

THE AMADORIAN

A Publication of the Amador County Historical Society

President's Corner

Greetings fellow members:

Where has the time gone? It seems like just yesterday when I put together the last Amadorian and here we go “*Moovin’ and Groovin’*” through time. Check out the story of ACHS’ blue ribbon award at the Amador County Fair - page 16.

I want to also thank everyone who attended our Wine and Cheese Fundraiser in early September. We kicked off our campaign to raise funds to build a new Livery Building on the Museum grounds. A special “*thank you*” to the Argonaut Breakfast Lions Club for their generous donation to the Livery Building fund and support of ACHS. Charter member, George Stutler and Sue Duncan attended on behalf of the now inactive organization.

On September 12th, the Amador County Board of Supervisors held a re-dedication of two quilts made over forty years ago by several local artists and stitchers to memorialize the colorful history of Amador County. ACHS Museum Director Judy Jebian fostered this project for several months and finally the quilts hang for display in the rear foyer of the County Building. More on page 5.

Back in 2010, many of you may remember the unfortunate decision made by the owners, El Dorado Irrigation District

to demolish Kay’s Resort on Highway 88. Another project several years in the works came to fruition earlier this year. The ACHS had a plaque installed at the site of the former Kay’s Resort and recently held an informal dedication. Read more about that on page 17. And the next time you are up that way, give it a look — maybe even have a picnic right near the plaque with a beautiful view of Silver Lake!



George Stutler presents check to ACHS President, Jeana Hultquist to help support a new Livery Building at the Amador County Museum

Driving up Highway 88 and thinking about Kay’s Resort in its “hay-day” inspired the republishing of Logan’s Alley (by Larry Cenotto) “*The Carson Pass Sierra*” in this edition of the Amadorian. Don’t be turned off by its length; read it at your leisure. And remember when reading that the author preferred the older style of minimal capitalization rather than “the modern tendency to capitalize everything. He hopes you’ll

get used to it.”

Thanks again to all the members and guests that support the Historical Society.

Enjoy the Amadorian and I hope to see you at our annual dinner on Nov. 5th.

Best regards, Jeana Hultquist, President

The Carson Pass Sierra

A Historic, Trans-Sierra Route¹

(Logan's Alley Volume I, Pages 204-211)

I

...The history of all our trans-Sierra routes is fascinating, and, the writer believes, highway 88's is especially so.

By name only, this beautiful highway is inseparably joined with that famous mountain man, Christopher "Kit" Carson. Why? Our central Sierra mythology credits the redoubtable Kit with "guiding" the 1844 Fremont expedition amid these same peaks.

Kit, indeed, was part of that expedition, and an invaluable part, too, but not having ever been in these mountains before, he and other famous mountain men – Alexis Godey and Thomas Fitzpatrick among them – couldn't guide anyone.

But they did help the party from starving in deep Sierra snow before crossing the main divide somewhere near today's Carson pass and following a route which does not come near today's highway.

Well over a decade ago the legislature adopted a resolution authorizing the then beaches and parks division to research and mark that expedition's trail. The state hasn't done it yet.

If Carson and the Fremont party did not pioneer or blaze at least the high Sierra segment of today's highway, who did? The Mormon battalion, or a remnant of it, which stayed behind in 1847 in California to raise funds for beleaguered brethren in Salt Lake valley.

Credit those believers, about 37 in number, for creating the first west to east wagon road over the Sierra, and establishing segments of today's highway between Corral flat and Tragedy

spring, and between Caples lake and Carson valley.

Those Mormons forever proved that religion, brethren, and family motivate men as well as gold and greed. While hundreds were racing to the gold fields that summer, the Mormons left them.

Deep snow and memories of the Donner party's tragedy on the Truckee route in 1846 dissuaded the Mormons from going that way to Salt Lake. A scouting party selected a new route from a base camp in Pleasant valley, in today's El Dorado county, an over the summit near today's Carson pass.

After all, it was when they saw or entered the valley beyond the pass that the party's "hope" was renewed. That's why the valley has ever been named "Hope valley."²

Though the Mormon party pioneered the trail and cut a new wagon road, history never credited them. Instead, one man among 25 who passed that way over snow in 1844 had that trail, another valley, a river and a pass named after him.

The Mormons went unrecognized until recent years when the old Iron Mountain road was renamed the Mormon Immigrant Trail road in their honor.

Carson, himself, a modest man, did not seek the pulp magazine popularity he achieved. He may have felt a little "sheepish" knowing that an immigrant route on which he never traveled was named after him.

II

The next major section of today's highway was pioneered in 1852. That section is between Dewdrop station – in the old days, Antelope springs or station – and Corral flat.

As citizens through chambers of commerce in Stockton and Amador today cooperatively attract fun-seekers and travelers into their areas, so did they in the earliest days of both

areas, so did they in the earliest days of both counties (Calaveras until 14 June 1854).

In 1852, Emphraim W. Gemmill and other Volcano merchants promoted the construction of a wagon road that would tap the stream of wagons on the Carson Emigrant trail and shunt or divert a sizable flow away from El Dorado and Placerville into Volcano, the southern mines, and San Joaquin and Stockton beyond.

