

| Date | Newspaper | Headline | Category | People |
|------------|-------------------------|--|------------------|--|
| 5/9/1910 | San Francisco Call | Aged Legislator Dies Suddenly | History | Harvey S. Blood, Reba Blood |
| 8/12/1921 | | Dedication of Kit Carson Tablet | History | Kit Carson |
| 0/0/1930s | | Alpine County Proud of Hoover | History | |
| 8/1/1934 | ?? | On Kit Carson's Pass | History | Kit Carson, John Fremont |
| 7/21/1936 | ? | Kit Carson's Son Expires at 77 | History | Kit Carson, Charles Carson |
| 0/0/1937 | ?? | Alpine County Given boost | Travel | Koenig, Bill Hayes, |
| 3/13/1938 | ? | Resting Place | History | |
| 3/13/1938 | ?? | Near Tragedy Springs | History | |
| 11/20/1938 | ?? | With the first of the season's snows | Weather, roads | |
| 2/5/1939 | Oakland | State route 8 Is Open to Antelope | Weather | |
| 3/31/1939 | San Jose Mercury Herald | Midget Newspaper Makes Strides In Paperless County | History | Raymond Ruf, Dale Ruf |
| 1940s | ?? | Ebbetts Pass | Travel | |
| 1940s | ?? | Geography | Geography | |
| 1940s | ?? | History Fact | History | |
| 1940s | ?? | Geography | Geography | |
| 2/28/1940 | ?? | Supply for Metropolitan Oakland | Weather | |
| 5/17/1940 | Record Courier | Visitors Study Livestock | Agriculture | Loring Wyman, Dressler |
| 5/17/1940 | Record Courier | Alpine A.C.P. Is Checked | Agriculture | Lloyd Springmeyer |
| 5/17/1940 | Record Courier | Range Cattle on Carson Valey Farms Inspected Last Saturday | Agriculture | H.F. Dangberg, Fritz Neddenriep, Fred Heise, W.F. Dressler |
| 5/24/1940 | Record Courier | Preserving Nevada's Historic Documents and Relics | Library/Archives | |
| 5/24/1940 | Record Courier | Child drowned in River At Markleeville | Accident | Donald Leroy Curtz, Oliver Curtz, Peter Curtz |
| 6/6/1940 | ? | Stork Overlooks Alpine County For 15 Months | Births | |
| 7/26/1940 | Record Courier | Young Couple Marries in Santa Barbara | Marriage | Chris Gansberg, Ellen Gansberg, Mary Price, Fred Gansberg, Jr., Mrs. Peter DeVries |
| 7/26/1940 | Record Courier | Trout Released In Alpine | Fishing | |

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| 9/30/1940 | ? | Clean-up at Lake Alpine | Lake Alpine | |
| 10/11/1940 | Record Courier | Selective Draft in Alpine County | War | Lillian Thornburg |
| 10/11/1940 | Record Courier | Driver's Licenses to be Issued in Alpine | Government | Ernest Barrett |
| 11/1/1940 | Record Courier | Tryon Sell Holdings in Alpine | Real Estate | Charles Tryon, Walter Tryon, Leo Valente |
| 11/8/1940 | Record Courier | Alpine County Draftees | War | 55 names |
| 7/24/1941 | ? | Kit Carson | History | Kit Carson |
| 7/24/1941 | ?? | Kit Carson Pass Is Picturesque route to Tahoe | Travel, Roads | |
| 8/17/1941 | ?? | Came in Covered Wagon | History | |
| 8/17/1941 | ?? | The Cannon Abandoned | History | Mr. Preuss, John Fremont |
| 12/26/1941 | ?? | Kit Carson's Great Grandson Joins Up | History | Kit Carson, Kit Edward Carson |
| 2/3/1942 | ?? | Alpine County's 157 Autos Enrich Treasury 36 Cts. | Government | |
| 3/3/1942 | ?? | Alpine County Gets 36 Cents As Tax Share | Government | |
| 3/17/1942 | ?? | Those Old Towns | History | |
| 6/29/1942 | ?? | Carson Pass Again Opened to Traffic | Weather | |
| 7/7/1942 | ?? | Naming Woodfords | History | Elias Woodford |
| 10/22/1942 | ?? | Alpine Co. Gleans Ton Of Scrap Per Capita | War | |
| 3/7/1943 | ?? | More I.O.O.F. History | History | |
| 0/0/44 | National Motorist | Kit Carson | History | Kit carson, John Fremont, Captain Shunan, Peter Ogden |
| 4/1/1944 | ?? | A "Great Life" Though Snowed In | Biography | Palmer H. Shaw, Mrs. Shaw |
| 2/1/1945 | ?? | Ship Built in Area Named For California County | War | |
| 5/12/1946 | ?? | Kit Carson | Travel/History | Kit carson |
| 5/19/1946 | ?? | Some Contradictions | Travel/History | |
| 5/19/1946 | ?? | Ebbitt's Pass | Travel/History | Major Ebbitt, Harvey Blood |
| 6/2/1946 | ?? | Daughter of Adam Firebaugh | Travel/History | |
| 8/8/1947 | ?? | Heavy Winds Whip 8000-Acre Mountain Fire Out of Control | Fire | |
| 8/10/1947 | ?? | Fire | Fire | |

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| 11/28/1947 | ?? | Alpine County | Crime | |
| 4/9/1948 | Sacramento Union | Alpine County Studets Get Look at Sacramento And ways of Big City | Schools | James Brune, Alfreda Anthony, Helen Wood, Wayne Snooks, George Francis, Dick Brune, Mark Whitney, Arthur McDermont, Sue Whitney, Fritz Thornburg, S. Ward Hatfield, Mrs. Ray McDermont, Judge Francis, Mrs. George Francis, Mrs. O.P. Brown |
| 9/1/1948 | ?? | Kit Carson Tree Dedication Will Be Held Sunday | History | Kit Carson |
| 10/30/1948 | ?? | Heavy Snow Closes Mountain Passes | Weather, Roads | |
| 10/30/1948 | ?? | Odd Fellows' Rocks | History | |
| 1/1/1949 | ?? | Rover a Hero in Tragedy of Storm | Biography/Weather | Norman Green, Orrin Brown, George Coyan, "Skip" Brown, Horace Barrett, William Thalke |
| 6/19/1949 | ?? | Jackson Fete Nearing Close | History | Kit Carson |
| 6/22/1949 | ? | Carson River Water | Carson River | |
| 7/3/1949 | ? | Re-Enactment | History | Kit Carson |
| 8/1/1949 | ?? | Fire | Fire | |
| 9/4/1949 | ?? | Twin Lakes | Travel | |
| 9/4/1949 | ?? | Old Trails Marked | History | |
| 10/1/1949 | ?? | Clouds presaging the approach of wintry snows over Twin Lakes | Weather/History | |
| 1950s | ?? | Kit Carson Documents Found | Biography/History | Kit Carson |
| 1950s | ?? | Kit Carson Tree | History | Kit Carson |
| 1950s | ? | History Walked This Road | Travel/History | Major John Ebbett |
| 3/20/1950 | ?? | Kit Carson Trail Assn. Had Good Program | Event | |
| 4/8/1950 | ? | Alpine County First in U.S. To Finish Census | Census | |
| 6/3/1950 | ?? | Census | Census | |
| 6/6/1950 | ? | Family Affair | Voting/Government | |
| 6/7/1950 | ?? | One Vote Puts Supervisor In Unwanted Job | Voting/Government | Will Hellwinkell, Lloyd Springmeyer |

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|------------|-------------------------|---|-----------------------|---|
| 9/5/1950 | ?? | Minnie Joe | Event/Washo | Minnie Joe |
| 2/21/1951 | ?? | Automobile Victim | Crime | Beatrice Peacot |
| 6/21/1951 | Oakland Tribune | Nevada Years To Annex Slice Of California Including Tahoe | Boundaries/Government | |
| 7/10/1951 | ?? | Alpine Folks Prefer Trees, So Slot Machines Must Go | Crime | W. Coburn Cook, Orrin Brown, Piazza, Manley Ressler |
| 12/1/1951 | ?? | Hold Private Funeral For John P. Arnot | Obit | John P. Arnot, Judge Arnot |
| 12/17/1951 | L.A. Times | Tired of Crowds? Try Alpine County | Travel/History | Grant Merrill, Kit Carson, John Fremont, Snowshoe Thompson, Gus Egger, Harriet Hellwinkle, Brody Rieman, George Brewer, H.C. Peters, Louis Chalmers, David Waite, Louise Robinson |
| 1/25/1952 | ?? | Jury Trial | Crime | |
| 10/22/1952 | ?? | Old Surveys Evidence in 3-County Boundary War | Boundaries/Government | Orrin Brown, George Coyan, Walter Thornburg, Grant Merrill, Harry Hawkins, W. Coburn Cook |
| 10/23/1952 | ?? | Boundary Row Is 'Rough' | Boundaries/Government | |
| 10/24/1952 | Oakland Tribune | Alpine County Boundary Dispute Hearing Delayed | Boundaries/Government | W. Coburn Cook |
| 10/25/1952 | ?? | Alpine County fights For Tuolumne Strip | Boundaries/Government | W. Coburn Cook |
| 0/0/53 | ?? | Alpine Chronicle Revived | Communication | W. Coburn Cook, Robert Folger |
| 3/5/1953 | ?? | Tuolumne Asks State Ruling In Border Row | Boundaries/Government | W. Coburn Cook |
| 10/23/1953 | Nevada State Journal | Alpine County With 235 Residents May Get 32,000 More Acres Soon | Boundaries/Government | W. Coburn Cook |
| 12/18/1953 | ?? | Kit Carson | History | Kit Carson |
| 8/24/1958 | San Francisco Chronicle | A Land You Can't Forget | Travel | Charlie Roberts, Sid Henderson, Lucile Brown, Harry Hawkins |
| 1/22/1959 | Sacramento Bee | Tiny Graveyard recalls Old Tale Of Markleeville British Lord | History | Lord Chalmers, Mrs. Laughton, Harry Laughton, Louis Chalmers |

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|------------|------------------------|--|-------------------|---|
| 7/28/1960 | Tahoe Sierra Tribune | Tiny Markleeville In Alpine County May Be Awakening from 70-Year Sleep | Community/History | John Fremont, Kit Carson, Jacob Marklee, Louis Chalmers, Stuart Merrill, Cris Mann |
| 0/0/61 | ?? | 1961: Alpine escape foiled | Event | Otis "Cotton" Byrom, Ber Thomas |
| 7/7/1961 | Tahoe Daily Tribune | Alpine County Looks Ahead | Community | Rosella Jackson, Judge Francis, George Springmeyer, Chris Mann, |
| 7/7/1961 | Tahoe Daily Tribune | Markleeville Seat Of Growing Area | Community | Stuart Merrill, Jacob Marklee, Sheryl Parks, Ferrel Parks |
| 7/7/1061 | Tahoe Daily Tribune | Dog Takes Wheel as Driver Spills | Event | Fred Hetrick, Stanley Bukowski |
| 9/1/1963 | San Francisco Examiner | Alpine County's Press Lord | Communication | Dalegor Suchecki, Chris Mann, Alfred O. Chain, Doug Ford, Melvin Jensen, Otis Byron, Jack Doyal, Hampton Young, George Coyan, Stuart Merrill, Ray Weeks, Phyllis Overstreet, |
| 9/2/1963 | San Francisco Examiner | No. 2 - The Press Lord Of Alpine County | Communication | Dalegor Suchecki, Chris Mann, Stuart Merrill, J. Hillary Cook, |
| 10/13/1963 | Oakland Tribune | Tame Deer Slain; Alpine Folks Angry | Crime | Joseph P. Silveira, Ray Weeks |
| 0/0/64 | | Bear Valley Opening Flyer | Bear Valley | Bruce Orvis |
| 0/0/64 | ?? | School, Hotel, People Alpine County People | History | Fred Dunlap, Snowshoe Thompson, Rhoda Early, Elizabeth Savage, Lillian thornburg, Wilds Eubanks, A.M. Grover, Della Bowler, Charles Alvin Grover, Phyllis Grover Guerra, Thomas Hart Benton Audrain |
| 3/22/1964 | Nevada State Journal | U.S. Help Surprises Alpine Co. | Government | Chris Mann, Herbert Bruns |

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| 3/22/1964 | Nevada State Journal | Alpine County, Calif., Nevada's Good Neighbor, Also Marking Centennial | Event/History | Lord Chalmers, Mrs. Al Chain, H. bruns, B. Clark, Bernice Dangberg, G. Egger, P. Brooks, Ileen Long, Mrs. Grant Merrill, Mrs. Lew Love, Judge Edmond Moore, Chris Gansberg, Lew Love, Nancy Thornburg, Lou Weise, Al Chain, Ada Currie, Zella Mann, Lillian Thornburg |
| 5/15/1964 | Tahoe Daily Tribune | Alpine County Correspondent Joins Tribune | Communication | Nancy Thornburg, Fritz Thornburg, Rebecca Thornburg, Jennifer Thornburg |
| 7/26/1964 | San Francisco Examiner | Alpine - 100 Years After Kit | Event/History | John Fremont, Snowshoe Thompson, Kit Carson, Samuel Brannan, |
| 12/31/1964 | Record Courier | Alpine Earns Top Employee Safety Award | Awards | Hurbert Bruns, Howard Currie |
| 12/31/1964 | Record Courier | Forty Years Ago | Obit | James Harvey Cole |
| 12/31/1964 | Record Courier | Eighty Years Ago | History | Peter Curtz |
| 0/0/65 | San Francisco Chronicle | Editorial...Far From the Maddening Crowd | | Doug Ford, Billie Ford, Chris Gansberg, Byron Clark, Stu Merrill, Archie Wood, Dalegor Suchecki, Shorty Caldart, Don Jardine |
| 0/0/65 | Cashman Courier | Alpine County | History/Community | Howard Currie, Kit Carson, Samuel Brannan, Jacob Marklee, Daniel Woodford, |
| 3/26/1965 | Oakland Tribune | Sierra Indians Plead for Part in Poverty Pogram | Washoe/Government | Earl James |
| 3/24/1966 | Carson Chronicle | Restoration Project Set! | History | Al Chain |
| 4/18/1966 | Los Angeles Times | Alpine County's Back After Nevada Winter | Community | Elizabeth Coyan, George Coyan, Gary Coyan, Rosella Jackson, Robert Jackson, Bernice Dangberg, Gus Egger, Paul Ghilarducci, Stewert Merrill, Phi Martell, Dale Robinson, Gary Robinson, Al Chain |

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| | | | | Snowshoe Thompson, John Carey, Daniel Woodford, Chris Gansberg, Mabel Love, Phyllis Grover Guerra, Wilda Grover, Myron Chambers, Byron Chambers, Charley Grover, Edith Grover, Frank Musser, Will Musser, Charles Alvin Grover, Merrill Grover, Mina Grover, Miles Bowler, Ella Davis, Timothy Larkin, Alma Chambers, Henry Champagne, Andy Gray, Johnny Hansen, Fred Murphy, Tom Murphy, |
| 7/24/1966 | Oakland Tribune | Knave- Memoirs Revive Alpine Events | History | |
| 10/2/1966 | The Nevadan | Historical Society's Markleeville Field trip | History | Jacob Marklee |
| | | | | Jacob Marklee, H.W. Tuttle, John Cary, Daniel Woodford, Kit Carson, John Fremont, Ira Luther, John Ebbitts, Snowshoe Thompson, Alvin Grover |
| 11/20/1966 | New York Times | Sernity and Scenery in the Sierra | Community | |
| 12/22/1966 | Alpine Beacon | Sewage Coming | Sewage | |
| 12/22/1966 | Alpine Beacon | Permit Needed For Timber Collection | Timber | |
| 12/22/1966 | Alpine Beacon | Library Heads Appointed | Library | Faye Gansberg, Mrs. Grant Merrill, Nancy Thornburg, Gary Coyan |
| 12/22/1966 | Alpine Beacon | Board Updates Salary Laws | Government | William G. Lyons |
| 12/22/1966 | Alpine Beacon | Mrs. Donald Jardine | Community | Mrs. Donald Jardine, Heather Jardine, Elizabeth Jardine, Howard Currie |
| 7/14/1967 | Stockton Record | The Back Road | Bear Valley | |
| 9/0/67 | ?? | Deer Season | Crime | Artie Brown, |
| 3/27/1968 | Stockton Record | The Back Road | Bear Valley | |
| 9/0/68 | Carson Pass Clarion | Major New Ski Area For Carson Pass | Sport/Kirkwood | |
| 9/0/68 | Carson Pass Clarion | Carson Pass Has Swung For More Than A Century | History | |
| 9/0/68 | Carson Pass Clarion | The Men Behind Carson Pass | Kirkwood | John Allen, Bud Klein, Barden Stevenot, Ian MacKinlay |

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| 9/0/68 | Carson Pass Clarion | Ski Experts Praise Carson Pass | Kirkwood | |
| 9/0/68 | Carson Pass Clarion | Kirkwood Meadows on Carson Pass A Short History | Kirkwood/History | |
| 9/0/68 | Carson Pass Clarion | Development is in 3 Counties | Kirkwood | |
| 9/0/68 | Carson Pass Clarion | Carson Pass Slated To Become An All-Year Highway | Roads | |
| 9/0/68 | Carson Pass Clarion | Old Newspaper clippings | Kirkwood/History | Dr. Franks, Mrs. Franks, Zack Kirkwood, Mrs. Kirkwood, Pete Mayo, James Dye, Cora Culbert, Mrs. Mecher, |
| 11/21/1968 | Record Courier | Truck Tragedy Kills One | Accident | Stewart Merrill |
| 2/28/1969 | Stockton Record | Alpine County Silent On Health Planning Council | Government | |

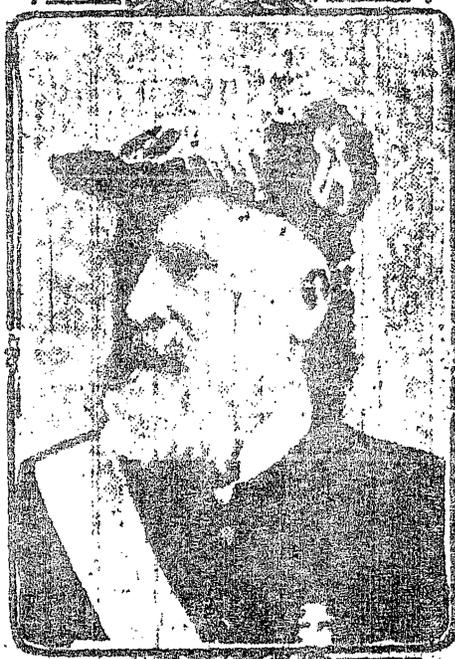
May 9, 1910
p10, c5

San Francisco
Call

May 9, 1910

THE SAN FRANCISCO

Harvey S. Blood,
Late Pioneer Of
Calaveras County



AGED LEGISLATOR DIES SUDDENLY

Assemblyman Stricken With Apoplexy on Ferry Succumbs at Home of Daughter

Harvey S. Blood, assemblyman and one of the oldest pioneers in Calaveras county, who was stricken with apoplexy while crossing the bay on a ferry boat, died at the residence of his daughter, Mrs. Tilden Tognazzini, 1200 Green street, at 9 o'clock last night.

Blood was coming to San Francisco for the purpose of taking his two grandchildren back with him to his ranch in Calaveras county when stricken. He was hurried to his daughter's home and every effort made to save his life, but he died without recovering consciousness.

Blood was one of the best known men in Calaveras county. In the early days he conducted a toll gate on the road which ran from the Big Trees in Calaveras county to Carson valley in Nevada. He was heavily interested in mining property in this state and Nevada and also in several banks. He was 70 years of age and a prominent Mason. The body will be taken to Angels Camp Tuesday and the funeral will take place the day following. Interment to be in charge of Bear Mountain lodge, Knights Templar, of which he was a charter member. He leaves one child, his daughter, Mrs. Tognazzini, wife of the manager of the Swiss-American bank.



Dedication of Kit Carson tablet, Alpine Highway, August 12, 1921, showing crowd viewing tablet and ceremonies from natural rocky amphitheater. Near this spot stood the tree on which the famous scout inscribed his name and the date.

Kit Carson Pass, recalling a later period, is at the summit of the present Alpine highway. Until 1888, when it was felled, a tree on which Carson carved his name and the date, 1844, stood near this spot. This was the year that the famous scout guided the then Captain John C. Fremont, head of a Government exploring expedition, through the Sierra

Nevada Mountains

On August 7, 1921, at the summit of the Alpine Highway, the Kit Carson tablet was dedicated. The section of the famous tree already mentioned, on which Kit Carson cut his name and recorded the year of his visit had been removed in 1888, and placed in the custody of the State Mining Bureau, but later was turned over to Sutter's Fort Museum, where it still remains. At the ceremonies spectators occupied points of vantage on the rocks which formed a natural amphitheater. Visitors from

all sections of California and Nevada had gathered.

GRANDSON PRESENT

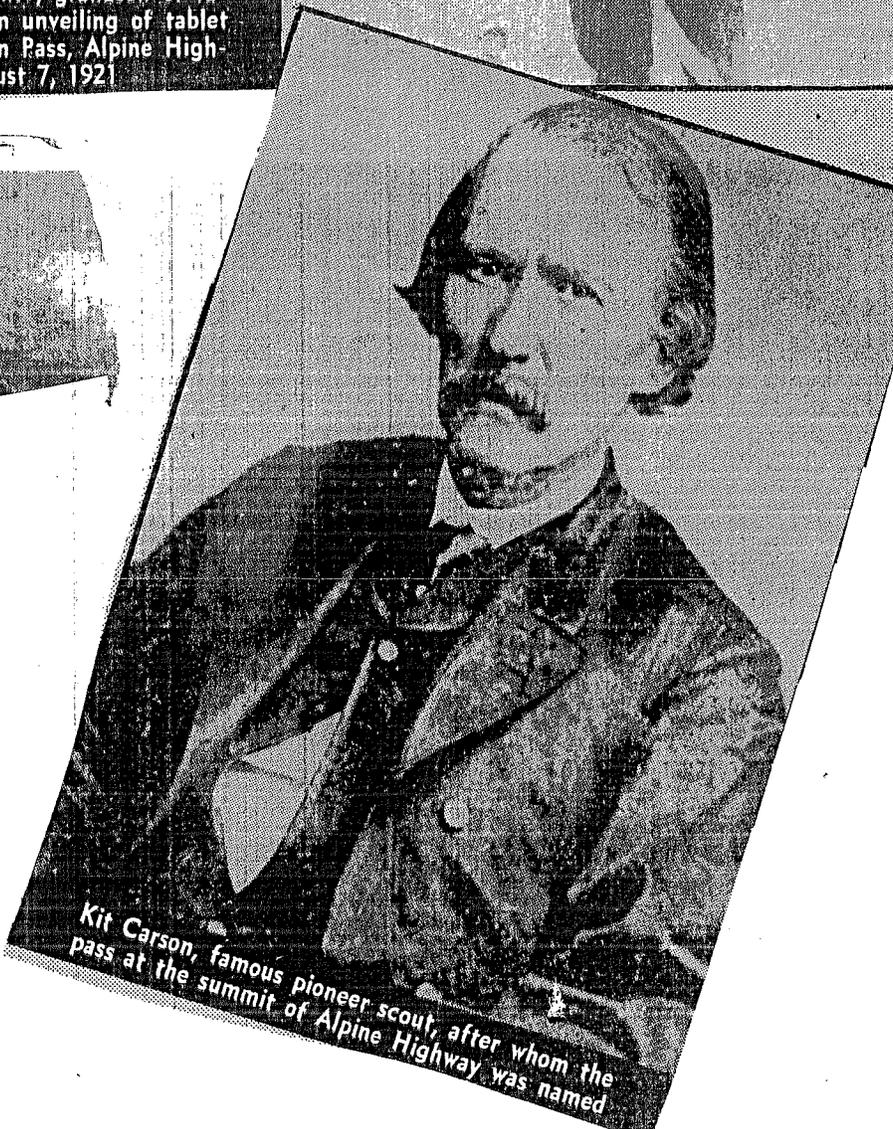
A grandson of the famous scout, bearing the name of his noted ancestor, assisted in the unveiling. Modeled from a photograph, the tablet contains a replica of the section of the tree inscribed by the famous scout. The Fremont party reached the summit on February 20, 1844, where it camped. Six days earlier the army officer had caught his first glimpse of Lake Tahoe. The expedition had been sent out by the Government at Washington to make surveys. It was Fremont who selected Kit Carson to accompany the party due to his experience as a guide and knowledge

of the country

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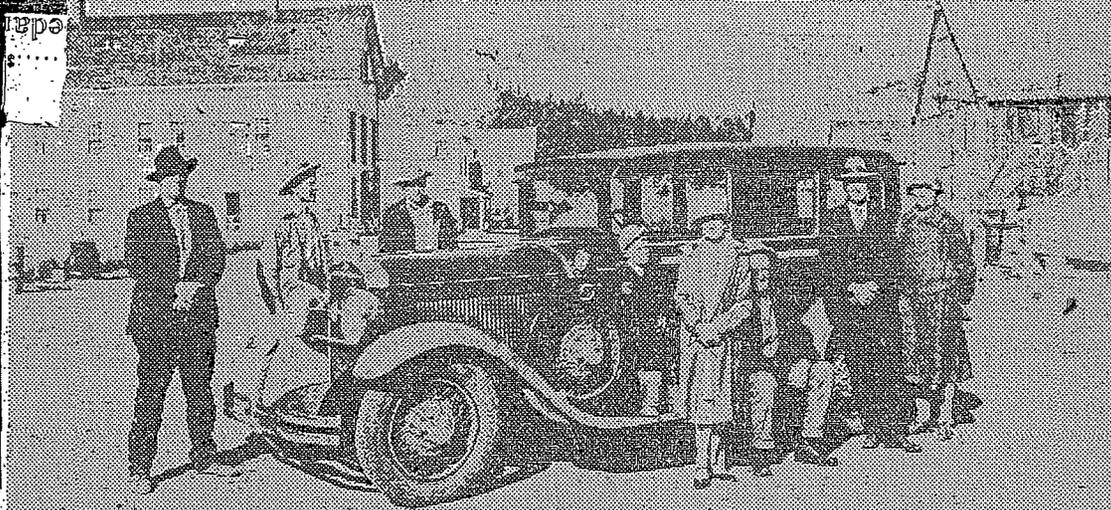


Kit Carson (at right), grandson of famous scout, aids in unveiling of tablet marking Kit Carson Pass, Alpine Highway, August 7, 1921



Kit Carson, famous pioneer scout, after whom the pass at the summit of Alpine Highway was named

Interested in Presidents



WITH A MAJORITY of more than 16 to 1 the Republicans of Alpine County gave Herbert Hoover what is probably the greatest plurality over his opponent of any county in the United States. The voters of Markleeville cordially greeted the Studebaker President on a recent visit.

