



# SERRA COUNTY HISTORICAL SOCIETY

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First Whiteman at The Forks  
Impede Before the Big Water  
Sierra Co. Logging and Lumbering  
Membership News



THE SIERRA COUNTY HISTORICAL SOCIETY

DECEMBER 17, 1971

VOL. III, No. 3

THE SIERRA COUNTY HISTORICAL SOCIETY BULLETIN

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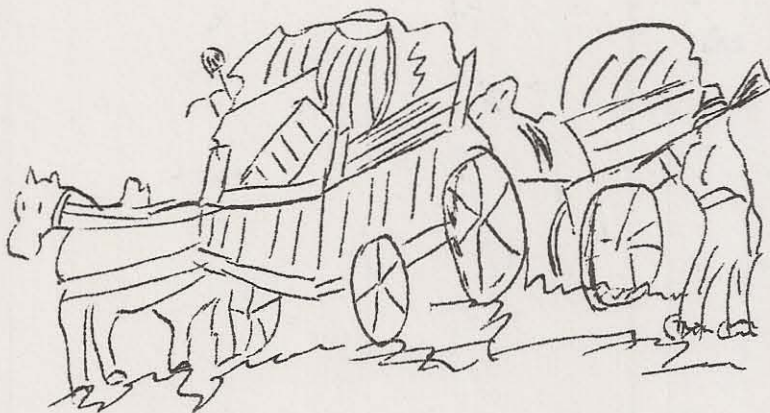
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DOWNIEVILLE DIGGINGS:  
THE STORY OF PHILO A. HAVEN '49er

PART I: FIRST WHITE MAN AT "THE FORKS" (1849)

Who was the first white man to reach the Forks of the North Yuba -  
Before the gold seekers there were the fur trappers  
But they left no trace behind them.

None there on the North Yuba River save Indians

When Philo A. Haven and his party of miners

Arrived in August 1849 with pick, crevicing spoon and pan.

(My grandmother as a little girl living in Downieville - she was Mary Haven - remembered him well.) He would tell his neice all kinds of tales of his early adventures in the California gold diggings. He reminded her, too, that it was her father who joined him as an early gold miner to form the Haven Brothers partnership (and they were greatly respected).

Who was Philo A. Haven?

The records are sketchy concerning his early life. He was born in Sheridan, Chataqua County, New York in 1818 where his father, Elias Haven was owner of a hardware store. When Philo was 16, the family moved way out to Joliet, Illinois where his father soon became warden of the state penitentiary. Philo and his young brother James, who was nine years younger, grew up in this little frontier town of Joliet.

Tragedy struck when their father, in his duties as warden, was killed in his attempt at preventing the escape of a prisoner from the state penitentiary. Twice within a lifetime had a bullet ended the life of the head of the Haven family. Young Philo's great grandfather, Elias Haven, was one of the Minutemen at Lexington on that fateful day of April 19, 1775.

Most records show that the early gold seekers who left their homes for the gold fields of California in 1849 were young men from fine families, eager for adventure and the dream of finding their fortune out west - then to return home to their waiting wives or parents. Philo Haven was 31 and unmarried. He left Joliet, Illinois in the late Spring to join up with a wagon train of seventy four people, mostly young men. But at the Great Salt Lake he left the train, and with six other men rode on in advance as scouts for the long wagon train over the overland trail to the California gold fields. They came through Henness Pass, later camping on the Bear River. On August 16 with pick, shovel and pan, he was mining on the Yuba River in the Slate Range of the Sierras. Thus, Philo Haven was one of the first white miners to reach the northern Sierra gold fields.

A few miles upstream on the North Fork of the Yuba River he bought a claim from Cut-Eye Foster, but still not satisfied he abandoned it and with the help of an Indian he located at Little Rich Bar (August 24, 1849). Here he joined into a partnership with his nephew, Carlos Haven, Warren Goodall, and Thomas Angus.

Philo A. Haven's account of the finding of gold on Little Rich Bar is quite amusing. About the last of August, 1849, while working at Cut-Eye Foster's Bar, just below and near Indian valley, in Yuba county, he, with his three companions, saw an Indian who had a larger nugget than any they had found. On being asked to tell



where he found it, the native became exceedingly reticent on the subject; but after much parley, he agreed to point his finger in the direction of the place he had taken it from, in consideration of what he and his son, a half-grown youth, could eat then and there. The bargain being made, enough bread was brought out to supply two meals for four white men, and as a sort of trimming to the repast, Mr. Haven began frying pancakes. The company soon saw visions of a famine. Even the great American pie-eater would have hung his head in shame had he beheld the delicate mouth-fuls and the quantity of food devoured on this occasion. But even an Indian's capacity is



limited, and the feast was finally finished, greatly to the relief of the gold-hunters. Then the company awaited with ill-suppressed impatience the performance of the Indian's part of the contract. With great dignity poor Lo arose, and calling the attention of his son to the way he was about to indicate, faced to the bluff, and holding his finger straight out before him, turned completely around, the index digit taking in every point of the compass; after which he sat down with a loud laugh at having so easily sold them. Mr. Haven joined heartily in the laugh, and said it was a good joke, telling the jocose aborigine that he was "heap smart--much too smart for white man"; by which compliments he secured his assent to a bargain to allow his son to show the place, the conditions being that if nuggets the size of small walnuts were found, the Indian was to have one gray blanket; and if only the size of corn or beans, a new blue shirt. The next morning they started up the river. About two o'clock of the second day they arrived opposite what was afterward known as Big Rich Bar. Here the Indian pointed to gold lying around, and asked for his recompense. Perceiving Hedgepath & Co.'s notices posted in various places, claiming seven claims of thirty feet each, they said it would not do, and that not a single piece should be touched. He then led the way to the place where he had found the nugget, which was near the edge of the river opposite the place now known as Coyoteville, and pointing to a crevice, said: "Dig, you ketchum here." Mr. Haven soon raked out a piece weighing an ounce and a half. On the same day he located Little Rich Bar a little way up the river. The next day he went upon the ridge and saw the Forks, now the site of Downieville.

On the Sunday following their location at Little Rich Bar, Philo and his nephew, Carlos, strolled up the river and picked up \$700 in pieces between their claim and the mouth of the Middle Fork of the North Fork of the Yuba River. A bonanza! The partners worked that bar along the South Fork (near where Downieville soon was to be established) until fall. At that time there was no debris on the bedrock of the river - nothing on it but a few big boulders and gold slugs; from a dollar and



a half up to one hundred dollar slugs! The river had been washing away there for centuries and had washed off all the dirt and debris, leaving just a few big boulders and the heavy gold (slugs) on the bedrock.

Here at the Forks they met up with Major Downie and his party (made up of several negroes, a Kanaka, and a white boy). In his book Hunting for Gold, Downie speaks of the encounter -

"We unpacked at Jersey Flat, and I spent my first night at the Forks of the Yuba. As I write of my arrival here I am put to mind of one of the very first men I met whom I have known in after life as a friend and a gentleman. This man is Mr. Philo Haven."

Thus, the record proves that Philo Haven and his party were the first white men to arrive at the rich gold diggings along the Forks of the North Yuba. Both Downie and Haven were well aware that the Indians in that region were finding gold along these streams long before the white man's arrival. Haven relates that he had seen Indian squaws panning gold in baskets made of wicker and covered within with a layer of pitch.

Philo Haven's partners decided it was time to leave for Sacramento City and San Francisco with all their gold slugs and nuggets - 120 pounds. Each had to carry his portion of 30 pounds of gold in a shot-bag tied up in a gunny sack. The trail was steep and often slippery and every now and then one of their mules would slide down the bank, sometimes a hundred feet below.

There was plenty of business to tend to when the Haven party reached San Francisco early in December 1849. They first had to go to the assessor's office to have their gold weighed and be transferred into negotiable cash. While in San Francisco, Philo bought five lots in the hills at auction for \$2900. He loaned \$3000 to the Bowers brothers who were mining in Deer Creek (now site of Nevada City).



On December 31 Philo Haven left for his old diggings, taking the steamer to Sacramento City and then on to Marysville - by little side-wheeler steam that zigzagged its course up the river. It was a long trek from Marysville into the mountains, winding along the steep and narrow mule trail for 65 miles. He was met by the first snow storm of the winter as he arrived at the Middle Yuba. Trudging along in heavy snowdrifts, he finally arrived at Goodyear's Bar half-starved and three-fourths frozen.

So Philo returned to his old digging at Little Rich Bar to find the ground had been claimed by other prospectors - new arrivals into the gold fields. Their method was to stake off claims all the way up the Forks. When they got that far, they would continue exploring the North and South Forks thinking they had found something better so they would drive in more stakes until they got clear out of sight. Then when they returned, they would often find that other parties had moved in on their old claims - and thus, innumerable disputes and miners' fights began.

And so, for the purpose of settling the miners' claims a meeting was called at the Forks of the Yuba and on March 3, 1850, a Miners' Code was drawn up. This was strictly adhered to by the miners until



the advent of the legal fraternity. From William Downie's Hunting for Gold, a copy of that Miners' Code:

"Forks of the Yuba, March 3d, 1850. Met, according to agreement, at Mr. Kelly's cabin. Meeting was organized by the appointment of Major Biggs, as Chairman, and C. A. Russell, as Secretary. Messrs. T. Sexton, N. Kelly and H. A. Russell, committee.

Moved and seconded that the report of the committee be accepted.

RESOLVED, First. - That ten yards be the amount of each claim, extending to the middle of the river.

Second. - That each claim be staked, and a tool, or tools left upon it.

Third. - That five days be allowed to prepare and occupy each claim.

Fourth. - That none but native and naturalized citizens of the United States shall be allowed to hold claims.

Fifth. - That the word "Native" shall not include the Indians of this country.

Sixth. - That companies damming the river, shall hold, each individual, a claim, and have a right to the bed of the river (below low-water mark) as far as it lies dry.

Seventh. - That claims be in conjunction with their dams.

Eighth. - That all matters of dispute be settled by referees.

Ninth. - That in case of trial for crime of any kind, there shall be ten present, besides the jury and witnesses.

Tenth. - That sea-faring men in possession of American protection, shall be allowed claims.

Eleventh. - That whoever shall not be able to show his papers, shall have a fair trial.

Twelfth. - That this code of laws be in force on and after the fourth of March.

Thirteenth. - That the upper Yuba District consist of Good-year's Bar and all above.

Moved that this meeting adjourn to the first Sunday of next month.