Stockton merchants, if they did not actually initiate the enterprise themselves, most certainly joined in. Those wagons meant business. Reported the July 2, 1852, *Stockton Journal*, in part:

“The people of Volcano have become responsible contractors for the cost of the work, and it is hoped that the citizens of Stockton will contribute the promised aid.

“About \$1,000 have been subscribed in our city, and \$1,000 more...will be required...to discharge the debt. Stockton, as the great Emporium of the South, will derive more benefit from the new road than any other place...”³

The new road took off from the old emigrant trail about “eight miles east of Leek Spring” and was estimated to be about 45 miles in length, not all of which paralleling or corresponding to today’s highway.

Proponents and promoters of the new route hailed it as the “equal of any wagon road in the state! Its graded width was 12 feet, big enough to accommodate anything on wheels.”⁴

When the route or wagon road was completed that summer, men were stationed at the junction of it with the older Carson Emigrant trail, and they were

commissioned to cajole, entice, exhort, and convince the wagon trains or men with packs on foot to use the new route. So successful were they that Placerville papers soon editorialized that much of the migration from the plains was going via the new cutoff, and they scolded enterprising men in that county to do something about it.

On today’s highway, just below Dewdrop station, the Fiddletown-Silver Lake road takes off westerly as highway 88 bends southerly. Highway 88 from that point was developed at another time. But the Fiddletown-Silver Lake road is a continuation of the original 1852 cutoff that ended in Volcano.

Thus, by 1852, in the high Sierra, the present highway 88 was already established between today’s Dewdrop and Tragedy spring,⁵ and between Carson pass and Carson valley.

The stretch descending into Silver Lake valley, around perilous Carson spur, and by today’s Kirkwood and Caples lakes to Carson pass was yet to be developed.

III

Perhaps pack trains, horsemen, men afoot and maybe a foolhardy or lost wagonmaster continued down what is now highway 88 west of Dewdrop toward Pine Grove, though it must have been a mere trail.

But, in the early 1850s, there were no communities along the present highway 88 west of Dewdrop and Jackson to visit!

In 1852 the traffic leaving Volcano followed the same road we do today to its junction with highway 88 in mid-Pine Grove. West of this junction the present highway to Ridge road dates back to 1851 and probably before. (Cont. on Page 6)

**AMADOR COUNTY HISTORICAL SOCIETY
MUSEUM – ANNUAL REPORT****July 1, 2016-June 30, 2017****By Judy Jebian, Director**

The Amador County Museum continues to contribute to the County's reputation as a tourist destination and is an important resource for people who want to learn about the early history of California and especially its mining history. Our visitorship has steadily increased over the years that the Historical Society has managed the museum. Last year we hosted over 1500 visitors including a number of special tours and we received from them both small and generous donations totaling over \$5,000 but averaging about \$80 each weekend from 20 to 30 individuals.

Dedicated volunteers have logged many hours both in hosting visitors and working to improve exhibits and general appearance with paint, mowing & blowing, hedge clipping and sprinkler repairs. It is a large and beautiful property and the Historical Society wants it to remain an asset worthy of pride. During this past year, the grassy area between the main house and the cottage was protected from foot traffic making unwanted paths by adding a wrought iron fence between the house and the pole barn which directs traffic from the steps up from Summit St to the path around the house to the right only.

Another big project that was completed this year was a complete overhaul and reorganization of the Mining Model exhibit thanks to Ed and Mimi Arata who logged many hours and dollars of their own to make the mining model a truly educational experience. Just recently as well, we received a large 1903 mining map of the county and requested a legend from the Registry of Mines which is now married with the map and beautifully framed under UV glass. We have also been able to incorporate a collection of paintings which were made for the publication "Gold Mines of California" and had been stored in Supervisor Boitano's office. The next order of business for the mining model is a complete inventory, something which has never been done and entails both marking all of the artifacts and entering each item into the digital record.

The next big project the Historical Society is hoping to begin next year is the reconstruction of the Livery building. We now have engineered plans in hand thanks to several of our local businesses and professionals: Toma & Associates, Weatherby-Reynolds-Fritson, Robin Peters, Ron Regan, and others, and on August 15, I was able to submit a grant application to the State of California with a request for \$125,000 with 30 minutes to spare. We have our fingers crossed.

Earlier this year, Leonard Williams and Phillip Giurlani got the Bi-Centennial quilts installed in the back entryway of the Administration building, and on September 12, we had a lovely rededication of those quilts attended by several of the original participants and family members who were all immensely pleased and honored to have their handiwork displayed where everyone can enjoy them.

We have received several donations of artifacts to the museum over the past year, and the collection continues to grow making it an outstanding museum for its size as so many of our visitors tell us. It is a pleasure for those of us who volunteer there to be able to share this treasure with those who visit and we try to make that visit both educational and enjoyable.



BI-CENTENNIAL QUILT CELEBRATION

A special event occurred at the Board of Supervisors on Tuesday, September 12 in which a Resolution was read to re-dedicate the two Bi-Centennial quilts that were made in 1976 to commemorate various pieces of Amador’s picturesque past. They are now displayed in the back entry way of the County Administration Center for the citizens of Amador County to enjoy.