Alpine County Proud of Hoover

Herbert C. Hoover, the Californian, was swept into the Presidency of the United States, on November 6. His victory is known to all, but possibly nowhere was his plurality greater than in Alpine County, California. Eighty-two per cent of the registered voters of that rugged mountain county cast their ballots, giving Hoover a 16-to-1 victory over his opponent.

A fitting tribute to the young engineer, Herbert Hoover, who came into this county many years ago on a geological survey. While

still a student at Stanford University, Hoover spent two seasons in Alpine County, where he made friends, many of whom still live in the picturesque town of Markleeville and remember him.

A Studebaker President Straight Eight from the Chester N. Weaver Company recently made the trip to the quaint little town of Markleeville, the county seat of Alpine County, on the banks of the Carson River. Here the President and his party were cordially greeted by all the residents, who expressed

their admiration for the world's champion car.

A quarter of a mile west of Woodford stands a huge pine stump on the edge of a beautiful meadow as a silent reminder of President-elect Hoover's headquarters while making his engineering investigation of the Mother Lode county, during his college years. A beautiful pine called Hoover Tree marked the spot until recently felled by woodsmen ignorant of the sentiment attached to it. Following the opening of this district and for many years this site was used and known by tourists as Hoover Camp.

Elected Nov. 1928 (Hoover) Took office Jan. 1929

? 1930's

f 24

8/1934

On Kit Carson's Pass

MILD MANNERED, romantic, rugged and efficient Kit Carson, trail blazer for "The Pathfinder," was honored in the mountains last week-end when people of Amador County, with visitors from elsewhere moved out to Silver Lake and there on the trail the old scout explored celebrated the ninetieth anniversary of the crossing of the Sierra. To be sure Fremont came in for his share of the oratorical attention, particularly from those who dwelled upon the purpose of the expedition and the part it played in the winning of California from Mexico. Fremont had his political and diplomatic reasons for "attempting the impossible" feat of scaling the heights in winter (the anniversary observances marked year and not date) but it was Carson who showed him how, and it is the scout's name which dwells with the most of affection in the hearts and chronicles of the Sierra. The Kit Carson Pass over which we now travel with ease, stopping the moment to look at awe-inspiring vistas which meant so much hard work to the toiling explorers, follows the route. Back in 1844, the job finished Carson carved his name and the date, on a pine tree. The section of the tree with the inscription is now at Sutter's Fort and the tree stood is a bronze tablet, set by the Native Sons of the Golden West. It bears these words: "On this spot, which marks the summit of the Kit Carson Pass, stood the famous scout, Kit Carson, inscribed his name in 1844 when he guided the then Captain John C. Fremont, head of the government expedition, over the Sierra Nevada Mountains. Above is a replica of the original inscription cut out from the tree in 1888 now in Sutter's Fort, Sacramento." Amador County is reminded that ten years from now will bring the hundredth anniversary of the crossing of the Sierra and it may be the w. interest in the old scout's story will find expression in a celebration in which a great part of the West will participate.

It is regrettable, by the way, that the old Kirkwood house which stands on the Kit Carson road, and which is State property, is not better cared for. Historical markers and 'State Property' signs are hardly sufficient protection against tramps, yagrant cow hands and thoughtless tourists. The house stands open, is filled with trash, one match might set it ablaze, and one more of the old-time buildings with their wooden-peg construction would be gone."

KIT BROUGHT BACK THE HORSES

The death of Charles Carson, at the age of 77, in Colorado, reminds us how relatively near we are to the historic past, and to sundry of those heroic characters that have taken on almost the allure of legend. For this, Charles Carson was the son of Christopher Carson, better known as "Kit," and Kit Carson was the Daniel Boone of the vast West. He was with Colonel Fremont on both expeditions, as guide and trusted adviser, and his name looms large upon the pages of the famous journals of those indispensable western explorations—how Carson killed, it may be, some seagulls for their supper, or how he got the horses back.

This frontier exploit, characteristic of Kit Carson, so aroused the admiration of Colonel Fremont—and, indeed, the fortunes of the expedition depended on the recovery of the horses—that he gives three pages to its telling, and at the last exclaims that Carson "is an American, born in the Boonslick county of Missouri!" The famous guide's biographers, however, agree that Kit was born in Kentucky, and accompanied his people to Missouri while yet an infant in arms, whence as a stripling he rode forth on the Santa Fe trail to become somewhat the storied Bayard of the West.

The horses had been driven away by California Indians, in a brief absence of Fremont and his men from their encampment beside a spring. Kit Carson and a St. Louis Frenchman named Godey at once took up the pursuit, returning with the horses in the afternoon of the next day. They announced their coming with a war whoop, and from the muzzle of the Frenchman's rifle dangled two scalps. They had overtaken the Indians, and fearlessly had charged the camp, although it was of four lodges. Bowstrings twanged, and a considerable discharge of arrows whirred spitefully around them, one of these passing through Godey's shirt-collar. But the rifles answered and two savages fell, while the rest refused to stand, but fled incontinently. Several of the best horses had been killed for feasting, but 15 that remained were driven back to Fremont.

Such was Kit Carson, who afterward rendered service so valuable to his country, in the peaceful adjustment of its disputes and bickerings with various tribes—for he was by nature gentle and persuasive, and possessed much influence over the Indians—that in 1865 he was brevetted a brigadier general. This recognition was in part due him for his effective campaigning in the Southwest during the Civil War, but the greater tribute was to the mountain man, the plainsman, the scout, guide and Indian agent. Kit Carson died in 1868, while yet his honors were strange to him. But so long as history endures and romance lives his shall be an uncelebrated name—Portland Oregonian.



KIT CARSON -
FAMOUS FRONTIER SCOUT
ONCE SERVED
IN THE
U.S. NAVY!

38
11/20/1933

With the first of the season's snows, some of the mountain passes over the Sierra are now closed as through routes.

Kit Carson Trail, State Route Eight, is hard surfaced from Jackson to Antelope Springs, twenty-five miles beyond Jackson. From that point it is closed for the

January.
 Q—Where is Kit Carson, the famous Indian fighter, buried?
 A—Kit Carson is buried at Taos, New Mexico.

Kit Carson's Great Grandson Joins Up
 LA JUNTA, Colo., Dec. 26.—(U.P.)—Another Kit Carson—a great grandson of the famous Indian scout—is in the Nation's armed forces. Kit Edward Carson, 26, announced today his enlistment in the Marine Corps at Pueblo, Colo.

12/26/1941

Kit Carson's Son Expires at 77

LA JUNTA, Col., July 21 (P)—Charles Carson, 77, son of the famed pioneer Indian scout, Kit Carson, died here today after a brief illness.

7-21/36

MISS NETTIE CARSON

SANTA FE, N. M., Jan. 7 (INS)—Rosary was recited here last night for Miss Nettie Carson, granddaughter of the famous scout and Indian fighter, Kit Carson. She died at her Santa Fe home Monday after a short illness.

1-7-1948

Sunday, June 19, 1949 ★ CC

JACKSON FETE NEARING CLOSE

JACKSON, June 19.—A six division parade will be staged here today as one of the concluding events in the Kit Carson Centennial celebration.

Charles Starrett, star of western movies; Mrs. Frank Berto, great-great granddaughter, and Spear Wood, great-great grandson of Kit Carson, will be present.

Floats will be sponsored by the California Centennial Commission, Stockton Chamber of Commerce, Sacramento Chamber of Commerce, and fraternal and civic organizations.

Six sheriffs' posses and other mounted groups will take part.

FRIDAY MORNING

Alpine County Given Boost

By GEO. E. SECOURT of
Santa Maria, Cal.

During our sightseeing trip the forepart of this month we drove into Markleeville, county seat of Alpine county, and passed a decidedly enjoyable two hours inspecting the courthouse and visiting with Supervisor Koenig and several others, including Bill Hayes, forest ranger in charge of that district, late of the Plumas forest.

A fine collection of "real folk" with all the traditional mountain hospitality and an inborn faculty for making "outsiders" feel at home. Ready to go far out of their way to do one a favor or extend a helping hand. Cheerful, courteous, amiable and helpful--the breed of the Sierra Nevada.

Anyone desiring a real change can secure it by traveling off the beaten paths and into this mountain fastness, where nature remains practically as it was "in the beginning." Of course, there is a good road, but few know of it. One may enter this captivating section by way of Gardnerville, Nevada, or Meyers Station, Angels Camp, or Jackson, California.

Alpine county, incidentally, has a small population; not over 600, in fact. But it does things and does them right. Its court house is a gem; just large enough to meet the requirements. Its furnishings and appointments are modern, even to the latest in steel cells in the jail. There also is a school house that would do credit to a community many times the size of Markleeville. And Alpine county has no debts, I understand.

1937

Near Tragedy Springs 5/13/38

Amador Co.

As an aid to explorers who would visit historic scenes of California, stop where the emigrants paused and, perhaps, discover some relics of their days, Robert K. Spaulding has written from his field notes that which follows: "Shortly after he passes Tragedy Springs, and just before descending the grade to Silver Lake, the tourist going up the Kit Carson Pass road from Jackson sees on his right a green and white Forest Service sign marked Old Emigrant Road, Mud Lakes, and Wester's Camp. Less than a mile beyond the sign the old road descends a steep hill, rope marks on the trees at both sides showing that they once served to raise wagons up the hill. At the Mud Lakes the trail swings sharply to the left upgrade, a large pile of stones possibly marking the turning point. Then it follows along the hillside to descend into a meadow whence it climbs out to begin roughly skirting the rim of Silver Lake. After a few miles the real interest begins. The course is traced by stones thrown out of the roadway, or built up to form it, by rust stains on the granite, and by the smooth indentations made in the latter by passing wheels. The road continues upward, making its way as best the terrain permits, finally reaching a relatively low pass to the southwest of Emigrant Lake and in view of Twin Lakes. Not far from this point there is a strip where vegetation has not even yet filled in the roadway, and hereabouts bits of rusty iron may be picked up. Now the road makes a precipitous drop to a high meadow, where are found a probable campsite, with trees long since cut, and where last Summer we picked up an iron tire-rim of large circumference.

Resting Place 4/3/38

It is not unlikely that here emigrants rested to prepare for the seemingly impossible ascent of the pass. From the meadow to the outlet of the creek at the head of Twin Lakes it is about impossible to trace a roadway through the rocky terrain. Building the Twin Lakes Dam in 1917-1918 and raising it in 1924 have presumably obliterated all sign of the old road which at one time probably crossed the swampy meadow at the head of the original lake. (Nowadays you reach the head of the lake by boat). Since the point at which the road dropped over from Twin Lakes basin, as emigrants entered California, is perhaps a thousand feet above the lake (elevation over 7900 feet), it would seem to be higher than most passes used by early comers to this State. For such a reason this difficult stretch of the road was probably abandoned with the building of the piece around Carson Spur. Old-time residents of Amador County may know whether the route originally turned south at Woods Lake (in spite of the Forest Service's map of the Silver Lake Recreational Area), and be better able to trace out the route of emigrants entering California by the Carson Emigrant Trail with somewhat the attention that has been devoted to the Donner Pass road.

*Three Scouts of a Mountain
Butte in the mountains
high in the hills*

Snow Plows to Open High Sierra Passes

1942

SACRAMENTO, June 16.—(F)—State Division of Highways workmen today started to work with giant snow plows, bent on opening scenic Sonora Pass through the white-capped peaks in Central California.

The pass connects State Highway 13 in Tuolumne County with U.S. Highway 395 in Mono County, and reaches a summit elevation of 9624 feet.

Division of Highways officials also announced work will begin at once on the clearing of Carson and Ebbetts Passes, both choked with snow.

Carson Pass, with a summit elevation of 8650 feet, will only be opened as far as Silver Lake and Ebbetts Pass, with a summit elevation of 8800 feet, will only be opened as far as Lake Alpine.

Ship Built in Area Named For California County

2/45

Navy transports and cargo ships bear the names of counties in the United States, but only one of the 48 built or being built in the Bay Area has been named after a California county, reveals the Navy Department.

This one example of State interest is the Amador County. However ships built elsewhere have been named after Alpine, Butte, Colusa, Mendocino, Napa, Riverside and Tulare counties.

The attack transports and attack cargo vessels, designated as "APA" and AKA" are between 400 and 500 feet long with a beam measurement of more than 60 feet. The tonnage ranges from 7000 to 13,000 tons while the armament varies with 5-inch and 3-inch guns and 20 mm and 40 mm anti-aircraft weapons.

State Route 8 Is ^{2/5} Open to Antelope *1939*

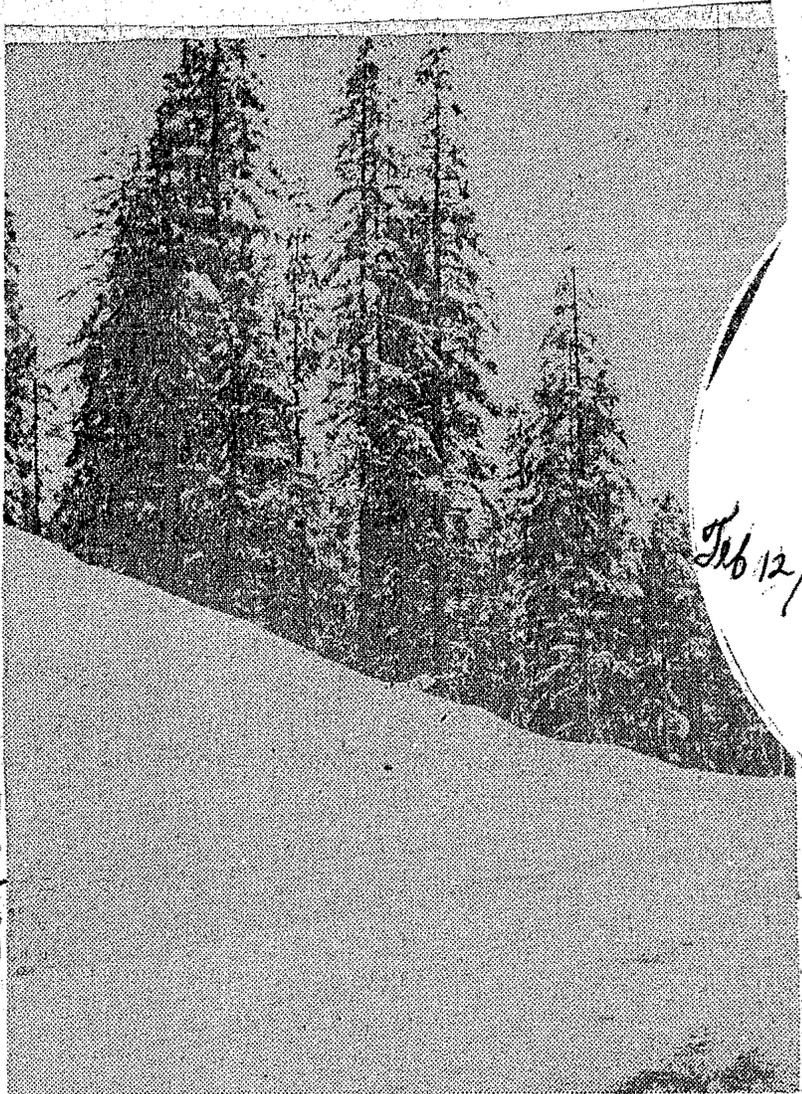
State Route 8 through Kit Carson Pass is open and in good winter condition from Jackson on the Mother Lode Highway to Pine Grove and Antelope Springs, approximately 25 miles east of Jackson, reports the California State Automobile Association. The road is not maintained beyond Antelope Springs during winter months. Due caution should be exercised because of the possibility of icy conditions on the road and tire chains should be carried for use in emergency, particularly after heavy storms.

Kit Carson Emigrant Trail went through Jackson, the county seat, its general direction being that of a later stage road to Virginia City, Nev., and that of the present Jackson-Silver Lake Highway over the Kit Carson Pass to the East. In Summer this is a favorite road to Lake Tahoe. Now the Amador Ski Club is developing a snow sports area at Antelope Springs, approximately 25 miles from Jackson on the Kit Carson Trail. Jackson is 125 miles from

*released Feb 1939
Oakland*

Carson Pass Again Opened to Traffic

SACRAMENTO, June 29. — (AP) — Carson Pass in the high Sierra, on State signed Route 88 between Amador and Alpine County points, was reopened to traffic today, the State highway division reported. *1942*
Tioga Pass is the only one remaining closed by snow.



PREPARING FOR FA

The county Chamber of Commerce has an ambitious program that seems to justify the enthusiasm that this writer found among persons with whom he came in contact, on a recent scout trip. One project contemplates a dam in the Shenandoah Valley. This will open up vast agricultural areas in the vicinity of Plymouth. The road from Clement to Ione will be realigned; the road to Ham's Station will be kept open. This is 31 miles above Jackson and

Illustrations show scenes in vicinity of Jackson. The Amador County Chamber of Commerce is encouraging snow sports enthusiasts to use various points on the Kit Carson Pass. The young ladies in the picture are, left, Virginia Chichizola, whose great grandfather was a pioneer settler, having established a general store in 1850. It has been operated by successive sons for two generations. Right, Mrs. ...

San Jose
Herald
3-31-1939

Treasure Island Today

SACRAMENTO JUNIOR COLLEGE DAY.

10 a. m. — Treasure Island opens. Gayway open to 2 a. m. Federal building open 1 p. m. to 9 p. m.

10 a. m. — Camera art exhibit all day. Japanese pavilion.

11:30 a. m. — Free lecture, "Eighteenth Century Painting in France and England," Fine Arts palace.

12 noon to 1 p. m. — Free concert, Sacramento Junior College band, California court.

12:45 to 5:15 p. m. — Free Sacramento junior college programs by string trio, a capella choir, and presentation of a play. Hall of Western States.

1 to 5 p. m. — Free movies, State Recreation building.

1:30 to 3 p. m. — Free concert by Exposition band, direction of Ralph Murray, Court of Pacifica.

2 to 6 p. m. — Free concert by Sonora Marimba band. El Salvador pavilion.

2 to 6 p. m. — Free concerts, Sacramento junior college dance band, orchestra, glee club, brass ensemble and school band. California building ballroom.

2 p. m. — Free lecture, "Flemish, Dutch and Spanish Painting," Fine Arts palace.

2 p. m. — "Snow White," puppet show, Federal Marionette theater.

2 p. m. — Festival of American Dance, Federal theater.

2 to 6 p. m. — Free concert by Philippine Constabulary band. Philippine area.

2:30 p. m. — "Folies Bergeres," California State auditorium.

3 p. m. — "One-third of a Nation," living newspaper play. Federal theater.

3 p. m. — "Snow White," puppet show, Federal Marionette theater.

3 to 4:45 p. m. — Free concert by Edwin Franko Goldman band. Open air theater.

3 p. m. — Cavalcade of The Golden West. Enter through Court of Pacifica.

3 p. m. — Free lecture, "Decorative Arts," Fine Arts palace.

3:30 p. m. — Dedication of Guatemala pavilion.

3:30 p. m. — Metalcraft demonstration. State Recreation building.

4 p. m. — Free lecture, "contemporary European Painting," Fine Arts palace.

4 p. m. — Children's fantasy,

Midget Newspaper Makes Strides In Paperless County

When Raymond G. Ruf, San Jose State college graduate, went to Markleeville to teach, he found that not only did the school have no paper, but that the town itself and the entire county without any newspaper.

Markleeville, tiny Sierra Nevada community, is seat of Alpine county, which comprises only 776 square miles and has a total population of 241.

So Ruf and his wife, who formerly was a reporter for the Sunnyvale Standard, and his students in Webster school decided to do something about this lack of journalistic enterprise.

Combining their talents, they have issued a little four-page hand-written weekly, measuring 5 1/2 by 8 1/2 inches, containing not only school news but community items and even a few advertisements.

So popular has the tiny paper become already, Ruf says, that the staff has purchased a mimeograph machine to permit doubling the size.

School children do the reporting. Mr. and Mrs. Ruf direct the paper. In a recent issue the paper carried a town poll on current affairs, discovering that 81 1/4 per cent of the community would oppose a third term for President Roosevelt, that 63 per cent favored hiring of a part-time county health nurse, and 59 per cent liked jazz music.

Social notes, school essays, recipes, and some county news notes were included in the same issue.

Ruf is the son of Mr. and Mrs. Glen A. Ruf of San Jose. His wife was Miss Dale Ruble, daughter of Mr. and Mrs. Vincent E. Ruble of Delmas avenue, Cupertino, before her marriage at Gardnerville, Nev., last October.

Check Passer Held For Idaho

Extradition papers to Pocatello, Idaho, were requested yesterday as Homer W. Smith, 51, widely sought as a check passer, reposed in the city jail following local arrest.

Police Chief J. N. Black said Smith's alleged accomplice, Robert W. Morrison, was jailed in San Francisco a month ago after posing as Lieut. Col. George Warren Costan.

Bankers' bulletins indicated

ALTIES FOR ITS REPEALING CO NANCES.

BE IT ORDAINE CIL OF THE CITY.

SECTION 1. DEE ever in this ordina terms are used, the and construed to ascribed to them in it is apparent fro which they appear meaning is intended "DOG." Any dog ing female as well "UNLICENSED D which the City licen year has not been the tag provided fo is not attached.

SECTION 2. Pui public pound is lic location shall be d City Manager.

The position of hereby created. S and any assistants after authorized, sh the manner provide

Before enteri of the duties of his Master shall execut the sum of One (\$1,000), payable to Jose, conditioned performance of his

It shall be the d Master to operate City pound, to enfo of this ordinance, a duties imposed upon by the provisions of by other ordinances to said position.

The Pound Master salary authorized by

The Pound Master to retain all charges impounding of this ordinance, and of operating the City furnish and maintain ment, including ne

SECTION 3. POW MASTER. In the p duties as such, the each of his assistant is hereby invested w authority of a polic City, but shall not b member of the Polic

The Pound Master, his duties as such, tallic badge of a size determined by the C which badge there s the words: "Pound M Jose, California," at Pound Master of sai forming his respecti shall wear a metalli and design to be d City Manager, upon s shall be imprinted: t ant Pound Master, C California."

Such badges shall numbered and said C keep a permanent r issued, showing the each such badge, the thereof, and the na address of the persn and such other infc City Manager may d

The Pound Master's sistant's is hereby au upon any premises f inspecting the same, any of the provisions or any law of the St relating to rabies, or animals, or relating t ment and impoundi mals, or for the prev thereto, is being vi purpose of dischari posed by this ordin ence to the licensi of dogs, the Pound of his assistants is b to enter upon any than a dwelling, upo is kept or harbored, the exhibition by th

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EBBETTS PASS

There are a number of passes through the Sierra to Tahoe and the East and all are scenic. The popular ones, of course, are the Auburn route and the Placerville route. Popularized due to lower elevations and directness, these routes are well kept and are suggested for the motorist with limited time.

For the tourist with a touch of the pioneer spirit and with an interest in California history, several of the other passes are recommended, notably: Ebbetts Pass, Kit Carson Pass, Sonora or one of several others. A recent scout tour carried us over Ebbetts Pass. This, if you make the experiment, will be found interesting.

EBBETTS PASS

Ebbetts Pass is in Alpine County, named for its similarity to the Alpine country in Europe. The entire surface of Alpine County is elevated and rugged and the view is grandly picturesque on every side. The western summit of the Sierra Nevada constitutes the western boundary of the county, which covers the eastern slope of the range as well as the outlying peak known as Silver Mountain. The Emigrant Trail through Ebbetts Pass to Angels Camp was opened up in the early '50's, but no wagon road went that way until 1864, when as a result of the opening of the Comstock Lode in Nevada, a toll road was completed under the name of the Carson Valley and Big Tree Road.

SILVER

Silver Mountain, founded in 1858 by Scandinavian miners, existed until 1886. The county seat was located there from 1864 to 1875. A "ghost" of Alpine's once thriving silver camps, its existence is marked today only by the crumbling walls of the old stone jail, the first in the county, near the site of the old courthouse. Picture of ruins of jail is shown. There is little other evidence aside from mining scars to indicate the once wealthy section. Although silver predominates in the Alpine region, in large low-grade ledges gold is encountered in nearly every mineralized district. Historic data, dates and the like are from the book, "Historic Spots in California." Stanford University Press. No reference books could give us information as to the reason for the name "Ebbetts."

ROUTE

In going over the Ebbetts Pass, go via new Livermore Pass to Stockton, thence to Clements, Valley Springs, San Andreas to Angels Camp. Make it a point here to fill up with gasoline because there are few gas stations until you reach the East side of the summit, and you will encounter some second

gear driving. Considerable work is being done from Hermit Valley over the summit (8800 feet) and there are also many rough stretches along the Carson River and up the flat to Silver Mountain on the East side:

We used Seaside Gasoline. Seaside advertises gasoline with nine times the power of dynamite. You will require lots of power. There are a number of Seaside dealers in the Stockton area. They are most agreeable in giving out information.

TO THE SUMMIT

Leaving Angels Camp, the next town of interest is Murphys. Pause here if you would refresh your memory of the "Days of Gold." Next point is Calaveras Big Trees. This grove and vicinity will be the subject of a special article in the near future. Next and last settlement of any consequence is Lake Alpine Resort, 180 miles from Metropolitan Oakland and operated by a most hospitable couple from this city, Mr. and Mrs. Henry Frazier. This resort is the headquarters of fishermen and hunters. It is a restful spot too, for the person who just wants to rest. Delightfully situated on Lake Alpine at an altitude of 7300 feet. All the features of the modern Summer camp are here. It will be open until snow time. Many pack trips are outfitted here.

HUDSON '8

Our car for the scout tour was a Hudson "8" kindly supplied by H. L. McCoy, pioneer Hudson dealer of this city, the oldest dealer in Oakland, in fact. Having read that the Ebbetts Pass Road is for the person with the pioneer spirit, so is it a road for a car with the ruggedness and stability of the pioneer. The road had not been officially opened the day we were there, therefore there was yet much to be done. The Winter storms took their toll here as well as on other mountain highways. The Hudson made the trip up the 8800 feet to the summit, over poor roads, with no difficulty. Kept rolling along just like Corrigan's plane. The automatic gear shift is helpful for the quick shifting required on mountain roads. The roominess of the Hudson made for comfort. Again, coming down the summit, good sturdy, reliable brakes are a factor. Hudson is currently advertising the braking facilities of the car. There is no neater place to test the stability of the engine and the power of the brakes on a car than the Ebbetts Pass. The Hudson did everything the most elaborate advertisement could claim.