C. A. Russell, Secretary.

MAJOR BRIGGS, President

O. S. Sexton,

N. Kelly,

H. A. Russell.

} Committee

## PART II: DOWNIEVILLE (1850)

Those miners who first came to find gold along the North Yuba River in 1849 would always call it "The Forks" where they had first settled. Mining camps grew up rapidly along the forks of the Yuba - the north, the middle, the south forks - all full of rich deposits of gold. When it came time to vote for the name of the town, it was an easy choice to honor its most responsible citizen: Major William Downie. So in the Spring of 1850 the name of The Forks was changed to Downieville. By this time people had begun to build small cabins with canvas at the windows and it was time to lay out a "city plan." A man named Vineyard came up from Goodyear's Bar and laid out the main street -



to be 26 feet wide (which it still is today). In spite of its isolation, tucked at the bottom of a gorge whose surrounding mountains towered up to 7000 feet and the danger of its trails to the outer world (Marysville was 65 miles away), Downieville grew like magic. Soon there were 5000 residents coming and going to make it a boisterous mining town.

Trade was flourishing at Downieville in the Spring of 1850. Sam Langton started his express to Marysville and the arrival of the expressman with letters from home cost the homesick miner a dollar apiece. The greatest sickness during this period was homesickness. Tents covered the flats until Mr. Durgan's sawmill was built; which, greatly altered the appearance of this little mountain town. An unlucky miner could turn to carpentering and get up to \$20 a day. Gambling and drinking were the prevailing vice: big yellow nuggets were thrown carelessly by the gambler on the tables, with the accompaniment of boisterous music, and the flash of a smile from a Spanish gambling-hall girl on the other side of the table. Whiskey was four bits a drink and was mostly made in the back rooms of the saloons. The first eating house was opened up by Judge Galloway's wife in a large log cabin.

Sundays were busy days. It was wash day for the miners. As yet, few women had arrived in this mining town. No chinese laundries had yet sprung up. After washing and sewing on a button, the miners from the Forks (and as far away as Goodyear's Bar) would stroll into town to visit one of the two gambling saloons on the only street in town. All the stores were open - full of miners buying their supplies for the week: 1 lb. butter, \$6; 1 pair boots, \$50; 1 blanket, \$50; 1 bottle of whiskey, \$16. On one side of the street a noisy auctioneer would be selling all sorts of notions and in front of the gambling house would be



a minister with a whiskey barrel for a pulpit, preaching to a good-sized audience. Down the street near Galloway's eating house one could hear music and the scuffling of feet - miners dancing with each other, for as yet there were few women in Downieville. A bright kerchief on the miner's sleeve would denote the female partner!

The first justice of the peace was James Galloway and in one year,



between 1850-1851, he tried 325 cases. It was a rough and boisterous miners' town, like all the early miners' towns in the Sierra.

Crime came but slowly and stealthily to the Sierra diggings. The miners of the first flush days were, in general, industrious men... With the coming of the gambling element and the less hard-working type of miner, conditions changed. Theft, hitherto almost unknown - even murder - called for action by the folk-moot, for the impotent mountain justices of the peace (alcades) were obviously unprepared to cope with these more weighty crimes. Though the rise of the popular justice was therefore probably inevitable, the rule of "Judge Lynch" was too often merely that of the mob.

And thus, it happened as a tragic aftermath of a jubilant 4th of July 1850 that the first lynching of a woman took place at Downieville. There is no account that Philo and James Haven were there at the time nor is this horrible hanging mentioned in James' journal. So we are led to assume that they were elsewhere mining their claims.

### PART III: THE HAVEN BROTHERS

Strangers from far places were coming into this roaring, boisterous mining town of Downieville every day. Stories of the fabulous new discoveries of "Gold along the Yuba" were reaching far away places like Australia, Chile, and Europe. And always a steady stream of arrivals from the United States (California was not to become a state until September 1850.)

And so it was that in March 1850 Philo Haven's young brother, James, arrived in Downieville to join his brother as a partner in the gold fields. Let us turn to his journal for his account of his trip westward via Panama.

"I left Joliet in January 1850. We went by stage to Chicago, and thence by stage to Michigan City. Thence by rail to Albany, and down the Hudson to New York, over a week on the way. The rush for passage was so great that we had difficulty in securing our tickets but an extra steamship was put on. We paid, if I remember right, \$75 for steerage passage on the Atlantic and \$350 for cabin passage on the Pacific. We encountered a terrible storm in the Carribbean sea and for three days 'all hope that we should be saved was taken away.' We were four days crossing the Isthmus, and were detained three weeks in Panama. The passengers boarded the steamer in small boats of the natives some three miles from Panama.

Having been informed in New York that there was great demand in San Francisco upon the arrival of a steamer for eastern papers I bought 100 copies of New York Tribunes. As soon as the paddle wheels of our steamer stopped in San Francisco Bay and while the officer of the port was bowing to the captain at the head of the gangway, another man and myself who had papers swung ourselves down into the board and were rowed to Long Wharf which was black with crowded humanity. Our papers went at \$1 each as fast as we could pass them out and my pockets were soon loaded down with silver dollars. But the dollars went nearly as fast as they came. For a meal in a canvass restaurant of salt codfish, bread and potatoes \$1; for a lodging between blankets on a shelf or bunk \$1; at the Union Hotel prices about three times as high. We paid \$20 each for passage up the river to Sacramento City.



The second day after our arrival in Sacramento I was appointed clerk at a poll at a city election. During the afternoon I heard of a train of pack mules just starting for the north fork of the Yuba which was where I had learned my brother Philo had mined the previous year. I did not wait to collect my \$16 per diem election money but with blankets and provender strapped on my back started across the plain to overtake the pack train. After five days of weary tramping up and down steep mountains where there were no roads, swimming the mules over the full swift mountain streams, and carrying the packs across in dug-out canoes, sleeping on the ground some nights in a pouring rain, we reached the north fork of the Yuba, near Downieville."

Now that the brothers were united, they immediately formed a partnership and thereafter were known as the Haven Brothers. And so, Philo Haven parted from his old company being given the choice of claims 2½ miles up the North Fork. James Haven's journal continues:

"I commenced work the next day, digging and carrying dirt in a common tin pan to the partner who washed the dirt in a common hand rocker. It was an exciting day of hard, unusual work. But when towards sun-down the shining metal was gathered and separated from the sand and found to be worth about \$80, one walked two miles back to camp quite content to brag a little until brother Philo who had been up the river prospecting produced some smooth nuggets which were valued at about \$300 as his days work.

Our success was varying while we remained on the Yuba, averaging \$20 to \$25 per day to each man.

Every man took it for granted that every other man was to be trusted and the dust were left the most careless day word was sent cabin and from that a miner's had been stolen his blanket. In an hour the thief was tied to a tree space. All the to a mass meet-oldest citizens a tall muscular



sacks of gold lying around in fashion. One from cabin to tent to tent sack of gold from beneath less than half was found. He in an open men were summoned ing. One of the was chosen judge, man from Missoura

was chosen sherriff. I was appointed prosecutor and a man from 'down East' chosen to defend the prisoner. Twelve men were empaneled as a jury and the trial began. The evidence was heard and the proof was clear. In summing up to the jury I asked them to spare the poor man's life, that he had left a family in the far off home and that the safety of our little community could be conserved without resorting to the extreme penalty of death. The verdict of the jury was that the convicted prisoner should be flogged on his bare back forty lashes and leave the place before sun-down.

In August 1850, some new discovery of wonderfully rich diggings on the north fork of the Feather River having been reported, we tramped that distance carrying provisions and prospecting tools and were among the earliest arrivals. Here we found rich deposits of coarse gold. Some days we could get \$1000 in pieces weighing



from \$1.50 to \$2.00 each. We built a comfortable cabin and stowed away provisions before the winter storms came on."

What More Can We Learn About Philo A. Haven?

He wrote no diary, he left no records about himself. The best source of information is to turn to the accounts of Major Wm. Downie.

"My friend, Mr. Philo Haven, whom I met first in '49, is two years my senior, and is mentally and physically well preserved. He is tall, bony, spare, and has a facial expression varying from stern determination to genial kindness, with intervening shade of temperment; on the whole, pretty well denoting the man as he is."

The following story which Mr. Haven tells throws some light upon the Gold Lake excitement which was caused by Captain Stoddard in June 1850.

"I was traveling over the mountains with a companion, on a prospecting tour, when one evening we made our camp at the base of a high hill. I ascended the hill to take a look over the surrounding country, and to my utmost surprise, found the valley alive with at least three thousand people, who were, evidently, camped there temporarily. Calling my partner, we descended together, and joined the throng. I found there a man with whom I had crossed the plains, and he pointed out to me Captain Stoddard, a Philadelphia gentleman, who had offered to conduct this crowd to new diggings at 'Gold Lake,' where, he had assured them, wealth untold could be found.

For several days we traveled along, Captain Stoddard guiding our course, and at last we came upon a lake nestled among lofty mountains.

'That is it!' said Stoddard. 'You see now the lake with the blue water, which I have described; the three peaks, and the log yonder, where I camped. There are tons of gold there.'

About four hundred men at once started, on a run, for the supposed log, but it was found hard to get at, and when ultimately reached by a circuitous route, was found to be a boulder shaped somewhat like a log, but not a sign of gold near it.

Meanwhile, the rest were descending the slope, headed by Colonel X and Captain Stoddard. 'You say there are three peaks?' said the Colonel, 'but I see five.'

Stoddard looked in the direction, where in reality five peaks towered aloft, and then, glancing at the lake below, he turned deadly pale.

'What ails you?' asked his companion.

'When I get down there,' exclaimed Stoddard, evidently greatly distressed, 'I shall not be able to see the peaks - then how can I find the gold?'

Within an hour it had become evident to several thousand men, that they represented as many fools. Not a trace of gold was found, and expectations, hopes, anticipations had suddenly turned to anger and a thirst for revenge of the most intense nature. 'Hang him!' 'I have a rope that will hold him!' 'Here's a branch that will carry him!' 'String him up!' Such were the exclamations mingled with imprecations that filled the air for a few moments, as hundreds of men made a rush in search of the Captain.

The strange conduct of the latter, and his incoherent talk, as we approached the place, had persuaded Colonel X, myself and a



few others that the man was crazy, or at least, not in his right senses. So, when the mob approached to seek vengeance on the unfortunate man, we drew our revolvers and told them that so long as we were able to defend him, no one in that crowd would be allowed to hurt a crazy man. That settled it, and although the poor fellow was made the target for a good deal of abuse, after this no further attempt was made to kill him."

The very finest authority on the Gold Lake excitement is Theodore Hittell:

"The Gold Lake excitement appears to have been started by a man named J. R. Stoddard. He reported that in the course of a prospecting trip he had found a lake at the head of one of the branches of the Middle Fork of the Feather River between Downieville and Sierra Valley, the banks of which were literally covered with gold. According to his story, there was no end of the previous deposits; and they lay on the shores of the lake open to everybody. It was at that time a remote spot, difficult to access; but its wealth was supposed to be beyond question. Under the circumstances a very large crowd followed Stoddard when he offered to lead them to the golden shores; and in due time the adventurers (there were thousands) reached Gold Lake. But there was no more gold found there. Such being plainly the case, the treasure-seekers, who had been deceived, formed themselves into a sort of lynch-law tribunal and proposed to hang Stoddard; but a very short investigation convinced them that the man was insane and that instead of being duped by him, they had duped themselves. All they could do was to release Stoddard and make the best of their way back to paying diggings, poorer but wiser than when they had started out."