The event was attended by 11 of the original participants and/or a family member. Tom Wait represented his mother Goula Wait, Margaret Jackson represented her daughter Terri and Terri Works accompanied her mother Pat Works. Original participants who attended were: Rochelle Cooper, Deanna Ding, Jean Dorall, Sandy Honnold, Etta Scully, Lisa Uhrig, and Ginger Upton. A framed copy of the Resolution was presented to the Museum Director, Judy Jebian and will be hung along with the plaques identifying the persons who contributed their design or stitchery efforts to make the Bi-Centennial Quilts, now 41 years old, historical artifacts in their own right.

L-R: Lynn Morgan; Richard Forster; Frank Axe; Pat Crew; Brian Oneto. Front: Judy Jebian, Museum Director (with Resolution)

When there was no road where highway 88 is now between Jackson and Pine Grove, early travel took to the Ridge road to the New York store or ranch, and followed New York Ranch road into Jackson.

Stages from Jackson took two routes: either through Drytown to Sacramento, or down into lone valley and Q ranch to Sacramento.

Not all traffic needed to take New York Ranch road to Jackson. Wagons and others heading elsewhere could continue down the Ridge road past Tucker's ranch (where county organizers met in 1854) through what is now Sutter Hill.

They could go straight or right at the junction and wind up in Stockton or Sacramento.

Thus, by 1852, we can say that all of highway 88 east of Pine Grove (except stretches from Pine Grove to Dewdrop and Tragedy to Caples lake) was pioneered and developed enough for wagon and coach travel.

When did those sections develop?

In a letter to state surveyor general Seneca H. Marlette (that street in lone may be named after him) in 1855, We. Stonebreaker (of El Dorado county) reported that "Messrs. Ruse and Barnard made a cut-off around the northwardly end, below the lake (Silver) and reached the same point on the summit in 7 ½ miles."

This meant that those two innovators, instead of taking the regular emigrant road route west and south of Silver lake to the first or western summit by Thimble peak (a long and gradual climb of about 13 miles), they opted to descend into Silver Lake valley from Tragedy spring, go north and easterly of the lake, and climb beneath Thunder mountain to the summit.

Engineers then estimated the new cutoff saved six miles but cost more energy in steep ascents and descents.

But let us credit Ruse and Barnard with pioneering that short stretch of today's highway 88 between Tragedy spring and east of Silver lake. It would be another eight years after Ruse and Barnard's effort in 1855 before today's highway 88 between Silver lake and Carson pass would be pioneered.

In 1861 voters in Amador defeated the proposal to build a wagon road to Carson valley, but a year later they approved it after legislative authorization for the second vote.

Begun the summer of 1862, the project was finally completed in August, 1863, when the historic Amador and Nevada wagon road was opened to the public.

A timely observer was the well-traveled William H. Brewer who wrote on August 14, 1863 about leaving Volcano and going up a new road "just build or rather building across the mountains near the route of the old emigrant road."⁶

Brewer called it "valley of the Silver Lake," recorded he camped at the valley's foot "where a large house is going up."⁷ Log hotels are going up all along this road," Brewer reported, "in anticipation of customers when the road shall be finished."

Brewer described the new road going around Carson spur. "...The road winds around the side of this canyon, and here we had the most pretty scenery of the route."

"Below us, a thousand feet, dashed the river, behind which lies a pretty lake, called Summit Lake, but 'Clear Lake on your maps."

Now dammed and one lake instead of two, we know it as Cables lake today.

(Cont. on page 10)

ACHS 2017 - Board of Directors

Officers

- Jeana Hultquist, President
- Ed Arata, Vice President
- Judy Jebian, Secretary
- Wayne Garibaldi, Treasurer
- Keith Sweet, Correspondence Secretary

Board Members

- Thornton Consolo
- Georgia Fox
- Phillip Giurlani
- Teresa Guidi
- Alicia Miller
- Gary Reinoehl
- Coni Saracino
- Danna Saunders
- Grant Vogel
- Russ vanVoorhis
- Leonard Williams

Board Meetings are held on the 3rd Wednesday of each month at 3:00 p.m. at 225 Church St. (Amador County Museum)

Members and friends are invited to attend.

Amador County Historical Society

Member Events for 2017

Nov 5 - Annual Dinner at Teresa's Restaurant - 4:30 -7:00 pm (details on page 16)

Amador Central Railroad - Events and Run Dates for 2017

Oct. 21 - Fall History Run for the public, reserved tickets only

Dec. 2 - Christmas Run, for Motor Car operators and their guests. Bring a Toy and run fee is only \$25.00.

Nomination Committee

ACHS is currently accepting nominations for 2018 Officers and Board. Director Teresa Guidi is chairing the 2018 Nominating Committee.

If you are interested in serving on the ACHS Board and/or would like additional information, please contact Teresa at 916-223-6389 or tguidi@amadorgov.org.

A slate of nominees will be presented during the Annual Business Meeting on Nov. 5 at Teresa's Restaurant.



Kennedy Mine Model Tours

Tours of the Kennedy Mine Model are on-going every Friday, Saturday and Sunday in the building adjacent to the museum. . . come on down, bring your friends, see how the "Hardrock Miners" brought the gold up from more than a mile from under the earth.

See the headframe, the Stamp Mill and the Wheel in action with mechanized motors...it is like a little show lasting about 45 minutes, with live narration and tape presentation.