The Pass is now officially open to the public. You will find it a delightful road to Tahoe or the East. Try it if you would enjoy unusual scenery. Campers will find plenty of accommodations.

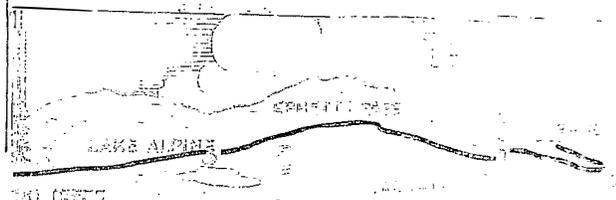
Alpine Co.
EBBETTS PASS THROUGH SIERRA IS SCENIC ROUTE TO TAHOE
 See Calaveras Big Trees and Mother Lode Towns Enroute

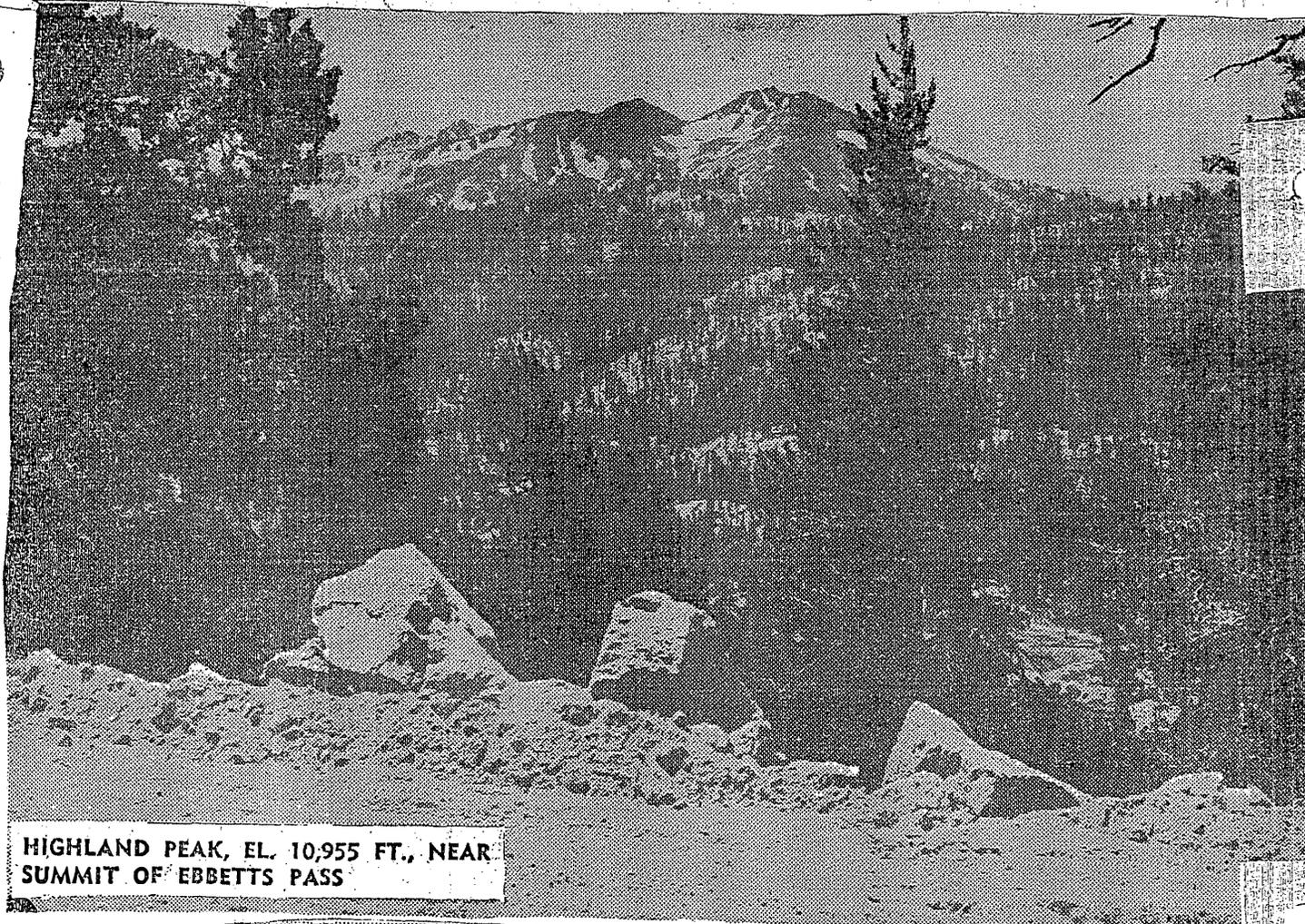
Ebbetts Pass road, State Route Four, is open and in good condition as far as Camp Connell, thence closed due to winter conditions.

An average of the distance for all the customary routes would probably figure around 230 miles, with the Ebbetts Pass the longer and the most difficult to drive.

Ebbetts Pass, which is the route to Markleville, permits one to view the famed Calaveras grove of big trees.

1941
 Ebbetts Pass road, State Route 4, is open for forty-six miles east of Angels Camp but closed beyond by snow. Sonora Pass road, State Route 108, is open and good for sixty-eight miles east of Sonora but still closed over the summit.

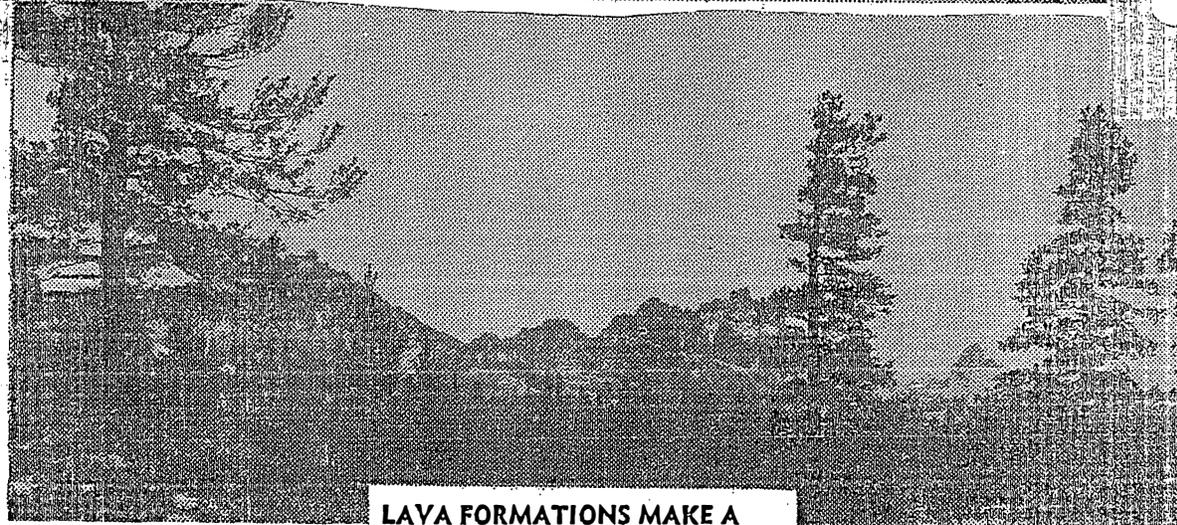




HIGHLAND PEAK, EL. 10,955 FT., NEAR SUMMIT OF EBBETTS PASS



Ebbett's Pass



LAVA FORMATIONS MAKE A WEIRD SKYLINE NEAR HERMIT VALLEY

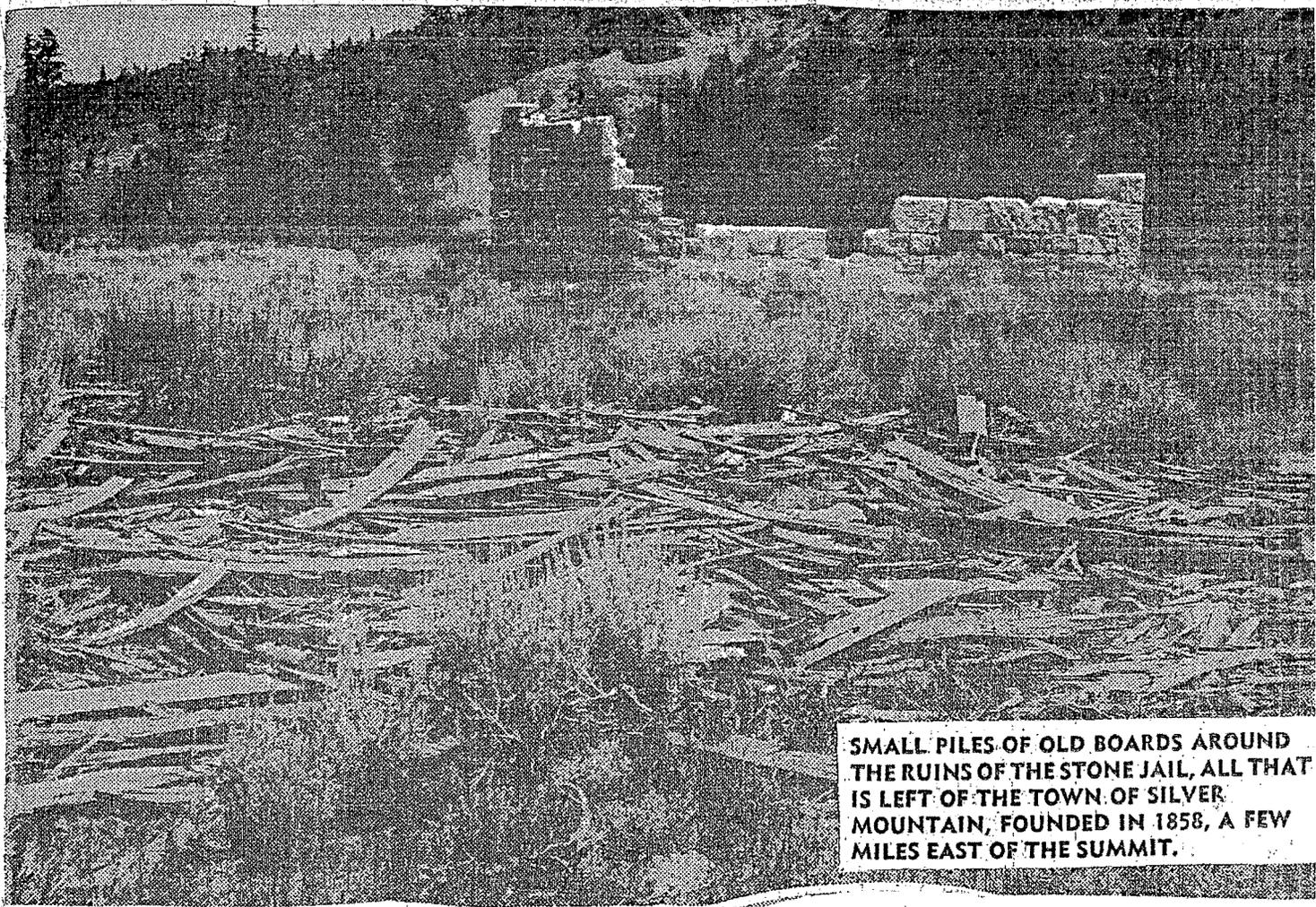
EBBETTS PASS

This area is on the scenic Ebbetts Pass to the East. The road continues on through Alpine County over the summit, 8800 feet. Now it is a veritable winter kingdom and will not be accessible to through travel until possibly August. Keep Ebbetts Pass

in mind for your summer trip to Tahoe or the East. Watch this automobile section for reports on when the road is opened for through travel. Due to elevation, it is also one of the first roads closed in the early winter. This area easily lends itself to the plans of those who divide their annual vacation. It is delightful both in winter and summer.

~~From Summit Hill~~

All of them go through pioneer gold towns in which quaint architecture of the mining days still survives. Along the way one may see evidences of the great scramble for gold in the scarred hills and the abandoned workings.

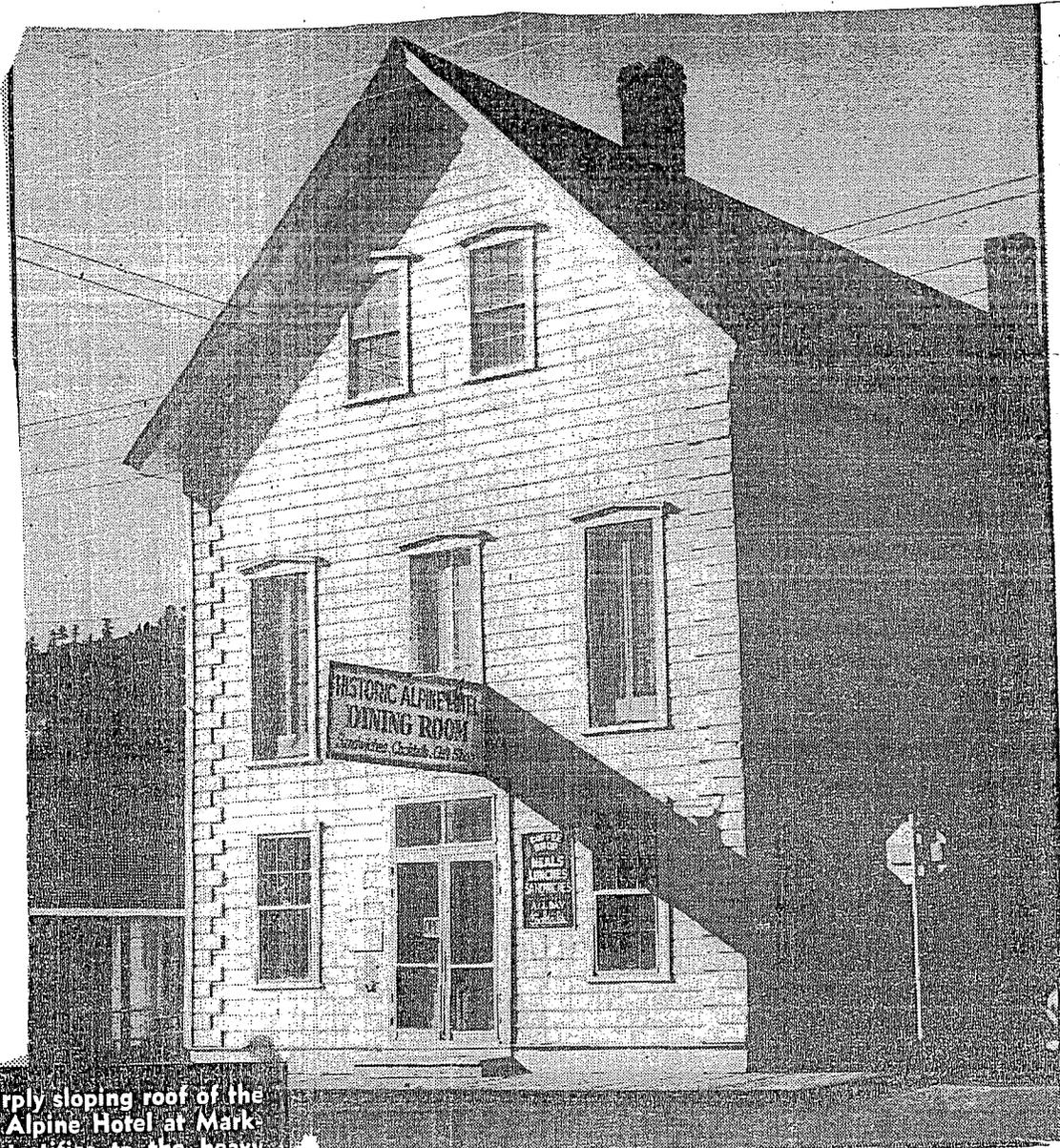


SMALL PILES OF OLD BOARDS AROUND THE RUINS OF THE STONE JAIL, ALL THAT IS LEFT OF THE TOWN OF SILVER MOUNTAIN, FOUNDED IN 1858, A FEW MILES EAST OF THE SUMMIT.

'Silver Mountain'

"One of my first experiences with 'ghost towns' was many years ago, when on a vacation trip over Ebbetts Pass," John W. Winkley tells us. "While driving along a branch of the Carson River in Alpine County I noticed on one side of the road an old square, stone building, the only structure anywhere in that vicinity. But I noticed also on either side of the road many pits or sink holes in some regularity and general order. Down the highway a few miles was a house, and I stopped to inquire about the odd stone building, and was told that it was the ruins of the old County Jail. 'Yes,' said the man, 'that's all that is left of old "Silver Mountain," the county seat of Alpine County for years, and a town of two or three thousand people for about thirty years.' I was greatly impressed with this death of a town. Since then I have explored hundreds of 'ghost towns,' and in a number of instances found as one of the few relics an old jail. "

Silver Mountain, in Alpine County, the walls of the historic jail are being depleted in similar fashion. "Stone by stone, the old jail is being carried off by tourist and cabin owners," declares the Ebbetts Pass Bulletin, "and the thefts must be stopped before the entire jail is carted off." Appeals have been made to Forest Service officials and the Native Sons of the Golden West who have done so much to provide markers for historic sites



The sharply sloping roof of the historic Alpine Hotel at Markleeville testifies to the heavy snows which fall in that country each winter. The town, in Alpine County, was named after Jacob Marklee, who settled there in 1861 and was killed a few years later in a quarrel over the land on which the town stands.

No. 240—Marklee's Cabin Site. *Alp. County.* This spot, on which Jacob J. Marklee built what became the first house in Markleeville, is now occupied by the Alpine County courthouse. The exact date of construction is uncertain, but Marklee located the 160-acre tract that became the site of Markleeville on September 12, 1861, and recorded the location on June 23, 1862.

5



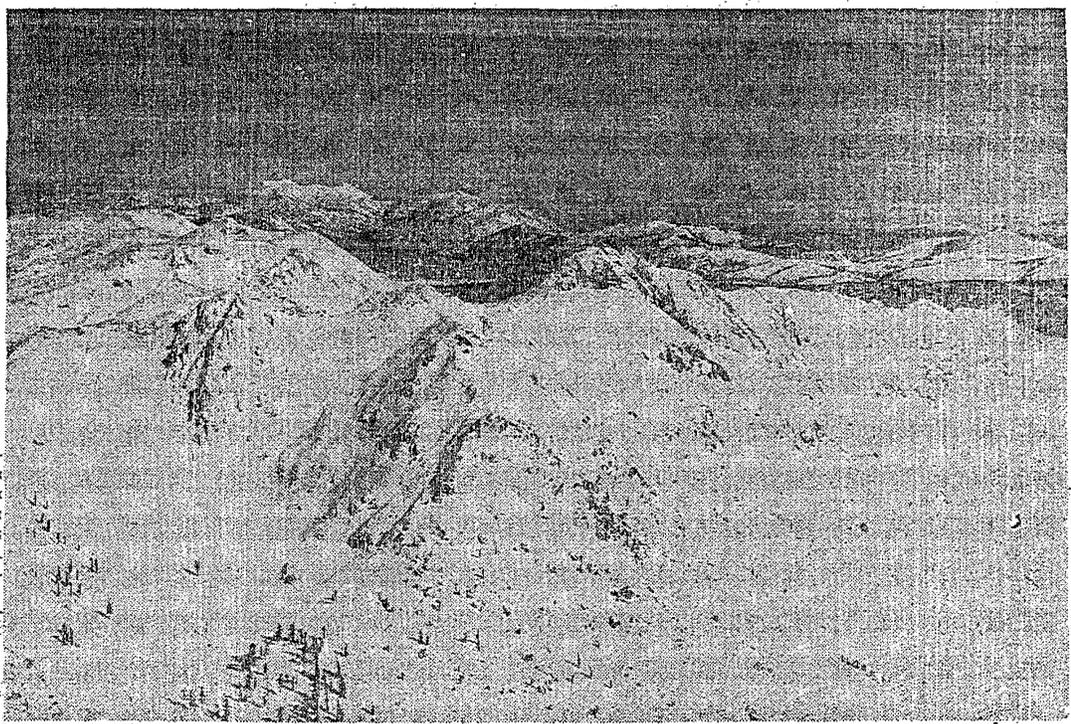
DESCRIPTION

EBBETTS PASS HIGHWAY—(State route 4) is well known as "The Scenic Route Over the Sierras." Giving easy access to the Calaveras Big Trees State Park, summer and winter resorts, hundreds of summer homes and a vast recreational area in the Stanislaus National Forest. Traversing one of the largest stands of virgin timber left in California, this highway is also one of the shortest and most scenic routes between California and Central and Southern Nevada. To add beauty to your trip and shorten your mileage between California and the Nevada towns of Minden, Gardnerville, Carson City, Virginia City, Tonopah, Goldfield, Los Vegas and a greater part of the state, we suggest the Ebbetts Pass Highway.

COLLECTOR'S PH
1524 FRANKLIN STREET

WEDNESDAY, FEBRUARY 23, 1940

SUPPLY FOR METROPOLITAN OAKLAND



one of the directors of the East Bay Municipal Utility District. More than 100 inches of snow have fallen in the area pictured. engineers of the district report after their annual measurement and survey.—Commercial and Photo View Co.

Complete

4F

OAKLAND, CALIFORNIA.

SEASON'S SNOWS ASSURE AMPLE WATER



These pictures, taken on the western slope of the Sierra in the Carson Pass and Blue Lakes area, testify that there will

be ample run-off to supply the Pardee Reservoir with water during the current season, according to James N. Eschen.

R-C
May 17, 1940

RE 5-17-40
E, NEVADA

Visitors Study Livestock

(Continued from first page.)

bulls in the west today. Aside from his own raising, Dressler exhibited herd sires from Texas, Wyoming and Nebraska, where the judging group of Future Farmers and 4-H boys had some difficulty in making their placings due to the uniformity of the bulls being judged.

The visitors declared this to be one of the most uniform bunch of steers they had ever seen. Every animal almost perfectly marked, evenly fleshed and with not more than 45 days difference between the youngest and oldest animal. They made a grand sight with which to finish the tour, and one which will linger in the memory of every stockman present, as these beauties slowly made their way along the mountain trail on the banks of the rolling Carson river.

Adding variety to the cattle tour, part of the group made an interesting stop at the ranch of Loring Wyman where a Morgan remount, and Arabian and Palomino stallions were observed. Mr. Wyman presented an interesting display of 2 thoroughbred Arabian stallions and 12 Arabian mares, which, according to him, represent one of the largest Arabian breeding farms in the United States.

Alpine A. C. P. Is Checked

A final check of applications for participation in the 1940 Agricultural Conservation program in Alpine county indicates a substantial increase in the number of farmers and range men who will perform some soil building practice this year.

Representatives of the association have made strenuous efforts to contact all farmers and range men this year and acquaint each operator with the provisions of the program.

Lloyd Springmeyer, chairman of the county agricultural conservation committee, stated that the use of farm plans and estimate sheets was of material assistance in helping farm operators to understand what they could do under the program and how to do it.

Conservation work performed under the 1940 program must be completed by August 31st of this year. The program year has been arranged to fit the crop year, which in this area normally begins around September 1st. Therefore, the 1941 Agricultural Conservation program will begin on September 1st, and operators will be notified of the provisions of the program so that they may take advantage of them during the fall months.

RE 5-17-40

May 17, 1940

DAY MORNING, MAY 17, 1940

NUMBER TWENTY

Range Cattle on Carson Valley Farms Inspected Last Saturday

Outstanding Herds Studied by Group of Visitors and Local Stockmen

What was declared to be one of the most interesting and instructive range livestock tours conducted in Nevada in recent years was arranged jointly for Saturday last by the county agricultural agent for Douglas county and W. H. Wennhold, cashier of the Farmers Bank of Carson Valley, Inc., of Minden and key banker for the American Bankers' association.

Attracting interested stockmen, University of Nevada agricultural college representatives, 4-H Club boys and Future Farmer groups from five northern and western Nevada counties, the tour was arranged for the purpose of inspecting purebred and commercial herds of the famous Carson Valley livestock district.

Starting from the county agent's office at 10 a. m. the first stop was made at the ranch of D. W. Park where a large number of range bulls were inspected. At the request of the visiting groups, Paul L. Maloney, state livestock agent and H. F. Dangberg, of the Dangberg Land & Livestock company, were asked to pick the best type range bull from the large number of bulls in the corral. Their selection was made and well received by those present. Kenneth Storke, a Douglas county boy recently declared champion F. F. A. livestock judge for Nevada, placed the same animal as his first choice.

Next on the Park ranch was the inspection of three purebred cows and two pure-bred heifers, and from this outstanding nucleus, Brooks Park expects to start a foundation herd of purebred Herefords.

The next stop was at the ranch of Ed Godecke where two registered Belgian stallions were observed and admired.

The caravan was then driven for miles through the holdings of the Dangberg Land and Livestock company, observing growing crops of grain, alfalfa and pastures; the conveniently arranged lambing sheds constructed of brick; large barns, corrals, and pastures where hundreds of the finest types of work and saddle horses were being conditioned for the year's work. And finally through "hog alley" where more than a thousand hogs are being farrowed and finished for California and Nevada markets.

Stopping at the Minden Inn for lunch the entire group were the guests of Mr. Wennhold, local key banker, who actively supported the educational extension tour.

After lunch the visitors were placed in charge of Fritz Neddenriep, livestock boss for the Dangberg Land and Livestock company, where a group of "proven" herd bulls was inspected and the different points of conformation and breeding were discussed.

Neddenriep conducted the caravan through more miles of fine crop land and finally to a large pasture, knee deep in grass, where 70 head of coming three-year-old range bulls were assembled for the start of the drive to the summer range.

According to Paul L. Maloney, state livestock agent, "there is more bone and real substance in this pasture than I have ever seen in an equal number of cattle anywhere."

Across the fence were 200 head of well-grown-out purebred yearling bulls of the company's own breeding.

A quick stop at the ranch of Fred Heise enabled the group to see a fine bunch of commercial cows and calves and the purebred bulls being used with his herd.

Next on the program was a trip down through the center of the Valley over the oiled highway, where fine livestock was observed on both sides of the road and finally arriving at the large and elaborate holdings of W. F. Dressler & Sons, one of the pioneer families of the Carson Valley. The visitors were taken in tow by the capable, sun- and wind-bronzed, practical stockman, Fred Dressler.

The Dresslers have been breeding registered polled and horned Herefords for 20 years and have some of the most outstanding herd

(Continued on page four.)