By 1852 the gold fever had subsided. The rivers and streams had been well worked over by thousands of eager miners, many brawls over disputed claims, thousands had returned to their far away homes by ship (Who would want a round trip over the overland trail!). And James Haven decided to return to his home in Joliet, Illinois in November. He married his old sweetheart and opened up a grocery store. He was destined to return to California. After his wife died in 1856, he sold his grocery store and again moved westward.

The Haven Brothers were again in partnership - but not in panning for gold this time. They began developing quartz mines, and built a saw mill near Gold Lake. They invested everything they had in it, including those five lots in San Francisco that Philo had invested in during his first trip from the gold diggings in December 1849. Their mining operations around Gold Lake continued and the saw mill was busy providing



lumber for the new cabins being built in Downieville, 15 miles away.

Deep in the heart of the Sierras the picturesque little mountain town of Downieville still flourishes and a goodly number of inhabitants today are descendents of the pioneers who first panned the flats of The Forks for hidden wealth...As one of the old timers whispered to me:

"They gave us their bounty, for their hearts were hearts of gold."

#### YUBA POETRY: MINING FOR GOLD

I have traveled this world wearily o'er,  
Sailed its wide seas, viewed many a shore,  
Seeking to find, each path that I went,  
For joys once found in a gold miner's tent,  
That stood on the bank of Yuba's rich stream;  
E'er life's fond illusions passed like a dream;  
The songs that we sung, the stories we told,  
Down by the river, when mining for gold.  
All's changed; but my heart it feels the same glow,  
For friends and old times in that long ago;  
The hills are as grand, as stately the pines,  
But where are the friends I knew in the mines.  
I viewed the old spot where the log cabin stood,  
It braved the stern winter storms, and the flood;  
The roof has gone down, the logs scattered lay,  
That the hand of old time has brought to decay.  
These rafters will sing no more with wild glee,  
Nor make the lone stranger welcome and free;  
The place now is silent, unlike of old,  
Down by the river when mining for gold.  
Hearty the greeting of friends we would meet,  
In town midst the throng and crowds on the street;  
No brow was o'ercast, nor tinged with gloom,  
All was success in the flats or the flume,  
Many are scattered to come not again,  
Few are the faces we see that remain,  
Hands that we clasped with warmth, now are cold,  
Down by the river - laid under the mold.

--Sam Hartley

The author of the above article, Barbara B. Wright of Lafayette, Calif., writes with a great deal of personal interest. The subject of the above article was one of her ancestors. Anyone wishing additional information or sources may contact Miss Wright.



The Sierra County Historical Society is pleased to present to our readers the Historical Survey of the Stampede Reservoir Area in the Little Truckee River Drainage District by Prof. W. Turrentine Jackson, Prof. of History at the University of California at Davis. This work was done through the Historical Section of the National Park Service, Department of the Interior. We are publishing the work, in three parts, with the permission of Prof. Jackson and the Department of the Interior. The historical survey is divided into four sections:

- I. Immigrant Routes Traversing the Area
- II. Roads for Wagons, Freighters, and Stages
- III. Summer Dairy Ranches in Sardine, Stampede and Hoke Valleys
- IV. Logging and Timber Operations; Railroads

The first part of the survey appeared in Vol. 3, No. 2 (July 29, '71) of the Sierra County Historical Society Bulletin. We are pleased to bring you the second part of the survey which is divided into the following sections:

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#### A. Improvement of the Henness Pass Road:

The discovery of the Washoe mines in western Utah in 1859 stimulated a wild rush to the land of silver. Thousands passed through the Truckee Basin in the next seven or eight years on their way to the Comstock at Virginia City.

The Placerville-Carson Road along which the stage lines were operating was by far the most important trans-Sierra route at the time of the discovery of silver. The chief rival of the stage road was the Henness Pass Road. Cities like Marysville and Nevada City realized that if they were to obtain their share of the rapidly increasing Washoe trade that they must build a good wagon road to tap the region. The Truckee Turnpike Company was organized in November, 1859, to improve a road through Henness Pass that would connect with an existing road from Marysville to North San Juan via Bridgeport. The capital stock was \$30,000.<sup>1</sup> In March, 1860, the Sacramento Union reported:

Henness Pass Wagon Road--The stockholders of the Truckee Turnpike Company have effected a partial organization, and the Nevada Democrat is encouraged to hope that the road through the Henness Pass will be constructed, and the work of grading will be commenced in the



course of about three or four weeks. It learns that about two hundred shares of stock have been taken.<sup>2</sup>

Meanwhile a meeting was held by citizens of Nevada City on December 3, 1859, to promote the construction of a road from that city up the San Juan Ridge and on through Henness Pass. The estimated outlay was \$15,000. To facilitate the road improvement, the Henness Pass Turnpike Company was organized. According to the Nevada Journal, John K. Sale was fitting up the route between Nevada City and Henness Pass for travel. Several stations were being supplied with feed and provisions. In addition to his regular pack train, he was preparing to introduce an express service between Virginia City and Nevada City by shortening the route. The distance between Nevada and Eureka had been reduced from twenty-four to twenty-two miles; from Eureka to Maple's Ranch an additional two miles had been saved reducing this section to twenty-three miles; between Maple's Ranch-O'Neal's Ranch the distance was only twenty-one miles, four miles shorter. From O'Neals's to Virginia City was only twenty-one miles, making the total distance into Virginia City, eighty-nine miles. Other proposed cut-offs could reduce the distance by eight more miles.<sup>3</sup>

The San Francisco Evening Bulletin revealed in May, 1860, that one of the heaviest investors in the Truckee Turnpike Company had withdrawn and only recently had the company been revived. This newspaper briefed an article that had appeared earlier in The Hydraulic Press on the progress of the undertaking. The builders hoped stages and freight wagons could traverse the route as early as June and the road would be completed between July 1 and 15. The new road would shorten the connection between Marysville and Virginia City by 35 miles. The California Stage Company was to place stages on the new road in May providing service from Marysville to Forest City by way of North San Juan making daily trips; a week or two later they hoped to extend the service on to Downieville. Once the entire Henness Pass Road was completed the stages could go all the way from Marysville to Virginia and Carson City, a distance of 136 miles, in two days. Everyone looked forward to a June 1 completion date. It was anticipated that stages could go through in winter on sleigh runners. Moreover,

A considerable portion of the route is adapted to settlement for haying, stock-raising, lumbering, and even agricultural purposes, and is already settling up, being fenced and built upon. But before three months more the Henness Pass route will speak for itself, and will be acknowledged as the most direct and easy highway at all seasons from Utah to California, as well as entitled to be made the great central-trans-continental mail route.<sup>4</sup>

By June, 1860, the Henness Pass Turnpike Company had completed



in Downieville every Monday headed for Sierra City, Sierra Valley, Loyalton, Summit (Henness Pass), Huffaker's Ranch, and Virginia City. This was a 104 mile trip and the stage did not reach its final destination until Wednesday.<sup>8</sup> In fact, the Hennes Pass Road was extensively used by both stages and freight teams between 1860-1868, but the bulk of the trans-Sierra traffic still used the Placerville Road. One correspondent reported to the Sacramento Union in July, 1864, that the Hennes Pass Road was a combination of "excellences and abominations mixed up like hash." On the other hand, when the citizens of Nevada City traveled on the Placerville-Carson City Road they reported that it was scarcely passable in comparison with the Hennes Pass Road.<sup>9</sup> After the railroad was completed, the Hennes Pass Road ceased to be used except for those sections utilized in handling local traffic as a feeder to the Central Pacific. Although the Hennes Pass Road ran through Sardine Valley, along Davies Creek, just to the north of Stampede Valley, it provided important connections to the north and east for roads crossing Stampede Valley for over sixty years after 1864.

Another road leading to Washoe was known as Culbertson's Road, or the Pacific Turnpike. The construction of this route was undertaken in May, 1863; the following month there were 125 men at work on the project and one newspaper advertised for 300 more. The road started at Dutch Flat and went via Bear Valley and Bowman's Ranch. Beyond this point the so-called Pacific Turnpike coincided with the Hennes Pass Road through the Pass, and on via Webber's Lake, Sardine Valley, and Dog Valley to the Truckee River near Verdi. The entire length of this road was 92 miles; from Dutch Flat to Bear Valley, 15 miles; on to Bowman's, 10 miles; 12 miles further to the summit, and 55 to Virginia City. This route was six miles shorter than the Dutch Flat and Donner Lake Road, to be discussed next, the grade was reported to be easy and the road bed excellent, making it one of the best turnpikes across the Sierra. This route was opened throughout its length in May, 1864.<sup>10</sup> Thus the Hennes Pass Road was a consolidated thoroughfare from the site of Verdi west across the Dog Valley grade and through Sardine Valley, but beyond that point it had many branches going to Loyalton, Sierraville, and Downieville to the North, and Marysville, Nevada City, and Dutch Flat to the West.

