



RENITY AND SCENERY IN THE SIERRA

JOHN V. YOUNG

MARKLEEVILLE, Calif.—Alpine County is so thinly populated that it has no high school, no hospital, no doctor, no barber, no heater and no undergarments. And Markleeville, its 100-year-old county seat, is the least one in the nation, with a population of 40, to take a couple.

That Markleeville lacks a telephone, this high Sierra hideaway — it lies 5 minutes from Lake Tahoe, makes up for both in scenic and scenery, not to fishing. In fact, if the pages of human history are as seen were any other of its size, Markleeville would be a metropolis. It is, sleeping away from the snow-capped mountains, the village looks more like a 1930 movie setting than a government.

the Line

During a heavy winter, Markleeville is likely to be

undoubtedly has helped to keep Markleeville quaint and picturesque.

But life was not always so peaceful in Alpine County, nor in Markleeville. Its founder, Jacob Marklee, a homesteader of 1867 who made his living running a toll bridge over the Carson River, was killed in 1863 in a dispute over the title to the land on which the town was founded that year. His adversary, one H. W. Tuttle, was acquitted by a jury on the grounds of self-defense.

Wells Fargo Office

Started in the heyday of the silver-mining and lumbering boom of the 1860's, Markleeville had a population of 2,600 by 1864. There was a Wells Fargo express office here, and, during the Civil War, an armory with a company of Union troops. Their job, specifically, was to keep an eye on the notoriously Confederate-minded populace.

Like all the other silver-mining towns of the period,

and it was never entirely rebuilt.

When Alpine County was formed in 1864—it was carved out of parts of El Dorado, Calaveras, Tuolumne and Amador Counties—the county seat went to Silver Mountain by a margin of a few votes. It remained there until 1875, when another election gave it to Markleeville.

Silver Mountain is long gone now, having been abandoned in 1886. Only the walls of the old jail still stand. A dozen other mining camps of the period also are entirely gone from the scene.

Woodfords, seven miles north of Markleeville, is the only other sizable community in the county. One of its first names was Cary's Mill, for one John Cary (or Carey), who built a sawmill there in 1853. Then Daniel Woodford took over the mill, and the name was changed to Woodfords.

Many High Passes

Alpine County probably

of 8,575 feet, is named for the famous scout and Indian fighter, Kit Carson. The name was put on the map by Capt. John C. Fremont, who in 1844 made a desperate midwinter crossing of the Sierra under Carson's guidance. Carson Pass became a major route over the mountains in the Gold Rush days, and was opened to wagons in 1849.

Fremont also named the Carson River and a range of mountains for his scout. And Carson's name has been used for waterfalls on the headwaters of the East Fork of the Carson River in southern Alpine County and for a Forest Service campground west of Woodfords.

Named for Pioneer

There is considerable dispute over the origin of the name of Luther Pass, which has an elevation of 7,740 feet and lies on the route to Lake Tahoe. Most probably, however, it was named for Ira M. Luther, who passed through

history and scenery, not to mention fishing. In fact, if the amount of humoratory a place has seen any measure of its size, Markleeville would be a metropolis. But as it is, sleeping away the years among the snow peaks, the village looks more like a 1930 movie setting than a seat of government.

End of the Line

During a heavy winter, Markleeville is likely to be the end of the line for travelers seeking to go high into the mountains of Alpine County. Ebbetts, Carson and Monitor Passes usually are closed in the winter, and this

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Like all the other silver-mining towns of the period, however, Markleeville suffered a severe drop in population when silver ceased to be the monetary standard in 1873. Then a fire in 1886 nearly wiped out the town,

gone from the scene. Woodfords, seven miles north of Markleeville, is the only other sizable community in the county. One of its first names was Cary's Mill, for one John Cary (or Carey), who built a sawmill there in 1853. Then Daniel Woodford took over the mill, and the name was changed to Woodfords.

Many High Passes

Alpine County probably has more high passes than any other county of its size in the nation, and they bring back many memories of California history.

Carson Pass, at an elevation

waters of the East Fork of the Carson River in southern Alpine County and for a Forest Service campground west of Woodfords.

Named for Pioneer

There is considerable dispute over the origin of the name of Luther Pass, which has an elevation of 7,740 feet and lies on the route to Lake Tahoe. Most probably, however, it was named for Ira M. Luther, who passed through it about 1854 with a wagon.

The route soon became a toll road. Luther, who operated a sawmill in Carson Valley in the early 1860's, was the leader of an unsuccessful effort to route the Central Pacific Railroad through the pass.

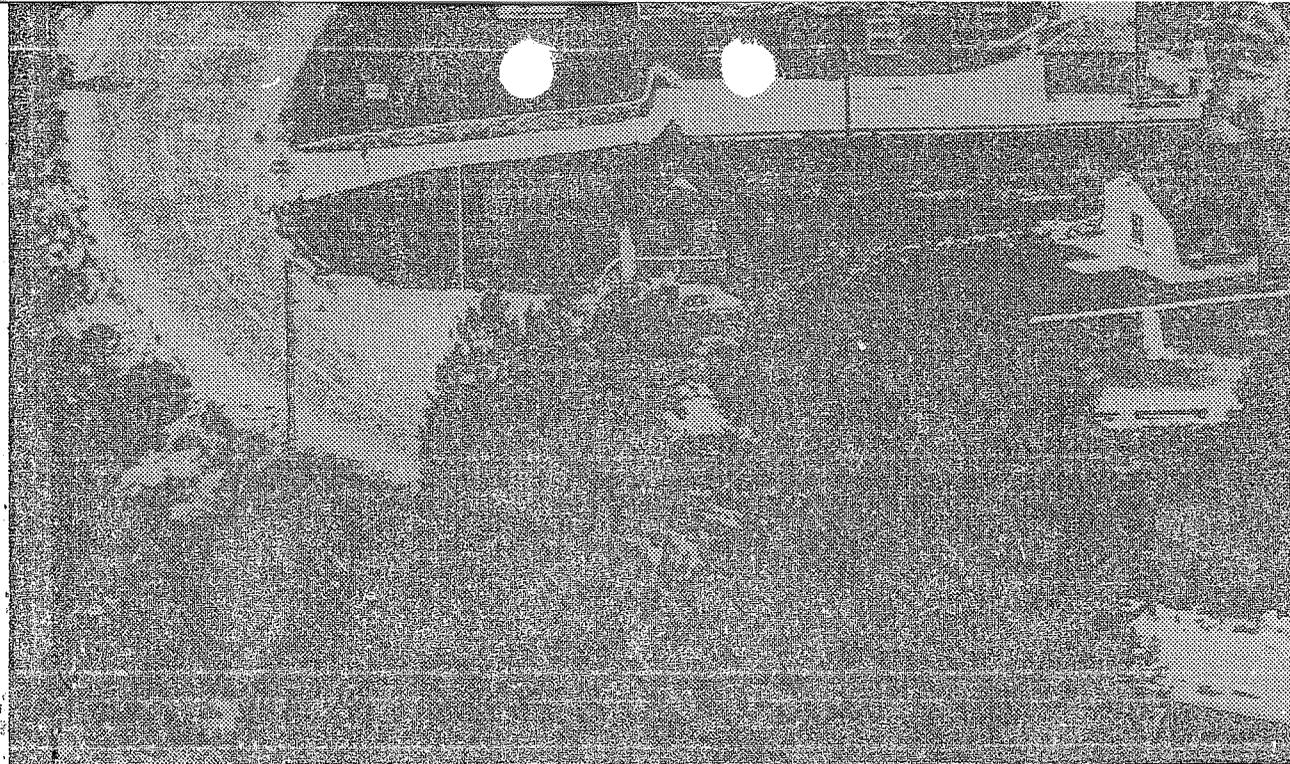
Then there is Ebbetts Pass, on State Route 4 south of Markleeville. It was named for "Major" John Ebbetts, who crossed it in the spring of 1851. Ebbetts was the captain of the Knickerbocker Exploring Company, which entered California in 1849 in search of gold. He was hired by the Atlantic & Pacific Railroad to survey a route through the mountains, but was killed in a steamer explosion in upper San Francisco Bay in 1854.

