted through the use of barges across Mono Lake which means avoided long hauls by team over the sandy stretches of Mono Basin.

"A flat boat belonging to Porter Co. was wrecked a few days ago on Mono Lake by wind. A new one is being built." (Mammoth City Herald, March 23, 1880.) This boat was used in transporting lumber from Porter Mills across Mono Lake and thence by team to Bodie.

"J. L. Porter & Co. will soon have a passenger steamer on Mono Lake for use in towing barges of lumber across the lake from their mills in Leevining Creek, thence by road from east end of lake to Bodie." (Bodie Chronicle, April 13, 1880.) (See "Leevining, G. L. Porter Sawmill" p. 44.)

G. L. Porter & Company Lumber Yard in the Daily Free Press, Bodie, 1879, advertises his product which must hve been cut in Leevining Canyon.

"Dick Langrell has made one trip across Mono Lake in his boat loaded with lumber for Bodie." (Mammoth City Herald, February 28, 1880.)

The above lumber was cut in mills within Leevining Canyon.

DESCRIPTION OF CULTURAL FEATURES

RAILROADS

MONO MILLS*BODIE (Bridgeport-Hawthorne-Mount Morrison)

A narrow gauge railroad was built from Mono Mills to Bodie for purposes of transporting lumber and wood to the Bodie mines. "Mono Lake Railroad is progressing. Six miles are graded and 140 men are employed on the work." (Bodie Free Press, June 10, 1881.)

A sawmill, Mono Lake Lumber Company, was operated in conjunction with this railroad. (See "Mono Mills" p.44) A railroad was early projected and partly graded joining this line on the eastern end of Mono Basin through Adobe Meadows to Benton. Later in 1908, a railroad was strongly considered from Mono Mills to join the Tonopah and Goldfield Railroad in order to furnish these mining towns with lumber. In connection with this project, a timber sale was about consummated in 1909 in the Mono National Forest for 27,000,000 feet of Government timber.

LAKE TAHOE REGION

Lumbering--"This industry necessitated building two narrow gauge railroads, one at Bijou, the southern end of the lake with several branches running through the timber, and the other at Glenbrook to transport the lumber from the lake to the summit, whence a flume carried it to Carson City, the nearest point to the railroad running to Virginia City. Two steamers were employed to tow rafts of logs to the sawmills and the barges laden with wood from Bijou and other points on the lake to Glenbrook.

"In 1898 the railroads were torn up and removed to the northwest side of the lake." (From "Boundary Line Between California and Nevada," Appendix No. 3, p. 297, Report of 1900. U. S. Coast and Geodetic Survey.)

SAWMILLS

Carson River Watershed

WADE'S MILL (or Cary's) (Markleeville)

Orvil Wade built a mill in the early 50's near Woodford's. It was said to have been the first mill constructed in Alpine County. Jones' historical date, Record-Courier, September 4, 1925, claims earliest mill was erected on mouth of the Fredericksburg Canyon, and later moved to Woodford's (James C. Steward.)

"Mr. Carey has a fine sawmill at the mouth of Rocky Canyon (Woodfords) Valley which is in constant operation." Rocky Canyon is Woodfords Canyon. (Bancroft Clippings, 1854, in Bancroft Library.)

CAREY, WOODFORDS, PEABODY SAWMILL (Markleeville)

"William and John Carey, in partnership with Daniel Woodfords and Peabody built the first sawmill in Carson Valley, a small water-power mill which they located near the mouth of Fredericksburg Canyon. The mill was brought across the plains

DESCRIPTION OF CULTURAL FEATURES

CAREY, WOODFORDS, PEABODY SAWMILL (Continued)

by Carey Bros. This mill was later moved to Woodfords." (Record-Courier, Gardnerville, Nevada, September 11, 1925, from a historical item by A. Jones, who takes great interest in the history of the region, and whose father, David R. Jones, was a Carson Valley pioneer.)

Wade's Sawmill is also claimed to have been the first built in the region. There is probably a question as to whether the above mill antedated the Wade mill. No available data seems to exist. (See "Wade's Sawmill" above.)

LUTHER SAWMILL (Markleeville)

Ira M. Luther built and operated a small water-power mill in the lower end of Luther Canyon near Fay Ranch where the canyon opens into valley. Luther was an early squatter. (See "Luther Pass Road", p.22) He was of the period of Olds, and a neighbor of his. Remains of his lumbering activities are still in evidence. (Arthus Brockliss.)

The G.L.O. plat of T. 12N., R. 19 E., surveyed in 1862, shows undoubtedly the site of this mill in Section 35, as well as roads and site of Luther's squatter ranch in Sections 25 and 26 in the same township.