B. Location and Construction of the Dutch Flat and Donner Lake Wagon Road:

Immigrants continued to use the Truckee River route as it suited their convenience and fancy during the 1850's. As early as November, 1860, a survey of the road was made by one S.G. Elliott and in March, 1861, the Lake Pass Turnpike Company was organized to improve the trace.<sup>11</sup> The Sacramento Union had reported the completion of this first survey in November, 1860, enumerating specific locations on the route, their distance from Dutch Flat, and their altitude. Although the information published was specific as far as Donner Lake, beyond that point the references were vague and suggest that the engineer was not certain just where the road would be run along the Truckee.<sup>12</sup> This newspaper also re-



the road between Nevada City and Jackson's Ranch on the Middle Yuba River. Here it joined the road that was being built from Marysville by the Truckee Turnpike Company. An agreement was reached by the two companies whereby they would unite forces in building the road on through the Henness Pass to Virginia City. It was commented at the time, "It must be remembered that the route was already traversed by an imperfect road which was made by the immigrants hauling their wagons over it, with occasional slight improvements by settlers or persons having hay ranches along it."<sup>5</sup> In July the secretary for the Truckee Turnpike Company reported that the enterprise was coming to an end. The road from Marysville was now finished to Cornish's Ranch, six miles beyond Forest City. The road was from 15 to 18 feet wide, was banked, outfitted with ditches for drainage, and the elevation was not more than six feet to the hundred. A toll gate had been erected at Plum Valley and travelers and teamsters were not displeased with the charges. A detailed table of tolls had been printed in the Marysville Appeal revealing that all stock except sheep and hogs were charged eight cents a head, sheepling costing two cents. Contracts had been let for the construction from Cornish's Ranch to Jackson's Ranch, a distance of twenty-two miles. Jackson's Ranch, where the two routes joined, was in a level valley at the headwaters of the Middle Yuba, lying within ten miles of Henness Pass, or Summit, and at right angles to the mountain range. Both of the toll road companies had representatives at Jackson's and they planned to let contracts to build to Truckee Meadows in western Utah. The Marysville company was pleased to report that its stockholders had been called upon for only 40% of the capital stock of \$30,000; it was expected that \$18,000, or a 60% assessment, would complete the project; even without the cooperation of the group from Nevada City, the total cost would not have been more than \$24,000. It was suggested that the expenditure of this amount to improve a stretch of road seventy miles long leading directly through and over the Sierra Nevada so it would be traversed by heavily-laden eight-mule teams was proof of the natural superiority of the Henness Pass route over the Placerville or any other southern route.<sup>6</sup>

By September 20, 1860, newspapers were publishing a table of distances along the new Henness Pass Road, a distance of 97 1/4 miles from Virginia City to San Juan. The roadbuilders had found the Dog Valley Hill the most troublesome part of the route; a hundred men were to be put to work grading the route but another month was needed to complete the job and all feared that the snows would come prior to its completion. When finished, the road was expected to accomodate teams carrying as much as 11,000 pounds, an average of about 3,000 more than could be taken on the road by Strawberry Valley.<sup>7</sup>

Mail stages ran along the Henness Pass Road in the 1860's. For example, the Downieville and Virginia City Mail Stage Line, Garnosette & Hughes, Proprietors, left the Langton Express Office



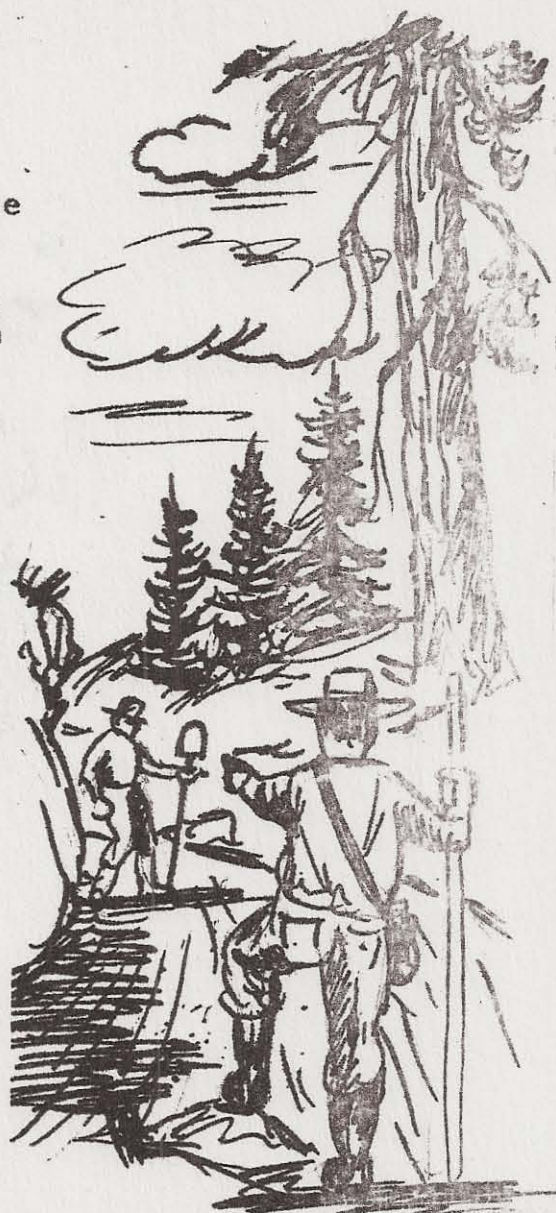
ported that the new road was in the course of construction in April, 1861, and the superintendent, secretary and other officers who had attended a ground breaking ceremony stated that the distance between Sacramento and Virginia City would be shortened by thirty miles.<sup>13</sup>

Not until the officials of the Central Pacific Railroad saw the advantages of building a turnpike ahead of their track did road improvement begin to progress along this trace. The Dutch Flat and Donner Lake Wagon Road Company was organized by these railroad promoters with a capital of \$100,000. Work was begun on the road in the Fall of 1862 and a few miles constructed. Work was resumed the following June with a crew of nearly 500 men.<sup>14</sup> In August, 1863, the newspapers reported that work was progressing rapidly on the road although the labor force was reduced to 200 men. Twenty of the forty miles between Dutch Flat and the Truckee had been completed and six additional miles were nearly finished. Men were working at the summit of the Sierra. The company still expected to have the road open soon. It was reported that "After crossing the Truckee River 15 miles below Lake Tahoe a new route has been surveyed across the eastern summit directly to Washoe City." The California Stage

Company had already purchased the stage route from Lincoln to Dutch Flat with the intention of putting a line of coaches on the new road as soon as it was in condition to be traveled.<sup>15</sup> Rumors that the road was opened in September were denied by the newspapers; there was no hope that it could be completed before the Spring of 1864. Road construction and contractors had 150 men working on the section leading from the summit down into the Truckee Valley and the construction was difficult and slow. November's snows drove the men from their work and the project had to be temporarily shut down.

During January, 1864, the public learned that the wagon road would not go along the Truckee River through its upper canyon, but that it would follow Greenwood's Cutoff and the immigrant parties had used. The survey of the road goes

to the summit of the Sierra Nevada mountain at Donner Lake Pass, and, by a descending grade, to the Truckee River, a distance of forty and a half miles--thence across the Truckee River and over an undulating plain, distance fifteen miles to Ingham's (Ingram's) Station on the Henness Pass





Wagon Road, distance from Virginia City twenty-nine miles, making the total distance by this route 144 1/2 miles from Sacramento to Virginia City. (Italics mine)<sup>16</sup>

A work crew varying from 300 to 500, according to reports, had been given work for six months to build the road along this last sector under the supervision of Henry Polly, construction superintendent. The aggregate cost of the road had now reached \$200,000. The California Stage Company still expected to put on a daily line of stagecoaches on this route from Auburn to Virginia City to be operated in connection with the Central Pacific Railroad into Sacramento.

The Dutch Flat and Donner Lake Wagon Road was opened to traffic on June 15, 1864. On July 15 or 16, the California Stage Company commenced running six-horse stages over the road daily from the end of the railroad at Clipper Gap, making the rail-stage trip between Sacramento and Virginia City only sixteen hours. Shortly after its opening, one traveler reported on the nature of the road from Donner Lake to the Henness Pass Road through Stampede Valley:

....No better natural facilities for a good and easy graded road can be found in the State than over the next twenty miles. The road runs beside the lake (Donner Lake) for its whole length, and on as even a level as are our Sacramento Valley roads. It so continues for about two miles further, when there is an up-hill tee-inch grade of about one mile in length. From here to "Prosser" creek, about seven miles from the foot of the lake, scarcely any work was required, save to clear the track from trees and brush. It is nearly level and a hard gravelly soil, which makes its own and the best road. All this section is heavily timbered with large and lofty pines, but saw-mills here and there are beginning to make havoc therein, and houses for entertainment are springing up like mushrooms all along the road. "Tanglefoot" whiskey for "Pike," and something better for the rest of mankind, will soon be as abundant as upon other routes, and no more need be said.

The same character of road, and almost level, continues through "Russell's Valley," across the "Little Truckee," and so on to the "Ingraham's," twenty miles from the lake, where the road connects with that over the Henness Pass; and there, strictly speaking, ends our ride, for the balance of the distance (thirty-six miles) to Virginia City, is too well known to require much further notice. But the same company that has constructed the Donner Lake Road are making an improvement beyond the junction which deserves a word or two in commendation.<sup>17</sup>



In addition to the "houses of entertainment" on the road, two-story public houses, or stage stations, were also being constructed. One traveler thought Donner Lake "a haven of peace, in the shape of as fine a stopping place, so far as good meals go, as can be desired." Within the first twelve months wayside inns had been built every few miles along the wagon road and no trans-Sierra route had as good public accommodations. The stage drivers on the route were described as "a smart, good-natured, accommodating set of fellows, very cautious and temperate." Already in 1864, the site of the Donner Tragedy had become a tourist attraction for their camp was in sight of the road and "you can see the stumps of the trees standing ten, twenty and twenty-five feet high, but off by them at the edge of the snow."<sup>18</sup> Bean's History and Directory of Nevada County, California, 1867, confirms the fact that there were many hotels, stage stations, and saloons along the Dutch Flat-Donner Lake Road with eighteen establishments listed. Among the more important wayside inns were Mountain View House, Donner Lake Hotel, Donner House, and Lake House, the last three along the shores of the lake. At the present site of Truckee was Colburn's Station consisting of a log cabin, a public house for the accommodation of teamsters and travelers, and a stage station. This station vanished in July, 1868, when the whole town of Truckee burned.<sup>20</sup> At Prosser Creek Station there was a saloon keeper, carpenter, and mechanic in residence in addition to the owner. At this early date a stage station or public house may well have been located in Stampede Valley, but the available directories list these places only by the name of the owners and does not record their location. Approximately seventy men were identified with the Donner Lake Road in Nevada County Directory of 1867, including ranchers, merchants, blacksmiths, carpenters, saloon keepers, mechanics, butchers, proprietors, and common laborers.

During the winter of 1864-1865 snow and rain damaged the road, but the California Stage Company announced that trips would be made regularly and the road kept open.<sup>21</sup> The road was reportedly twenty feet wide and the track was so smooth and firm that stages could easily make from seven to nine miles an hour over it. More money had been spent on this wagon road than any other in the state; most of the outlay had gone to an average work force of 350 men who were employed for ten months. The superiority of the road for heavily-loaded teams was illustrated when the freighters, Reed and Ash, hauled an eight-mule team from Newcastle to Virginia City loaded with 18,400 pounds, the heaviest load ever taken over the mountains by eight mules.<sup>22</sup> The Virginia City Enterprise announced in August, 1865, that the Pioneer Stage Company, owned by Wells Fargo & Company, had purchased the stock and coaches on the Dutch Flat and Donner Lake Wagon Road from the California Stage Company. The editor continued:

The route is one fast growing in importance—  
in fact is becoming the leading road over the



mountains. As we have just passed over the route, spending some four days upon it, we can say, squarely and honestly, that it is the most agreeable and picturesque route--one of the finest over the mountains.<sup>23</sup>

As the railroad progressed and erected stations at terminal points, the stages and forwarding houses also moved on to maintain their connections with the rail terminus. The railroad company thus forced the stages and freight wagons over their own wagon road and for a while it appeared that the railroad was just a feeder for the wagon road rather than the road feeding the rail lines. The railroad had commenced construction on October 27, 1863. By September, 1865 it had reached Illinois Town, or Colfax. By this time the railroad commanded the greater part of the freight and passenger business between California and Nevada and the revenue of the company greatly increased. Toll gates had been used at Dutch Flat, Polly's Station and at Donner Lake. The latter was the last to shut down. By November, 1866, the rails reached Cisco and early in 1867, a depot was constructed there. This station remained the terminus until the summit tunnel was completed in 1868.<sup>24</sup> Once the railroad was completed down the Truckee River through the Upper Canyon that had been avoided by all immigrant parties since the first one to attempt it in 1844, the section of Dutch Flat and Donner Lake Wagon Road from Donner Lake to Verdi by way of Stampede Valley was by-passed. However, the wagon road in this section had not outlived its usefulness.