Tours are at noon and 1:00 p.m. or by appointment any day or time (subject to decent availability). Group tours, schools and organizations welcome! Located at 225 Church Street, Jackson Mine Model building in parking lot next to museum.

For more information, call the Amador County Historical Society at 209-257-1485.

ACHS Lifetime Members

Kathy Allen & Frank Axe - Richard & July Allen - Joseph Aparicio Family - Ed & Mary Lee Arata - Caryl Arnese - Michael Bell - Heidi Boitano - Mark, Lorie & Matthew Bowlby - Ray & Barb Brusatori - William Burger - Paul & Claudine Burnett - Jerry Cassesi - Robert J. & Susan L. Chandler - D.E. Collins - Thornton & Paula Jo Consolo - Robert M. & Lorraine M. Cooper - Mary Cowan - Jeannine & Patrick Crew* - Jean Louise Dahl - Robert Davis - Kathleen Du Bois - John Ellyson, MD - Carol Emerson - Katherine Evatt & Pete Bell - Robin Field & Carol Mischer - Wayne Garibaldi - Phillip & Jenny Giurlani - Ray & Cheryl Herndon & Bobby Keeling - Curtis & Denise Hollis - Patricia Huberty - Jeana (Cova) Hultquist & Marshall Cova - Ida Ruth Johnson - Marilyn Jones - Richard & Pat Jones - Gretchen Kingsbury - George & Joan La Ponsie - Gary & Jaimie Little - Stan Lukowicz - Allen & Karen Martin - Jeremy & Shirley McCarty - Frances Melusky - Marshal Merriam - Joe & Alicia Miller (Giurlani) - Jean Mueller - Ron Oliverro - Katherine & William Orescan - Hazel, Jeffrey & Amy Powell - Marian & Leonard Randolph - Jeanne C. Russ - Martin Ryan - John H. & Patricia Scott - Norm Seid - Beverly Smallfield - George P. Smith - Rose Marie Smith - John Solaja* - Marie-Louise Solaja - Audrey Souza - Charles J. Spinetta - Ray Stacey* - Steve & Linda Stocking - Suzanne Erickson Stroy - Ed & Margaret Swift - Russell & Mary Beth VanVoorhis - Violich Farms - Grant Vogel & Pam Sharp - Sutter Creek Promotions Committee - Volcano Community Services District - Fraser & Teddy West

*Benefactor

About the Amador County Historical Society

The Amador County Historical Society is a non-profit organization dedicated to the research and preservation of Amador County heritage and history.

The organization brings together people from diverse backgrounds to work towards these goals. We invite all interested persons to attend our monthly meetings and encourage your suggestions and active participation in Society events and endeavors.

We also welcome guest articles for our newsletter. Unfortunately, due to limited space we can accept only those pertaining to local history. If you have any questions regarding ACHS please contact the office at (209) 257-1485.

If you would like to become a member of the Society, please fill in the membership form below and mail along with the appropriate dues to the Amador County Historical Society, P.O. Box 761, Jackson, Calif.

Name _____ Address _____

Phone _____ Email _____

Please check one of the following Membership:

ANNUAL **Individual \$20.00** **Family (2 or more) \$30.00** **Students \$15.00**

LIFETIME **Family (2 or more) \$400.00** **SPONSOR** **Benefactor (\$1,000 up)**
 Patron (\$500 to \$999)
 Associate (\$250 to \$499)
 Other _____

Amador Central - They've Been Workin' On The Railroad....

A workday was recently held to reinstall the ties and rails at what is referred to as "slide one". A lot of progress was made and for this we are very grateful for those that came out to help. The AMC owes a debt of gratitude to all that lent a hand that today. Gary Reinoehl (ACHS), Rick Kreth, Mark Demler, Jay Finklestein, Robert Cozad, Mike Cozad, Tom Correa, (with his Kubota loader) Larry Bowler, Art Clark, Francis Storey, Jay's cousin Dave, Paul Greenfield. We are close to reopening the RR to the top. Thanks All!!



The Amador and Nevada wagon road stretched from Antelope springs or today's Dewdrop to Hope valley, was 16 feet wide and did not exceed more than an eight percent grade!

IV

Let's return to the history of the stretch of highway 88 between Pine Grove and Antelope springs, and consider the highway south to Jackson.

On May 3, 1858, county supervisors officially extended the public road which had terminated at Aqueduct City (where the conservation camp road joins highway 88) via Foster's, Martin's and Cameron's ranches to Mace's ranch.

Therefore, that stretch of highway 88 between Pine Gove and Aqueduct City was completed some time prior, probably as early as 1855.

Mace's ranch, incidentally, is the place where today's traveler can stop for nine or 18 holes of gold (sic) at Mace Meadow golf and country club.

By 1858, then, we have only that gap between Mace ranch and Antelope springs (today's Dewdrop) and our present highway 88 would be complete from the Ridge road intersection in Pine Grove all the way to Carson valley.

Not only was the Amador-Nevada wagon road constructed in 1862 and 1863. Several other toll turnpikes were, too.

In the May 14, 1863 *Chronicle* we read where entrepreneurs Charles Green and John Vogan, the "corporators" of the roads through lone and Jackson valley, "are actively engaged in pushing to completion the enterprise, having 50 hands employed under their own personal supervision.