R-C

May 24, 1940

PRESERVING NEVADA'S HISTORIC DOCUMENTS AND RELICS

RECORD COURIER MAY 24, 1940

IT was announced at Reno last week that a lot had been purchased and donations were being received for a building to preserve the historic documents and relics collected over a long period of years by Miss Jeanne Elizabeth Weir,, retired history professor at the University of Nevada.

For years the collection was stored in the basement of the state building at Reno but, under a WPA grant, was later arranged and placed on display in the same building.

Through an act of the Nevada legislature appropriations were made to purchase the old mint building at Carson City from the federal government under arrangement made by United States Senator P. A. McCarran.

Since the purchase was closed, an appeal has been made to Nevada residents to contribute small sums, the money to be used for placing a new roof on the building and carrying on certain needed remodeling. Only last week it was announced that contributions have been generous and a contract was let to a Utah firm for placing a copper roof on the structure.

Thus Nevada is to have two separate and distinct organizations working for the collection of historic documents and relics so that they might be preserved for future posterity.

Miss Weir, for years, kept alive the Nevada Historical Society and has written valuable volumes on Nevada history. Her collection is priceless and in a final effort, is to have a building at Reno to house the display.

Carson residents have many valuable relics and with documents obtainable, will be able to arrange a historic display of great value, while other residents of the state also possess items of great import that have been prominently identified with Nevada history.

Best of all is a collection of Indian relics and precious stones given to the state by the late Dr. S. L. Lee and occupies a place in the halls of the Capitol building. This interesting and priceless collection, will no doubt, be moved to the Nevada museum in the mint building.

While interest in preserving Nevada documents and relics could best be accomplished under one head or organization, it is commendable that historic lore of this state is to be preserved.

R-C
May 24, 1940

MORNING, MAY 24, 1940

RC

N

Child Drowned in River At Markleeville

Body Is Carried for Mile by High Flood Waters of East Carson

Donald LeRoy Curtz, twenty-three-months-old son of Mr. and Mrs. Oliver Curtz, accidentally fell into the Carson river near the Curtz home at Markleeville last Friday and was drowned.

With another small lad the boy was playing on the bank of the river when he lost his footing and was carried away by the swirling waters. A few minutes after the accident searchers hurried to the river in hopes of recovering the child before death came. However, the boy was carried down the stream for nearly a mile before being located. Dr. Ernest Hand had been called to Markleeville but artificial respiration and treatment failed to restore life.

Aside from his distracted parents, the child is survived by numerous relatives on his father's side, who is a grandson of the late Peter Curtz, a former mine operator of Alpine county.

Funeral services were held from the Fredericksburg community hall Sunday afternoon, Rev. Hersey of Carson City, officiating. The choir was composed of Mrs. Norman Brown and Mrs. Joe Stern, also of Carson. Interment took place in the family plot at the Fredericksburg cemetery.

July 26, 1940

MORNING, JULY 26, 1940

Young Couple Marries in Santa Barbara

Miss Ellen Hutchinson Is Bride of Chris Gansberg on Sunday Noon

At Santa Barbara last Sunday afternoon Miss Ellen Hutchinson became the bride of Chris Gansberg at a ceremony performed at the Lutheran church.

For the "all white" wedding, the church was decorated with palms, candelabras and white flowers, including white gladiolus, asters and other blossoms.

The bride wore a brocaded satin dress with short train. Her fingertip veil fell from a pearl halo which matched the seed pearls on her dress. She carried a bouquet of gardenias and bouvardia.

The maid of honor, Miss Mary Price, wore a white gown of taffeta and tulle. She carried white roses.

The flower girl, Esther Louise Medding, wore a organdy and carried a basket of sweetpeas which she scattered on the way down the church aisle.

Fred Gansberg, Jr., brother of the groom, acted as best man.

The bride was given in marriage by her father, James Hutchinson.

The soloist, Theresa Stallings, sang "Because God Made You Mine," and "Oh, Promise Me."

The bride resided in Alpine county for the past year, acting as teacher of the Fredericksburg school. During her stay in this community she made many friends and is widely known for her dramatic ability and personal charm.

The groom is the eldest son of Mr. and Mrs. Fred Gansberg of Fredericksburg and has resided in this community since childhood. He is a graduate of Douglas county high school and for the past number of years has assisted his father in the management of their farm property. An active member of the local 20-30 Club, he aligned himself with all groups working for the betterment of this community and is a young man of high character.

Many friends and relatives were in attendance and after the ceremony a reception was held at the home of Mrs. Peter De Vries, aunt of the groom, and more than a hundred guests were served.

Upon their return from a wedding trip to Canada, the young couple will make their home at Fredericksburg.

This paper joins with their many friends in wishing them a long life of wedded happiness and prosperity.

Trout Released In Alpine

According to the Ebbetts Pass Highway bulletin, 746,00 trout were released in streams and lakes in Alpine this year through work of the fish and game commission of California.

According to a report released by state officials, the following plant was made from the Alpine hatchery:

Black Spotted Trout

East Carson river 75,000, West Carson river 65,000, Forestdale creek 6,000, Charity Calley 10,000; Faith Valley 10,000, Willow 10,000, Horse Meadow 10,000, Hot Springs 10,000, Pleasant Valley 25,000, Markleeville 15,000, Silver 15,000, Noble 6,000, Eagle 6,000, Wolf 40,000, Spratt 3,000, Little Twin Lake 30,000, Upper Blue Lake 50,000, Lower Blue Lake 50,000, Upper Kinney Lake 10,000, Lower Kinney Lake 10,000, Virginia Lake 16,000, Hell Hole Lake 6,000, Heenan 35,000, Tamarack 15,000.

Eastern Brook Trout

Lower Sunset Lake 25,000; Burnside Lake 20,000; Red Lake 20,000, Upper Highland Lake 20,000, Alder 5,000, Crater 10,000, Wheeler 10,000, Three Quarter 5,000, Elephant Rock 10,000, Summit 15,000, Half Moon 5,000, Bull Run 10,000, Heiser 10,000; Upper Mosquito 3,000, Pride 5,000; one unnamed lake near Pacific Valley 5,000.

Rainbow Trout

Emigrant Lake 7,500, Mokelumner river headwaters 12,000, Pacific Valley Creek 55,000; Mosquito Lake 3,000; Highland Lake, lower, 12,000, Summit City Creek 7,000, Grouse Lake 3,000, Upper Lost Lake 5,000, Lake Alpine 10,000.



SUMMIT OF SIERRA NEVADA MTS.
ON THE EBBETTS PASS ROUTE.

7/14/1939

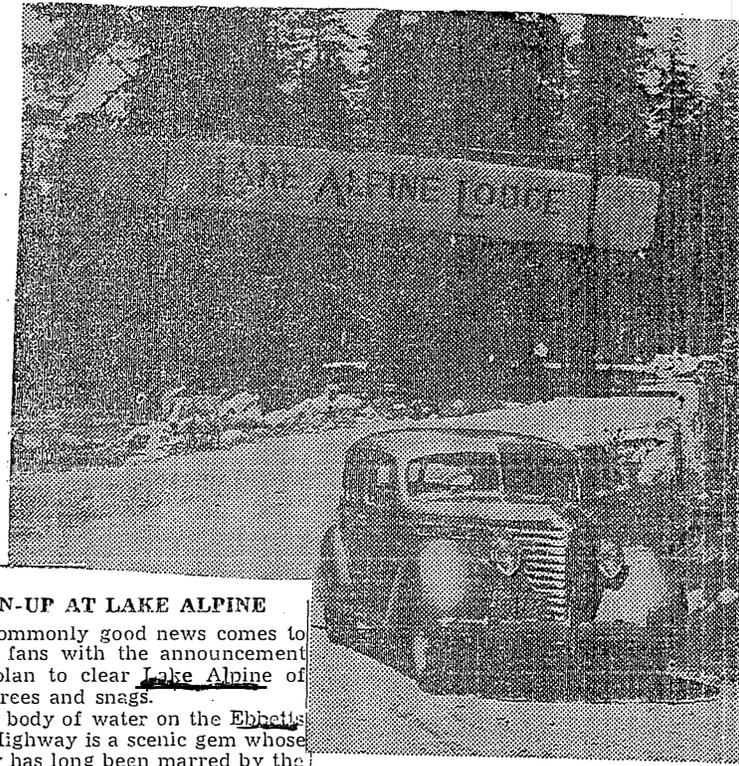
EBBETTS PASS INVITES

There may be no mountain pass in the world to surpass in beauty and adventure the one which is called "Ebbetts." Up in the Calaveras Grove, a few days ago, with men from Alpine and Nevada attending, the Ebbetts Pass Association met to call attention to the fishing streams, mountains, highways and marvelous vistas within their neighborhood.

Many have considered that the Ebbetts Pass area was one of brief appreciations. Up there the people tell us that the season is on, the fish bite, the hills invite and the beauties endure. Some day there will be more public camp grounds in that area. Any day now the scene invites.

State Route 4, the Ebbetts Pass road, offers good travel conditions to Camp Connell. Snow, first encountered at the foot of Black Springs Hill, approximately seven miles east of Camp Connell, closes the road as a through route.

10/1940



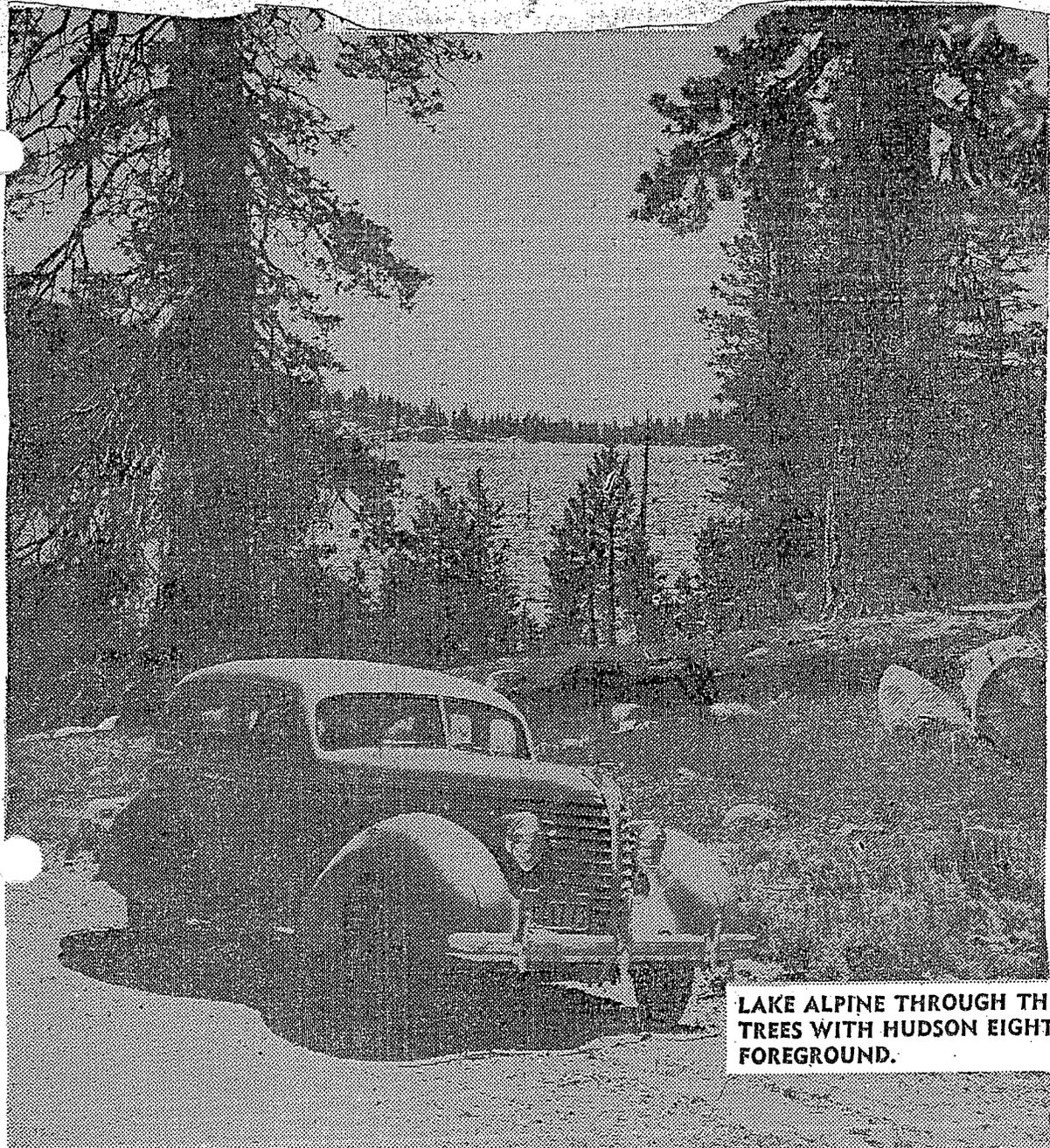
CLEAN-UP AT LAKE ALPINE

Uncommonly good news comes to Sierra fans with the announcement of a plan to clear Lake Alpine of dead trees and snags.

This body of water on the Ebbetts Pass Highway is a scenic gem whose beauty has long been marred by the presence of the ghostly stumps of once-living conifers. They have offended the eye. Their wraith-like appearance has injected a depressing note in an otherwise smiling, friendly landscape.

The work of clearing out the stumps and snags and burning them has been undertaken under a program fostered by the Lake Alpine Improvement Association with Forest Service aid and Utica Mining Company co-operation. A CCC crew is to do the actual work. The undertaking, which will restore Lake Alpine and its shores to their unblemished vernal state will take rank as one of the best projects among the many that the CCC boys have

9/30/1940



**LAKE ALPINE THROUGH THE PINE
TREES WITH HUDSON EIGHT IN
FOREGROUND.**

R-C
Oct. 11, 1940

~~The two-day annual dance of~~

the Gardnerville-Carson Valley Kiwanis Club will be held at the Fredericksburg hall tomorrow night and everything possible has been done to make the dance most enjoyable to all that attend.

Good music has been engaged and at midnight refreshments, including coffee will be served at the small cost of 25 cents per plate.

Service club members cordially invite you to attend.

Selective Draft in Alpine County

Registration for the selective draft in Alpine county will be held on Wednesday, October 16 at the court house in Markleeville.

All young men between the age of 21 and 35 years must register.

LILLIAN THORNBURG,
County Clerk.

Driver's Licenses to be Issued in Alpine

E. H. Garfield, of the Division of Drivers' Licenses of the California Department of Motor Vehicles, will hold examinations for drivers' licenses in Markleeville, Tuesday, October 22nd, according to Ernest Barrett of Markleeville.

The examinations will be held at the court house, unless court is in session at that time, and in which event, other arrangements will be made.

All those holding old non-revocable cards issued by the department in 1927 and 1928, and which were recalled last August, are requested to appear and receive new cards. Hearings on new licenses will be made at that time. All drivers of cars in Alpine county are urged to be present and secure their new license cards.

RC OCT 11, 1940

Tryon Sells Holdings in Alpine

Charles Tryon of Angels Camp, prominent Calaveras county rancher for many years, this week announced sale of 2500 acres of ranch land approximately 300 head of cattle to Leo Valente and Theodore Wooster, both of Sheep

FRIDAY MORNING, NOVEMBER 1, 1940

Ranch.

Included in the sale, which involved approximately \$30,000, is the 2500-acre John Davis ranch, east of Copperopolis, 250 head of cattle and grazing rights to Tryon's 15,000-acre range near Highland Lakes, Alpine County.

Almost 50 head of cattle were sold to other parties.

Interested with Tryon in the

sale was his nephew, Walter Tryon of San Francisco, who has been associated with Tryon in the cattle business for several years.

—Calaveras, California.

Those who bargain away liberty to obtain security usually lose both ultimately.

Subscribe for the Record-Courier.

RC NOV. 8 1940

E, NEVADA

Alpine County Draftees

| | | |
|----|----|----------------------------|
| 14 | 1 | Glenn Frank Davis |
| 43 | 2 | Harry Emil Schimke |
| 16 | 3 | Pinear Johnson |
| 25 | 4 | Albert Mike Uhalde |
| 18 | 5 | Raymond Lionel Uhalde |
| 4 | 6 | Donald Wesley Bergevin |
| 40 | 7 | Lloyd Johnson Mundell |
| 28 | 8 | Hollie Coy Benson |
| 5 | 9 | Lester John |
| 23 | 10 | Hafen Wier Leavitt |
| 36 | 11 | Rudolph Heins |
| 17 | 12 | George Washington Neel |
| 15 | 13 | Hubert Bruce Bruns |
| 1 | 14 | Henry William Manke |
| 32 | 15 | Milton Martin Sorensen |
| 33 | 16 | Orbie Cantrell Williams |
| 22 | 17 | Gabriel Galcagarre |
| 29 | 18 | Ramon Partolan |
| 2 | 19 | Bernard Garra |
| 45 | 20 | Arthur Oscar Schimke |
| 6 | 21 | Jean Choutchourron |
| 53 | 22 | Floyd William Black |
| 12 | 23 | Earl Lee Fairbanks |
| 35 | 24 | Jacques Sallaberry |
| 8 | 25 | Harry Selwyn Hawkins |
| 30 | 26 | Wilbur Dewey Loudermilk |
| 34 | 27 | Mamo Snooks |
| 54 | 28 | Eugene William Scossa, Jr. |
| 13 | 29 | Horace Wilfred Barrett |
| 24 | 30 | Dominique Landarretche |
| 3 | 31 | Raymond William Koenig |
| 38 | 32 | Melvin Henry Schwake |
| 51 | 33 | Ralph Wathin Mundell |
| 27 | 34 | John Uhalde |
| 39 | 35 | Cecil Frederick Koenig |
| 49 | 36 | Chris Gansberg |
| 20 | 37 | Clyde James Diehl |
| 41 | 38 | Charles Allan Sisco |
| 47 | 39 | Richard Bassman, Jr. |
| 48 | 40 | Mike Ibargaray |
| 26 | 41 | Elvin Bassman |
| 37 | 42 | Joseph Edward Feeney |
| 42 | 43 | Fred Herman Gansberg |
| 11 | 44 | Oliver Vernon Curtz |
| 7 | 45 | Alvie Lee Crooms |
| 19 | 46 | Harry Zelgart Barclay |
| 10 | 47 | Earnhart Bassman |
| 46 | 48 | Albert Louis Reel |
| 50 | 49 | Harold Henderson Howitt |
| 44 | 51 | Vernon Edward Barrett |
| 21 | 52 | Charlie William Kanig |
| 52 | 53 | Ernest Warren Murphey |
| 31 | 54 | James Blair Pace |
| 9 | 55 | Bert Plummer |

CARSON AND FREMONT.

But when Captain John C. Fremont of the United States Topographical Engineers made up the personnel of his second expedition,

1843-44, Christopher Carson's name was not in the list, although later he became a very important member of the party. A romance was responsible for the omission.

MONUMENTAL UNDERTAKING.

To appreciate the tenacity of Fremont, the engineer, and Carson, the pathfinder, one must know something of the topography of the country over which they traveled, before reaching the summit of the Sierras and their reason for crossing it.

In the "Report of the Exploring Expedition to the Rocky Mountains in the year 1842 and to Oregon and North California, in the years 1843-44, by Brevet Captain J. C. Fremont of the Topographical Engineers, under the orders of Col. J. J. Abert, Chief of the Topographical Bureau," printed by order of the Senate of the United States, Washington: Gales and Seaton, Printers, 1845. Captain Fremont says, addressing Colonel Abert:

"In pursuance to your instructions, to connect the reconnoissance of 1842 which I had the honor to conduct, with the surveys of Commander Wilkes on the coast of the Pacific ocean, so as to give a connected survey of the interior of our continent, I proceeded to the Great West, early in the spring of 1843, and arrived, on the 17th of May, at the little town of Kansas, on the Missouri frontier, near the junction of the Kansas river with the Missouri river, where I was detained near two weeks in completing the necessary preparations for the extended explorations which my instructions contemplated."

BENT'S FORT.

Bent's Fort, at that time the home of Kit Carson, was on the Arkansas river in Colorado about sixty miles east or southeast of Pueblo down the river and 425 miles west from Fremont's starting point, Independence. The route thus far was easy and from Pueblo the usual westward way was by the Santa Fe trail along the southern line. But Fremont, Carson and the party turned north toward Oregon, crossing and lingering in the Great Basin which Fremont describes as:

"That anomalous feature in our

continent, the Great Basin, the existence of which was advanced as a theory after the second expedition and is now [1847] established as a geographical fact. It is

some five hundred miles in diameter every way, between four and five thousand feet above the level of the sea, shut in all around by mountains, with its own system of lakes and rivers, and having no connection whatever with the sea. The rim of this basin is massive ranges of mountains, of which the Sierra Nevada on the west and Wah-satch and Timpahogos chains on the east are the most conspicuous. On the north it is separated from the water of the Columbia by a branch of the Rocky Mountains and from the Gulf of California, on the south, by a bed of mountainous ranges."

He describes at length the many lakes of the basin, particularly Utah and the Great Salt Lake.

THE MORMONS.

"The Mormons," he says, "have established themselves on the strait between these two lakes, and will find sufficient arable land for a large settlement—important from its position as intermediate between the Mississippi valley and the Pacific ocean, and on the line of communication to California and Oregon."

He continues the lengthy description of the Great Basin with an account of the river and the lake called by the Spaniards, Cevero, corrupted by the hunters into Sevier, and which on the map were designated as Nicollet, in honor of J. N. Nicollet, "whose premature death interrupted the publication of the learned work on the physical geography of the Upper Mississippi." He describes the Bear river, the Utah river, the Nicollet, and among others the Salmon Trout river on the west, running down from the Sierra Nevada, and, after a course of about 100 miles, falling into Pyramid lake, which became a very critical turning point in their westward march, for it was near this lake that they decided to leave the planned line of survey and enter California.

They had fulfilled their agreement, had gone northward to Fort Laramie in Wyoming, on to Oregon, canoeing and toiling through the Columbia, had proven feasible the northward

route and were returning homeward provisions almost exhausted, but still hopeful with the beacon light of home and his intention of crossing the Sierras into California to obtain relief from Colonel Sutter at New Helvetia, his established home at the junction of the Sacramento and American rivers, and taking the easier southern route, back to the states.

In his own words, "December on one side of the mountains was winter, on the other was spring." And the poor starving party were on the winter side. Mutiny threatened. But Carson stood true to his friend and commander and saved the day and life of the party.

"The determination to make this crossing from the Great Basin to the Sacramento valley in the month of January, 1844, was one of the boldest acts in the courageous life of Fremont."

MEXICO A FACTOR.

Many surmises for the decision are given, chiefly that it was a political stroke against Mexico, for they were on Mexican soil, and Fremont's father-in-law, the far-seeing politician Senator Benton, may have wished further information as to the Sacramento and the San Joaquin valleys and the more direct route to the western sea.

Their suffering was extreme, some of the best of the party losing their memory temporarily, and of the sixty-seven horses and mules with which they started to cross the Sierras only thirty-three reached the Sacramento valley.

It is indeed fitting to commemorate this journey, and if one tree of the many that under Fremont's instruction Kit Carson blazed for those who should come after them remains, it should be preserved by those so fortunate as to have awakened in the

Kit Carson

RECEIVED AT THE NATIONAL ARCHIVES

paradise of California to which they came through purgatory.

Kit (Christopher) Carson, settler's child, saddler's apprentice, pathfinder, lieutenant, brevet brigadier-general, and loyal friend; was born in Madison county, Kentucky, December 24, 1809, and died in Colorado in May, 1869. His childhood home was on the Missouri frontier, in Howard county, where at 15 he was apprenticed to saddler, and from this came his first joyous hunting and trapping expedition and the beginning of a useful life as an explorer and pathfinder.

In 1847, after twice guiding Fremont's topographical expeditions westward, he was called to Washington and appointed lieutenant in Rifle Corps of the United States army. In 1853 he undertook and accomplished a work that, compared with his trapper's life, seems colorless, yet was really a most difficult task and a very useful one for California. He drove 6500 sheep of the southern trails into this state.

On his return to Taos he was appointed Indian agent in New Mexico. During the Civil war he served as brevet brigadier-general in the Federal army.

CREOLES AND FRENCH.

Quoting from Fremont's "Memoirs," concerning this second expedition:

"My party consisted principally of Creole and Canadian French and Americans, amounting in all to thirty-nine men, among whom will be recognized several of those who were with me in my first expedition and who have been favorably brought to notice.

"Two Delaware Indians—a fine-looking old man and his son—were engaged to accompany the expedition as hunters, through the kindness of Major Cummins, the excellent agent." And Jacob, the colored man.

Many dropped off by the wayside, but the two men who joined them at Fort St. Vrain's, Alexander Godey

and Kit Carson, and later Maxwell and Charles Towns, more than made up for the lessened number that reached California.

CARRIED A CANNON.

Their equipment consisted of twelve carts, each drawn by two mules, to transport the provisions; a light covered spring-mounted wagon, for the safety of the instruments, which were: "One refracting telescope, by Fraunhofer; one reflecting circle, by Gambey; two sextants, by Troughton; one pocket chronometer, No. 337, by Goffe, Falmouth; one pocket chronometer, No. 739, by Brockbank; one syphon barometer, by Bunten, Paris; one cistern barometer, by Frye & Shaw, New York; six thermometers, and a number of compasses."

Also a brass twelve-pound howitzer, which gave the suspicion of a military scheme where Fremont claims there was no such thought. He explains:

"I had taken an arm that simply served to increase the means of defence for a small party very certain to encounter Indian hostility, and which involved thrifling expense."

It had been given him by Colonel Kearny. Each member of the party was armed with a Hall carbine, and they carried a rubber boat, which was as useful as the cannon was useless.

CARSON'S ROMANCE.

The omission of the name Christopher (Kit) Carson from the original list of the expedition members was due to the fact that between the expedition of 1842 and that of 1843-44 he had married a second time, his first wife, an Indian girl, having died. His second wife, Senora Jarmillo Carson, then but 15 years of age, was of the "haughty, heart-breaking kind, such as would lead a man, with the glance of the eye, to risk his life for one smile." She was a sister-in-law of Charles Bent, and Carson, because of her, had deemed it best to give up adventure and settle down to

the quiet life of hunter and trapper at Bent's Fort.

However, Fremont's personal charm was very great. In August, 1843, returning from a hunt, Carson learned that two days previous to this his old commander had passed Bent's Fort. Carson took the trail, and in two days was with the party, having followed seventy miles.

Unable, even for "heart-breaking eyes," to resist Fremont's persuasive words, he returned to the fort only to secure mules and rejoin his friend at St. Vrain's.