In addition to passes with fascinating names, there are curiosities such as Faith, Hope and Charity Valleys on the northern edge of Alpine County. The first of these to be named was Hope, so called by members of a Mormon battalion that had fought in the Mexican War.

Faith and Charity Valleys

They had passed through the valley on their way home to Salt Lake City in 1848, just after a successful battle against some of the area's Indians, and, under the circumstances, thought "Hope" to be an appropriate name. Later, a party of surveyors named two adjoining valleys Faith and Charity.

Alpine County was the home of one particularly celebrated Sierra figure—John A. Thompson, a rancher who be-



John V. Young

LOOKING DOWN—On Markleeville, Calif., from helicopter pad above town. Copters are used to spot forest fires.

came widely known as Snowshoe because of the courageous and indefatigable way in which he delivered the mail. Defying all storms and 50-foot drifts of snow, he carried the mail over the mountains every winter from 1856 to 1876.

Ski Treks

Despite his nickname, it was homemade skis, not snowshoes, that Thompson used on his treks. They were patterned after those he had played on as a boy in Norway.

Alpine County and Markleeville also played a part in that curious experiment of using camels in the mountains. After the Army had tried using camels for desert transport in 1858, and found it unsuccessful, many of the remaining animals were sold at auction. A number of them ended up in the freight-hauling business in the Nevada mining regions just east of the Sierra.

The first recorded trip over the mountains with a camel train was made in 1861, when the creatures were used to haul salt. In 1870, a Nevada salt-miner crossed the mountains with a herd of 25 camels, but conventional teamsters thought little of these "ships of the desert" and native livestock were afraid of them. As a result, they soon ceased to be used.

Today, Alpine County probably has more places where nobody is than places where anybody goes. It has more jeep and horse trails than highways, more high peaks than one could count, and more lakes than could be fished in one lifetime.

The largest of these ice-blue ponds are called Twin Lakes, and they have fine camping and fishing facilities. Twin Lakes lie along the Carson Pass highway, just inside the Alpine County line.

Blue Lakes, accessible by a truck road off the same highway, or by an alternate route from Hope Valley, are famous for their trout. Like other Western counties, Alpine also has its Lost Lake, Fourth of July Lake, Emigrant Lake, Summit Lake, Crater Lake and even a Winnemucca Lake.

Unusual State Park

Alpine County is surrounded by national forests. It has no national parks or monuments, but it does have an unusual state park at Grover Hot Springs. This 518-acre site surrounds a set of mineral springs that were used by the Indians for health baths long before the miners found them.

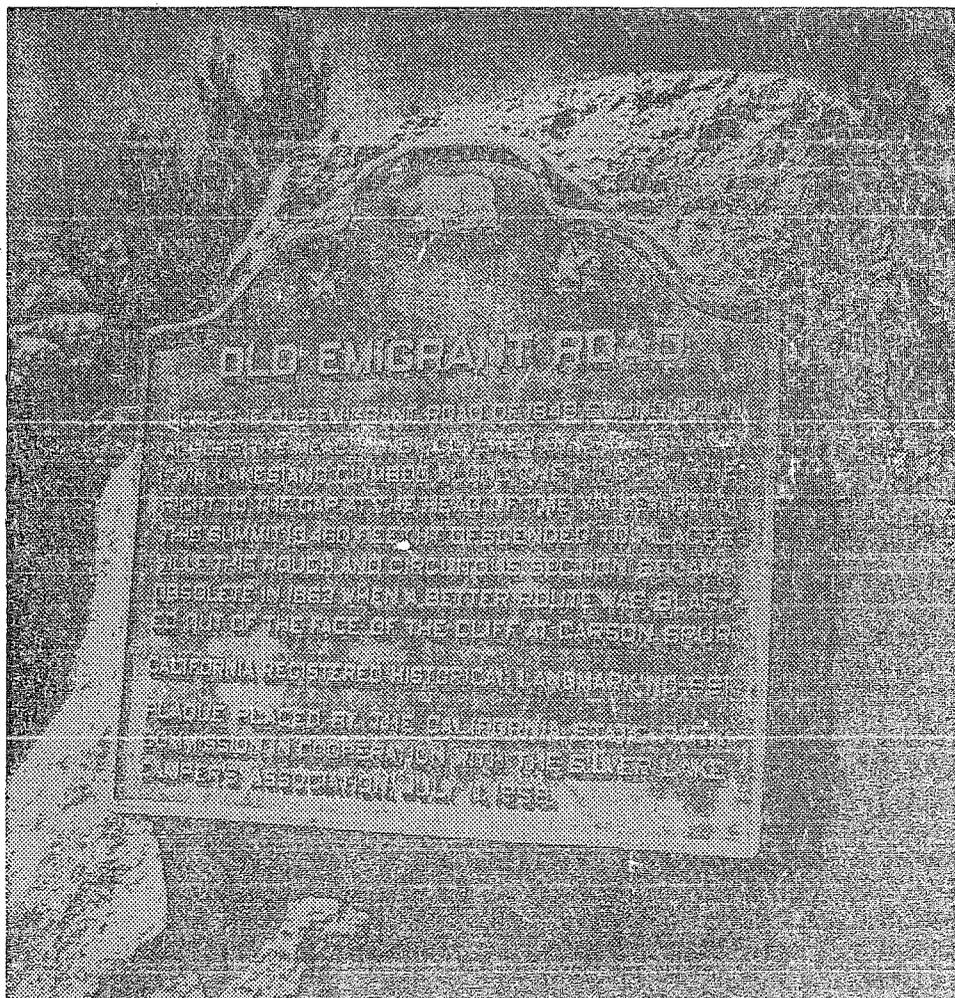
The springs were named for Alvin M. Grover, an early settler who homesteaded the area and operated it as a resort. The park, at an elevation of 5,840 feet, has 76 mod-

ern campsites and 38 picnic areas.