"One road commences at Dosh's store (today's highway 104 near its junction with the Michigan Bard road)...and extends to Jackson, making the entire length 14 miles. In about two weeks the road will be completed to Newton's copper mines – six miles (i.e. to Sunnybrook).

"The other runs through the section lying between Pine Grove...and Antelope springs where it connects with the Amador wagon road to Carson valley.

"The road between Jackson and Pine Grove is now being worked by the citizens with the intention of making it free. The whole line from Dosh's store to Antelope springs, a distance of 41 miles, will be completed about the first of August, presenting one of the finest roads in the State..."⁸

Thus, August, 1863, would see the completion of two grand wagon road projects: one from west of lone to Jackson, and from Pine Grove east to Antelope springs: the other, the Amador and Nevada wagon road, from Antelope springs east to Hope valley and the junction with the Big Trees road.

Moreover, as the *Chronicle* reported, citizens were working the road between Jackson and Pine Grove so travel on it would be free.

It is not clear, though, whether the road citizens worked in '63 was the present highway 88 alignment or the Ridge road. The 1866 Griffith's map of Amador shows a "Jackson-Pine Grove Turnpike" which followed New York Ranch road to Ridge road, up Ridge road to Tanyard hill and on to Pine Grove.

Since those tolls weren't set by supervisors until 1864, it seems the free route in '63 was the present highway88 alignment up the idle fork of Jackson creek and Sawmill gulch

fork of Jackson creek and Sawmill gulch beyond Irishtown.

V

Before this spate of road construction in 1863, the stretch of road between Jackson and Pine grove progressed this way...

Right after the county of Amador organized in 1854, its court of sessions ordered surveys of roads from Jackson to Clinton via the middle fork of Jackson creek, and another from the turnoff point to Clinton (at Irishtown) up Sawmill gulch to Armstrong's mill and Aqueduct city.

Since Clinton was the bigger camp, early traffic went through there and came out at today's junction of highway 88 and the town park in Pine grove.

Minutes of the board of supervisors tell us that by February, 1856, the Jackson to Clinton road via the middle fork was a public highway.

And finally, on July 7, 1862, the Irishtown to Armstrong's mill stretch "beginning near James Carroll's house in Irishtown" was declared a public road.

Logan concludes this history of today's highway 88 with a look at the early days of the route between Jackson and lone valley.

That portion of 88 which stretches from highway 104 turnoff to lone and up to Sunnybrook dates back to 1848 and before. Such a broad-backed, gradually ascending ridge was natural for travel. Assuredly it was an Indian trail before goldseekers came in the summer of '48.

Our 1881 Thompson and West county history talks of the eight men headed by J.P. Martin who came up out of lone valley to Beg bar on the Mokelumne river via Jackson's creek. They took or paralleled the ridge.

The first road declared public after Amador formed in 1854 was the Volcano to lone City route down the ridge via New York ranch, Tucker's ranch, Dr. Newton's house and lone City.

Today the ruins of Newton's copper mine stand adjacent to Highway 88 below Sunnybrook.

John Vogan's toll turnpike, completed by 1863, pioneered the present route of 88 between Sunnybrook and Jackson down Argonaut grade. Before then lone valley traffic cut up over the hill past the high school or went via Jackson Gate and Martell.

From Jackson valley west, the Stockton road is of ancient vintage. But study of Griffith's 1866 county map, and Brown's 1881 map does not show a road that approximates highway 88 today between Jackson valley and the Camanche turnoff.

Thus, it appears, the last section established of the present highway 88 you travel today is that very stretch of highway.

Highway 88. A corridor of history. Worth driving first chance you get.

VI An 1863 Excursion⁹

Imagine, Readers, astride your horse or in buckboard, traveling the newly completed Amador-Nevada wagon road in late summer, 1863.

Think not this piece tells about the construction of the trans-Sierra route circa 1861-63. But it will tell you what major hostelries and inns you would encounter upon the way.

(In previous parts of this chapter) Logan has written the brief annals of what we know as highway 88 today. Its beginnings were in 1848....

Prior to 1863-64 what is now highway 88 between Dewdrop ranger station and Pine grove, may have been a foot, pack or narrow wagon road, but probably all through traffic went through Volcano and up.

In 1863, then, our traveler reached the start of the Amador-Nevada wagon road at Antelope springs via Volcano. Let's follow along.

After Volcano the first place the traveler reached was Foster's hotel and ranch at what is now the junction of the Fiddletown-Silver Lake and Shake ridge roads.

The genial Foster kept a "large commodious hotel"¹⁰ and served a "goodsupper" and had "good feed for your horse.

"Over a fair road (first constructed in 1852) amid solitude and lofty pines" the traveler next reached Ballard's hotel at Antelope springs and the start of the toll wagon road. It's Dewdrop today.

Three miles beyond, former Jacksonian Charlie Steidham (Stedman?) had his house¹¹ surrounded by primeval forests of sugar and other pines." Apparently, Charlie hailed travelers but did not beckon them in.

Another three miles and the traveler arrived at Smith's hotel, formerly known as Foster's trading post. We call it Ham's station today. Smith boasted of a "carpeted parlor for ladies...The beds and table would meet the approval of the most fastidious..."

On the wide (16 foot) easy grade, train after wagon train of immigrants passed by.