### 3. Freight and Staging Operations After the Completion of the Railroad:

The town of Truckee came into existence in 1868 as a railroad station at the end of one division of the line. The little town of Boca, eight miles from Truckee, just below the junction of the Little Truckee with the main stream, also had its birth



as a construction camp. Railroad freight addressed to Loyalton, Sierraville, Sierra Valley, Sierra City and other communities to the north was picked up by freighters at the railroad station in Truckee and transported over the old Dutch Flat and Donner Lake Road northward across Prosser Creek, the Little Truckee, the Stampede Valley to the junction with the Henness Pass Road and on through Sardine Valley and north and west to its destination. In addition, Truckee produced lumber and ice and became a distribution center for these products. Moreover, both Webber and Independence lakes and Sierra Valley were objects of interest to the traveler and tourists made Truckee their headquarters before taking the stage for the thirty mile trip to Sierra Valley. By 1874, Truckee had become quite a stage center with several daily and tri-weekly stages running to Tahoe City, Donner Lake, Sierra Valley and to Granitville on the San Juan Ridge. John F. Moody was the proprietor of the Truckee Hotel from which stages for Lakes Tahoe and Donner and for Sierra Valley and all intermediate stops left.<sup>25</sup>

Several directories of the Truckee area published in the 1880's clearly indicate that staging operations along the road through Stampede Valley continued. An advertisement appeared in 1883:

**Sierraville Stage Line**

C. Q. Buxton, Prop'r.

Stages Leave Truckee for Webber and Indppendence Lakes, Sierra Valley, Cambbell's Springs, Jamison City and Eureka Mills.

Tuesdays: Thursdays: & Saturdays

Returning on Alternate Days. 59

Fare from Truckee to Sierraville was \$3.00; to Plumas-Wureka mine or Sierra City, \$7.00. Changes were made at Sierraville for Jamison, Plumas-Eureka mines, and Quincy or for Sierra City. This was also the route for parties wishing to visit Loyalton. Two years later ownership of the Sierraville Stage had been transferred from Buxton to Irwin and McIntosh.





## Advertisement

The Sierraville Stage  
Will leave Truckee for Sierra City via Randolph and Sierraville  
to connect with stages for

Downieville, Plumas Eureka Mines, Jamison City,  
And all intermediate points on every Tuesday, Thursday and Saturday,  
returning each Monday, Wednesday and Friday, during the  
Summer months. During the Winter months, leaves Truckee Mondays,  
Wednesdays and Fridays, returning each Tuesday, Thursday  
and Saturday.

Passengers and Freight Transferred with Dispatch  
Iran & McIntosh, Proprietors.<sup>28</sup>

In 1885, Albert F. Turner was running stages out of Loyalton as the proprietor of the Loyalton and Summit Stage Line. In Sierra Valley, S.B. Oldham owned a stage line and employed a driver by the name of Wood B. Davis.<sup>29</sup> These local stage lines may well have operated as far south as the railhead at Truckee running their coaches along the road through Stampede Valley. The Nevada County Directory, 1893 reveals that John F. Moody was still in the stage business in Truckee as the owner of the Truckee and Lake Tahoe Stage. The Webber Lake Stage Line was now controlled by George B. Stiles. Two other men resident in Truckee, A.S. Nichols and George W. Sayles, listed their occupations as stage drivers. Two years later the Nevada County Mining and Business Directory, 1895, indicated that Moody was still in business but Stiles had disappeared Nichols no longer resided in the town and Sayles now listed his occupation as that of teamster rather than stagedriver. Eli W. Church was the new stagedriver in the community. So the rodes continued to be used by both teamsters and stagedrivers.

#### 4. Location of Stage Stations in the Stampede Valley Area:

As a result of the continuing stage and freighting operations in the vicinity of Stampede Valley, four stage station sites could still be identified in the twentieth century: Sardine House, Jordan house, The Mansion, and Russell House.

The stage station at the junction of the Dutch Flat-Donner Lake Road and the Henness Pass Road was known as Sardine Station, because it was just over the divide between Stampede Valley and Sardine Valley. There were two different buildings known as Sardine House, not far apart. The first one, built in the 1860's, was torn down and its foundations could be seen for a long time after the second structure was built. Jay Parsons, an early lumberman, built the second Sardine House, possibly around 1870. The Sardine Houses were located just west of the Dog Valley grade before the various roads coming in from the north, west, and south ~~ascended~~ the grade and went around the Verdi Mountains into Truckee. Several roads converged here: The Henness Pass Road,



the road coming south from Sierra Valley, Sierraville and Loyalton, and the Dutch Flat and Donner Lake Road. Mrs. Alice Trentman, who was born in the second Sardine House, says, "As you came up from Verdi you saw the Bald Mountain on the right side of Sardine Valley, maybe a little to the Northwest, and Sardine House on your left." According to Mrs. Trentman the building was often called Half-Way House because it was half-way between Truckee and Loyalton. Her father, John Fleckenstein (married to Emaline Sales) ran cattle in the area and his family occupied the house. About 100 yards from Sardine House, on the flat, there was a second building, (shown in the photograph not attached to this copy) that Mrs. Jessie Payen, another early resident of Stampede Valley, says was at one time a small sawmill run by Jay Parsons. Mrs. Trentman reports that this building was being used as a stable or a barn during her childhood. She states that there was a great deal of hauling on the road by teamsters, carrying hay and produce. These men often stopped at Sardine House for the night, tying up their horses in the barn. There was also a fast freight on the road between Truckee and Loyalton, through Stampede Valley, known as the ENESCO, most active during the summer months. The mail was carried on skis in the winter time directly from Truckee to Loyalton, according to Mrs. Trentman, and local people brought it back as far as the Lewis Mill (located on map dealing with timber and railroads-to be included in next Bulletin) and her brothers went over the snow to the sawmill to get the family mail. She remembers the names of the following teamsters who were active on the road from the 1880's forward: Bob Nelson, Gene Keys, and Bob Schroeder.<sup>29</sup>

Jordan House in Jordan Meadows was located in Sardine Valley (about two miles west of Sardine Valley) at the junction of the Henness Pass and the Sierraville roads. This station was sometimes called Junction House, and has been so indicated on early maps. However, it was run by a man by the name of Jordan who kept a hotel and livery stable. Mrs. Jessie Payen recalls visiting the station as a young girl. She reports that the barn was unusually large, that both stages and wagons were kept there, and anywhere from twelve to fourteen horses. She also recalls that there were three grave sites at the location, probably those of travelers who had died along the route.<sup>30</sup>

The Mansion was the only known stage station in that portion of Stampede Valley to be flooded. This station was located about three miles from Sardine House by the traveler headed for Truckee on the road from Loyalton and Sierraville along the way improved by the Dutch Flat and Donner Lake Wagon Road Company. Just as one crossed the Little Truckee, on the West, or right side of the road, was The Mansion. It was a white two-story building and was recognized as the best built structure anywhere in the area. In the 1880's, according to Mrs. Payen, the William Woodward family lived there running cattle. By this time The Mansion was no longer a stage stop but a family home with a diary as a business venture. Mrs. Trentman is in agreement. She recalls that Mr. Williams was paralyzed when she knew him and lived in a wheel chair. He and his wife, Emma, her father, Ed Saul, and



their four young children, two boys and two girls, lived in the family home. After the Woodwards, the ownership of The Mansion passed to a man by the name of Nye and when he left it was dismantled by people in the area, around 1898. Only a cellar pit remains at the site today.<sup>31</sup>

Russell House was located six miles farther to the south from the Mansion on Russell Creek in Russell Valley. At the present time, Russell Creek is known as Dry Creek and its valley as Dry Creek Valley. This stage station was built by Thomas Quinn in the 1860's. He was the father of Mrs. Payen's brother-in-law. This house was on the right hand side of the road, going to Truckee; the structure was two-stories high and was painted red. Russell House had a bar and dining rooms. There was a large barn in conjunction where stages were kept. The building was destroyed by an early-day fire.<sup>32</sup>

The Old Dutch Flat and Donner Lake Road through Stampede Valley was used as the chief east-west highway north of Lake Tahoe until 1926. In that year, Highway 40 was built down the Truckee River along the upper canyon that had been avoided since the day of covered-wagon immigrants. The highway route paralleled, in general, that of the railroad. After the re-routing, the section of the old road between Truckee and Verdi became known as "the country road" and the Dog Valley Road. The construction of Highway 89 north of Truckee eliminated any use of the north extension of this route from Stampede Valley to Junction House along the Henness Pass Road and the northern branch up to Sierraville and Loyalton.

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1. Thompson and West, History of Nevada County, pp. 131-132. Mitchell, "Crossing the Sierra," loc. cit., p. 63.
2. Sacramento Union, March 15, 1860, 3/1.
3. Quoted in the Sacramento Union, May 26, 1860, 3/3
4. San Francisco Evening Bulletin, May 3, 1860, 1/3
5. Mitchell, "Crossing the Sierra," loc. cit., p. 63 ff.; Thompson and West, History of Nevada County, pp. 131-132.
6. Sacramento Union, July 7, 1860, 2/3.
7. Sacramento Union, September 20, 1860, 4/1.
8. State, Territorial and Ocean Guide Book of the Pacific (San Francisco, 1865), Advertisement on page 77.
9. Mitchell, "Crossing the Sierra," loc. cit., p. 63.
10. Thompson and West, History of Placer County, California, 1882, pp. 289-290
11. Mitchell, "Crossing the Sierra," loc. cit., p. 63.
12. Sacramento Union, November 14, 1860, 2/2
13. Ibid., April 5, 1861, 4/1
14. Thompson and West, History of Placer County, Cal., 1882, p. 289-290; Mitchell, "Crossing the Sierra," op. cit., p. 63.
15. Sacramento Union, August 6, 1863, 4/1
16. Ibid., January 1, 1864, 2/1
17. Ibid., July 11, 1864, 3/3
18. Ibid., October 4, 1864, 3/4
19. Bean's History and Directory of Nevada County, Cal., 1867.
20. Wells, Harry L., History of Nevada County, pp. 71-78.
21. Sacramento Union, December 6, 1864, 2/2
22. Ibid., January 2, 1865, 3/6



23. Quoted in ibid., September 1, 1865.
24. Thompson and West, History of Placer County, Ca., 1882, p. 290; Mitchell, "Crossing the Sierra," op. cit., p. 63.
25. Wells, Harry L., History of Nevada County, p. 77.
26. Edwards' Tourist Guide and Directory of the Truckee Basin, 1883, Advertisements.
27. Ibid., pp. 104-105.
28. Truckee Basin and Lake Tahoe Directory for 1884-5, p. 149.
29. Directory of Lassen, Plumas, Del Norte, Sierra, etc. Counties, 1885, (San Francisco: L. M. McKenney, publishers).
30. The Mansion is one of the most important sites in the Stampede Valley area to be flooded. It is indicated as Site No. 1 in the Inventory.
31. Information from Mrs. Jessie Payen.