Markleeville is listed on highway signs as having an elevation of 5,501 feet and a population of 165. But the Alpine Chamber of Commerce admits that this includes the summertime colony and that the permanent population is no more than 40.

The total county population, scattered over 7 rugged square miles, is about 500. As of June, 1966, the county had 260 registered voters: 157 Republicans and 103 Democrats.

The town also has a cow house built in 1928, a general store, one hotel and three small motels, two cafes and a sandwich stand, two service stations, a bank and a range station. Just south of town at the junction of Pleasant Valley Creek with the East Fork of the Carson River is a small Forest Service campground is situated close to the main highway.



John V. Young

ROAD MARKER—Near Carson Pass commemorates route of early wagon trains.

Alpine Beacon

VOL III NO XVII

Thursday, December 22, 1966

PAID
Rate Permit #1
Markleeville, Calif.
RETURN REQUESTED

TEN CENTS

SEWAGE COMING

Construction will begin soon on a pipeline which will bring treated sewage to Alpine County from South Lake Tahoe, according to a recent announcement from the South Tahoe Public Utilities District.

The pipe will be laid underground,

alongside the Luther Pass Highway. It will terminate in a reservoir which will be built in a small canyon near Woodfords.

From there, it will be used to irrigate land in Alpine County. The reservoir may be used for recreation in the future.

Permit Needed For Timber Collection

been completed, making it necessary to clear slash materials to alleviate potential bug infestation and reduce future fire hazard.

Useless slash is already being burned by Forest Service crews, Bradley said, but limb wood is just now being collected, and may be obtained by application for permit.

Because of road conditions in the Poor Boy Creek area, Bradley said it would be advisable for all persons entering the area for wood to notify the Forest Service of their departure and return times.

New College President

The appointment of Dr. M. C. Balenger, Ph.D., from Yale University, as president of Carson College, has been announced by the school's board of trustees.

Board Updates Salary Laws

The Alpine County Board of Supervisors voted to update the county's salary ordinances at their last meeting, which was held December 5.

The change consolidates 63 separate salary ordinances, dating back to 1905, into one all-inclusive ordinance.

One of the salaries that had been on the books is that of the superintendent of the juvenile hall. The salary called for was a minimum of one dollar per year. William G. Lyons gets the dollar, in addition to his salary as county probation officer.

New Drunk Test Instrument

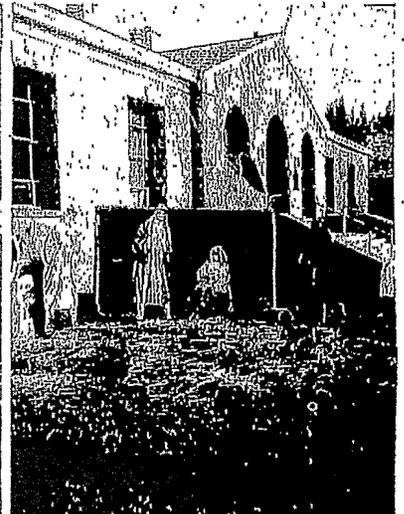
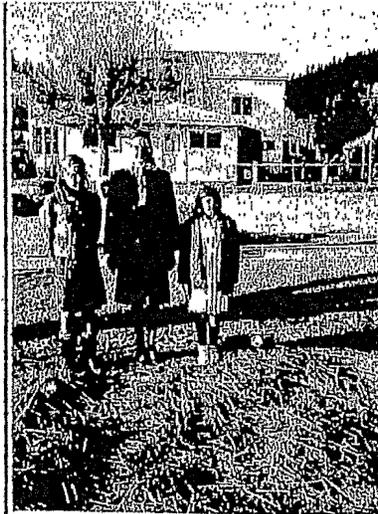
Every patrol car in California can be a mobile breath alcohol testing laboratory.

Since the passage of California's implied consent law, a law that requires persons suspected of drunken driving to consent to a blood, breath or urine analysis of blood alcohol content, law enforcement agencies find it necessary to have an inexpensive and accurate method of testing sobriety.

With 42 out of more than 50 California counties adopting the portable Sober-Meter breath tester, patrolling officers can administer an on-the-spot sobriety test.

Sober-Meter, no bigger than a package of cigarettes, can be stored in a patrol car's glove compartment.

If suspects choose blood, urine or even other methods of breath testing,



MRS. DONALD JARDIN is shown with her children, Heather and Elizabeth viewing the Nativity scene at the Alpine County courthouse in Markleeville. Ceremonies for lighting the scene were held on Sunday, December 18. Howard C. Currie, Alpine County Road Commissioner, read the Christmas story and 4-H members led the singing of carols. Figures were constructed last year by the 4-H Community Club and the Alpine Mothers' Club as a community project to form the scene of the first Christmas.

Lakes Name Change Asked

The Board of Supervisors has asked the National Forest Service to change the name of Twin Lakes to Caples Lakes.

The board acted in the form of a resolution, after the change was suggested by Mr. H. Bergland, owner of Twin Lakes Resort.

The lakes used to be named Caples Lakes, after the original settlers of that area. Bergland suggested the change because many lakes in California are named Twin Lakes. Bergland said that the change would help cut down on the confusion.

Kuchel Asks Parks Funds

Richards To Head Fish & Game Commission

The Back Road

With ELIZABETH CHAPMAN MCKNIGHT

Central California News Editor

One way to ease the thought of summer heat facing you when you venture out of an air-conditioned office, is to visualize the new over-the-snow plan for Bear Valley next winter.

The plan to use snow equipment to transport residents in the new Ebbetts Pass subdivision adjoining the Mt. Reba Ski area, was approved last week by Bear Valley home owners — 173 to 10.

Under this plan all autos would be parked in an area at the entrance to subdivision, and people, luggage, and equipment would be transported to their respective homes via motorized sleds.

The over-the-snow transportation system will eliminate using snow plows on the residential roads.

This, in turn, will eliminate the high banks of snow that would be thrown by the snow plows in drifts at the entrance to homes.

There will be less snow to shovel at the winter cabins, and snow should be clean—no oil or dirt to mar the pristine white.

I understand there was quite a bit of discussion, pro and con, before the decision was made in favor of the "back to nature" plan.

One strong argument in its favor was that no one will be snowbound or unable to dig out his car, if a weekend snow should be heavy.

The community parking area will be attended, and the area kept accessible. The public commercial area will have cleared roads, as will the ski area where three double chairlifts are scheduled to go into operation for the first time this coming winter.

ONE ENTHUSIASTIC SUPPORTER of the over-the-snow transportation plan is Elmer Shideler of Lafayette, president of the Bear Valley Residents' Association.

He says the plan "will make Bear Valley a much more beautiful place to be in the winter than would be possible with plowed roads and dirty snowbanks."