EXCHEQUER SAWMILL (Markleeville)

This mill was built in 1862 by Donald Davidson just above the brick chimney on the present Whittenmore place at Silver Mountain. Davidson also built a customs ore mill in the same locality. This property was sold to Lewis (Lord) Chalmers in 1870. The same year Lord Chalmers returned to England where he died. (Shown on Theron Reed's Map of Alpine, 1864.)

BUIST & PEARSON SAWMILL (Markleeville)

"Buist and Pearson have been running a year supplying lumber to the town and to Washoe Valley. Their mill cuts 600 feet daily." Probably a whip saw, definite location not indicated, although it was near Silver Mountain. (Bancroft Scraps, 1865, in the Bancroft Library.)

CENTERVILLE FLAT SAWMILL

An early day sawmill with an upright saw, built along East Carson River at Centerville Flat, above Markleeville. Chalmers, (Lord Chalmers), promoter of Silver Mountain, was the last man to operate this mill about 1868. It produced eight to ten thousand feet of lumber per day. (James C. Steward.)

MINNESOTA SAWMILL (Markleeville)

"W. H. Graham and Phil Smith, Proprietors. This new mill is now running and prepared to furnish lumber of all kinds and in quantities to suit, of quality the best and as cheap as the cheapest for cash. It is situated on the East Fork of the Carson River, six miles from Monitor and four from Silver King, accessible to as fine timber, soft and hard pine as is to be found on the East slope. Particular attention given to getting out dimension stuff and everything used by Mining Companies or

DESCRIPTION OF CULTURAL FEATURES

MINNESOTA SAWMILL (Continued)

Builders. Lumber delivered to order on short notice." (Adv. Monitor Gazette, September 9, 1864.) (See "Minnesota Sawmill", p.43.)

SILVER KING MILL AND LUMBER CO. (Markleeville)

The following advertisement appears in the May 20, 1865 Monitor Gazette: "LUMBER-LUMBER. The Silver King Mill and Lumbering Company takes this method of informing the citizens of Silver King City, Monitor, and surrounding country that they are able to furnish lumber at the lowest price for cash. Lumber of all dimensions on hand. Silver King, June 4th, 1864. P. Curtz, Superintendent."

The Monitor Gazette of that same date also states that "The Silver King Sawmill under charge of J. Beam will commence cutting soon." This is the same mill as above. It was located about one and one-half miles below the town of Silver King on the Silver King Creek. (Matt Koenig, who was born near there.)

P. Curtz, called Captain, was a prominent early sawmiller as shown on the sawmill record of Alpine County. Later he became a mine promoter. He came from Canada about 1860. In 1925 he was killed in an auto accident.

CURTZ AND GRIFFITH SAWMILL

Peter Curtz and Griffith ran a steam sawmill located northwest of Markleeville on what is now known as Boiler Flat. It was also called Richardson's Mill (Monitor Gazette, July 16, 1864.). James C. Steward saw this mill in 1873, and said it had apparently run a good many years prior to that time. The Alpine Chronicle for May 2, 1868 mentions, "Grant Sawmill--two miles north of Markleeville on Parker Ranch."

THORNBURG MILL (Markleeville)

A small water-power mill operated by James Thornburg near the head of Jarvis Creek which is a confluent of Hot Springs Creek west of Markleeville. This was operated during the 60's. (Frank Payne, Justice of the Peace, Alpine County, who was born in Silver Mountain.)

HUNGERFORD SAWMILL

Hungerford built this mill on Markleeville Creek just southwest of site of original Hot Springs Ranger Station. Traces of the mill can still be seen. It ran about twelve years from 1866, and was operating in 1873. It cut lumber until 1878, about fifteen to twenty thousand feet daily. (James C. Steward.)

FREVERT'S SAWMILL (Markleeville)

"Frieberts (Freverts) Mill near Fredericksburg is managed by Thos Audrain." (Alpine Chronicle, 1865.)

The site of this mill is shown on G.L. O. plat (Calif.) T. 12N., R., 19 E., Sec. 12 surveyed in 1875.

DESCRIPTION OF CULTURAL FEATURES

FREVERT'S SAWMILL (Continued)

Fred Bruns, who owns the ranch just adjacent, remembers this mill running in 1880. It was located in the lower end of Fredericksburg Canyon, an over-shot waterpower with circular saw. Cut over extensive area in canyon.

Fred Frevert was one of the oldest settlers in Carson Valley and followed lumbering. Material for general use was furnished the valley. (See "Frevert's" p. 43.)