## LOGGING AND LUMBERING IN SIERRA COUNTY, 1880-1890

### LOGGING AND LUMBERING IN SIERRA COUNTY, 1880-1890

The eleven years from 1880 through 1890 were years of transition for the lumber industry. The market ceased to be confined to the local area and products limited to lagging and mining timbers. The growth of building construction in the cities of the western states provided an outlet for lumber that apparently had not been available to the Sierra County sawmills before the period. The modes of transportation also changed. The railroads and steam traction engines began to complement, if not replace, horse and oxen drawn wagons. with the building of the modern Lewis Mill late in the decade, a transformation in the size and type of sawmills was initiated.

The mills used all types of timber. Douglas fir and the different species of pine were favored by the mines. Cedar was used for shingles and fence posts. The red and white fir were multi-purpose woods but were cut only when nothing else was available. But it was pine, especially Sugar Pine, that the loggers sought out. Usually only the best and biggest trees were cut. Clear Sugar Pine was much in demand, and clear lumber is found only in the big trees.<sup>1</sup>

Timber was cut on the public domain, mining claims, homesteaded land, and on land claimed under the Timber and Stone Act of June 8, 1878. Cutting on the public domain was illegal and by 1887 there was talk of appointing a "Timber Sheriff" in every county in California. to arrest persons felling trees on government land. But the public timber continued to be cut and there is no report of anyone in Sierra County ever being arrested for illegal logging. In the western part of the county timber was taken off the mining claims to such an extent that the hills around the mining camps were completely denuded. This is possibly the reason why Downieville suffered from such frequent floods and Sierra City from destructive avalanches. The loggers in the eastern region claimed land under the Timber Act of 1878 by merely showing that the timber was worth more than the land was worth for agricultural purposes.<sup>2</sup>

The sawmills often did their own logging with the owner running



both the mill and the woods crew, but this was not always the case. The logging end of the business was sometimes contracted out to men who specialized as loggers. Contracts either specified a certain amount of board feet or were written for an entire season's run. Crews run by men like the Hoffman brothers or T.P. Kelly brought in the logs for the mines around Hog Canyon and Gold Valley. The mines usually owned their own sawmills but contracted the logging.<sup>3</sup>

As production climbed, the operation of the sawmills became a full-time enterprise and the owners had to give their complete attention to the manufacture of lumber and allow others to do their logging. The Turner mill near Sattley is a fine example of this change. Up to 1889, the Turner brothers logged their own timber. But production went up significantly that year and the logging was turned over to Garfield and Hayes. In 1890, Alf Joy and Frank Church contracted the logs for the Turner mill.<sup>4</sup>

Logging was a hard, dirty, dangerous job--it still is. Double-bitted axes, two-man crosscut saws, an eight pound sledge hammer and steel wedges were the tools of the trade. In order to fell a tree an undercut was made in the direction toward which the tree would fall. Then the back-cut was made from the other direction, cutting toward the undercut. The tree then fell of its own weight or steel wedges were driven into the back-cut to tip it enough to get it started.<sup>5</sup>

At times, if the tree was particularly swell-butted, notches were cut on both sides and "spring boards" placed for the "fallers" to stand on. This put them above the swell where the diameter of the tree might be two feet less than it would be nearer the ground.

When the tree was felled it was limbed with axes and then bucked with a two-man crosscut saw into the desired lengths. The bucking saws were heavier and broader than the felling saws. If the logging was done in steep country the logs were yarded to some type of landing (a central point) where they were placed in chutes (dry, log flumes) or cross-hauled (a term describing the manner by which the logs were loaded) onto solid-sheeled wagons. Yarding was done with teams of two, four, or six mules, horses or oxen. The teams also loaded the wagons. The wagons were crosshauled by running a line from one side of the wagon, under the log, then back over the wagon to a team. When the team pulled the line, the logs rolled up inclined poles and into place. Men with cant-hooks guided the logs into place on the wagon bunks.<sup>6</sup>

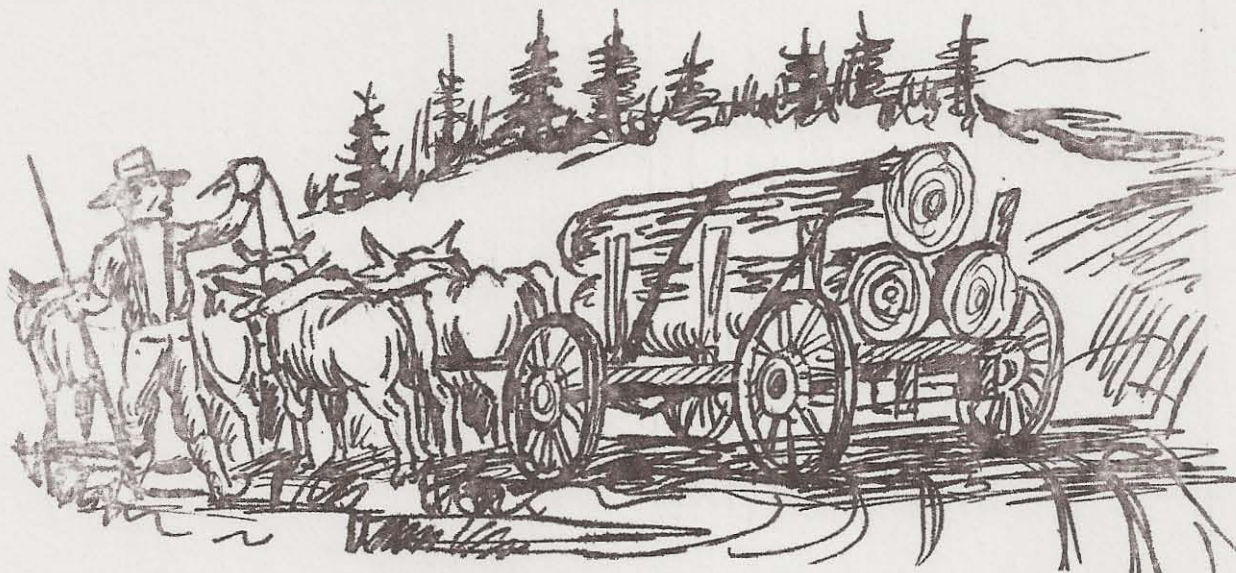
Transporting the logs from the woods to the mill became a major problem as the loggers had to go greater and greater distances for timber. One of three methods was used to move the logs. One of the first was the above mentioned log chutes. These were similar to flumes but carried no water. Two logs were placed side by side, leaving an indentation between them, and end to end for the required distance. Logs slid downhill riding on the chute. The chutes were lubricated by hand and oxen or horse teams either pulled the logs the entire distance or simply started them and then let gravity take over. Apparently the teams pulled with some sort of break-away rigging that prevented them from being carried along when the logs began moving of their own momentum. Accidents, though, did occur. In 1889 the Turner brothers had a pair of work oxen killed. "They were the wheel team and one threw his head out so as to catch a tree and broke his neck and his mate was thrown in the chute and a log ran over him."<sup>7</sup>

Water flumes also played some part in transporting the timber to the mills. Although those like the five mile flume of the Crystal Peak Lumber Company were major construction projects, a lack of water



and high costs seemed to mitigate against their general use. The Crystal Peak flume, itself, shows up on the delinquent tax list of 1880, a year after it was completed. But flumes and chutes did not furnish a viable solution to the long-haul transportation problem and solid-wheeled wagons, sometimes called "trucks," became the principal means of moving the logs.<sup>8</sup>

These wagons were made out of wood and were approximately twelve feet long from axle to axle. They were extremely sturdy and carried incredibly large loads, ranging up to 15,000 board feet. The wheels were about three feet in diameter, solid wood with steel rims. Draft horses, mules and oxen were used in teams of eight to sixteen animals and the driver (mule-skinner or bull-wacker) walked alongside with jerk-lines and a prod. The wagons were used only on relatively level ground, the loads being so top-heavy that it was impossible to prevent them from overturning if the ground was rough.<sup>9</sup>



Because of the great number of animals needed for logging teams, loggers kept large strings of oxen and horses. It was not uncommon for a logger to be using thirty to forty animals in his operation. In 1883 there was talk about using steam wagons for hauling logs around the Crystal Peak-Henness Pass area. The steamers were supposed to replace the "bulls" and draft horses but nothing came of this idea during the decade, although the steam wagons eventually were used to carry lumber.<sup>10</sup>

Logging was done throughout the year. The sawmills ran only in the summer when it was dry enough to cure the lumber, and most of the logging was done at this time. Occasionally logging was also carried on in the winter months. It was impossible to log with animals in deep snow, but if the snow crusted, operations could proceed. At other times loggers broke skid trails through snow with teams being used just for this purpose. Apparently the falling crews did most of their work during winter, since the mills often reported having logs in the woods early in the spring.