By keeping the snow plows out of the area, the homeowners will be able to ski directly to their homes from the ski slopes, and right down to the village.

BECAUSE OF THE LATE SPRING SNOWS, construction in the higher elevations has been late in starting.

As a result, things will be humming on almost a 24-hour schedule the next three months to get done the building in the summer months that should have started about 30 days sooner than it has.

It is not only building contractors who face the problem of speeding up, but road contractors and public utilities, all of whom are busy in the area closed to them when snow starts.

The snow has practically disappeared except for the high Sierra caps, but the late melt has resulted in such water-logged earth so that some of the big construction equipment is having difficulty to keep from bogging down in mire.

In some areas, it has been impossible to use the big machines yet, which is a further delay. They are needed to level and clear land, and fill before actual building can start.

Living accommodations are just about filled up, and trailers are being pressed into use all along the upper elevation highway areas to accommodate the summer workers.

You can't miss seeing all this if you go up Ebbetts (Highway 4) the "hot" area in Sierra activity right now.

TO HELP MEET THE COMING demand of winter sports, there finally is some activity in motel building, sorely needed on this highway which promises to be one of the most popular in the Sierra in the winters to come.

The Murphys Ale and Quail group is breaking ground for its new motel unit, and a larger 58-unit facility is planned on the highway at the turn-off to Murphys.

Also, Bear Valley Developers have let the contract for their lodges, and clearing has started on the site off Highway 4.

And plans are underway to tear down the old hotel at Dorrington. It will be replaced with motel units, and a golf course is planned in the meadow adjoining the hotel site.

THERE STILL ARE wildflowers blooming in the mountain areas these days, and all the passes are open. Anador, Calaveras, and Tuolumne highways are good driving for a summer ride to the pines and lakes of the Sierra.

Some times of the day the roads see a bit crowded with vacationers and others like yourself.

It is interesting to note the great number of campers and pick-ups on the highways today.

They, together with trailers, almost equal the number of passenger cars.

And if you are watching the traffic, at

Stockton Record
July 14, 1967
27-1, 2

Sept. 1967



DEER SEASON — not goat season — is under way in Nevada and California, as one hunter has found out. This goat was taken for tagging as a deer to Game Warden Artie Brown in Gardnerville last week. The warden noticed the animal's "goatee" appearance and refused to validate the tag, of course, taking the animal for evidence (the hunter probably will be fined). Apparently the goat was shot by a trigger-happy hunter in California (deer season opened a week earlier than Nevada's, which got under way Saturday).
(Nick Payton Photo)

*Taken near
Leviathan Mine
in Alpine*

The Back Road

With ELIZABETH CHAPMAN McKNIGHT

Did you happen to catch the story last week about the German Olympic skier who missed his San Francisco bus that was taking him and other European skiers to Bear Valley for the International Cup races at Mt. Reba?

If you didn't, let me be repetitious and say that he was a resourceful young man.

He hunted up a California map, found the location of Bear Valley and started hitchhiking.

The only trouble was, he picked the wrong Bear Valley.

He headed down toward Mariposa County and was lost in the little town of Empire. The California Highway Patrol came to his aid, and saw to it that he reached Bear Valley in Alpine County, via Calaveras County.

It surprised me that the Bear Valley in Mariposa County was on the map.

I know that Alpine's Bear Valley isn't there (on the map) yet—it is too new a development. But when the next maps come off the presses in California, it and Mt. Reba will be there.

BEAR VALLEY, Mariposa County, is a ghost town in which I'm pretty sure nothing remains, and it does not have a postoffice.

More than a century ago it was a gold rush town, associated with Gen. John C. Fremont—midway between Coulterville and Mariposa on Highway 49.

A little of its history is included by Othello Weston in her Mother Lode Album.

Bear Valley is often called Fremont's own town. When General Fremont's Mariposa Mining Co. established headquarters in Bear Valley it became necessary to provide a supply store for the miners.

"For this purpose a two-story shale and adobe company store was built in '49."

Fremont, of course, suffered a series of misfortunes, and his mining venture was not a success for him, although some \$200,000 in gold was taken from a spot near this Bear Valley.

Until some 30 years ago, the foundations of the old Fremont Home could be seen in a field near the ruins of the old store and the Oso House, called Fremont's Hotel. In 1920 the hotel ruins burned down through the carelessness of a

BEAR VALLEY, Alpine County, is a different story—the ghost town of ghost town. It is newborn—just coming into being this winter as the key to the Mt. Reba winter sports area on Ebbetts Pass (Highway 4).

In fact, I venture that the Reba name will be swallowed up by Bear Valley, which seems to have caught on throughout Northern California as the designation for this growing recreation area.

This is the first winter the area has been open, and it looks like it is on its way.

If some visitors have been a bit disappointed, they should remember that the only construction time available is the summer, and more facilities are scheduled for construction this year.

One facility I hope Bear Valley developers can come up with this summer is a teen-age hangout—a recreation room where the young people can enjoy their after-ski hours without having to resort to the lodge lobby.

A juke box, tables for games, and small area for dancing would probably suffice. But a teen-age recreation area is a must if Reba backers want skiing families. Maybe somewhere in the Bear Valley Lodge complex is a nook or cranny that could be converted.

AS FOR THE SKI SLOPES—their excellence, predicted by the farseeing Mother Lode enthusiasts who put together the plan for Mt. Reba-Bear Valley, is praised by the European skiers who were there last weekend for the International Ski Cup races.

This competition originally was scheduled for the state of Washington. But lack of snow forced a change in locale, and Reba jumped at the chance—quite a feather in the cap for a brand new ski resort.

AUSTRIA'S HERBERT HUBER, who won the silver medal in the recent Olympic slalom in Grenoble, France, says the Reba course is much tougher than the giant slalom course in the Olympics.

"It was much tighter and steeper, and it was hard to control your speed and still make the gates."

Huber should know. He lost out this weekend because he took a spill on his second run and was eliminated from overall competition, although he won his first race.

Christl Laprell, pretty Munich skier who took first place in the top women's event at Reba, also says the course was harder and steeper than the French Olympic run.

Of the 25 girls who entered last weekend, only 13 finished. It was a tricky course.

This past weekend was a good dress rehearsal for next year's U.S. National Alpine Championship races, nailed down by Reba officials last year before their course was even built.

I WILL MISS YOU Friday, since I am going to devote Thursday to a trip into Contra Costa County to visit the historic John Marsh home and the site for the famous old Byron Hot Springs.

I should have interesting details to give you in the weeks ahead.