Together they continued through storm and sunshine from August 21, 1843, to July, 1844. They were such true comrades that it is a pity at this date to try to sully that friendship with suspicions of the purpose of the exploration, the object of which was to connect the expedition of 1842 with those which Commander Wilkes had made from Oregon down the coast, as well as a last despairing effort to find the "San Buenaventura," that mythical river supposed to flow from the Rocky Mountains to the Bay of San Francisco.

THE SIERRAS.

By February 6, 1844, they had reached an elevation of 7400 feet, in latitude 38 degrees, 42 minutes, 26 seconds. Crossing the open basin in a march of about ten miles, they reached the top of one of the peaks to the left of the pass. "Far below, dimmed by the distance, was a large, snowless valley, bounded on the western side, at the distance of about a hundred miles, by a low range of mountains which Carson recognized with delight as the mountains bordering the coast.

"There," he said, "is the little mountain; it is fifteen years ago since I saw it, but I am now just as sure as if I had seen it yesterday." Between us then and this low coast range was the valley of the Sacramento, and no one who had not accompanied us through the incidents of our life for the last few months could realize it." But they were at a

great height above the valley, and the dark line of the river still lay thirty miles beyond, with broken ridges of pine-covered mountains between fields of snow twenty feet in depth around.

FACE SNOWY PASSES.

The snowy passes of the Sierras were to be dreaded, and going through Oregon down to California was not a pleasant prospect.

It is said by Oliver Wiggins—but Fremont does not so state in his report, which reads like truth and is more interesting as a narrative than even Cooper's novels—that when the men rebelled, and even Carson tried to dissuade Fremont from the attempt in the heart of winter, the captain retorted:

"I'll show you fellows who think you know all about mountain exploring that I can go where I please."

And Carson replied: "All right, boys, I will go with Fremont. I cannot ask you to go."

There are many excellent routes to Lake Tahoe, but for a real view of the rugged Sierra, take the Kit Carson Pass route. As a matter of fact, for those who would explore many of the historic spots of California and enjoy spectacular scenery too, vary your routes to the lake. Ebbets Pass, Sonoma Pass and Tioga Pass are less popular than Highway No. 40, Donner Pass and Highway No. 50 via Placerville due to the fact that the elevations are higher and the areas comparatively less populated; nevertheless, little additional time is required and modern roads have eliminated the hazard.

WHERE TO START

To use the Kit Carson Pass, go out through the Livermore Pass, continue on through Tracy and on into Stockton. From here go through Waterloo, Lockeford, Clements, Ione and then Jackson, county seat of Amador County. There is a brand new road from Stockton to Ione, which is a short distance from Jackson. The road thereon, however, is excellent. Jackson is only 120 miles from Metropolitan Oakland. From Jackson to the lake is about 110 miles more. The road has been resurfaced from Jackson on into the lake in many points, but in no case is the road disagreeable. The highest elevation on Kit Carson Pass is 8600 feet, with some turns in the road, of course, as it is cut through a particularly wild section. It is well to check gasoline at Jackson; there are several places in the mountains to get gas, though not as many as on the popular routes. The time required is only about a half hour longer than via the Donner route, possibly a little more, but not much. Donner is suggested for those with limited time. The lake via Jackson can be made easily in six hours.

GET EARLY START

Get an early start for the Kit Carson Pass route. There are many historic spots along the route well worth stopping for. Plan to drive into Volcano, 12 miles northeast of Jackson, and only a short detour from the main route. Volcano is located at the bottom of a deep cup in the mountains, hence its name. In the early mining days it claimed a population of 5000 people and was famous for its many saloons, dance halls and churches. The population has dwindled perceptibly since 1850. Today the motorist will see the following historic places: The stone brewery, built in 1856; the Lavezzo building; the Wells Fargo stone bank building; the Masonic temple and an old-time hotel still in excellent condition. Jackson, as well as other towns in Amador County, are rich in old buildings reminiscent of the early mining days. The annual pilgrimage of E Clampus Vitus is scheduled at Volcano next weekend, according to Travel West, the booklet issued monthly by the United States Travel Bureau. This organization is interested in encouraging an appreciation of California history. If you would enjoy the detail of the history of the area, get a copy of "Historic Spots in Cal-

ifornia" published by Stanford University Press.

Now for the original objective: Tahoe. Oaklanders have given this popular spot lots of attention during the Summer and will continue to do so undoubtedly for sometime, as Indian Summer is a favorite time at the lake. It is an all-year playground, with some resorts open until late in the Fall, and a few for the convenience of Winter sports enthusiasts.

As for fishing in the area, it is at its best late in the season. Thus the small lakes in the mountains above the western shore of Lake Tahoe provide wonderful fishing in late August and through September, while fishing in the big lake itself is best of all from around the first week in September until the fishing season closes in mid-October.

Those who make their home at Lake Tahoe for a good part of, or all, the year prefer Indian Summer to any other season at Tahoe, which, with its length of nearly 23 miles and a width of better than 12 miles, is the largest lake in North America at an elevation above 6000 feet. Consequently the development of the area during the past two or three years has been little short of phenomenal, particularly in private homes.

HIGHWAY NO. 50

On August 28-29 the California State Highway Commission is meeting at Globin's Al Tahoe on the south shore of the lake to consider plans for keeping Highway No. 50 open through the Winter, not only for the purpose of keeping this important transcontinental artery open for through travel, but for the benefit of Winter sports enthusiasts who have been clamoring long and loud for equal facilities for both sections of the lake, as Highway No. 40 serves the northern end through the Winter with the 13 1/2-mile connection along the Truckee River to Tahoe City. With both through highways open, and lake highway connections, the entire area can be made available throughout the year, and existing hotel, cottage and cabin facilities can readily be made available as required.

Lake Tahoe is coming into its own, and justly so, for 12 months in the year, not just three or four.

1942 HUDSON HERE

The car in the layout on page one is a new Hudson, 1942 model. It is one of a few at the showrooms of Carl L. Scott, Broadway Hudson dealer. The entire line will soon be on display, possibly another week. When the full line arrives, the public will be invited to see Hudson's offering for '42. One look will dispel any doubt in the minds of motorists over the new models. The automobile manufacturers have not faltered this year in introducing innovations. Hudson has designed a notably fine car, and has introduced a number of innovations for safety, economy and beauty. More about the car next week or the week following. Watch for this announcement.

Date _____ No. _____

Made by _____

Checked by _____

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7/24/1941

10-30-48

4/19/1942

KIT CARSON PASS IS PICTURESQUE ROUTE TO TAHOE

By T. J. McCABE, Automobile Editor

State Route 8, the Kit Carson Pass road, is in good condition with hard surfaced road from Jackson to Cooks Station, and is passable to Prospect Rock, east to Ham's Station, where the snow-line is encountered. This road is closed beyond.

Heavy Snow Closes Mountain Passes

The first heavy snow of the season fell in the high Sierra yesterday as temperatures dropped throughout the Northern California area.

The U.S. Weather Bureau said the snow in the mountains has stopped and that high winds probably will melt it within a short time. The temperature in Oakland was down to 45 degrees, but warmer weather is expected today.

Two mountain passes, Ebbets Pass on State Route 4, and Carson Pass on Route 88, were closed by the State Highway Division as the result of the snow yesterday

However, through starvation, cold, desertion and doubts, the two comrades and their faithful followers pushed on, accomplishing the route marked out, and blazing the trees as they went by smoothing off the bark and cutting deep toward the heart a name and a date. They reached the Falls of the Columbia, passed the Dalles and Cascades, journeyed southward to California, sometimes shooting the rapids in canoes, often climbing perilous peaks, but always making scientific observations and leaving tracks for others to follow.

AT THE PASS.

On February 20 they pitched camp on the summit of the pass, 9338 feet above the sea and 2000 feet above the South Pass in the Rocky Mountains. Thus at the extremity of the continent, and near the coast, the phenomenon was seen of a range of mountains still higher than the great Rocky Mountains themselves. The extraordinary fact accounts for the Great Basin, and shows that there must be a system of small lakes and rivers here scattered over a flat country, and which the extended and lofty ranges of the Sierra Nevada prevents from escaping to the Pacific Ocean.



the 8/17/1941

The Cannon Abandoned 8/17

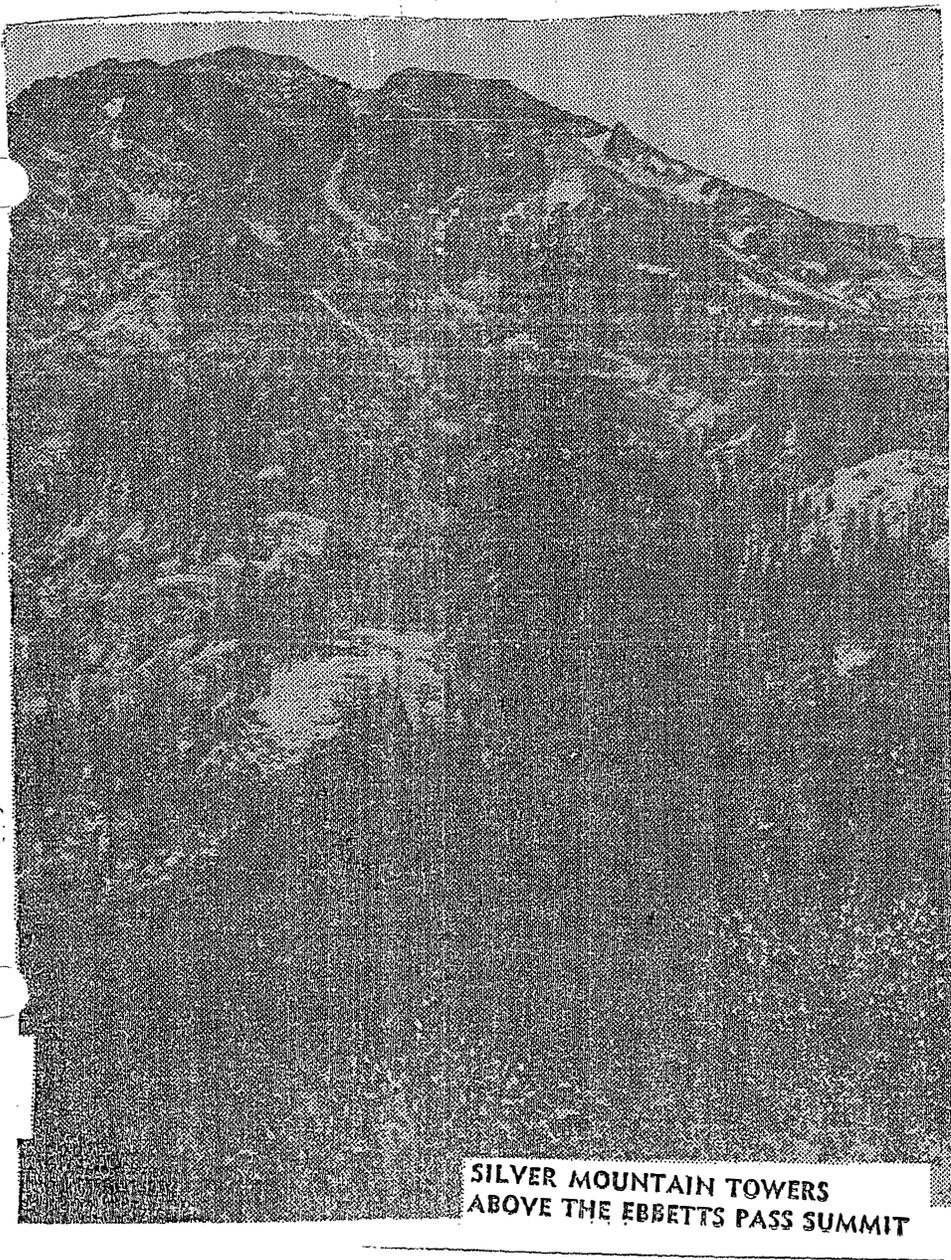
"They had not succeeded in getting the howitzer beyond the place mentioned, and where it had been left by Mr. Preuss, in obedience to my orders; and, in anticipation of the snow banks and snow fields ahead, foreseeing the inevitable detention to which it would subject us, I reluctantly determined to leave it there for the time. It was of the kind invented by the French for the mountain part of their war in Algiers, and the distance it had come with us proved how well it was adapted to its purpose. We left it, to the great sorrow of the whole party, who were grieved to part with a companion which had made the whole distance from St. Louis, and commanded respect for us on some critical occasions, and which might be needed for the same purpose again." They had drawn it approximately 3100 miles from St. Louis! It may be interesting to note that it was not until February 20 that the party reached the Kit Carson Pass. Twelve or fourteen years later cattlemen began grazing their herds in this region, and in 1859 made permanent settlements on the West Walker. These early settlers, however, never seemed to have gotten the true story of the cannon. They associated Fremont with the various old wagons they found in the upper canyons leading into the Walker from the high mountains on the west. These wagons had been abandoned in the early gold-rush days of 1850 to '55 by the emigrants in their endeavor to reach California via the region of the Snowy Pass.

1940

Came in Covered Wagon

Tracing the pioneer history of some of the families in her city, Mrs. Fred Myers of San Diego has given us some of the story of Henry Harrison Gird who came to California in the early fifties. The story of this man, many whose descendants now live at Fallbrook and San Diego, touches at times close to this area. In the Kit Carson Pass, in November, 1853, the Gird family, wagon travelers from St. Louis were experiencing their first California rain. It came in a steady downpour on their horses and cattle, huddled under the trees for shelter; on their covered wagon; on the tent where Martha Gird lay with her new-born daughter. That night the little stream in the valley overflowed its bank and invaded the tent. When it was foot deep they carried the mother and child and their bed to higher ground. Finally it stopped raining and the sun came out. An old miner who was working in the vicinity brought him a gold rocker and presented it to the baby for a cradle. So the first of the California Girds was born. At 86, Mrs. Mary Gird Peters is very proud of the fact that she was born in a tent.





SILVER MOUNTAIN TOWERS
ABOVE THE EBBETTS PASS SUMMIT

BIG MEADOW CAMP

In the Ebbetts Pass-Dorrington district there is the Big Meadows campground, which is located on the Ebbetts Pass Road a few miles south of Bloods, along the State Highway; Hermit Valley campground, which is on the Ebbetts Pass Road at Hermit Valley, six miles west of the Summit; Lake Alpine campground is on the Ebbetts Pass Highway, at Lake Alpine; Pacific Valley campground, which is on the Ebbetts Pass Highway, midway between Lake Alpine and the Summit; Sand Flat campground is reached from the Ebbetts Pass at Big Meadows, four miles off the main road.

**Alpine Co. Gleans Ton
Of Scrap Per Capita**

SACRAMENTO, Oct. 22.—(P)—The 323 people in Alpine County collected almost a ton of scrap apiece to lead Northern California rural counties in the newspapers united scrap metal drive. George Winkler, associate secretary of the War Production Board salvage committee for the area, in a preliminary report to the State Defense Council said today that more than 12,000 tons of scrap have been collected in the rural area with a combined population of 600,000.

Alpine County's total was 300 tons. Sacramento County leads in bulk with 5500 tons collected.

The drive is only now getting under way in many rural counties, Winkler said in praising newspapers and county committees for the success of the drive.

**STORK OVERLOOKS
ALPINE COUNTY 6/19
FOR 15 MONTHS 1940**

The State Department of Health, reporting for the first quarter of 1940, today said no births were recorded in little Alpine County, which the stork "boycotted" throughout 1939. The county is in the northeast corner of the State.

Births for the entire State totaled 25,620, an increase of 1426 for the first quarter of 1940 as compared to the corresponding 1939 period.

3/3/1942

**Alpine County 13
Gets 36 Cents
As Tax Share**

State Controller Harry B. Riley has issued a warrant for 36 cents to Alpine County in apportioning \$13,848 in 1941 motor bus and truck taxes to the local governments.

Los Angeles County received the largest amount, \$ 2,846. The money represents taxes on gross receipts from trucks.

Alpine County receives 36 cents a registration and is lowest in the state.

**ALPINE COUNTY'S
157 AUTOS ENRICH
TREASURY 36 CTS.**

2/3/1942

SACRAMENTO, Feb. 3.—(P)—Apportionment of motor bus and truck taxes by the State to the counties today made Alpine County 36 cents richer. The county had only 157 automobiles in 1941.

The disbursement, based on automobile registration, netted Los Angeles County, with 1,229,194 vehicles, \$2846.

All other counties received less than \$500 each of the total of \$13,748 which was distributed.

Woodfords

Those Old Towns 5/17/42

The Knave: S. G. Morley expresses the hope that someone may help in letting it be known how certain towns derived their names, among them being Woodford, in Alpine County. Considerably over 60 years ago I was in Alpine County for a spell, and remember hearing Woodford's spoken of, but I can't recall how the place was named or even where located. So I am not much help there.

Naming 'Woodford's' 7-9-42

"I can tell S. G. Morley how Woodford's in Alpine County was named." The speaker is Warren T. Russell of Garden Valley. "It was named for Elias Woodford, pioneer miner of El Dorado County. He was well known around Georgetown, Kelsey and Mosquito. A great lover of the mountains, he established a camp at the place which bears his name. For many years he spent a portion of every Summer at the Honeysucker or Rubicon Springs, near the head of the Rubicon River. I met him in the late '80's

Kit Carson

5/12/1946

"I set about locating traces of the trail—ground into the earth by the travel worn hooves of plodding oxen and the creaking, rattling wheels of heavy, covered wagons and carts and the often weary and dragging feet of the dauntless men and women and children who came to build an empire in the sweat of their brawn; with the gold of their dreams. From my good friend, J. A. Smith, judge of the Superior Court of Calaveras County and an able and acknowledged historian, I received a kindly and generous response to my request for data on the origin and location of the eastern Sierra end of this section of Emigrant Road. Judge Smith writes in part: It is difficult to get a great amount of information about the old Emigrant Road, now a part of Ebbett's Pass. This road is designated on the official map of Calaveras County as the Old Emigrant Road from West Point to Carson. The road forked at Big Meadows; one fork going into West Point and the other fork going into Murphys. I have a letter from Mr. T. A. Wilson, a former resident of West Point and a former supervisor of his district, dated Easter Sunday, 1924. In his letter he states: Had it not been for high water in the Middle Fork and South Fork Rivers, the Kit Carson monument would have been placed on our old Emigrant Road between here (West Point) and Markleeville. Kit Carson, looking for a pass, came via Silver Mountain, Hermit Valley, Blood's Big Meadows (on the present Ebbett's Pass Highway, O.C.T.) and Hunter's Flat to West Point. Caught between two flooded streams, he found the old Indian Trail, which crossed the North Fork at the upper end of Bald Rock, crossed the river on the old Indian grapevine bridge and swam his naked horses over the river. He then went up the ridge now called the Amador Grade and discovered Kit Carson Pass from the west side of the mountains. Carson named this town West Point. It was as far west as he could come. From this letter (Judge Smith continues in his letter to me) it appears that Kit Carson came over Ebbett's Pass long before the discovery of gold in California. Had he come down the north side of the Stanislaus River, instead of the south side of the Mokelumne, the Ebbett's Pass road would have been used long before it was used, extensively. The Stanislaus slope on the north side is unbroken; the Mokelumne slope of the north side is badly broken."

More I.O.O.F. History 3/7

1943

J. D. Sweeney's account of the place of the I.O.O.F. in the mining camps has brought me a number of letters from persons who wonder if there might not be more. I am glad to say there is and offer you this much today: "Another feature which made the order popular in those early days, but which was more elaborate at a later period than that under discussion, was the annual picnic which was held under the auspices of the lodges, usually around Founder's day in April. All manner of games, races, and at night, dancing with speeches, and if possible a real brass band from some nearby town, and most likely a barbecue dinner all served to make the day a gala one. People from far and near attended these picnics which ended with the new century. Many groups of Odd Fellows left Eastern homes and made the perilous trip across the plains together. On August 23, 1942, there was dedicated by the grand master of California, W. D. Taylor, a plaque to commemorate the crossing of the Sierra summit at Carson Pass, in 1849, of about a score of the

Odd Fellows' Rocks

10/30/1948

On a recent return trip from Lake Tahoe by way of the Carson Pass, John W. Winkley stopped near the top of the grade to examine the numerous names painted or cut upon the large rocks standing by the roadside. He tells the story: "A company of the Order of Odd Fellows which had joined the gold rush to California in 1849, had halted here for rest and perhaps a night's encampment. During their stay they cut the emblem of their order, three links, and inscribed their names upon the face of the great extruding blocks of granite. On the under face of one of the great leaning blocks a score or more of names appear, yet these are more eroded and illegible than the names on the unsheltered faces. At the foot of a great pine by one of the rocks was a stone encircled grave, apparently of a member of this party. Perhaps his death and burial was the occasion for their temporary camp on this site. The Grand Order of Odd Fellows of California has placed a memorial plaque here in honor of these stalwart pioneers."

Kit Carson...

Was Kit Carson a real person?

Yes, indeed. Kit Carson was born in Kentucky on December 24, 1809, and ran away from home at the age of seventeen to earn fame as a hunter and Indian scout.

By Dan R. Conway

Photo, Courtesy, The Society of California Pioneers

National Motorist 1944

IT was in the middle forties (almost a century ago)—the United States was already at war with Mexico, with California as the scene of important operations. General Fremont had inaugurated his program in the Southwest by capturing Monterey. With him, and by far his most valuable aide in the new and almost wholly uncharted wilderness, was a guide by the name of Kit Carson. Carson was perhaps the only available man of that time who had personal knowledge of the virgin trails of California. Besides, he commanded the respect and confidence of the hostile Indian tribes through whose domain the Fremont expedition must and did pass en route from St. Louis and Fort Laramie.

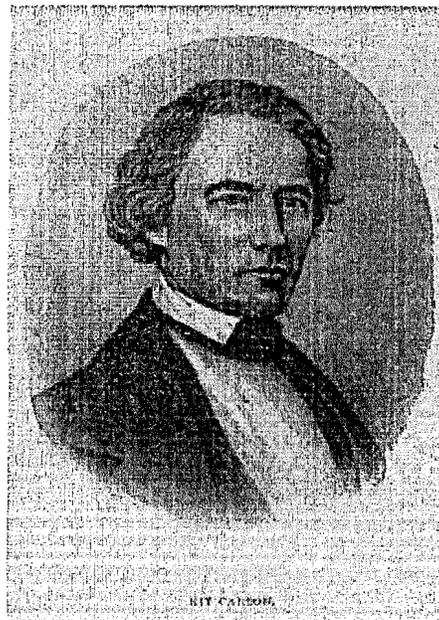
Carson, then a man of 36 or 37 years, acted as General Fremont's lieutenant in the first fighting in California, but shortly, the General found it necessary to communicate with Washington, and Carson volunteered to take fifteen men and push through to St. Louis with the dispatches. It must be remembered that in those days, California's highway conditions were in marked contrast to those of today. There were no roads whatsoever in the territory during the middle forties, with the exception of those which had been crudely constructed under direction of the Spanish padres to connect the missions.

EASTWARD TRAILS

The trails leading eastward over the Sierra passes, which had to be traversed, actually did not exist as such in many parts of the mountain country; but Carson's sharp instincts, comparable to an Indian's, enabled him to negotiate what to the average individual of even those hardy days, would have otherwise been a fatal undertaking. After some exciting experiences with the Apaches, he and

his fifteen men reached the grass plains, where he met General Kearny and a detachment of cavalry headed for California. Carson's dispatches were sent eastward by a fur trader and the famous scout was retained by General Kearny to guide troops westward.

Having directed the troops to California on his return trip, Carson distinguished himself several times in



the fierce fighting incident to the capture of San Diego, and once, he and a naval lieutenant saved Kearny's command from starvation and capture by creeping at night through the ranks of the Mexicans who surrounded the Americans in overwhelming numbers, and bringing relief from the naval detachment on the coast.

From the Blackfeet country of the north to Old Mexico, and from the Mississippi to California, the name and deeds of Kit Carson were the theme where brave and adventurous men met. To meet Carson, knowing of the stirring scenes and thrilling escapades which characterized his almost daily existence, was to be amazed at the quiet, modest dignity of the little

man. He was only five feet six inches in height, but he was unbelievably quick and active, more than made up in agility what he lacked in strength.

Carson, christened Christopher, was born in Madison County, Kentucky, December 24, 1809. His father was a hunter and trapper. In 1810, the family moved to Missouri, then known as Upper Louisiana. At fifteen, the boy was apprenticed to a saddler. Even at that age, he had acquired fame as a rifle and pistol shot. In spite of his youth, he was of so determined a nature and displayed so strong a character that he was universally respected.

THE "BIG COUNTRY"

Work at the saddler's bench proved extremely irksome to the lad, and trapper and trader stories he had heard from the lips of those who had trekked overland into the "Big Country" west of the big river, stirred within him a strong desire for the plains and mountains. So, when a party of traders bound for Santa Fe offered him a place, he eagerly accepted and thereby set upon a career in which he was to become undisputed leader. Although this first trip was over the newly opened Santa Fe trail and traversed a hostile Indian country, the journey proved comparatively uneventful. There was, however, an incident, which resulted in winning for the lad the regard of every member of the expedition. The careless handling of a gun loosed a bullet which hit the arm of a trader; the bone was literally splintered. Infection followed and amputation was declared the only method of preventing death. The unfortunate victim of the accident selected the boy Carson to perform the operation. Equipped with a rare handsaw, and an iron bar, you

(Please turn to page 20)

Kit amputated, bound a ligature around the arm to arrest the flow of blood, severed the bone, cauterized the wound and saved the man's life. His coolness and efficiency in this emergency soon had plains-wide note.

Arriving at Santa Fe on this first trip westward, young Carson determined to remain in the region and he alone pushed on to another Spanish settlement in the mountains. Here he met famous Kin Cade, a Spaniard, who invited him to spend the winter with him. Finding Cade a genial spirit, Kit accepted. Together, they trapped and hunted by day, and in the long evenings, the youth learned the Spanish language which he soon was able to speak with fluency.

FIRST CALIFORNIA JOURNEY

In the spring of 1828, he made his first journey to California, acting as guide and assistant to the leader of an expedition. On this trip the adventurous youth met Peter Ogden, in command of a Hudson's Bay Company party of trappers, and although Carson was but nineteen years of age at the time, he greatly impressed the veteran fur trader. Ogden and his men had been reconnoitering the California Sierra region, gathering large quantities of furs and arranging trade with the Indians. Before the return trip to the Rocky Mountains from California had been completed, several battles with hostile Indians had been fought, and Carson in each incident was acknowledged to be the ablest man of the expedition. So profitable was the fur trade engaged in after this cross-country trek that Carson's share amounted to several thousands of dollars.