Only the larger trees were taken, and small woods crews could cut and transport great amounts of timber. The few men making up the crew that logged for the Treasure brothers' sawmill could fall half a million board feet in four months during the winter. The Sierra Lumber Company, which was moving lumber by the car load in 1888, was logging from the stump to the mill with just nine men. This being the case, most of the employees, most of the capital, and nearly all the machinery used in the lumber industry was involved with the sawmilling end of the business. In order to get a clear picture of the mills, this discussion will cover their general development through the decade, with special emphasis late in the period on the Lewis mill. Then types of power used by the mills will be considered, followed by a study of the wood products, prices and market outlets for the lumber.<sup>12</sup>

The 1880 census reports eighteen sawmills in Sierra County, employing 123 hands and capitalized at \$125,100. The mills were located mainly in the mining region and around Sierra and Dog Valleys. There were sawmills which cut only rough lumber, planing mills, shingle mills and different combinations of the three.<sup>13</sup>

In 1880 the mines were running at top production and lumber had to be manufactured under a full head of steam to meet the demand for the product. Sawmills at Port Wine, Brandy City, Scales, Mountain House, Pike City and Sierra City produced almost exclusively for mine consumption. Some of these mills were substantial plants and would remain so through the decade. D. T. Cole, owner of the mill at Mountain House, put in a new planer in 1880, to supply building materials for the booming mining towns. The Sammons mill at Scales was moving 40,000 feet of lumber to the mines at Morristown every month. The Mountain Messenger claimed "that the timber of this section (the Canyon Creek region) is apparently inexhaustible for an indefinite time to come."<sup>14</sup>

The sawmills continued their high production despite an occasional disaster like that which occurred at the Fletcher mill in June, 1881. A fire started in the blacksmith shop and could not be contained: "...the fire made a clean sweep, taking blacksmith shop boarding house, saw-mill, planing mill, lumber, and in fact all there was to burn." George Fletcher, and his manager, Geo. Wood, suffered a loss of \$30,000.<sup>15</sup>

The loss of a sawmill by fire, a common enough event in the present day, did not slow down the general growth of the industry. By 1882, another mill had replaced the one lost, and Sierra County still boasted eighteen sawmills. Thirteen and a half million board feet of lumber was cut that year along with 1,250,000 shingles. The Nevada & Oregon narrow gauge railroad had pushed into eastern Sierra County. Lumber cut at Bragg and Schooling's new mill near Long Valley was flumed four miles, then teamed to the railhead for sale in Nevada.<sup>16</sup>

Jerry Schooling, a Nevada State Senator, kept the defunct N&O running in 1883, pulling strings so that he could ship lumber from his sawmill. Demand was high and the mills, throughout the country, did a land office business. From three to five carloads of lumber daily began moving over the N&O. At least one new mill was built in 1883 (in Hog Canyon) to supply lumber to the mines. The lumbermen in the Forest City area found a sharp rise in demand during the spring of the year. In March, fire had leveled Forest and the City was rebuilding.<sup>17</sup>



Prosperity in the lumber industry continued into 1884. The antidebris acts passed by the state legislature the previous year had seriously hurt the hydraulic miners, but even though a number of mines had closed, the lumber market remained strong. So strong, in fact, that John Nelson, situated right in the center of the hydraulic mining region, was making enough money from his sawmill near Cornish Ranch to build another one on Oregon Creek near Pike City. 18.

The slack in the economy of Sierra County, caused by the closing of the hydraulic mines, was taken up by the growth in quartz mining around Sierra City. This began in earnest in 1885. The Mountain House sawmill, as an example, received the contract for 90,000 feet of lumber used to build the 20-stamp mill at the American Hill mine in that year. Garfield and Hayes added a planer to their sawmill so they could supply finished lumber for building construction in Sierra City. Nelson, of Pike City, was "running full blast," there still<sup>19</sup> being a high demand for lumber in the southern part of the county.

The year 1886, seems to have been a pivotal one for the Sierra County lumber industry. The lumber market continued to grow, new mills were built, and another planing mill was constructed. Capital poured in from the East to exploit the Sierra City quartz mines. New stamp mills and fresh shafts meant more lumber, and two developments in eastern Sierra County were to mean the beginning<sup>20</sup> of an era for the lumber industry around Sierra and Stampede Valleys.

"Truckee (to the south side of Reno) had ceased to be a great wood camp, and people were looking more and more to the northern part of the country served by the N&C Nevada & California Railroad, formerly the Nevada & Oregon for lumber..." Also, as if by chance, it was apparently during this year that the Lewis and Peck brothers joined forces with the intention of building a new mill in Smithneck Canyon south of Loyalton. This plant was to be the first of the large modern mills that would revolutionize the lumber business in Sierra County.<sup>21</sup>

The subsequent year was another good one for the lumber business. Construction of ore reduction works in the Sierra City quartz district required vast quantities of lumber. The sawmills in the area and those near Sierraville and Sattley had to run at top capacity just to supply the local demand. The Empire Mining Company at Gold Valley, alone, needed 35,000 feet of lumber for construction in 1887. To increase the supply, two new sawmills were built in the Sierra City region.<sup>22</sup>

During the last three years of the period, 1888-1890, the study of the development of the lumber industry will follow construction and operation of the Lewis and Peck mill in Smithneck canyon. This plant was representative of the new direction the industry was taking. It incorporated many modern innovations and was typical of sawmills that were to replace the small, scattered operations that had produced most of the lumber up to 1888.

Work commenced on the Lewis mill, nine miles south of Loyalton, in May, 1888. George Fletcher supervised the construction. The work went well with about fourteen men in the construction gang. By the middle of August the plant was completed and cutting lumber. The bugs had been worked out by September and the mill was producing 30,000 feet per day. The lumber was hauled to Verdi with horse drawn wagon.<sup>23</sup>

Apparently John H. Roberts joined the Lewis organization in 1888 and brought with him two steam wagons to be used transporting lumber.



The wagons, which were put to work the following year, were awesome to behold:

They were ponderous machines, weighing as much as 29 tons and resting on huge, six-foot driving wheels with a single center-front driving wheel. In operation, they chuffed and clanked along the forest roads like prehistoric monsters, belching forth great clouds of black smoke as they towed their trains of lumber wagons from the mill to Verdi and returned.<sup>24</sup>

The Lewis and Peck sawmill had a contract in the spring of 1889 to deliver four million feet of lumber to Verdi. Several teamsters had been promised the hauling and when it was learned that traction engines were to be brought in there was consternation among the freighters. It was obvious that the steamers and the teams would not work on the same road, the traction engines terrified the horses. An arrangement was worked out to everyone's satisfaction and both the engines and the teams moved lumber that year. It appeared that the horses would not be replaced by the machines which were continuously stuck in soft ground or down for repairs. When the engines were running, though, they pulled as many as seven wagons, each carrying 4,000 board feet of lumber. Obviously, steam powered machines had some distinct advantages over animal drawn wagons.<sup>24</sup>

The mill, itself, had a fine yard for decking logs and for drying lumber. The circular saw and the carriage were powered by a fifty horse-power steam engine, running under 100 pounds pressure. The mill cut 28,000 feet a day and employed thirty-five men, including the lumber-pilers and woods crew.<sup>25</sup>

When the Lewis mill built a mill-pond in the Fall of 1889, they brought another innovation to the Sierra County lumber industry. The use of a pond to float logs to a slip which carried them into the mill, while an old practice, had not previously been used in Sierra County.<sup>26</sup>

In 1890, the mill was going full blast and the steam traction engines were doing the lumber hauling as far as Prosser Creek. So much lumber was being cut in Sierra County by this time that Roberts, the partner in charge of moving the lumber, could not get teams at the price he wanted to pay. With a high volume of freight being transported out of the county the teamsters could afford to pick their hauls, and most did not want to carry lumber on roads also used by steamers.<sup>27</sup>

The Lewis mill was a steam powered operation and this seems to have been in line with the trends in power-units during the eighties. More and more mills converted from water and Pelton wheels to steam during this decade. But the lumbermen used whatever energy source was available, inexpensive, and most efficient. In 1882, there were eighteen sawmills; nine powered by steam, nine by water. The mills around Sierraville--Rawdon planing mill, Blatchley shingle mill, Treasure mill and the Lebroke mills were powered with overshot water-wheels. The Blatchley shingle mill used a Pelton wheel to drive its machiners. The Fletcher mill, near Sattley, had switched from water power to steam in the seventies and used a steam engine until it burned in 1881. The mills in the western part of the county used both energy sources to run their saws. Oddly enough, while most plants were converting from water to steam, the Hayes and Garfield sawmill at Bassett's station changed from a steam power-unit to a Pelton wheel in



1887. In may be that someone must always buck the current.<sup>28</sup>

Regardless of the type of power used, the mills turned out a wide variety of wood products. After being cut, lumber was stacked and allowed to dry. It was then either sold rough or went to the planing mills where it was finished. In 1882, the Nelson mill sold mining timbers, lumber and sawed spilings to the mines. Clear sugar pine was sold for building purposes as were "all kinds of grooved and planed lumber, window sases, doors, etc." After the Hayes and Garfield plant put in a planer in 1885, they furnished clear, ceiled and rustic lumber that was customized to suit the buyer. One year later, Cole and King's Mountain House mill furnished customers with tongue-and-groove flooring, ceiling, rustic siding and surface planed lumber. The mills normally shipped their sugar pine planks to markets outside the county.<sup>29</sup>

In 1888, a person living in Sierraville could purchase wood products from four competing mills. The Turner brothers sold "all kinds of clear and common lumber, rustic, flooring, ceiling, etc." Treasure mill had every variety of lumber product "constantly on hand." Thos. Lebroke was a manufacturere of "all kinds of clear and common lumber, ceiling, flooring, rustic, KTC" and shingles in any quantity. W. B. Rawdon supplied "flooring, rustic, siding, moulding, Door & Sash, window frames, etc." Competition for the local market was intense, much to the delight of the farmers and townspeople.<sup>30</sup>

Despite cutthroat competition, the price of lumber remained high. In 1880, the total value of sawed lumber within the county was \$160,600. The price increased until it reached a peak of about \$35.00 per thousand feet clear lumber, and \$25.00 for second quality, in 1885. There were only two grades, clear and commons. Two years later, mining timbers were selling for \$85.00 per thousand. Near the close of the decade the Lewis mill was selling commons for \$7.00 and clear for \$19.00, cash, at the mill. The price had dropped, but costs had fallen even further and profit margins were up. Lewis' investment had been \$20,000 and he was clearing a net profit of \$1,000 a week by the second year of operation. The "gold in them, thar hills" had a wood grain.<sup>31</sup>

Lumber was cut for three separate markets. The local market needed lumber for both town building and the mines. The planed and finished lumber went into buildings. This material was, for the most part, clear grade. Many homes and business establishments were constructed without a single knot in the wood. The mines and quartz mills required large amounts of lumber for timbering, mill construction and flumes. Mines needed from seventy to ninety thousand feet of lumber a year and one hundred and thirty-five thousand feet was required to build a single flume flume for the Young America mine in 1888. The previous year, the Turner mill produced half a million feet of lumber and had sold 400,000 feet of it to the mines in the western part of Sierra County.<sup>32</sup>

By 1888, although the mines were still taking great quantities of lumber, sawmills were selling their products throughout most of the western states. The lumber had moved outside the county since



before 1880, much of it going to Verdi to be transhipped on the Central Pacific. But not until approximately 1888, did outside buyers take the bulk of the production. Reno, San Francisco, Salt Lake City and Ogden became prime markets for Sierra County lumber.<sup>33</sup>

The eighties had been a prosperous decade for the lumber industry. The industry was healthy and strong in 1880, and lumber had increased in price, quality and quantity annually. The opening to a new decade in 1890, promised more of the same. From three to three and a half million feet of lumber, monthly, was being shipped to Ogden and Salt Lake City. Even the relatively small Lebroke mill had orders for a million more board feet than it could supply, and the Blatchley mill shipped about 5000,000 feet to out side markets that year. The Mountain Mirror, with acute powers of observation, noted that "the lumber trade is undoubtedly steadily increasing and before many years may be our chief industry."<sup>34</sup>

Lumbering continued its growth during the 1890's when one mill after another moved into the Loyalton area and logging railroads came to replace the steam traction engines and the horsedrawn wagons. Lumbering had grown and prospered during the eighties. In the next two decades it was to become, truly, a big business in Sierra County. The Lewis mill pointed in the direction others would follow---mechanization, capitalization, consolidation, railroads and a regional-wide market. Sierra County entered a period of serious economic distress in 1888, but the sawmills, using new business methods, did not suffer from the local decline.