Stockton Record March 27, 1968 62:2

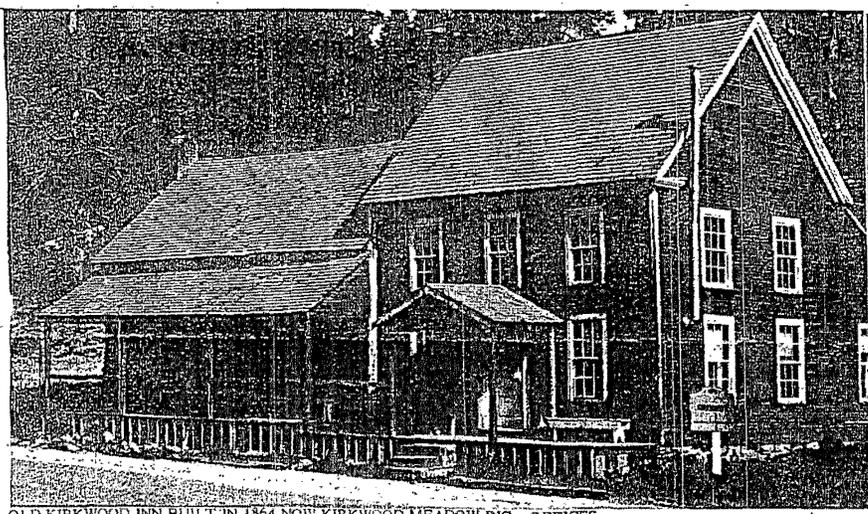
Fall 1968

THE CARSON PASS CLARION



VOLUME 1 NO. 1

MAJOR NEW SKI AREA FOR CARSON PASS



OLD KIRKWOOD INN BUILT IN 1864 NOW KIRKWOOD MEADOW INC. OFFICES

WHAT IS CONCEPT BEHIND NEW CARSON PASS AREA

When you have a valley of incomparable alpine beauty with the best ski area imaginable and summer recreation that is already legend, what do you do with it?

To answer our own question, you take owners who are native to the area and care about it enough to live there, mix them with an architectural firm which stands for both conservation and knowhow, and develop a way of life.

Large lots focused on a meadow with a meandering stream, almost

every one designed to let the home owner ski home from the slopes.

Add sailing and fishing on a 700-acre lake one-quarter mile away, water skiing or sailing on Silver Lake only four miles away, and eventually a golf course, pool, tennis courts and clubhouse.

Form a company that will stay with the residents over many years by leasing, not selling, the lots.

Draw up 99-year leases that give the homeowner complete flexibility in sale, rental, or transfer, and start with acquisition pay-

ments that are small enough to enable him to build at an early date.

Put all utilities — telephone, power, water — underground. Build roads to county standard for dedication.

Have each lot designed for maximum separation and esthetic location by a landscape architect.

Finally, control building design just enough to have a distinctive community, with maximum room for individual expression.

This is Kirkwood Meadows.

JACKSON — A \$45 million all-year recreational and residential development is planned for Kirkwood Meadows in the Sierra 56 miles east of here on California 88.

Barden E. Stevenot, spokesman for the Kirkwood Meadow Corp., told local businessmen last night the 703-acre meadow, located at approximately the 8,000-foot elevation, has been purchased by Bud D. Klein, a Stockton businessman, for an undisclosed amount.

Klein's interest in prime ski areas led him, Stevenot said, to invest in Bear Valley, where he is chairman of the board of directors of Mt. Reba Ski Corp.

"The joint conclusion of the investors involved is that Kirkwood holds one of the great potentials in California skiing yet undeveloped," Stevenot said.

He quoted SteinThor Jakobsson, well-known ski instructor, as saying: "The area has some of the finest, beginner, intermediate and advanced slopes I have ever seen."

Plans already are on the drawing boards for extensive recreational facilities as well as 700 to 1,000 residential lots, hotels and condominiums.

Stevenot indicated lot sales would begin in the summer of 1969 with the opening of the ski area scheduled for 1971-72.

This, Stevenot said, is predicated by the Division of Highways opening California 88 to winter traffic.

Problems regarding water supply, power, sewage disposal, snow removal and county building and sanitation regulations, will also have to be anticipated.

Capital Is Available

According to Stevenot, the firm has the capital to proceed with the multi-million-dollar venture. There are two major contingencies, however, which must be resolved, he said.

His group must negotiate a satisfactory exchange of its land out-

side Kirkwood Meadows for the remainder of the public land on the meadows floor.

Perhaps more significantly, the question of snow removal on California 88 to the resort site will have to be settled with county officials and the California Division of Highways.

California 88 closes down at Peddler Hill, about 37 miles east of here, early each winter with the first heavy snowfall.

County interests seeking all-year status for California 88 have been told by the Division of Highways it would require two high-elevation snow removal maintenance stations, at a cost of \$1 million or more each.

Division of Highways officials also have said it would cost between \$200,000 and \$250,000 more a year to remove snow the additional 20 miles from Peddler Hill to Kirkwood Meadows.

According to Gil Ward, Amador District Ranger, Eldorado National Forest, the land exchange agreement would take about two years. If it is not consummated, Ward said, the winter sports potential of the area will be still developed in some way.

Demand Is Noted

"There is public demand for a major skiing area along upper California 88," Ward said. "If the negotiations fail, we will take other steps to make sure the area is developed in the near future."

The potentialities of Kirkwood Meadows, adjacent Thimble Peak and other Sierra peaks for winter sports development has been studied intensively for at least a decade.

In 1963 national forest teams made studies of sites suitable for development in the Carson Range. Of five sites selected as most suitable, Kirkwood Meadows was destined to be first.

Its major advantage is its accessibility from California 88.

Ski Beautiful Kit Carson Country

From the days of Snowshoe Thompson to modern times travelers have cursed the abnormally heavy snowfall of Carson Pass.

With the completion of Highway 88 as an all-weather highway, the curses of the traveler become the praise of the skier.

Imagine, if you will, a north-facing valley on the western edge of the Sierra, where the highest snowfall occurs, with an elevation of 7700 feet, surrounded by peaks

as high as 9800 feet. (Squaw, by comparison, ranges from 6200 to 8500 feet.)

The skiable terrain is over five square miles (twice the developed area of Squaw Valley). The runs are continuous, not broken between many lifts and mountains.

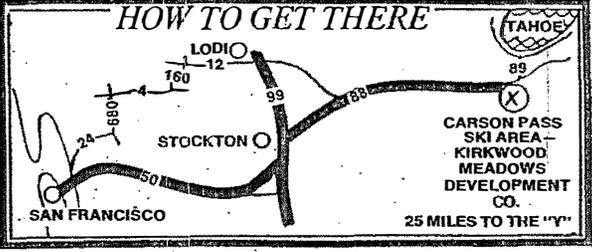
Eleven potential chair lifts with 1000 to 1900 feet of vertical drop. Five of these over 1400 feet of vertical.

Not only that, the unique con-

figuration of the mountains allow the beginner to ride to the very top of the area and ski safely home. The expert, though must use his skill to descend a route that's like "skiing in an elevator."

And there's plenty of intermediate terrain in between.

Place all this only 176 miles from San Francisco, 104 miles from Stockton, and 106 miles from Sacramento, and compare it with any area!