The grade steepened after Smith's and rose to that grand, granite promontory called "Prospect rock." From its precipice, on a clear day, one could easily see tiny Butte mountain, the valley, mount Diablo and the coast range beyond.

Not far from Prospect rock was Osborne's station, a rude way stop "where the stage company intends erecting stables for next year's operations."

Whether it did or not is uncertain for, in 1866, we discover Osborne's miles up the road at upper Corral flat. Maybe the stables were build but Osborne went to a new site.

A quarter mile beyond Osborne's was Patterson's hotel at Mud springs. "Mr. Patterson is putting his house in order and will soon have his large, commodious hotel filled up in good style."

Presumably, the Mud springs appearing on today's map in that vicinity is 1863's place name, too. If so, both Osborne's and Patterson's hotels would be well beyond where Ham's station is today.

Because the 1866 map does not show Ham's either (it does but it was Horsley's then) or Osborne's or Patterson's for that matter, those latter two sites may have been short-lived.

VII

Our traveler, somewhat saddle weary, is high in the Sierra on the recently opened Amador-Nevada wagon road. The date is September 1863.

Our excursionist has reached Patterson's hotel at Mud springs. On today's map notice a Mud springs on the south side of highway 88, a mile or two above Ham's station. The water was hardly muddy and very cold.

For nine miles the road climbed, with occasional descents, past Avery's lumber yard (from whence derives our ranger station's name) to Corral flat (or what an 1866 map named Lower Corral flat.)

Our sightseer reined his horse there at the excellent hotel owned by James

Goldsworthy of Volcano and a Mr. Barrett, the place's proprietor.

"Warm and comfortable" it was, with "good stabling and water." The traveler dined on ham and eggs and a profusion of vegetables. But another cup of Sierra cold water seemed as memorable.

Beyond that hostelry two miles was Gilbert's hotel "near a sparkling mountain stream (fed by a never-failing spring)." Gilbert's was at upper Corral flat, at or near the junction of the new wagon road with the old, well-worn Mormon or Carson road down a long north-south divide.

Gilbert had "erected and nearly completed a large, substantial and comfortable hotel" with good accommodations and "an attentive host."

Not far beyond rose Washington Porter's and partner's inn at Tragedy spring and near the junction of the wagon road with the old Carson (Mormon) route which swung west and south of Silver lake.

They were erecting a large building for a hotel. Two stories it stood, and measured, the traveler tells us, 28 feet front and 42 feet deep. It was to be the first of a complex of buildings at this historic, blood-stained spot.

Beyond Tragedy, then as now, the road crested the divide and Silver lake "like a glorious gem on the crown of a beauty" appeared, sparkling in the late day's sun.

A three-mile descent, bypassing the trail to Plasse's at the western or head end of the lake, took the rider to the lake's outlet.

"It is Amador's pet lake," our rider reported. No wonder. It boasted a seemingly never failing supply of trout.

On the western side of its outlet, on the same side that Kay's is today, stood Wade's Lake house, with owner Wade the

proprietor, too. If not then, the hotel would be two stories with a "large, comfortable stable."

Leaving Wade's and Silver lake, our traveler ascended six miles to the grand Carson spur, once impassable, but now conquered by the wagon road, encised in its flank.

"For about a quarter of a mile the road was cut into the mountain side, many hundred feet above the roaring torrent (we barely hear that roar today) that dashes its waters amid the boulders in the chasm below.

"The grade is an easy one," our rider also observed, "and wide enough for two teams to drive abreast."

Another mile and a half and Kirkwood's valley opened broadly between great summit ridges left and right. Within "Messrs. Kirkwood and Brown have located a ranch and erected and nearly finished a large, substantial house for accommodating the traveling public."

How do we interpret "nearly finished" and "large, substantial house" today? The former is easy enough to ken, but does the later refer to the log and milled lumber structure there now?

Logan surmises that Kirkwood and Brown had erected the log cabin portion when they settled on the land circa 1858 and added on the two-story part to accommodate the public with the coming of the wagon road.

From the ranch and a number of fine valleys it embraced, we're told, came a large yield of hay and pasturage for many head of cattle.

At Zack's popular inn our traveler tarries.

VIII

From Kirkwood's, our 1863 traveler continued east on the "graded" and wide Amador-Nevada wagon road to the summit of Carson's pass.

In route to the summit, the traveler passed two small lakes which, dammed decades later, would form the one lake named Caples. They were Summit lake(s) then. He also passed the junction of the pioneered Mormon route which turned southerly or southwesterly to surmount the summit between Thimble peak and Needle Eye.

“Up the summit on the west is one of the finest grades and best road work to be found in the State, the rider tells us.

“Work on this grade was done under the superintendence of John Horsley – and we shall christen it “Horsley Grade.””

Without apprehension and with relative ease did the traveler cover the same ground which the emigrants dreaded in earlier days. After surmounting the summit (no mention of Carson’s tree, incidentally)¹³ the traveler found the descending grade (the old Red lake grade) of the same facile grade and character.

“The engineer, Mr. David Armstrong, in this part of the road,” he wrote, “has exhibited skill, judgment and scientific knowledge rarely equaled in any country. This portion will stand as a lasting monument of his ability as a skilled and scientific engineer.” It did so for a long time.