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#### Notes on the Author:

The Sierra County Historical Society Bulletin is again thankful for the fine material presented to us by William G. Copren. The above article was taken from a larger work by Mr. Copren on the history of Sierra County. Further notes on the author may be found in the Vol. 3, No. 1 edition of the Bulltin.

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1. Sierra County Tribune, Forest City, June 29, 1882; Sierra Valley Leader, Sierraville, Nov. 22, 1888; June 14, 1889; Oct. 10, 1890.
2. Mountain Messenger, Downieville, Sept. 3, 1887; Photos of Downieville area in 1880's show the mills barren of vegetation, Downieville Museum Collection; Sierra Valley Leader, Sierraville, Jan. 6, 1888; March 9, 1889; March 16, 1888; April 12, 1889.
3. Mountain Messenger, Downieville, Jan. 1, 1887; Sierra County Tribune, Sierra City, Aug. 9, 1889.
4. Sierra Valley Leader, Apr. 26, 1889; June 28, 1889; Oct. 10, 1890.
5. See Steward H. Holbrook, The American Lumberjack (New York: Collier Books, 1962), for one of the best studies of the American logger and his methods. The work also contains a glossary of terms which I use here and in subsequent paragraphs.
6. Interview with William E. Copren, Sept. 7, 1970; the above discussion is drawn from personal observations, common sense deductions, and from talking with loggers from the area over a number of years; Photos from the Nevada Historical Society Collection confirms most of the conclusions; Sierra Valley Leader, Sierraville, March 8, 1888; April 11, 1890 Nov. 22, 1888; Letter from H.L. Blatchley and Mrs. R. E. Yarrington to Mrs. William J. Copren, March 17, 1965, p. 1, (hereinafter referred to as the "Blatchley Letter," it being a short eight page manuscript actually, rather than a letter.).



7. Quotation from Sierra Valley Leader, Sierraville, May 31, 1889; see Nevada Historical Society photograph collection for photographs of log chutes.
8. David F. Myrick, The Northern Roads, Vol. I of Railroads of Nevada and Eastern California (Berkeley: Howell-North Books, 1962) p. 410, (Hereinafter referred to as Myrick, The Northern Roads.); Mountain Messenger, Jan. 31, 1880.
9. Nevada Historical Society Photograph Collection: "Blatchley Letter" p. 1
10. Mountain Messenger, Downieville, July 16, 1887; Sierra Valley Leader, Sierraville, March 2, 1888; Oct. 4, 1889; Sierra County Tribune, Downieville, May 10, 1883
11. Sierra County Tribune, Downieville, Nov. 21, 1884; March 13, 1885; Sierra Valley Leader, Sierraville, Feb. 29, March 28, 1890; Oct. 4 and April 18, 1889.
12. Sierra Valley Leader, Sierraville, Feb. 10 & April 12, 1888.
13. Report on the Manufactures of the United States at the Tenth Census (Washington, D.C.: Government Printing Office, 1883) p. 198.
14. Fariss and Smith, Illustrated History of Sierra County, p. 472. Mountain Messenger, Downieville, Sept. 4, 1880; Nov. 27, Jan. 17, Aug. 28, 1880.
15. Mountain Messenger, Downieville, April 23, May 21, July 2, 1881. Guinn, Biographical Record of the Sierras, p. 769.
16. Sierra County Tribune, Forest City, Nov. 30, 1882; Myrick, The Northern Roads, p. 348; Sierra Valley Leader, Dec. 28, 1882.
17. Myrick, The Northern Roads, p. 349; Sierra County Tribune, Downieville, Oct. 4, Aug. 16, May 3, 1883.
18. Sierra County Tribune, Downieville, Nov. 28, 1884.
19. Sierra County Tribune, Downieville, July 24, July 31, June 12, 1885.
20. Sierra County Tribune, Sierra City, Aug. 20, 1886; Mountain Messenger, Downieville, Nov. 13, 1886.
21. Myrick, The Northern Roads, pp. 352, 398, quotation p. 352.
22. Mountain Messenger, Downieville, Jan. 1, May 7, July 16, Aug. 6, 1887
23. This detailed discussion is necessary because the Lewis mill is representative of the new direction the lumber industry was moving toward and because the secondary sources on the subject give false and misleading information. Both Myrick, The Northern Roads, p. 398; and Guinn, Biographical Record of the Sierras, pp. 519, 524, claim that the Lewis mill was built in 1887 and that the Peck brothers left the partnership that year. Actually the sources give the year 1888 as the date it was constructed and the Pecks did not sell their interest until September, 1889; see Sierra Valley Leader, May 18, 1888; May 25, 1888; June 8, Aug. 7, Sept. 28, Dec. 7, 1888.
24. Quotation from Myrick, The Northern Roads, p. 392, Myrick implies that the steamers went to work in 1888, when it was not until 1889 that they were put on (see following discussion with documentation from newspapers), Jackson, "Historical Survey of Stampede Area," p. 47, accepts Myrick's information almost without question.
25. Sierra Valley Leader, Sierraville, March 8, June 14, May 10, July 5, July 26, Sept. 27, Oct. 4, Nov. 15, 1889.
26. Sierra Valley Leader, Sierraville, Oct. 4, 1889.
27. Ibid., Nov. 8, 1889.
28. Ibid., Oct. 10, and 17, 1890.
29. Sierra County Tribune, Downieville, Nov. 30, 1882; Sierra City, Aug. 27, 1886; Sierra Valley Leader, Sierraville, April 12, 1889;



March 8, 1889; Oct. 4, 1889; Oct. 10 1890; "Blatchley Letter," pp. 1-2; Guinn, Biographical Record of the Sierras, p. 796; Mountain Messenger, Downieville, May 7, 1887.

30. Sierra Valley Leader, Sierraville, Oct. 4, 1889; Nov. 22, 1888; May 31, 1889; Sierra County Tribune, Forest City, June 1, 1882; June 29, 1882; Downieville, July 24, 1885; Mountain Messenger, Downieville, Nov. 13, 1886.

31. Sierra Valley Leader, Sierraville, Jan. 6, 1888.

32. Report on the Manufactures of the United States at the Tenth Census (Washington, D.C.: Government Printing Office, 1883), p. 198; Sierra County Tribune, Downieville, June 19, 1885; Mountain Messenger, Downieville, May 7, 1887; Sierra Valley Leader, Oct. 4, 1889.

33. Mountain Messenger, Downieville, Nov. 27, 1880; May 7, 1887; Sierra County Tribune, Downieville, June 12, 1885; July 24, 1885; Sierra City, Aug. 24, 1888.

34. Sierra County Tribune, Forest City, Nov. 30, 1882; Sierra Valley Leader, Sierraville, Feb. 24, 1888; May 31, 1889; Nov. 22, 1888.

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MINUTES OF THE SIERRA COUNTY HISTORICAL SOCIETY  
MEETING HELD ON SEPTEMBER 19, 1971 AT THE LOYALTON  
ELEMENTARY SCHOOL, LOYALTON, CALIFORNIA

After all present enjoyed a delicious pot-luck luncheon, the meeting was called to order by president Jean McMahan. There were 20 members and guests present representing all areas of the county. Minutes of the June 11th meeting were read and approved. The treasurer reported a balance of \$772.46. Ruth Drury was given a vote of thanks for selling 149 copies of our publication.

Committee Reports:

Publication: Milton reported that local businesses might like the idea of putting ads in our publication. It was agreed that this would be an excellent idea for increasing our funds. All members present agreed to solicit ads for next year's publications. Milt also reported that Mrs. Nessler will be unable to do our publishing, but will make the mimeo-masters for us. Other arrangements will be made to have the printing done.

New Business

Bill Copren has requested that papers in the County office be duplicated, as some of them are not on file in any other place. He has written to an organization that has funds for such matters, requesting a \$1,000 grant.

Ruth Drury reported that Mr. North, distributor of the reprint of Ferris & Smith History of Sierra, Lassen and Plumas County, would like us to purchase some for sale in the county. Members agreed to buy 12 copies at \$12.00 each to be sold to members wanting them.

Mrs. Drury was appointed our representative to the Historical Conference in Oroville.

Milton reported on a mining pump of historic value, on property to be sold for back taxes. Members instructed Secretary to request Board of Supervisors to preserve the pump as County Property.

Milton reported that a lot (one full lot and 3/4 of another) is available to the Historical Society. It is in Loyalton, half block from the City Hall. Price: \$1,000, \$150.00 down and no interest.



Georgine Copren moved, 2nd by Maren Scholberg that the lot be purchased for a museum site. Motion carried.

Darlene Messner agreed to check into possibilities of our having a booth at the Marin Co. Renaissance Fair.

Secretary instructed to inquire again about Colt property in Sierraville, and get some agreement in writing.

Discussion on large equipment around county and need for space to display.

Next meeting: Downieville, March 19th, 1:00 p.m. at the school.  
Nominations: President, Norma White; vice pres, Maren Scholberg; Secretary, Mary Hope; Treasurer, Georgine Copren; Corresponding sec. Darlene Messner.

Elections to be held at Downieville Meeting.  
Meeting adjourned.

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Sierraville, Calif.  
December 10, 1971

Dear Members,

This is the last volume of the Sierra County Historical Society publication for 1971. We all hope you enjoyed all the issues and are anxious to receive the 1972 issues. Please remember that your dues, which bring you these booklets and which are tax deductible, are due in January.

I will be happy to hear from all of you soon.  
May you all have a blessed Christmas and a happy and prosperous New Year.

Georgene Copren, Treasurer

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Appearing in the Spring '72 Sierra County Historical Society Publication will be the following interesting articles:

1. The last article in a series "Early Annals of Downieville and Vicinity" submitted by our faithful correspondent, William Pickiepoche
2. Another article dealing with Sierra County in the 1870's and 1880's from the historical survey by Bill Copren
3. The third part of the history of the Stampede Area by W. Turrentine Jackson
4. A first article in a series of interviewes of "Old Timers" in the Loyalton Area

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WE WISH TO ESPECIALLY THANK LEE CROSS OF LOYALTON, CALIFORNIA, FOR HIS FINE DRAWINGS WHICH APPEAR IN THIS BULLETIN.