CARSON PASS HAS SWUNG FO

Here's an Old Account of "Fun at Silver Lake:"

AUGUST 1899

Hunt keeps the hotel at Silver Lake, in the Sierra Nevada mountains; and Hunt knows how to keep a hotel at such a place. He sets a good mountain table, and passes two kinds of whiskey over his bar. He procures the major part of his stimulants from Jim Woodburn, a Sacramento dealer. We met Jim there about a week ago and, while sampling the stock, was informed by him that two qualities of whiskey would be found behind the bar, namely, "staying whiskey"

and "leaving whiskey." The first was sold to those whose further patronage was deemed desirable. It was short range and fair in quality. The second was handed out to the troublesome and impecunious. It was long range and damnable. "Let a man take a drink or two of this "leaving whiskey," said Jim, "and if he lives to get out the door he will never call for another!" He knows, for he manufactures both qualities, and we shall always feel grateful for the care he took in

guarding us against the "leaving" bottle.

The hotel is a large two-story frame structure, capable of accommodating comfortably fifty or sixty guests. It stands naborless and alone at the foot of the lake, and presents a wonderfully cheerful look to the tourist who has toiled up the rocky road from Kirkwood's and Twin Lakes. The attic of the house is one of its most attractive features. It is there, reached by a narrow flight of stairs, that all the dances in the

neighborhood are held, and where the itinerant showman is accommodated with benches and a rude platform. It is there that the herders and dairymen of the lake and adjacent valleys gather at intervals, with the few women obtainable, and to the music of a single violin and horn, or bull-fiddle, beat the plank floor into splinters with their cowhides, and send the echoes of their rude rejoicings along the rocky shores of the lake.

The day our party arrived at the lake was one of peculiar interest



The Men Behind Carson Pass

Officers of the Corporation —

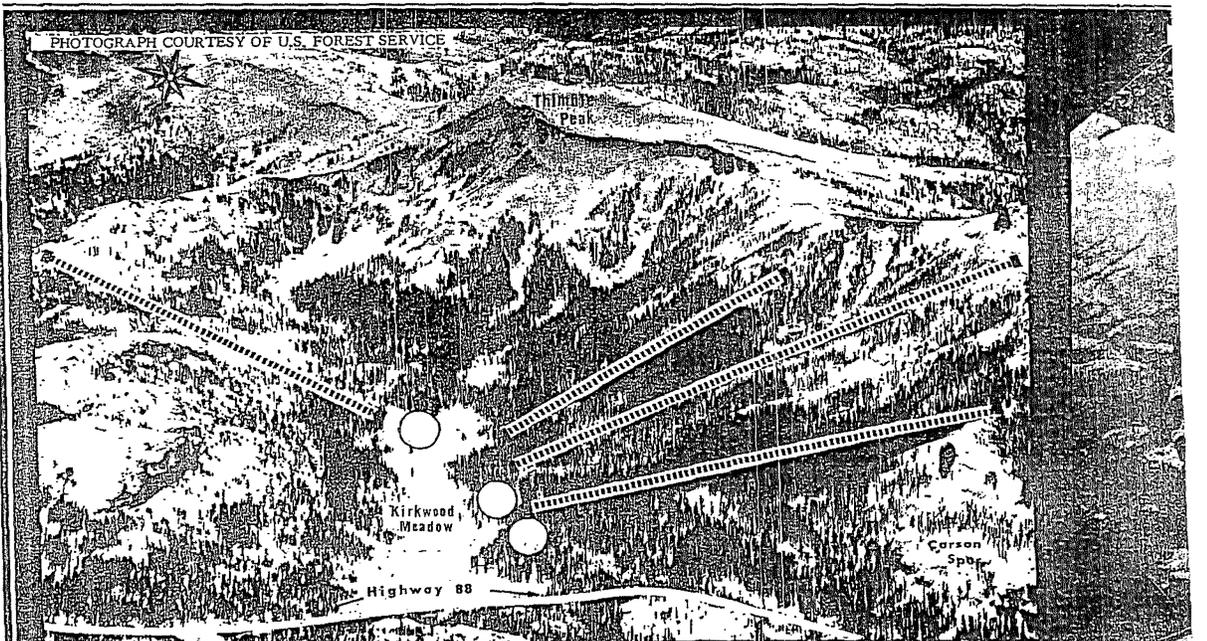
JOHN B. ALLEN, PRESIDENT, is a rancher, developer and member of a noted Amador County pioneer family, has been involved in Sierra projects for a lifetime, including the founding of the Mother Lode Academy school in Sutter Hill and interest in the now-developing Corral Flat Ski Area.

BUD KLEIN, SECRETARY-TREASURER, is a resident of Stockton whose varied business activities include the Mt. Reba Ski Area for which he serves as secretary-treasurer. He is also president of Klein Brothers, Inc.

BARDEN E. STEVENOT, VICE PRESIDENT AND GENERAL MANAGER, is a fifth-generation member of a pioneer Calaveras County family whose interests ranged from gold mining to cattle raising. He is a graduate of Sacramento State College and the Naval Officers Candidate School at Newport, R. I. For three years he served as an Explosive Ordnance Disposal diver, Lt. USNR. After leaving the service he engaged in dredging and diving operations on the Stanislaus River and then became active in real estate in the Sierra counties. He has now closed that operation of his San Francisco office to devote full time to the planning and management of the Kirkwood Meadows project.

Architect and Planner —

ARCHITECT AND SITE PLANNER — IAN MACKINLAY, A.I.A., is an award-winning Bay Area architect whose firm has built many structures in the deep snow country, including the Boreal Ridge Lodge which won the AIA National Honor Award in 1966. Mr. MacKinlay has also collaborated with Henrik Bull on a condominium project at Snowmass-at-Aspen and is the First Vice President of the Far West Ski Association.



PHOTOGRAPH COURTESY OF U.S. FOREST SERVICE

CARSON PASS SKI AREA — KIRKWOOD MEADOWS DEVELOPMENT



OFFICERS OF KIRKWOOD MEADOWS INC. L TO R BART STEVENOT, BUD KLEIN, JOHN ALLEN, SKI CONSULTANT

THE KIRKWOODS... ZACHARY K

NOTICE

FOR FURTHER INFORMATION AS WE DEVELOP SEND THIS COUPON TO:

KIRKWOOD MEADOWS INC.
1222 MONTGOMERY ST.
SAN FRANCISCO, CALIF. 94133

YOUR NAME

ADDRESS

CITY

STATE

I AM INTERESTED IN: SKIING ONLY

A CABIN SITE

CURRENT DEVELOPMENT — Respect For The Land Guides Developers

Old Zack Kirkwood knew as ranchers know that if you treat the land right it will reward you. A page from this book has been adapted by Kirkwood Meadows, Inc., developers of the Kirkwood Meadows and Carson Pass ski area.