Like his famous contemporary, Jim Bridger, young Kit Carson possessed a remarkably retentive memory and a wonderful aptitude for visualizing mentally the maze of rivers, mountains and valleys of the entire stretch of Sierra and Rocky divides from the Canadian wilds to Mexico. In fact, in his geographical knowledge and his ability as a guide, he was second only to Bridger.

Following his first trip to California, Carson spent a few years at hunting, trapping and trading over a wide area. Encounters with Indians, many of a desperate nature, were of constant occurrence, and it was usually the youth's courage and sagacity in frontier warfare and his personal daring that carried whatever company with which he happened to be at the time, to victory. Although attacked time and again by hostiles in overwhelming numbers, Carson so successfully eluded or defeated the Indians on each occasion that he came to be considered by the trappers and hunters as an invincible leader, and he was regarded by various tribes of Indians as a supernatural being.

In 1835, while trapping with Jim Bridger and a number of other lancers famous in trapping and trading circles, a large party of French-Canadian trappers was encountered, and a camp of more than one hundred men was established jointly for the winter, with a view to safety from the Indians. Among these Canadians was a Frenchman known popularly as Captain Shunan, who had a wide reputation as a bully and gun fighter. Shunan was particularly ugly toward the Americans and was jealous of Carson's reputation as an Indian fighter.

One morning after Bridger's men had swallowed many insults from Shunan, the latter declared in Carson's hearing that all Americans were cowards. Carson quietly turned to Shunan, called him a braggart and a bully and challenged him to a fight.

HISTORIC DUEL

Shunan, with his powerful physique, was skilled as a knife fighter, and Carson's companions held their breath for fear he would select knives as the weapon. Instead, however, he dared Carson to fight on horseback. The two were to use either pistol or rifle, and starting toward each other from a distance of one hundred yards apart, were to shoot as they rode until one or the other was killed.

Shunan had hunted buffalo with a rifle and was expert in shooting from his horse, so he depended upon this weapon. Carson selected his pistol

and mounted a fine spirited mustang. The two faced each other until the signal was given, and then spurred forward, both holding their fire until within a few yards, when they shot almost at the same instant. Carson's bullet struck Shunan's wrist, shattering it and crippling him for life. This injury deflected Shunan's aim and his bullet only knocked Carson's hat off. The fight had been witnessed by most of the men in the camp, and the defeat of the bully was the spur for a celebration in which, however, Carson did not join. He spent his time trying to aid his crippled opponent.

In 1842, Carson visited St. Louis and was received with a public demonstration which he found a very trying ordeal. He, then only 33, had become by far the most popular figure in the wide West, his exploits having been heralded so generally. Because Carson had proved of so much value to the government, on one of his trips to Washington he was fêted by President Polk and was appointed as lieutenant of the United States Rifle Corps. The appointment was not confirmed by the Senate, however, due to party strife. Following this disappointment, Carson at once left for his home at Taos, New Mexico, and became a farmer in one of the most beautiful valleys in the Southwest.

INDIAN AGENT

In 1854, however, incidents occurred which brought back into play all the experience he had gained on the far west trails. In that year, he was appointed Indian Agent for New Mexico. In this capacity he was frequently engaged in battles against hostile bands. At the beginning of the Civil War, following the raid of the Confederate General Sibley from Texas and New Mexico, the Navajos and Apaches took to the war path; and Carson, commissioned as a colonel, was engaged for four years in almost continuous fighting, in which he displayed as remarkable qualities as he did when acting as guide through the mountains into California. He commanded a cavalry regiment and at the end of the war was highly com-

A "Great Life" Though Snowed In

MEET a P. G. and E. man and his wife who are snowed in for three to five months every year and, as a result, have invented several unique devices and methods to keep themselves comfortable, happy and well supplied with good food throughout the long periods of isolation in sub-zero temperatures. We take you now, as radio announcers say, to the home of Mr. and Mrs.



Palmer H. Shaw

Palmer H. Shaw, tenders at the Twin Lakes Reservoir in Alpine County. Shaw recently was featured in Progress because he saved two women and two small children from possible tragedy when their automobile stalled in snow and ice on the Alpine Highway.

Details regarding the Shaws' life are furnished by a fellow employee—Hobert W. Smart, field clerk of the American River water collection system. Through him they tell their story so that others who are or may be in similar situations can profit by their experiences.



Mrs. Shaw

One of the Shaws' inventions is an incubator, which they designed and built because their hens lay plenty of eggs but sidestep the job of raising families. Its principal part is a five-gallon paint can, thoroughly cleansed, which is suspended from the ceiling. Under it, to supply the necessary heat, is a kerosene lamp in a large tin can on a kitchen chair. In the bottom of the incubator is a colander, which stands on legs about four inches long, and inside it is a tin plate covered with a piece of a woolen sweater. This plate holds twenty-seven eggs, each marked with an X on one side so Shaw can tell which side should be up after the daily turning. A thermometer extends down to the eggs through a hole in the lid of the device.

To supplement the incubator, the Shaws now are working on a brooder.

On window sills and at other locations throughout the house are specially built boxes filled with rich soil and cultivated the year round by special methods. From them, regardless of the temperature outside, come crops of lettuce, onions, celery, parsley, spinach, garlic, mustard and other welcome additions to the menu.

Jenny, a milch goat, lives in the basement and, when the weather requires it, wears a blanket tailored to fit smoothly. She provides the household with four quarts of milk daily—enough to take care of the cooking and table needs, to make adequate quantities of butter and cheese and even to enrich the egg-laying rations of the hens.

Sharing the basement with Jenny is a family of rabbits and the Shaws not only have fried hare occasionally but also enjoy fur mittens and tanned rabbit skin inner soles for their shoes. Silver, the head of the colony, is "that way" about Jenny and she responds by taking him for joy rides around her enclosure on her back.

Constant companions of the couple are four dachshunds and they are largely responsible for keeping Shaw from taking on too much weight, because he has to do a lot of snow shoveling to enable them to get out in the fresh air. If there are forty inches on the ground he must shovel away thirty-eight, for the dogs' underslung figures stop them cold in more than two inches. Besides, almost continuous fun is furnished by the nimble antics of two pet chipmunks, "Helter" and "Skelter".

The Shaws really have a "great life" and wouldn't trade places with nine out of ten of the men and women who might be inclined to sympathize with them regarding their isolation.

5/19/1946

Some Contradictions

"The roadbed has been changed since it was originally used. I have been told it passed near the dam of Silver Valley Reservoir, now Lake Alpine, and then continued over the high mountains almost in a direct line to Blood's. Where it passed near the Big Trees, I have never learned. I have often thought it was near the grove. (So ends Judge Smith's valued contribution to this subject.) From his belief and from Mr. Wilson's letter to him, it is apparent that the old Emigrant Road, as designated on the official map of Calaveras County and the route traveled by Kit Carson, are the same. Yesterday, I talked with Goey Hendsch of Copperopolis, who has given me much material for the forthcoming book. Goey, who was 85 years old last January, has been a deputy sheriff for many years. He told me he had ridden over the original Emigrant Road about 50 years ago, and that it passed through Hope Valley—a portion of that level country called, Faith, Hope and Charity Valley, at the foot of the Kit Carson and Luther Passes—and he said that the road went from the valley to the Blue Lakes country and thence down into Hermit Valley, which lies between Silver Mountain—of Ebbett's Pass Summit and Pacific Summit. One of the factors in the business of gleaning first-hand information is an occasional apparent disagreement. However, it is quite possible that both routes given were used at one time or another."

R: - T

A—There are three separate valleys, called Faith Valley, Hope Valley, and Charity Valley, located just west of Markleeville in Alpine County.

6/3/1950

Two counties—Sierra and Alpine—showed decreases of 28 and 21 per cent, respectively. This was believed due to the decline of the gold mining industry.

Ebbett's Pass

O. C. Treleven who had us all with him on Emigrant Road and in the Ebbett's Pass region a week ago takes up his story to give us more of the historic background of a marvelous region. "From what information I have been able to obtain, the Pass received its name from a Major Ebbett, who was in the employ of the Government and who is credited with finding the pass. The road passed through Genoa, a Mormon settlement in what is now Nevada. However, I have been unable to verify this. (Incidentally, my friend, Lester Flanders, who knows much of early-day events, states that a company of Mormons, seeking a route into this section of California, were long delayed by the necessity to take wagons apart and let them down cliffs with ropes and reached a point on the eastern edge of the Sierra as Winter set in and were forced to remain there over Winter and then turned back. They named the settlement Genoa, O.C.T.) After the gold rush (Judge Smith continues his letter to me) the road, to a certain extent, was neglected until the silver mines in Nevada were dis-

covered. Then, supplies were freighted over it, from California to Nevada. Stores in Murphys, as well as in Stockton, shipped supplies over the road. It was about this time that the Big Trees and Carson Valley Turnpike was established, with headquarters in Murphys, and the road was improved. Calaveras County issued bonds for \$50,000 and used the money for the project. I believe San Joaquin County also put some county money into it. After the discovery of Silver Mountain (Alpine County, O.C.T.) the eastern end of the road was changed. The original company did not have sufficient funds to carry on the work and became involved in debt. It was taken over by Harvey Blood, of Silver Valley, and conducted as a toll road by him for many years. He finally gave up the franchise and the road passed to the State.

6/2/1946

Daughter of Adam Firebaugh

Those of us who have been journeying with O. C. Treleaven up in the Ebbetts Pass country—and on the lookout for traces of the Emigrant Road—left him hot on the scent last week and will be anxious to pick up the yarn where he left off. Says he: "The next point, at the bottom of Hanford Hill, 1.0 mile beyond the last point, there is a cluster of cedar trees, close to the highway and on the left of the highway. Here, just a few yards before coming opposite the cedars, and exactly 60 average paces into the meadow on the left from the center line of the highway, is a deep depression in the grassy slope—the Emigrant Road. From this point to the Red Apple, a former store, the road traverses the meadow. At the Red Apple it comes down the pine-covered slope behind the Darby apple orchard. Incidentally, the late Mrs. Virginia Darby, who lived here and who came to California in a covered wagon, was a daughter of Adam Firebaugh, a member of the party which discovered Yosemite Valley. From the Darby apple orchard, the Emigrant Road follows the ridge on the right to Wolf Hollow, the next landmark; an old ranch house on the left, at what is locally known as the Ross place, is now owned by Mr. and Mrs. Frank J. Curran of Oakland. A short distance beyond the house, the old road crosses the present highway and, just beyond a thorough cut in a hill at this point, suddenly appears quite plainly on the left, between the highway and a small, one-room, white-painted cabin. There are two roads between the highway and the cabin; one, the larger, is the old Big Tree Road; immediately above it, towards the cabin, is the Emigrant Road. A hundred yards beyond is the Hathaway Pines grocery store. Fifty feet beyond the store the road runs at right angles to the highway. Fifty feet from the highway it crosses the old Emigrant Road; a deep depression at this point.

Heavy Winds Whip 8000-Acre Mountain Fire Out of Control

Fire raged out of control today through heavy timber in two points in the Toiyabe National Forest in Alpine County after a heavy wind whipped it up again after it had burned over 8000 acres.

The blaze, sweeping through the crowns of the trees, was six miles from the tiny county seat of Markleeville, but Forest Service officials at Minden said the town itself was in no danger. Communication with the town was cut off by burned wires.

Two new fires in Fay Canyon and near Woodfords were brought under control after burning over approximately 100 acres each.

The uncontrolled blaze which jumped the Carson River around Leviathian Road, off Ebetts Pass Highway, eight miles south of Markleeville, was at its worst near Silver Hill and Indian Creek ridge.

Forest Rangers, who said that it was almost impossible to hold in

control while "we have any wind," predicted that the 300 weary fire fighters would battle the blaze throughout the night. They set tomorrow morning as control time.

A huge Navy bulldozer which was being used at Camp Shoemaker was en route to Markleeville today under escort by the highway patrol and deputies from the Placerville sheriff's office.

Permission to send the bulldozer was granted by Capt. Walter B. Davidson, Navy district planning officer in San Francisco, to aid in the emergency fire fighting situation. Tire trouble developed on the heavy low bed truck transporting it so three new wheels were speeded to Mather Field so it could proceed.

At Markleeville, county seat of Alpine County, the fire raging through the Toiyabe National Forest has burned 15,000 acres of timber. The blaze was reported under control yesterday morning and then out of control again in the afternoon when the wind rose. The fire has been burning since Tuesday.

Forest officials reported last night that the wind was blowing so hard, and shifting so frequently, that it was impossible to control the fire which jumped as much as three-quarters of a mile in various places.

It had skirted Markleeville and was burning northwest, headed for the barren foothills near Minden and Gardnersville, Nev., 25 miles away.

LOSS IN MILLIONS

Emergency condition was declared for all western Nevada with regular and volunteer crews on 24-hour alert. The Forest Service pointed out that it was the driest period in 40 years in the area and that this year's fire damage was expected to be the worst in Nevada's history.

Officials said that with California's deer season just beginning and with thousands of hunters added to many more thousands of fishermen and vacationists, the situation will get worse instead of better.

Markleeville

Alpine County has finally caught up with its neighbor, Amador County, in the matter of wide open spaces as they apply particularly to jails.

Ever since prohibition days, the story of the lady bootlegger of Plymouth, Amador County, has been a classic. It was customary in those days, when collection of liquor license fees was taboo, to arrest the booze vendors every quarter and fine them the \$250 formerly payable as license.

It worked nicely until they caught the lady behind the bar. She refused to pay a fine and was sentenced to jail.

"Okay," she remarked, "but you better check the State law on private quarters for women, matrons on duty, and such things." They checked, studied cost estimates, hurriedly released her, and she was never again arrested.

In Markleeville, Alpine County, a masculine offender who had heard the yarn, tried a variation a few weeks ago. He refused to pay a \$100 fine and was sentenced to 90 days in jail.

Markleeville has a jail, suitable for male occupancy, but it's a bit short on staff. In fact, the sheriff himself had to do 24-hour duty as jailer, serving food, and attending to the various and sundry needs of the prisoner. And as might be expected, the culprit did his best to make all needs as various and sundry as possible.

After some 30 days of that, the sheriff decided enough was too much. He unlocked the cell and shooed out the prisoner, to serve the balance of his term "on probation."

Alpine County Students Get Look at Sacramento And Ways of Big City

The Sacramento

SACRAMENTO, CALIFORNIA, FRIDAY MORNING, APRIL 9, 1948

Sac. Union
4/9/48

4/48



YOUNG CITIZENS OF MARKLEEVILLE, Alpine County, in what for most of them was their first visit to a major city, inspect the governor's office in the Capitol yesterday. Helen McGregor, Governor Warren's personal secretary (center), explains things to the children as they sit about the governor's conference table. The visitors are James Brune, Alfreda Anthony, Helen Wood, Wayne Snooks, George Francis, Dick Brune, Mark Whitney, Arthur McDermont, Sue Whitney and Fritz Thornburg.

By NORMAN DEUBL

"OOH! Look, the doors are going up with us!" It was the little girl's first ride in an elevator and perhaps to her the culmination of a day of many thrills. Not so important, of course, as seeing the governor's office, or how the state treasurer handles California's money. Just more interesting.

But, of course, she was only in the first grade. There were 11 children from seven grades present, the entire enrollment of Webster School, Markleeville, Alpine County.

There are delegations of school children nearly every day in the State Capitol. Some come from nearby schools in Sacramento, some from little towns in the valley. Some come by bus from Los Angeles, population 2,900,000.

Yesterday's visitors came by automobile from Markleeville, population 67, and Capitol attendants said they were the most interested and observant children, and asked the most pertinent questions of any group in many a day.

Markleeville, county seat of Alpine County, which itself has a population of 320, is a very pleasant place. It has a fine school, a handsome courthouse, stores, but no big buildings, no elevators, and no movies. Not even a church.

Reno and Sacramento are the nearest cities of any size and they are distant a long, hard drive over mountain roads. Most of the children never had seen a place as large as Sacramento. Carson City is the nearest size-able town, although Carson City is the largest city in the entire county of Ormsby in Nevada, the largest city in the state.

Pg. 1

stores, but no big buildings, no elevators, no movies. Not even a church.

Reno and Sacramento are the nearest cities of any size and they are distant a long, hard drive over mountain roads. Most of the children never had seen a place as large as Sacramento.

Carson City is the nearest sizeable town, and although Carson City is the capital of Nevada, the entire county of Ormsby, in which it is situated, has only 3209 people.

WHEN Markleeville's children finish grade school, they attend high school in Gardnerville, Nev., 26 miles away. There, also is the nearest church. Gardnerville has only a few hundred people.

So yesterday the pupils of Webster School, all seven grades, saw Sacramento. They saw the Capitol, Sutter's Fort, the Crocker Art Gallery. They saw buses, and crowded streets, the rain notwithstanding.

Last night they stayed in a big hotel, and it, too, had elevators.

On their visit to the city the children were accompanied by S. Ward Hatfield, who teaches the seven grades and likes it; Mrs. Ray McDermont, Superior Judge and Mrs. George Francis and Mrs. O. P. Brown.

The trip was inspired by the attendance at a committee meeting here of Judge Francis, who thought, "Why not bring the children along?" So along they came, in three automobiles.

85.3

ento Union

AY MORNING, APRIL 9, 1948



Carson Spur, in Amador County, reaches an elevation of 8100 feet.

The Old Emigrant Trail traverses Kit Carson Pass at the fartherest end of the county, touching the northeastern boundary line just above Silver Lake. Highway 88 follows this boundary for many miles and it is possible to see the wagon tracks of the covered wagon trains on the rock formation along the north side of the highway.

WEDNESDAY, SEPTEMBER 1, 1948

Kit Carson Tree Dedication Will Be Held Sunday

JACKSON (Amador Co.), Sept. 1. The Kit Carson Tree, a conifer believed to be more than 300 years old on which Kit Carson engraved his name, will be dedicated in special ceremonies Sunday.

The tree is located on the old Kit Carson Trail a short distance east of Tragedy Springs.

NSDGW In Charge

Members of the Native Sons and Daughters of the Golden West will conduct the ceremonies, beginning at 11 A. M., assisted by members of the Kit Carson Mountain Men, the Amador County Historical Society and the Amador County Centennial Committee.

The dedication will be part of the three day festivities, starting Saturday, which the Mountain Men are sponsoring in honor of the early day adventurer.

A full day's activities have been planned for Saturday.

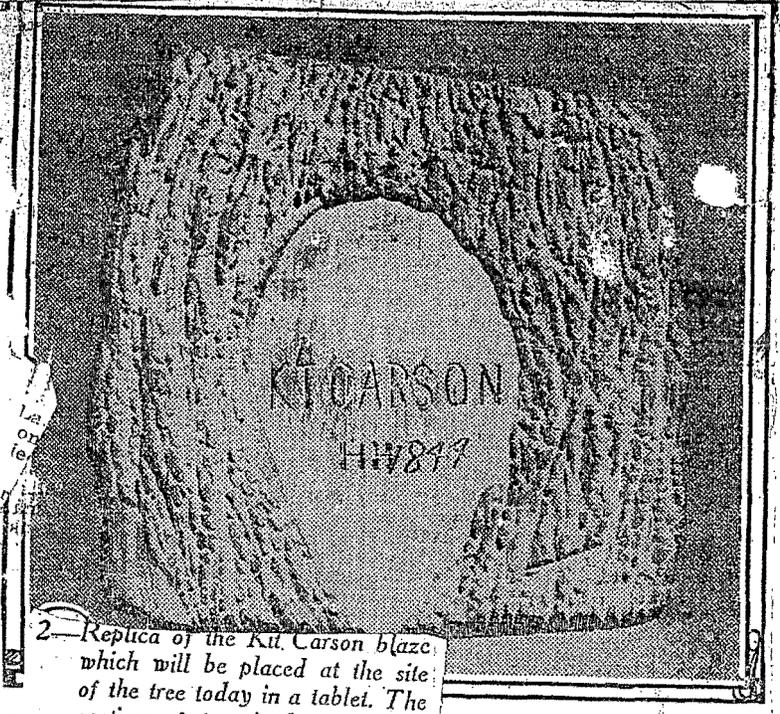
Sunday Program

The program Sunday will open at 8 A. M. when the Mountain Men will follow a portion of the trail which Carson took into Amador County. The horseback ride will end at the historic tree where Walter N. Bailey, grand president of the Native Sons of the Golden West, will officiate at a plaque dedication.

Following the ceremonies a barbecue will be held at Plassé's Resort and a dance will be conducted throughout the afternoon.



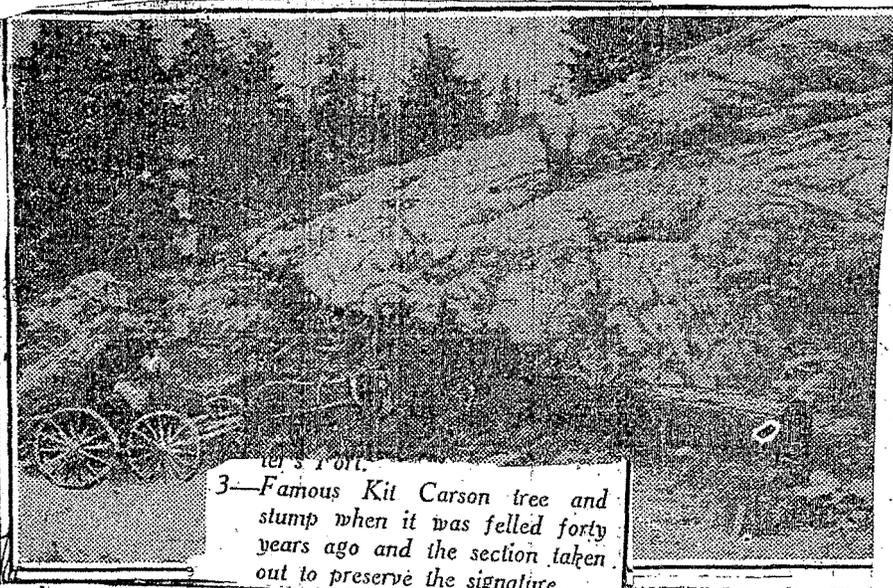
John Ellis of Jackson, Amador County, a member of the Kit Carson Mountain Men, with his mount, Trailblazer, visited the tree with Kit Carson's name emblazoned on the trunk which the Mountain Men will visit Sunday. Dedication ceremonies will be conducted by the Native Sons and Daughters of the Golden West, assisted by the Mountain Men and other groups.



2—Replica of the Kit Carson blaze which will be placed at the site of the tree today in a tablet. The section of tree itself is at Sutter's Fort.

original in Sutter's Fort.

Kit Carson Monument—On Jackson-Carson Highway. Here the famous Scout carved his initials on a tree. Marks the "Emigrant Trail".



3—Famous Kit Carson tree and stump when it was felled forty years ago and the section taken out to preserve the signature.

KIT CARSON'S PASS, the goal today of the historic landmark committee of the Native Sons of the Golden West, occupies a striking place in the history of California. Pilgrims will go there today in automobiles. They will have sunshine where Carson had snow, music where he had thunder, food where he had none, luxury where he had hardship, but only in visions of him will they have the glory of the Alpine "El Dorado" that was his.

Kit Carson Pass is the summit of the Sierras in Alpine county, eleven direct miles from Markleeville and eighteen from Lake Tahoe. Of course by road the distance is greater, but the Alpine highway along the boundary between Amador and El Dorado counties to Round Top and beyond is so good, the rare atmosphere so exhilarating and the summit of the Sierras a panorama of such surpassing loveliness that the autoist pilgrimage to the historic place will be like a visit to fairyland.

WILL MARK SPOT.

The historic landmarks committee, headed by Grand Past President Joseph R. Knowland, Lewis F. Byington, Clarence E. Jarvis, William P. Cauby and Grant P. Merrill, Alpine county state highway superintendent, goes to mark the spot with a bronze tablet bearing the following inscription:

"ON this spot, which marks the summit of Kit Carson Pass, stood that which was known as the Kit Carson tree on which the famous scout, Kit Carson, inscribed his name in 1844 when he guided the then Colonel John C. Fremont, head of a government exploring expedition, over the Sierra Nevada mountains. Above is a replica of the original inscription, cut from the tree in 1888 and now in Sutter's Fort, Sacramento."

Only the stump of the tree is possible of preservation, but this will be enshrined in stones and made permanent.

A wonderful scout was Kit Carson, indomitable alike to physical pain and hideous danger, with fortitude for one and simple courage for the other. Gentle in voice and manner, except when his musket cracked, cool in danger, of medium height, with brown curling hair, red curling lips, and the keen, clear eyes of the wilderness, he was a pleasant companion, the sort of friend who would give his life for another.

Long before he blazed the tree on the summit of the Sierras he had visited California, coming in by the southern trail from Taos, up the old mission way, in 1829, and again he had accompanied Fremont on his first expedition from the south in 1842.

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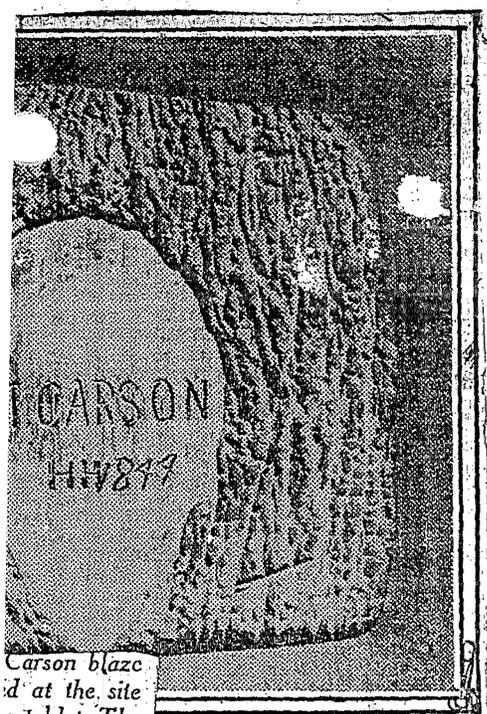
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4—Kit Carson tree as it appears today, wasted by the elements. Note the transition from horseback and buggy in the old photo to the automobile in the new.

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Kit Carson Blaze



Carson blaze
at the site
of a tablet. The
blaze is at Sut-

Sutter's Fort

"The Carson trail followed the course of the Carson River through Hope Valley, by Red Lake, over Slippery Rock to the summit, where Carson blazed a hemlock tree, "Kit Carson, 1844." This blaze in after years was cut out and the tree cut down. The blaze can now be found in Sutter's Fort, which was the party's destination."

THE SCENE IN LOW.

On the evening of February 23 Carson, who, breaking the road with alternating horses, had gone ahead, returned exclaiming:

"Life yet! Life yet! I have found a hillside sprinkled with grass enough for the night!"