SODDAR & SCOTT SAWMILL

Shingle mill, Fred Soddar and J. B. Scott built and operated this mill in Woodfords Canyon during the 70's. (James C. Steward)

BEMAS MILL

This mill was built on the flat northwest of Markleeville and about one mile west of the Curtz-Griffith Mill. It ran by steam and had a circular saw; at that time it was considered a fine mill, cutting twenty-five to thirty-five thousand feet daily. When timber became scarce, this mill was moved to the Hawkins' Ranch by Bemas in 1888 or 1889. It then became known as the Cohen Sawmill. (James C. Steward.)

COHEN SAWMILL

Cohen ran this mill until 1895. (See "Bemas Sawmill" above.) (James C. Steward.)

PARKS AND HANSEN SAWMILL (Markleeville)

W. Parks and M. Hansen built and operated a small circular sawmill with steam power in a canyon just north of northern Mono National Forest boundary. This mill ran a short while during 1906-1907. (T. 13 N., R. 19 E., Sec. 33.) The lumber was sold locally in Carson Valley. (Arthus Brockliss.)

KOENIG'S SAWMILL

William Koenig operated a sawmill, circular saw with steam power and planer and edger, in a small valley paralleling Pleasant Valley, between 1907-1914. The material was sold locally and a Forest Service permit granted occupancy of mill and lumberyard. (Harry Hawkins, mill operator.)

West Walker River Watershed

LOBDELL SAWMILL (Wellington)

J. B. Lobdell operated a small water power circular mill on Desert Creek in 1862 just below junction of road above Simpson place. The barn standing on the latter place was built with lumber from this mill, as were other early-day buildings, in this locality. (G.L.O. plat T. 9 N., R. 24 E., Sec. 30, Nevada.) (Frank Simpson.)

DESCRIPTION OF CULTURAL FEATURES

ASH AND SWAUGER SAWMILL (Bridgeport)

"SAW MILL. Ash and Swauger--Proprietors. Located three miles east of Antelope City. All lumber manufactured by us is warranted to be of good quality and sold at as low rates as by any other mill in the country. Antelope, June 4th, 1864." (Monitor Gazette, April 22, 1865.)

There is a sawmill site in the lower end of West Walker Canyon and the G.L.O. plat shows road leading up canyon a portion of the distance, T. 8 N., R. 23 E. The identity of the owner of this mill has not been determined. However, in view of the fact that a man named Oscar Ash was co-constructor of toll road later built up the West Walker River in 1878, and that a man named Samuel Swauger is known to have been a resident of this locality, (See "Swauger Canyon", p.9.) it seems that this mill may have been owned by these two men. The small settlement where Mill Creek cuts the highway may have been called locally, Antelope City. The name of Antelope City is given under "Mail Facilities" in the above-mentioned issue of the Monitor Gazette.

In connection with this mill there was an impounding dam in which logs for the mill were placed. The present state highway cutting through this old dam site has practically obliterated it.

BOARDMAN SAWMILL (Bridgeport)

This mill was installed and owned by a Mr. Hatch, then purchased and operated by James Boardman. A tax delinquent notice in the Monitor Gazette of March 24, 1866, shows Boardman and Starkie as joint owners of ranch property. G.L.O. plat T. 9 N., R. 22 E. of 1874 shows Boardman's ranch in Slinkard Valley. Boardman died and the mill was taken over and operated by a Mrs. Baldwin, his niece (1870-1888.) It was then purchased and operated by Ruben Terry. (See "Terry Mill" p. 43.) G. M. Terry, son of R. T. Terry.) G.L.O. plat T. 7 N., R. 23 E., shows certain details of this site, including old flumes.

ALUM CREEK SAWMILL (Northern Belle Co.) (Hawthorne.)

This mill was located in the headwaters of Alum Creek in an island of Jeffrey pine which is surrounded by pinyon stands. A circular saw with steam power was used. The lumber was hauled by bull teams. In 1878 it was operated to supply mines at Belleville. (Hawthorne U.S.G.S. Quad.) Samuel Kelso assisted in the mill of which remains are still in evidence. (Samuel Kelso.) (G.L.O. plat Sec. 31, T. 7 N., R 30 E.)

East Walker River Watershed

PETER NYE SAWMILL

In the late 60's Peter Nye built and operated a shingle mill along the East Walker River at the east edge of Bridgeport on property now owned by Elmer Wedertz. Shingle bolts, of two shingle lengths, were out in Green Creek Canyon and floated down the river to the mill site where they were implounded in a boom across the river.

DESCRIPTION OF CULTURAL FEATURES

PETER NYE SAWMILL (Continued)

Nye was mainly a carpenter who worked variously at Bridgeport, Antelope and Sweetwater. He constructed some buildings at the latter place for Henry S. Williams. (Stuard Kirkwood at Bridgeport.) (See Nye Canyon, Sweetwater Quad.)