KMI has employed the conservation-minded architectural firm of MacKinlay & Winnacker to develop a plan which includes every inch of Kirkwood Meadows. This plan covers the use of each piece of land and the relationship of

this use to the whole. Rewards from this kind of detailed planning are for the people who use the land, not for the financial betterment of the developers.

The planners were given a set of ground rules—no buildings in the meadow or on the highway, low land-use density, glades and open areas held intact. Around this they have built an integrated ski and subdivision development planned by landscape architects to utilize the land in the most esthetic way possible.

KMI directors felt that this high caliber of planning was necessary because of the delicate ecology of the Sierra. Also, the corporation by its nature as a leasehold in partnership with each person who lives here for an indefinite period.

In this framework plans evolved for a golf course, swimming pool, tennis courts, riding stable (already there but soon to be moved to a more integral spot), and, last but not least, a magnificent ski area second to none in its mountains, alpine beauty, and quality of snow.

MORE THAN A CENTURY

Hunt's Hotel—A Dance in the Mountains—Jollity Among the Pines—The Dancing Sheep Herders—Etc.

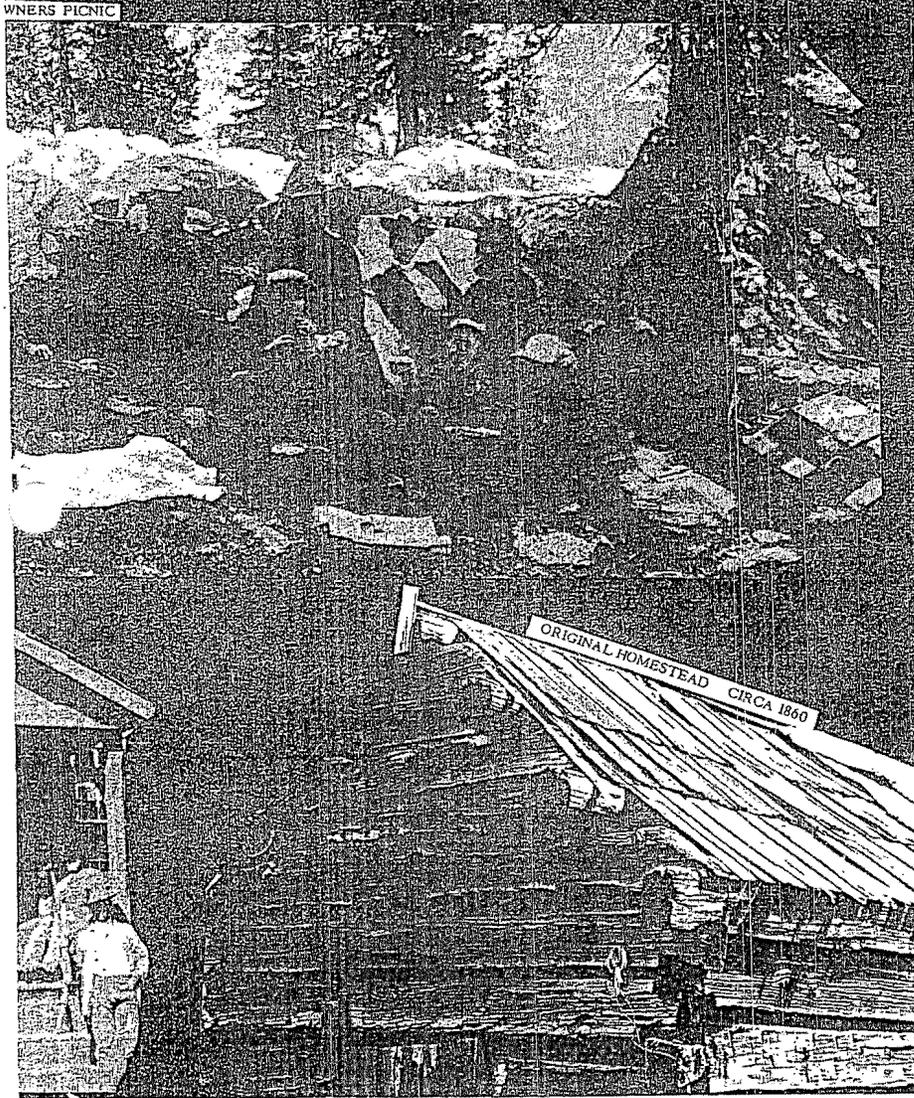
In that usually quiet locality. The few camping parties along the margins of the lake were excited; Hunt was excited; all the employes of the hotel were excited; and Horsley, the toll-road keeper, was howling drunk on "staying whiskey," and our own staid little party soon became excited, for our guide, our dragoman, our bear hunter, our director general, Abe Richie, the hardy mountaineer and trapper, came into camp just before dusk, and dashing his wool hat on the ground, declared, in

voice agitated with the emotion of six or seven draughts of tangle leg imbibed at the hotel, that there would be "everlasting hell at Hunt's" that night; that in addition to a dance, there would be a regular show—a real out-and-out show, such as they had in the big cities.

We soon became quite as curious, if not as excited, as Abe, and a young fellow from Volcano, in a camp adjoining, who had been agonizing on a leaky accordion all the afternoon, worked himself into a musical frenzy, as half a

dozen wagons, filled with men, women and children, including two fiddlers, rolled up the hill from Kirkwood's and halted at the hotel. The ladies were plainly clad, and the most of the men appeared in their checked shirts and overalls, with here and there a standing collar or red necktie, as an intimation that they knew what was becoming in dress, even if they did not always observe it.

One of our party thought he had been acquainted, in times past, with a lady from Ione valley, stop-



WOOD ON PORCH WITH BEARD...

Fun at Silver Lake (continued from top of page)

ping at the hotel, and with a vanity scarcely excusable in one of his years, proceeded to scrape off and pull out by the roots a week's growth of beard; after which he pulled up a dirty collar under his ears, and, attired below the shoulders as if he had been drawn through a gutter, strode to the hotel after supper, bent on conquest. We don't exactly know what happened, but he found the lady under the protection of some one else, and wanted to leave the lake at daylight the next day.

And then the dancing com-

menced. Twelve or fifteen ladies were present including the professor's wife, and the style in which they were pulled round the floor by the brawny hunters, herdsmen and farmers, to the music of a single violin, was as entertaining to our party as it was intoxicating to them. Those who were not dancing in the sets were drumming on the floor with their feet and cutting terpsichorean antics all around the hall. A young sheep herder, dressed in butternut overalls and a standing collar, utterly unable to keep his feet still,

approached us from the farther end of the hall with a series of steps between a glide and a Virginia breakdown and, with an excitement made ludicrous by the ceaseless motion of his feet, hoarsely whispered: "I shall be called upon in a few minutes to dance a jig—I know I shall—and I shall have to do it!" He was not called upon to dance the jig, but when we left for the camp at 12 o'clock he had danced himself down stairs and was executing a breakdown on the front stoop.