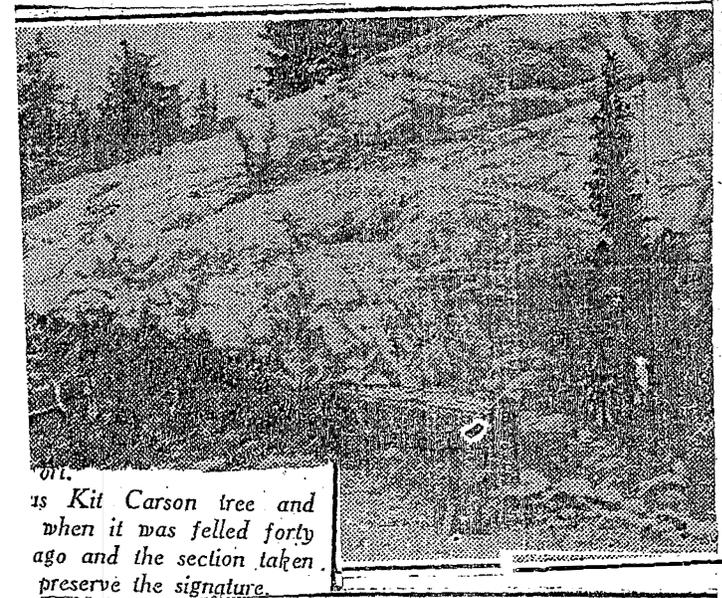
A week later they were on the Rio de los Americanos, whose banks were "absolutely golden with the California poppy." About ten miles above its junction with the Sacramento they found an adobe house with glass windows, a village of clean Indians, and a vaquero who told them of Sutter's Fort.

They passed the home of an American settler, Mr. Sihclair, forded the river, and in a few miles were met a short distance from the fort by Captain Sutter himself." They were in the land of plenty, and troubles were over. After a pleasant visit with Captain Sutter and other Americans, on March 24 they ascended the San Joaquin River and passed out of California through the Tehachapi Pass and Santa Fe trail to Utah Lake.

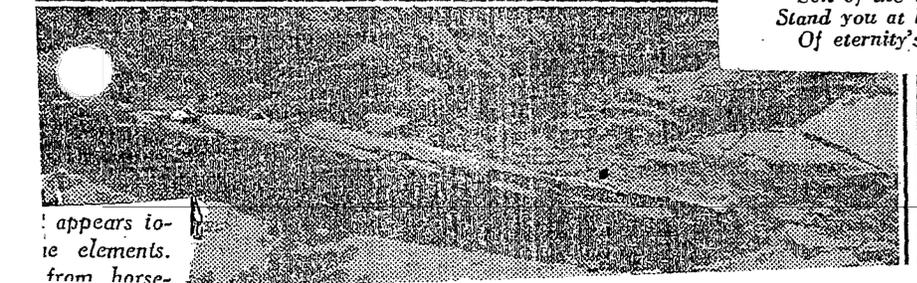
The world was fragrant with flowers and bright with sunshine, but back on the mountain top snow still lay deep around the tree blazed with "Kit Carson" by the fearless scout whose memory the Native Sons of the Golden West go to honor.

Spirit of mortal, immortal,
Son of the Golden West,
Stand you at last at the Portal
Of eternity's vivified rest.

On Jackson-Carson
here the famous Scout carved his
tree. Marks the "Emigrant Trail".

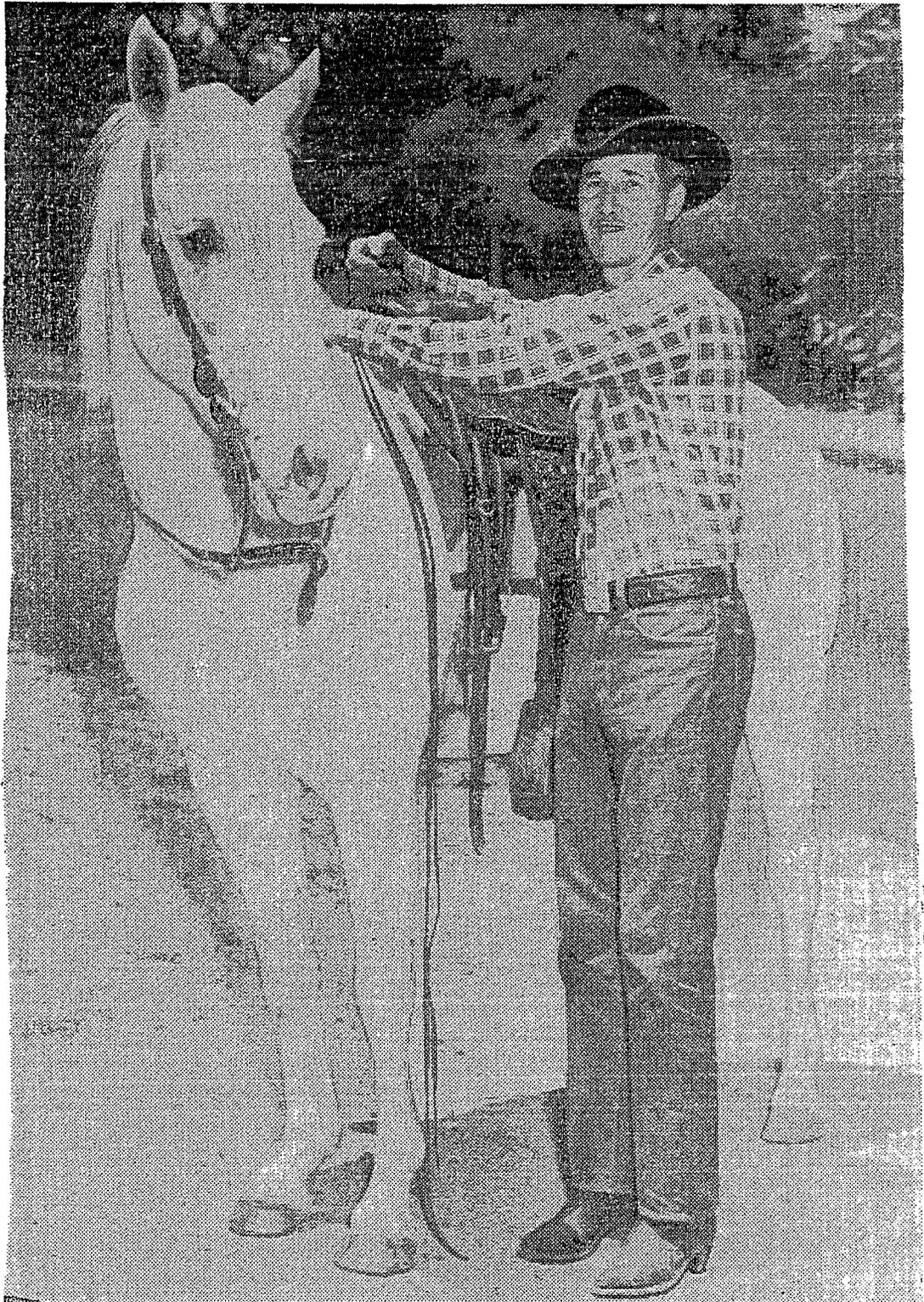


Kit Carson tree and
when it was felled forty
ago and the section taken
preserve the signature.



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be elements
from horse-

1949



RE-ENACTMENT—Nevada Carson, great-grandnephew of the renowned Kit Carson, who will re-enact his uncle's Pony Express rides on July 3 as a feature of the Napa County Fair at Calistoga. Using four horses, he will ride the ten miles from St. Helena city hall to Calistoga's Mayor J. B. Ghisolfo. He expects to complete the ride in 25 minutes.

reprint
AE Jan 1987

John (P?)
1949

Source unknown.

Rover a Hero in Tragedy of Storm

Devoted Collie Risks Life in Effort to Aid His Master

A COLLIE DOG—named Rover—is an outstanding hero in the mountain town of Markleeville, Alpine County. He is the dog of the late Norman L. Green, P. G. and E. reservoir tender, who froze to death in a bitter winter storm while trying to make his way from Markleeville to his cabin at Blue Lakes, a distance of approximately fourteen miles.

For his devotedness, he risked death by starvation, exposure to cold and injury to help Green or to find someone to help him. So the faithful dog is ranked with eight heroic men who risked their lives in a two-day search for the unfortunate wayfarer. These heroes are E. F. Dicken, Theodore Poop and Luman Barker, P. G. and E. employees, and five Markleeville folk—Orrin Brown, sheriff of Alpine County; George Coyan, coroner; "Skip" Brown, son of the sheriff; Horace Barrett and William Thalke.

Alarmed because there had been no word from Green for about three weeks, the men set out to look for him, defying a wild snow storm and using a bulldozer to open a trail through drifts six to ten feet deep. At noon on the second day they found his lifeless body in a cabin four miles from his own. As they sized up the situation, he had taken refuge in the cabin but had been too exhausted to eat any of the food available there or to protect himself against the cold.

Details of Rover's devotion and heroism were apparent. He braved the storm with Green, shared his hardships en route and, like him, entered the cabin suffering and spent. After he realized that his master was dead, he guarded the body for several days—without a bite of food or a drop to drink. Then, eager to help human aid, he broke out of the cabin by leaping through a window. While so doing he was seriously cut on the feet, legs and body, but he plodded around a wide area, his bleeding paws leaving red prints in the snow.

Unable to locate anyone, Rover returned to the cabin and attempted to reenter by gnawing a hole in the wooden door through a low window. But that



Sheriff Orrin Brown and Rover

was too much for him and, although starving and utterly exhausted, he began the 10-mile trip back to Markleeville. No one knows how long he trekked or the tortures he endured, but he dragged himself up to Sheriff Brown's home a few hours after the party set out to seek his master. He was so weary and worn that he couldn't climb the steps and Mrs. Brown had to carry him into the house.

The Browns fed Rover, treated his wounds and made him as comfortable as possible. When they had nursed him back to vigorous health, they turned him over to Mrs. Grace E. Grose of Sparks, Nevada, with whom Green's children—Joan, aged 7, and Jerry, aged 4—resided for several months after their mother died last spring.

Rover has a good home at Sparks. But he still is Markleeville's hero.

Hold Private Funeral For John P. Arnot

Private funeral services were held here today for John Paul Arnot, 64, nationally known cartoonist who began his career on San Francisco papers and was the creator of "Helpful Henry," "The Little General" and other cartoon strips.

Mr. Arnot, the son of the late Superior Judge Nathaniel Dubois Arnot of El Dorado County, was born in Markleeville, Alpine County. He died here Saturday after a lengthy illness.

After a successful newspaper career, he became associated with Eastman Kodak Company here in 1934, continuing until his retirement due to illness.

Survivors include his widow, Hope Beach Arnot; a son, John Philip Arnot; two grandsons, two sisters and three brothers.

Carson River Water

O O O O

For 24 years, residents of Alpine County in California, and Douglas, Storey, Ormsby, and Churchill Counties in Nevada, have been wrangling about the distribution of water from the Carson river.

It started back in 1925 and the controversy has raged continuously.

Water allocations have been made by what appears to be a board without legal standing. Its official title is "Board of East Fork Water Users of East Fork of the Carson River, Located in Douglas County, Nev." which sounds legal enough.

But the board members finally have bowed to a temporary restraining order and Federal court action is now nearing completion. The court has appointed a water master, and it appears that after nearly a quarter of a century, the bitter fight over Carson River water is to be settled.

The foregoing is passed along by a former resident of the Nevada area involved, who maintains the principal question is not yet answered. From personal observance over a period of even more than 24 years, he says the big query is: "What water?"

June 23-49

Jury Trial

Alpine County recently had its first jury trial in a civil case in 56 years. It ended in a mistrial.

RECORD WANT ADS PAY

SELECTIVE TRIMMING

July 10-51

Alpine Folks Prefer Trees, So Slot Machines Must Go

The way the trees grow up in the mountains it's next to impossible to tell whether you are in Alpine, Amador or Eldorado County.

If so, however, you couldn't see trees for the slot machines and punchboards in Dave

Dist. Atty. W. Coburn Cook and Sheriff Orrin Brown found an old statute giving the county jurisdiction 500 yards beyond its boundary.

They arrested Piazza and his bartender, Manley Ressler. Yesterday in the court of Justice of

Following highway 88 toward Twin Lakes, the traveler soon finds himself once again in a sylvan fastness. For a way, a brook tumbles merrily in a boulder studded creekbed along the roadside. A few miles farther a sizeable birch grove is encountered, its white trunks brightening the forest just as

the somber colors of the pines darken it. Part to the east are huge rock formations on the high skyline like ageless sentinels.

Suddenly the road reaches an open spot. This is Carson's Summit and the view is one not soon forgotten.

This scene brings to mind the Grand Canyon as one gazes for miles across lesser peaks, valleys and gorges. Thousands of feet below, the white face of a waterfall traces its path down the mountain side. Snow is visible on distant peaks and everywhere is silence except for the occasional chatter of small animals or the call of a bird.

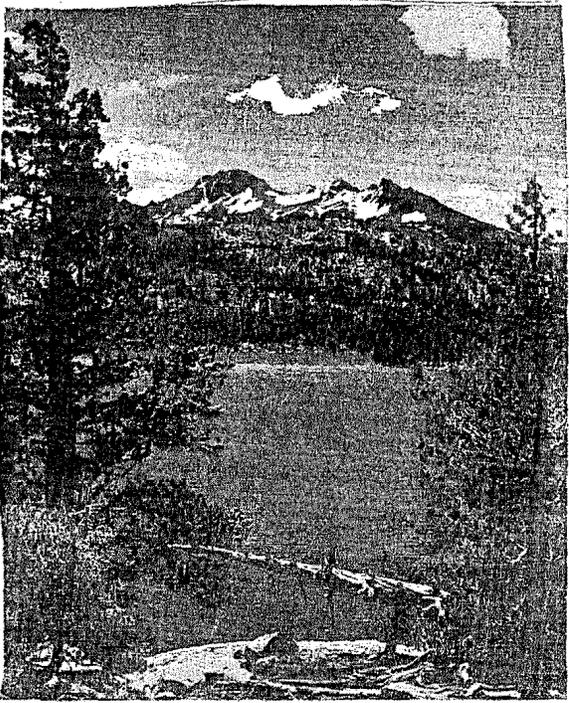
Majestic Spectacle Of the Mountains

Winding down a long grade from the summit to Twin Lakes, the highway passes occasional patches of snow lying in crevasses along the slope. From the eastern side of the mountain, sheltered from the warm afternoon sun, many snow patches may be seen on the higher levels.

Twin Lakes present a beautiful sight, surrounded by mountains with a particularly high peak towering above it on the south. The road winds past the northern end of the lake, where a dam holds back its overflow until such time as water is released for power generation.

If the number of fishing enthusiasts at the top of the dam is any criterion, the lake must be chock full of trout, for nearly a dozen of them were busily casting for a "big one." House trailers and tents, almost hidden in the forest, mark the roadside camps of numerous vacationers.

It is a long but pleasant haul up the grade on the eastern side of Twin Lakes, past numerous smaller lakes including one patriotically named for the Fourth of July.



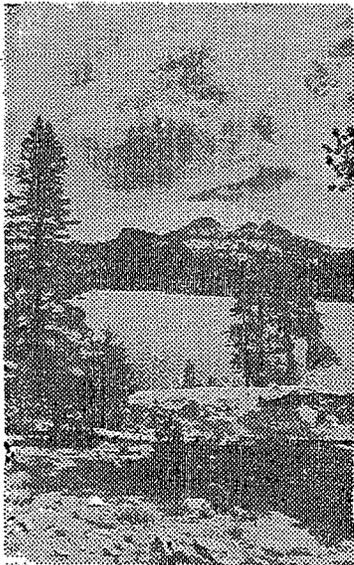
Twin Lakes and Round Top Mountain, on Carson Pass.

9/4/1949

Old Trails Marked

The most difficult portion of the Emigrant Trail through the High Sierra was marked this summer by Silver Lake campers, it was announced this week by John Lilly, Municipal Recreation Department director of Stockton. The missing link to the Emigrant chain was located last summer by Silver Lake Naturalist Harry Snook while leading a campers' trek through the back country, the Stockton Record reports. The road now has been marked by a series of triangular signs embedded in concrete and metal signs affixed to trees. The first sign is located on the north side of Highway 88 just out of Twin Lakes. A series of signs have been placed to lead hikers three-quarters of a mile over the U.S. Forestry Division road to Emigrant Valley, from where a series of 10 of the concrete pedestals guide travelers to the summit of Emigrant Gap, at 9460 feet. From this point the early travelers on a clear day could see Mt. Diablo and other Coast Range mountains. Silver Lake, Emigrant Lake and Twin Lakes all can be seen from this point. Eight more markers lead from the gap to Plasse's Trading Post. In surrounding areas, the extra trails and roads will be marked by Silver Lake campers under the guidance of Snook and Nash, program director. E. L. Lilly, father of the recreational director for Stockton, was the first to mark the newly marked road.

10/1949



Clouds presaging the approach of wintry snows gather over Twin Lakes on Highway 88, high in the Sierra just west of the Kit Carson Pass.

Now actually one body of water, Twin Lakes kept its original name after construction of a dam that joined the two smaller lakes.

The photograph was taken by Carl Bigelow, member of The Tribune camera department.

1950's

Kit Carson Tree

Finally the summit is reached and the trekker arrives at famed Kit Carson Pass, 8,600 feet high.

Kit Carson Documents Found

The baptismal, marriage and burial certificates of Kit Carson, pioneer Indian scout, have been unearthed at Taos in New Mexico by Brother Claudius of the St. Mary's College faculty.

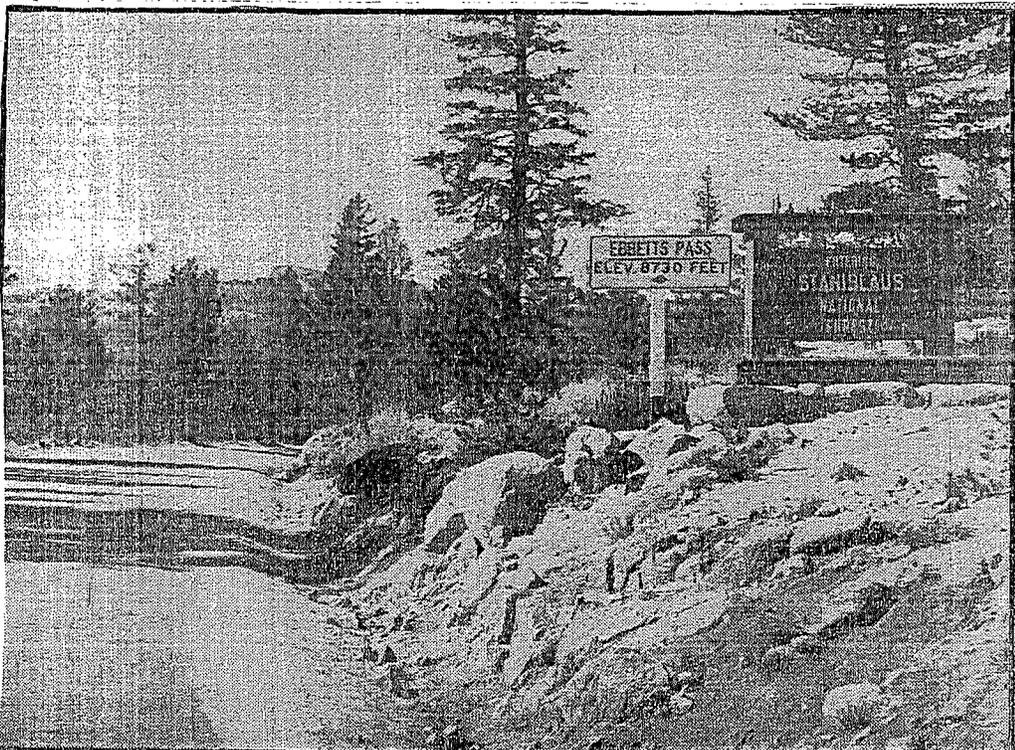
The baptismal certificate shows Carson was baptized a Catholic at the age of 32, on January 28, 1842. A year later, he was married to Maria Josefa Kamilla, with George Brent, brother of the then Governor of New Mexico, as best man.

The third document proves that Carson was buried with his wife in Taos after both had died in Rio de las Animas. The funeral was May 25, 1869.

It was here, in 1844, that the famed frontiersman and scout carved his name and the date on a tree as he led Captain John C. Fremont's party through the Sierra to California.

An historical marker now stands on the spot where the tree once stood and a plaque on its face bears a reproduction of Carson's carving.

From the pass, the road drops down a long grade to Red Lake and a short time later the trek picks up state highway 89. This road leads through birch groves over Luther Pass, 7,700 feet, and connects with U. S. highway 50, the turning point on the way back to San Francisco.

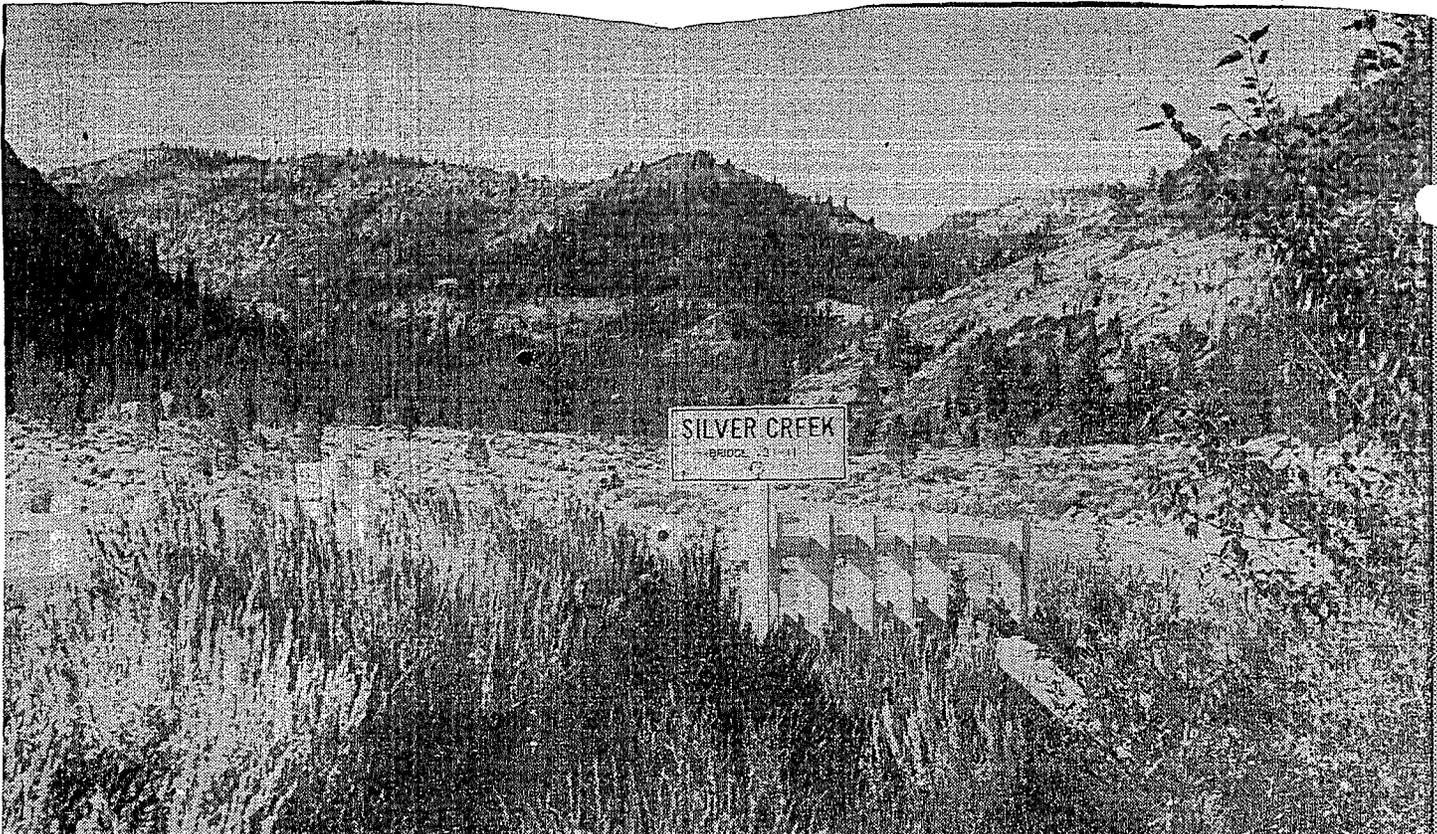


Ebbett's Pass summit, 8730 feet, marks the eastern boundary of the Stanislaus National Forest; the site is a state-registered landmark.

HISTORY

Walked This Road

Ebbett's Pass Road was a pack trail from 1851, a rugged passage affording views of grandeur on every side. It was improved as a toll road in 1864 to take largesse from the traffic to and from the fabulous Comstock Lode in Nevada. Today it is a smooth and broad, though steep, road which has become State Highway No. 4. It starts at the Nevada state line near Markleeville and ends at its junction with U.S. 40 near Pinole in Contra Costa County. Ebbett's Pass was named after Major John Ebbett, who came to California from the East in 1849; he drove a large train of mules over the route in 1851. From that time on many travelers reached California over the steep Sierra by use of the Pass, but it was not until the improvements of the Comstock era that wagon trains made their way here by that route. Ebbett's Pass has a firm place in early California history. These pictures were made for the Tribune by Robert Stinnett.



Gold hunters heading for California from the East passed through this pleasant Silver Valley before reaching the Pass, shown in the background. It is believed to have taken its name from the Comstock silver strike.

3/20/1950

Kit Carson Trail Assn. Had Good Program

A special meeting of the Kit Carson Trail Association was held last Thursday evening, March 2nd, at the Pine Grove Community hall, with a good attendance of enthusiastic members and visitors.

During the evening five new directors were elected to serve the organization, these being Adolph Galli, Stewart Schwaz, Gerald Brinker, Bob Little and Kit Carson. This group is to hold a meeting tonight, March 10th, at the Carson home in Pioneer to outline the program for the coming year.

During the evening Louis A. Spinetti Sr., a Jackson merchant, addressed the group to tell of plans for the improvement of county and state roads. Nat Lane Sr., spoke of future possibilities of electricity in rural districts. Other visitors were J. W. Voss Sr., A. J. Raggio, also of Jackson, and John Wingfield of Pioneer.

Census

6/3/1950

Alpine County, in Berliner's area, was also the first county in the Nation to report—claiming 235 people on April 7.