BLOODY CANYON SAWMILL (Mount Lyell)

The exact site of this mill in upper Bloody Canyon is not ascertainable, but it was apparently used during the period of 1878 when there was a local mining strike up near Mono Pass. Owing to the crude nature of the trail leading up through Bloody Canyon and the need for sawn timber at the mines, its emplacement was no doubt thought necessary.

Alfred Rule states that he and Jack Hammond "reclaimed" this mill from the absent owner in 1878 and packed it down into the Mono Basin. It was a small affair and quite portable.

Mono Basin

LEEVINING SAWMILL (Mount Lyell)

In 1927 C. G. Quinby of Los Angeles, a man in his 80's, wrote me that he had lived in Aurora in 1874 and gained information from earlier residents there that Leroy Vining came to Aurora in 1861 or 1862 bringing with him a portable sawmill which he set up in Leevining Canyon. He sold his lumber in Aurora.

On Clayton's Map of Esmeralda & Mono (p.15) he indicated "Vining's Rancho" on lower Leevining River. The plat indicates a squatter claim which is no doubt the site where Leroy Vining made his home, and possibly where he established his sawmill. While a few sparse Jeffrey pine trees grew in the lower portions of this canyon as far down as this rancho, it is likely that early cutting depleted a denser stand.

The site is about half way between the town of Leevining and Mono Lake, straddling the creek. (See "Leevining Creek" p.5.)

LUNDY SAWMILL (Bridgeport)

Prior to 1879 W. O. Lundy operated a sawmill at head of Lundy Lake. He sold his products in Bodie where a great demand for lumber existed. (Forest Service land status records of timber claims taken up by Lundy.) (Russell, "Early Mining Excitement East of Yosemite", in Sierra Club Bulletin, v.13, p. 40-53, 1928.)

HILL AND HALL SAWMILL (Bridgeport)

The Mammoth City Herald of May 5, 1880 says under the heading, "Mill Creek (Lundy) Items": "Hill and Hall of Lundy are cutting 15,000 feet of lumber per day. Customers are packing lumber from the mill as fast as sawn, \$40.00 per 1000 feet. Mr. Lundy (a competitor) proposes to get out an injunction." (See Si (Cyrus) Hill--Long Valley Creek, p. 44, operating in 1876; this is no doubt the same mill.)

DESCRIPTION OF CULTURAL FEATURES

LUMBER YARDS

MORGAN, AYRES & CO. (Markleeville)

"Morgan, Ayres & Co.--Middle Ford Lumber Co. Lumberyards & Mill. Morgan and Ayres have wood choppers at work; they will make the drive late in the spring." (Alpine Chronicle, December 1, 1866.)

Reed's Map of Alpine, 1864 shows "Middle Fork" as the present Pleasant Valley Creek and mill must have been in that vicinity.

B. F. COON & CO.

Advertise LUMBER YARDS AND MILL in April 23, 1864, Alpine Chronicle. Have no date regarding mill site.

LUMBER DEALERS

The following were early lumber dealers: Wade And Schetter, Lumber Dealers, Markleeville. They may have operated in the vicinity of Woodfords to the north.

J. W. Avery, Lumber, Doors, Etc., Markleeville.

The two names above from advertisements in the Alpine Chronicle, April 23, 1864.

WOOD RANCHES

MONROE WOOD RANCH (Dardanelles)

"Tim Monroe's camp near Poison Lake had 800 cords of wood buried or carried down the river through bursting dam on small lake at head of canyon." (Carson Daily Appeal, July 2, 1876.)

Tim Monroe was an early character of Markleeville; a huge man who liked his liquor and is said to have used his teeth in lieu of a corkscrew, biting the bottle neck off, when the latter was not available. (H. Curtz.)

The old cabins of this operation are still in fair repair with rusty eight pound axes and saws strewn about the place.

NORWEGIAN RANCH (Markleeville)

"Woodcutters of Norwegian Ranch propose a grand drive this spring to Empire." (End of river drive below Carson City.) (See Reed's Map of Alpine, 1864.) This site is just south of "Berry" on Wolf Creek.

CORDWOOD SALES

A notice in a Bodie newspaper of 1880 or 1881 mentions that a contract has been made for delivery of 5,000 cords of pinyon wood to the California and Colorado Railroad recently built into Hawthorne. This possibly is fuel wood for locomotives on railroad. Hawthorne, for whom the town was named, is one of the contractors. The wood was cut in Big and Little Squaw Creeks, tributaries of North Canyon.