This Armstrong, Logan adds parenthetically, was a pioneer entrepreneur, and had an early-day lumber mill near the junction of today’s Ridge road and highway 88.

At the bottom of the steep grade, the rider in 1863 encountered Red lake at the head of Hope valley.

“At the lake, Peck, Allen & Myers had laid out a ranch and have under way a large and commodious building to the left of the wagon road.”

While the Bamert cabin in this vicinity today may not be the same the traveler speaks

about, it nonetheless must be near it or on the same site.

Our traveler, instead of continuing on east on the wagon road through Hope valley and beyond, “struck south along a trail, amid mighty summits of the Sierra, about four miles” until he arrived at Summit City, that silver-sired village high in the Sierra.

The trail he took would be the same dirt road that you can take today heading south beneath Elephant’s back and other peaks.

Summit City was in the Mokelumne silver mining district. “This embryo city was first staked off on the 4th of July in the present year,” our rider informs us, “and now contains several families, a number of occupied houses and other buildings as fast as materials can be had on the ground.”

“But a few months have elapsed since attention was called to its rich silver deposits.” The traveler discovered from Benjamin Tully, the recorder of that mining district.

Already, mining locations had been staked out on 220 district silver ledges averaging 10 claims a ledge! Already, too, many tunnels were being run into the mountain sides.

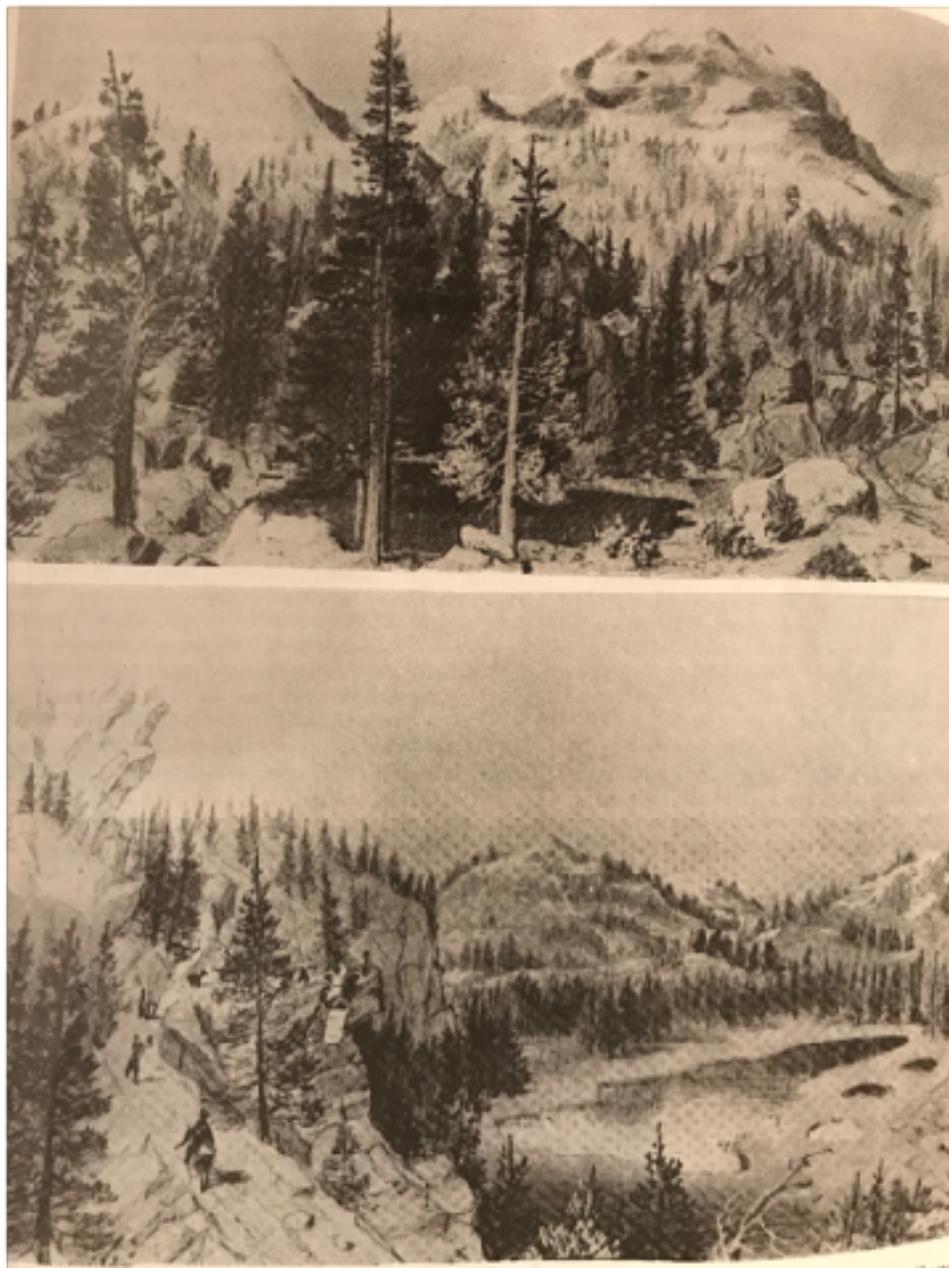
One of the claims was the Silver Era, located by Tully, Hathaway and company. Their vein of silver rock was 12 feet wide, and assays of its ore were equal to the ballyhooed ledges of Gold hill and Virginia city.