ALPINE COUNTY FIRST IN U.S. TO FINISH CENSUS

MARKLEEVILLE, April 8.—(AP)

Completion of the first 1950 county census in the Nation—for remote Alpine County on the eastern slopes of the towering Sierra Nevada—was announced today.

District Census Supervisor Harold Berliner Jr., Auburn, reported all 235 persons in Alpine County have been counted, including those in the still snow-bound mountain regions.

The county's 1950 population is 27 per cent below the 322 men, women and children counted in the last census in 1940.

Berliner said he checked with officials in Washington, D.C., and had been assured the Alpine County tally was the first in the country.

Alpine County, 20 times the area of San Francisco County, has long been California's least populated county. It is isolated from the rest of the state by snow each winter, with all business and transportation carried on in the winter months through nearby Nevada. Reno is 70 miles north of here.

1950

Census

Q—Will you please give me the respective populations of Alpine County, Calif., and Loving County, Tex.

A—The population of Alpine County, according to the 1940 census, was 319, and of Loving County, 205.

Q—Will you kindly print the Roman numerals for 1910 and 1942?

A—1910, MCMX; 1942, MCMXLII.

Geography

Alpine County has two mountains, Stanislaus Peak and White Mountain, which are over 11,000 feet in elevation.

Comstock Lode

Alpine County contributed heavily to development of the Comstock Lode by furnishing mine timbers and fuel from its abundantly forested mountains.

Census

Only one county, Alpine, the smallest county, shows a decrease in population, January, 1950, estimate compared with the 1940 census. For January, 1950, the estimate for Alpine county is 300 people, compared with 323 for the 1940 census.

1940 - 323

Answers

1950 - 230

History Fact

Alpine County was organized in 1864.

History Fact

Alpine is one of the three California counties whose boundaries have never changed since they were established.

Geography

Maximum elevations in Alpine County are Stanislaus Peak and White Mountain, which stand over 11,000 feet above sea level.

'Family Affair'

MARKLEEVILLE, June 6.—(AP)—Nearly everybody in Alpine County had a chance today to vote for himself or a relative. Seventeen of the county's 189 registered voters were running for elective offices.

ONE VOTE PUTS SUPERVISOR IN UNWANTED JOB

MARKLEEVILLE, (Alpine County), June 7.—(AP)—Rancher Will Hellwinkell became an Alpine County supervisor last night—nominated and elected by one vote.

Incumbent Lloyd Springmeyer said he wasn't up for re-election. And no one bothered to file nomination papers for the office.

Yesterday, one of this mountainous county's 189 registered voters wrote in Hellwinkell's name on the ballot and voted for him. There was no opposition. That one vote returned Hellwinkell to the Board of Supervisors—a post he had vacated eight years ago.

Fire

The most serious of the other fires was in the Markeeville area south of Lake Tahoe in the Eldorado National Forest. The blaze, which has been fought since Tuesday, burned to within a half mile of Markeeville yesterday, then moved toward Nevada.

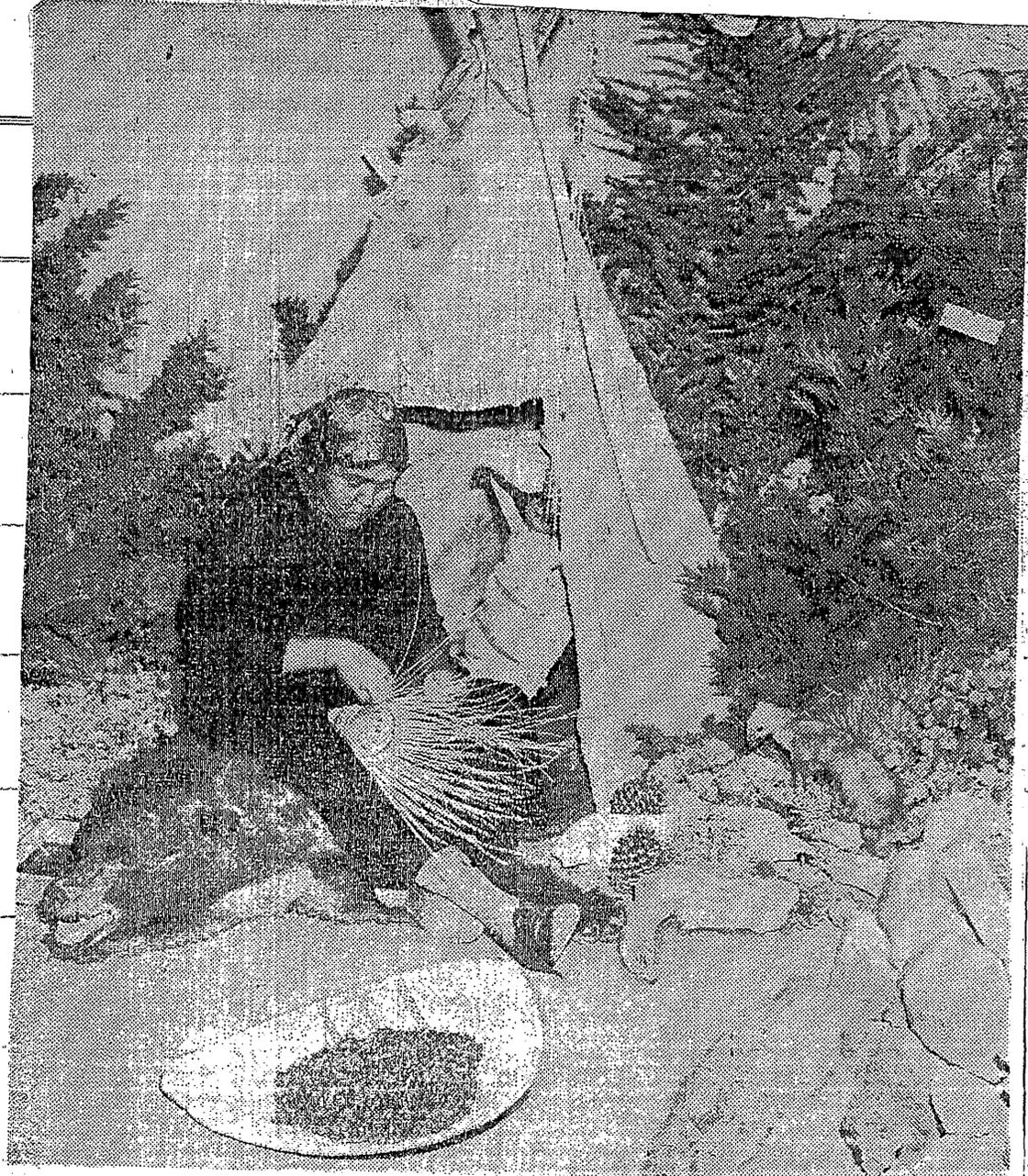
The 10,000-acre fire near Markeeville was reported by one forestry official as "still going pretty good but under control if something doesn't happen." He was referring to the wind which was increasing in the area.

8/1949

2-21-57

AUTOMOBILE VICTIM—The first woman ever sentenced to prison from Alpine County in its 87 years has been sent to Tehachapi Prison. Beatrice Peacot, of Markleville, an Indian, was given one to five years for auto theft.

Tuesday, Sept. 5, 1950



Minnie Joe, an Indian woman, weaves a basket for State Fair audience at the Alpine County exhibit, a primitive setting reminiscent of pioneer days in Northern California.

Rover a Hero in Tragedy of Storm

Devoted Collie Risks Life in Effort to Aid His Master

A COLLIE DOG—named Rover—is an outstanding hero in the mountain town of Markleeville, Alpine County. He is the dog of the late Norman L. Green, P. G. and E. reservoir tender, who froze to death in a bitter winter storm while trying to make his way from Markleeville to his cabin at Blue Lakes, a distance of approximately fourteen miles.

Rover risked death by starvation, exposure, cold and injury to help Green or to find someone to help him. So the faithful dog is ranked with eight heroic men who risked their lives in a two-day search for the unfortunate wayfarer. These heroes are E. F. Dicken, Theodore Toop and Luman Barker, P. G. and E. employees, and five Markleeville folk—Orrin Brown, sheriff of Alpine County; George Cohan, coroner; "Skip" Brown, son of the sheriff; Horace Barrett and William Thalke.

Alarmed because there had been no word from Green for about three weeks, the men set out to look for him, defying a wild snow storm and using a bulldozer to open a trail through drifts six to ten feet deep. At noon on the second day they found his lifeless body in a cabin four miles from his own. As they sized up the situation, he had taken refuge in the cabin but had been too exhausted to eat any of the food available there or to protect himself against the cold.

Details of Rover's devotion and heroism were apparent. He braved the storm with Green, shared his hardships en route and, like him, entered the cabin suffering and spent. After he realized that his master was dead, he guarded the body for several days—without a bite of food or a drop to drink. Then, eager to hunt human aid, he broke out of the cabin by leaping through a window. While so doing he was seriously cut on the feet, legs and body, but he plodded around a wide area, his bleeding paws leaving red prints in the snow.

Unable to locate anyone, Rover returned to the cabin and attempted to reenter by gnawing a hole in the wooden covering over a low window. But that



Sheriff Orrin Brown and Rover

was too much for him and, although starving and utterly exhausted, he began the 10-mile trip back to Markleeville. No one knows how long he trekked or the tortures he endured, but he dragged himself up to Sheriff Brown's home a few hours after the party set out to seek his master. He was so weary and worn that he couldn't climb the steps and Mrs. Brown had to carry him into the house.

The Browns fed Rover, treated his wounds and made him as comfortable as possible. When they had nursed him back to vigorous health, they turned him over to Mrs. Grace E. Grose of Sparks, Nevada, with whom Green's children—Joan, aged 7, and Jerry, aged 4—resided for several months after their mother died last spring.

Rover has a good home at Sparks. But he still is Markleeville's hero.

12/1951

Hold Private Funeral For John P. Arnot

Private funeral services were held here today for John Paul Arnot, 64, nationally known cartoonist who began his career on San Francisco papers and was the creator of "Helpful Henry," "The Little General" and other cartoon strips.

Mr. Arnot, the son of the late Superior Judge Nathaniel Dubois Arnot of El Dorado County, was born in Markleeville, Alpine County. He died here Saturday after a lengthy illness.

After a successful newspaper career, he became associated with Eastman Kodak Company here in 1934, continuing until his retirement due to illness.

Survivors include his widow, Hope Beach Arnot; a son, John Philip Arnot; two grandsons, two sisters and three brothers.

Nevada Yearns To Annex Slice Of C

By IRENE SHEARER

Even the best of neighbors may have a long-standing beef about where to build the fence — that's the case with California and Nevada.

For a 90-year-old boundary dispute, punctuated by gunfire in its early years, still simmers — on the eastern side of the line, at least.

Some Nevada legislators frankly admit they'd like to expand their territory westward to the summit of the Sierra.

What they want is a jagged 13,000-square-mile slice of California — involving parts of nine counties and more than 20,000 permanent residents.

Yes, the legislators are well aware this boundary shift would lop off some of the Golden State's most plush and scenic resort areas.

RESORT AREA

They know, of course that the California portion of Tahoe and all or three other sizable lakes are within the huge strip — running from the Oregon border to just south of Scotty's Castle in Death Valley.

If Nevada had a chance to bend the border line its way, the Silver State would be richer by thousands of acres now included in these California counties—Modoc, Lassen, Sierra, Nevada, Placer, Eldorado, Alpine, Mono, and Inyo.

Many communities — most of them small—are scattered along the length of the disputed section.

They include Cedarville in Modoc County, with a population of 850; Susanville, Lassen County, 1,320; Truckee, Nevada County, 200; Markleeville, Alpine County, 175; Bridgeport, Mono County, 250, and historic old Bodie — traditional hometown of the early West's "badman" — which has dwindled to 100 residents.

NEVADA DICKERS

The Nevada legislators argue that both history and geography are on their side.

And they are being scrupu-

lously fair. For under their plan, California would get something in return — a comparative pin-point of Nevada land directly north of Bishop. Here the proposed line detours sharply to the east because of 13,145-foot Boundary Peak.

Naturally, there's no noticeable sentiment in favor of such a move in the California legislature — the body which drew a dividing line a century ago.

That's when all the trouble began, the Nevadans will tell you.

California's Constitutional Convention fixed the state's eastern boundary at the "summit" of the Sierra Nevadas. But when Congress admitted California in 1850 the bill gave an entirely different description of its inland border.

HISTORIC ERROR

Historians speculate that some Washington, D.C., map-maker — with a passion for neatness and an ignorance of rugged western geography — drew the present straight-line boundary.

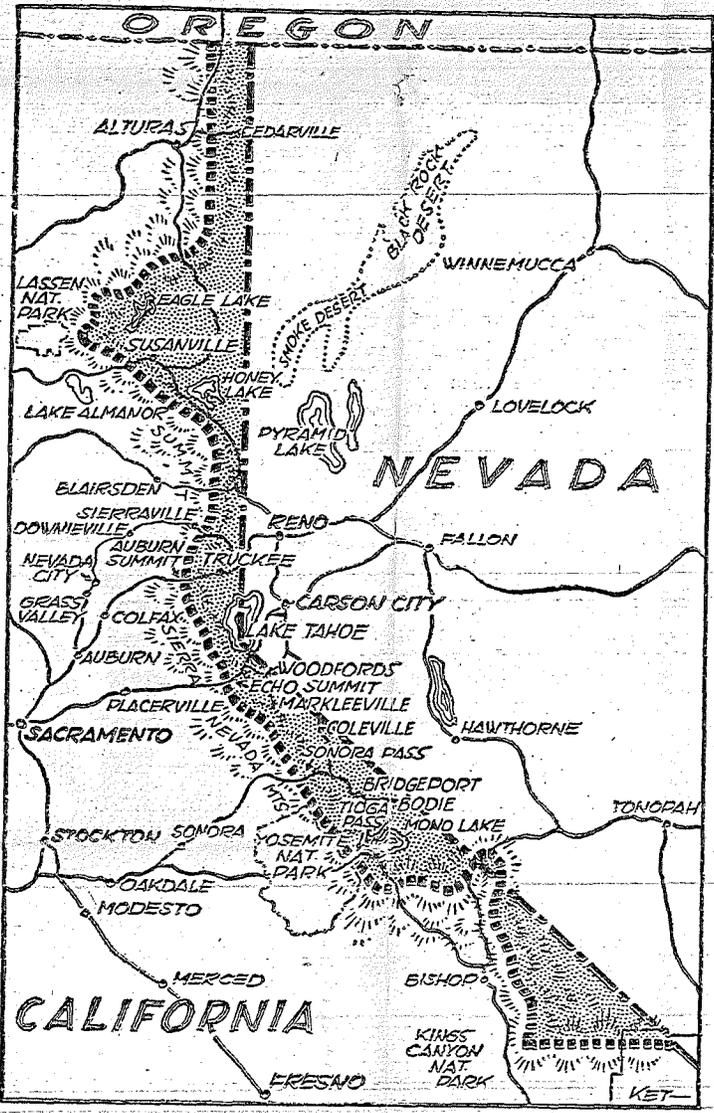
Eleven years later, in 1861, the Territory of Nevada was carved out of Utah. Once again, persons who knew the region fixed the line on a watershed basis as the "dividing ridge" of the mountain range.

The Congressional act setting up the territory prescribed this border. But someone, alert enough to note the possible conflict with the California line established in 1850, added an interesting saving clause.

JOKER IN DECK

Nevada feels that because of this joker in the legislative deck, it has never had a fair deal. For, after setting the summit boundary, the 1861 measure adds:

"Provided, that so much of the territory within the present limits of the State of California, shall not be included within this territory, until the State of California shall assent to the same, by an act irrevocable without the consent of the United States."



The shading indicates land some Nevadans feel belongs to their state because of legislative boundary "snafu's" starting a century ago. So far California has revealed no inclination to hand over the 13,000 square mile strip including lush and scenic resort areas. The jagged proposed "dividing line" along the summit of the Sierra is shown as advocated by Nevada Assemblyman D. C. Crawford.

Ever since 1861, converts to the Nevada cause have been busy trying to persuade California to come across with the disputed area. Some of the efforts have been

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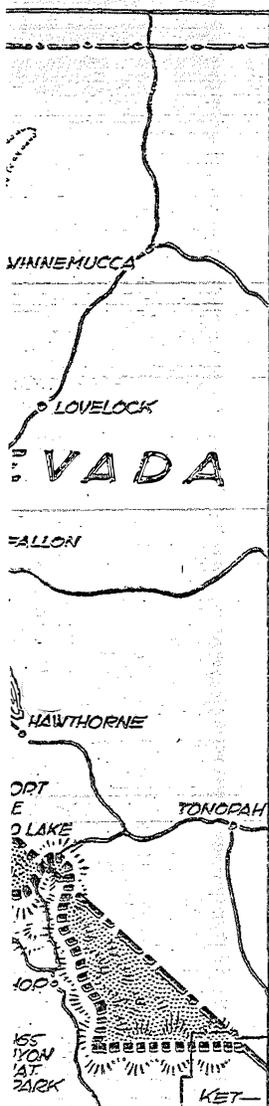
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Slice Of California Including Tahoe



strictly formal and proper. In 1871, the Silver State's legislature passed a resolution memorializing California "to cede back to Nevada lands east of the summit of the Sierra." In 1874, 1877, 1889, and 1915, Nevada sent delegations to Sacramento.

BOUNDARY WAR

Other — and entirely unofficial — attempts at persuasion have been rip-roaring and rugged. These include the so-called "Roop County War" of 1863, when the boundary disagreement erupted into a real battle.

The conflict over whether Roop County, with its center at Susanville, belonged in California or Nevada was climaxed by a long-remembered gunfight. Three men were wounded before an armistice was declared.

A survey later placed Susanville and most of Roop County in California.

But the Nevadans have never given up. They still want California "to restore the boundary as Congress originally placed it."

A few years ago, a Nevada assemblyman militantly devoted to the cause proposed a plebiscite in the disputed area. Thus, he said, its residents could decide by vote whether they wanted to be annexed to the Silver State.

AUTHOR TENACIOUS

Nothing came of the suggestion, but its author, D. C. Crawford of Washoe County, is still plugging away along the same line.

During the most recent sessions of the Nevada legislature, he introduced a bill on his pet project. In addition to citing historical facts that favor his argument, he raised an eloquent voice in behalf of present-day residents of the disputed area.

Even an amateur weatherman will agree that the heavy snows of High Sierra winters add weight to Crawford's claims. In his bill, he declared:

1. Thousands of California residents, cut off from their state geographically, shop and relax

across the border. They "feel they belong to Nevada."

2. These Californians "resent their being subject to the same quarantine inspection as out-of-state residents when passing through the so-called 'bug stations.'"

3. "Certain county areas in California send their children to school in Nevada, having no high schools of their own."

MINOR PROBLEM

Queried on this last point, J. E. Springmeyer, Nevada legislative counsel, admitted that at the present time, "as far as we know, the only place where this occurs is in the Carson Valley where approximately six California students may be attending high school at Gardnerville, Nev."

Springmeyer had less information available on another of Crawford's points — that "several petitions have been circulated by residents of the disputed territory that they become a part of Nevada."

The legislative counsel said that while his office "has been informed" of such action, "we have never seen any of the petitions, we do not know how many there were, nor where they were circulated."

As to the blessings in store for the area's residents if they did become Nevadans, Springmeyer is more expansive.

LIBERAL TAX LAWS

They would have no state sales or state income taxes and Nevada's liberal laws, of which the marriage and divorce variety are best known, would become applicable.

Of course, the section would have legal gambling — with, as Springmeyer comments, "any benefits or evils incidental thereto."

He feels that Nevada's liberal laws are responsible for the fact that the "tourist industry is the most important business" in the state today. The disputed area might share this boom, if it were

"annexed to the State of Nevada," he points out.

Crawford's bill appropriating "\$5000 for a joint interim legislative committee to investigate Nevada-California boundary problems" — was lost in the Assembly's Committee on Ways and Means.

POINTS COVERED

It's unlikely this action stemmed from any lack of effort on his part in drawing up the measure.

For he crammed into it arguments ranging from the importance of natural boundaries and Nevada's controlling her own watershed to the contention that the "State of Jefferson" incident indicated "unrest and discontent over present boundaries."

In this last instance, he seems to be reaching "boarding house style" for support.

There were so-called "secession threats" involving counties on both sides of the California-Oregon border in 1941. But they were soon revealed as a publicity stunt to focus public — and legislative — attention on the area.

The mythical "49th State of Jefferson" died a few days after the Pearl Harbor attack — drowned under a wave of patriotism.

STILL SIMMERS

But the California-Nevada boundary dispute is still very much alive — on the eastern side of the line.

This is a sort of incubation period for any Nevada legislation connected with it. There won't be an opportunity to introduce another bill until the legislature reconvenes in January, 1953. But no telling what new ideas may have been hatched by then.

Like a phoenix the issue rises repeatedly from the ashes of its own defeat. And you can bet there'll be Nevadans willing to back it.

The odds against California's giving consent make it a long shot. But the payoff could be spectacular. And gambling is strictly legal in Nevada.

Nevadans feel belongs boundary "snafu's" mia has revealed no care mile strip includ- the jagged proposed e Sierra is shown as D. C. Crawford.

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Tired of Crowds? Try Alpine County

Sierra-Hidden Land Has Three Miles of Space for Each of Its 241 People

BY CECIL SMITH

Tired of the crowd? Pushing and being pushed? Think there's getting to be too many people here? That Los Angeles is bursting out at the seams?

Want to get away to a country where a man has room to step back and call a man a liar?

If so, consider Alpine County.

It's tucked up into a corner of the Sierra. Mostly up and down, as its name indicates. Towering peaks. Bolling mountain streams. The sweet, clean air that smells of pine and fir and snowflowers. In the Lake Tahoe country. Abutting Nevada. A day's drive from Los Angeles.

Plenty of Room

Alpine is about the size of Orange County (population 216,224) or Alameda County (population 740,315). There the comparison ends.

Populationwise, Alpine is the smallest county in California. The second smallest in the nation.

The 1950 census gave it a total of 241 spread over its 723 square miles—three square miles for each person.

"And they must've counted the dogs and jackasses to get the count that high," said a loungeur at the Markleeville general store.

Moreover, Alpine is losing ground as most of the rest of California gains by leaps and bounds.

Decline of 25%

Its 1940 population was 323. It lost 82 persons—or 25.4%—in the decade that Los Angeles County gained 1,336,044 or 49%.

Not that that worried anybody in Alpine. They'll tell you they prefer it that way.

"The earliest overland explorers came this way," said Grant Merrill, at his tiny Woodfords store. "Kit Carson, John C. Fremont, the Mormon explorers. This was the way across the mountains, through Alpine county.

"But most of them," he said, "just kept traveling through. Few stayed behind. My father was one of them. Came here 97 years ago. Took a look at this country. Knew a good thing when he saw it. And stayed."

Two Mountain Passes

Alpine contains Ebbett's Pass at 8800 feet, the roadway to Angel's Camp and the Mother Lode country. Also, it has Carson Pass, 8600 feet, the mountain way to Jackson.

These are the passes Snowshoe Thompson used. The fabulous Snowshoe, who carried winter mails from the Nevada mining camps over the snow-closed passes to California on his homemade snowshoes. Thompson is buried in Woodfords.

Alpine County has tucked in a half dozen towns and settlements among its great forests of pines, firs, cedars and sequoias, and its rolling plains, where graze cattle from the great Nevada ranches.

Jury Trial Big Event

The county seat is Markleeville, where about 100 persons live and which contains the new stone County Courthouse, a hotel and a motel for the fishermen who swarm this country during season to fish the trout-packed streams.

This has been a big winter in Markleeville. The county had

Illustrated on Page 3, Part I

its first jury trial in 56 years, the natives say.

"Didn't think we could do it," said one of the loungeurs on the porch of Arthur Egger's general store.

"Didn't think we could get up a panel. Darned good trial. Almost everybody in the county came to watch."

On a late fall day, before the snows came, Markleeville was quiet. A dog drowsed in the main street, only casually disturbed by an occasional pickup or truck that came whizzing through, bound to a State road project up the way.

Harriet Hellwinkle, secretary to the road commissioner, strolled her pretty apple-cheeked, 20-year-old way from the post office to the courthouse.

Porch Club in Session

She paused at the store. About 10% of Markleeville's population was sitting on the porch. The "sit and spit" club, they called themselves.

"The Sheriff catch that car thief?" Brody Rieman, husband of the Postmistress, asked Harriet.

"I think so," she said. "But they've got him down at Gardnerville, I suppose. There's nobody in the jail."

A stranger asked, "How long since you've had a murder here?"

Harriet looked puzzled.

"Murder?" she said. "Well, I was born here and I don't remember any murders, not in my 20 years."

"Jail's empty most of the time," said George Brewer, who has lived in the area almost half a century.

Almost a Murder

"Say," said Eileen Merrill, "the day that Indian chased his wife out with a butcher knife. That was almost a murder. Would've been if he'd caught her."

Everybody relaxed and thought about it.

Egger, who owns the store with H.C. Peters, leaned against a post, scratched a dog's ear and talked about the county. He's a johnny-come-lately; moved there in 1947 from Los Angeles.

"Want to know why?" he asked. "Breathe that air. That's why. Reason enough."

Egger puffed at his cigar and spoke slowly.

"Everything's not perfect here, you know," he said. "We got no church in the county. We got no barber. We got no dentist. We got a grammar school, but our kids to go to high school have to go all the way into Nevada, down at Gardnerville."

Seven Attend School

"The grammar school's up on the hill there—seven kids in eight grades. And when the young'uns grow up they mostly move away. Why not? Not much way to make a living here. The big ranches are mostly taken. Otherwise most people work for the county or the Forest Service, keeping the roads open and the forests up."

"We're really more Nevada folks than we are Californians. The roads leading in here come from Nevada except the passes over the mountains, and they're closed by snow half the year. We go to Nevada for our shopping. Our mail comes that way."

"But we like it." Rieman snorted. "The only trouble is there're too many people here."

Sulphur, Tungsten Sought

Grant Merrill, in Woodfords, saw hope of growth in Alpine County—maybe. There's sulphur and tungsten exploration going on in the county now. Maybe, he said, an all-California highway will move through Alpine County to Lake Tahoe.

"Sulphur and tungsten may do what silver failed to do," he said.

He referred to the small silver boom of the 1870s on nearby Silver Mountain, a boom that was killed by the demonetization of silver. All that's left of the boom is a towering smelter stack above a rubble of brick beside the house of an English nobleman named Louis Chalmers, a reminder of almost-glory that stands nearly hidden in the forests.