The traveler was told the capitalists had bonded themselves to erect machinery valued at \$100,000....

“This vicinity gives promise of wealth apparently too fabulous for belief.”

We know the silver boom in Amador and what would become Alpine was relatively short-lived. But we cannot blame our informant and rider, *L’Argent*, for his optimism in the boom’s early days.

Carson Trail Scenes - In 1851 enterprising J. Wesley Jones traveled to first summit of Carson trail and took daguerreotypes of the scenery. Those were lost but not before he or another artist sketched them. They are the earliest known views of the pass with, top, Elephant's back and Roundtop in the distance, and below, Red lake as seen from the trail.



Footnotes (The Carson Pass Sierra)

Chapter 1

1. Logan's Alley, Scenic 88 *Fun Times*, 1975 and 1986-7
2. Erwin G. Gudde, "Bigler's Chronicle of the West," (Berkeley, 1962) is the source for all facts about the Mormon battalion included here.
3. Stockton Journal file and microfilm, Stockton main library
4. Ibid.
5. "spring," singular, as originally named by the Mormons
6. William H. Brewer, "Up and Down California," (Berkeley, 1966)
7. Probably the "Silver Lake house" where Kay's resort is today (demolished October 2010)
8. A copy of the paper is in the Amador county museum and archives
9. Logan's Alley, 8, 15, 22 June 1977
10. This and subsequent quotes are from the September, 1963, issues of the Amador Ledger, Huntington library, San Marino
11. Our Cook's station today
12. It was Horsley's then
13. See chapter two, this book

Historical Society Fair window takes First Place again this Year

by Teresa Guidi



The Historical Society Fair window gets to stay in the coveted front window again next year. After taking first place with our window last year, we were moved to the coveted front window for the 2017 Amador County fair.

Last years theme was the Heros Among Us. We took first place with a moving tailing wheel and a tipping car and a beautiful replica of the Museum.

This years window was even bigger with a huge clock with moving hands and turning gears and dancing cows. The Fair theme this year was *Moovin' and Groovin'*. We took that to *Moovin' and Groovin' through the Years*, depicted by scenes of Amador County through the years.

This years window was again designed and built by Steve Woods and his wife Cheri, of Sutter Creek with help from their son Nathan, an Amador County Deputy. Steve's wonderful artwork and clever design created another first place finish.

I can't wait to see what he comes up with for next year. We are waiting to hear what the theme will be.

Thank you Woods family for all of your time and effort and giving up a large chunk of your living room during construction!

ACHS Annual Dinner

Sunday, Nov. 5 - 4:30 - 7:00pm

Featured Speaker - June Somerville

"Legends from the Trail"

Menu:

Bread & Butter
Minestrone Soup
House Salad
Pasta Pesto

Chicken Breast Alla Teresa
Spumoni Ice Cream
Wine Served with Dinner

\$30/per person**RSVP:****209-257-1485 or****amadorhistoricalsociety.org**

ACHS Dedicates Kay's Resort Plaque - Several ACHS members, including Beverly Smallfield, who inspired and helped fund the project, braved the early Fall chilly day (approx 42 degrees) to formally dedicate a plaque to commemorate the cultural history and heritage of Kay's Resort. Several shared stories and photos of fond memories spent at Kay's Resort. See news clip story below from Beverly's aunt, Mrs. Sanguinetti. Special thanks to Phillip Guirlani, Larry Angier, Leonard Williams, Tom Oneto & Kris Payne for helping make this project come together!



Nov. 19, 1930 (Amador Ledger)

28 Caught By Sierra Storm Safe – Twenty-five PG&E workers, Woman 80,

Battle Eight Miles from Camp to Jackson

Caught in a blinding blizzard with no provisions for nearly three days in the high Sierra, Mr. and Mrs. Henry E. Kay, Mrs. Catherine Sanguinetti and 25 men employed by the Pacific, Gas & Electric Co. arrived here safely yesterday.

Mr. & Mrs. H. E. Kay who conduct the Kay Resort at Silver Lake remained in the mountains to board the Pacific Gas & Electric crew engaged in removing logs from the lake. Sunday all decided to leave.

Start Trek Out:

Mr. & Mrs. Kay, Mrs. Sanguinetti, the later over 80;, and others formed three trains and started the long trip over the snowclad Alpine state Hwy.

On leaving the mountain region of Silver Lake there were four feet of snow on the level and the storm was raging. At Tragedy Springs the Kay's and the Pacific Gas and Electric crew separated.

It took the Kay train from 10:00 Sunday morning until 8:00 Sunday night to negotiate the eight miles to the road camp.

Food Supply Gone:

Besides the terrific struggle with the snow, which in places in the road was between six and seven feet in depth, the members of the party faced the problem of no food from Sunday night until Monday night, when a truck load of provisions brought by the Pacific Gas and Electric Co. reached them.

Tuesday afternoon, the Kay party was brought down by relatives and all members of the Pacific Gas and Electric Co. were rescued.

It took four caterpillars to clear the road so that the snowbound caravan could reach civilization.

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