SKI DEVELOPMENT—

Ski Experts Praise Carson Pass

Although the Forest Service had developed a preliminary ski prospectus on several Carson Pass areas, no detail planning had been completed prior to Spring 1968.

Several winter expeditions had taken place in 1966-67 and 1967-68 by snow cat from Peddler Hill. These were oriented toward land selection and confirmation of the earlier Forest Service ski projection.

In January '68 all the principals involved in Kirkwood Meadows and several ski experts made a day's exploration by snow cat and helicopter. Among the group were Maury Rasmussen, general manager of Mt. Reba, Steinthor Jakobsen, instructor, and Skip Kinsley, owner of the SkiMeisters.

In that one day using the helicopter allowed an examination of Kirkwood Peak, Thimble Peak, Thunder Mountain, and Martin

Meadows, an area three times the size of Squaw Valley. These four mountains comprise the new area known as Carson Pass Ski Area.

Comments ranged from "fantastic" to "the finest teaching and intermediate slopes now available" and, for the expert, "the face of Thimble Peak is like skiing in an elevator."

In March, April and May, '68, Jones & Sheed, ski consultants, were on the mountain preparing a preliminary plan for the area. Far into spring they found corn snow when every other major area was washed out.

Current plans, which are being integrated with the ground development by architects MacKinlay & Winnacker, call for an initial three chair lifts, progressing to 18 chairs and two gondolas with room for even greater expansion.

Kirkwood Meadows on Carson Pass A SHORT HISTORY

Zachary Kirkwood, California pioneer, rancher and patriarch, homesteaded in 1860 the lush meadows that now bear his name. This was the first year of the Homestead Act, and he "took up" three sites in his name and the names of his children. Two of these 160-acre pieces were in key locations in Kirkwood Meadows and one covered the Emigrant Trail above Caples Lake.

Rancher and dairyman Kirkwood saw the meadows as pasture and range for his herds. He soon came to realize, however, that the great appeal of this area as a summer resort lent itself to other forms of business.

In 1863 he erected a Bar and Inn called simply "Kirkwood's." Here he served vacationer, cowboy, and traveler alike from his barrels of "staying whiskey" and "Leaving Whiskey." As time wore on, the small log homestead cabins crumbled under the heavy snowfalls or were relegated to milkshed status even as the Inn grew and expanded.

In the 1920's the Kirkwoods drew lines on the bar floor designating the three counties on which it was constructed and gleefully outwitted prohibition by wheeling the caster-mounted bar from county to county as alternate sheriffs appeared.

The Inn functioned as a fishing mecca and retreat for many in the ensuing years under the Kirkwood clan or lessees.

In 1966, for the first time no pro-

prietor appeared on the scene and all was silent where so many voices had echoed through the years. The property was now in the hands of Warren Taylor, grandson of Zack Kirkwood and resident of Jackson.

Over the years Taylor had heard many times the singing of praises by ski experts on the potential of the Kirkwood Meadows bowl and nearby Thimble Peak. The Forest Service had issued a prospectus outlining the merits of the area as a ski development. With the completion of Highway 88 as an improved road capable of bearing snow removal equipment, Kirkwood became an undiscovered gem among potential California ski areas.

In 1966 a group formed to negotiate a trade for the Forest Service land necessary to consolidate the Meadows into a workable plan. An option was taken on the Taylor property and studies were made. It soon became apparent that this was the prime potential area in Northern California so the property was purchased from Taylor by the group.

New Kirkwood Meadows, Inc., is making the valley ring to the sound of hammer and saw, and the old Inn has new life as company headquarters. With the support of the counties involved, road problems were solved, and soon the area that lay fallow for six months of every year will echo with the sounds of happy skiers.

Development is in 3 Counties

The Kirkwood Meadows basin and watershed totals about 4.05 square miles. To complicate its developers' problems, 1.65 square miles lies in Amador County, 2.26 in Alpine County, and .14 in El Dorado County.

Development could be simplified through some joint exercise of powers action adopted by Boards of Supervisors in all counties, or developers may have to deal with

separate county planning commissions for zoning and use permits, road departments for road standards and health departments for sanitary sewage disposal.

Since Kirkwood Creek drains the basin, and is a tributary of the South Fork of the American River, the developers will have to make sure they do not pollute the watershed or send pollution down the tributary.

OFFICIAL RECOMMENDS HIGHWAY 88

CARSON PASS SLATED TO BECOME AN ALL-YEAR HIGHWAY

Highway 88 may become an all-year road. Recommendation that the Carson Pass route be kept clear of winter snows if sufficient development occurs in the area to warrant the expense has been made to the California Highway Commission.

Public works director Samuel B. Nelson told the commission that all-weather road maintenance could be justified on the basis of the economic benefits that would accrue to the state and counties by development of winter recreational facilities.

In addition, Route 88 could relieve some of the winter traffic burden on U. S. Highway 50 over Echo Summit.

The Carson Pass Highway east of Peddler Hill now is closed to traffic from the year's first snows to late spring — an average of six months of the year.

Nelson made his recommendation contingent upon proof that recreational and other facilities proposed for the area are to be constructed.

The development of the recreational potential along the Carson Pass Highway would provide numerous jobs and tend to stabilize the highly seasonal business cycle of Alpine and Amador counties, he said.

Noting that 32 miles of the route are above the 7,000-foot elevation, Nelson warned that winter maintenance costs would be high.

The all-year proposal would require an initial investment estimated at \$4,250,000 for additional and improved maintenance stations, snowplows, trucks, graders and other equipment, and an annual maintenance cost of \$750,000.

Of the 70 miles of Route 88 between Jackson and Route 89 at Picketts, all but two miles at the present time are in satisfactory condition for the use of heavy snow equipment. The two-mile segment just east of Carson Pass, adjacent to Red Lake, is now being relocated.

Route 88 east of Picketts is an all-weather highway for the 12.2 miles to the Nevada state line in Carson Valley.

Additional use of the route would accelerate the need for improving

14 miles of highway east of Pine Grove at a minimum cost of \$7 million.

The Division of Highways has been studying the feasibility of maintaining the route on a year round basis since the spring of 1967 at the request of the U. S. Forest Service, which believes that a major winter sports facility in the Kirkwood area near Twin Lakes will be needed in the next four years.

The Kirkwood Meadows Corporation has proposed an ultimate winter sports development including 21 ski lifts accommodating 9,430 skiers per day on weekends. The combined real estate and ski development investment will ultimately represent about \$41.6 million and generate tax income of approximately \$630,000 a year for the counties involved.

Nelson said the forest service is negotiating an exchange of land with the corporation and has indicated that only minor details remain to be worked out. The Kirkwood Meadows development would consist of 703 acres of private land in Alpine, Amador and El Dorado counties, plus the use of forest service mountain slopes under permit.

Further economic benefits equalling or exceeding Kirkwood would be realized if owners carry out a plan of development under discussion for the more than 6,500 acres of Hope Valley, according to Nelson. Hope Valley stretches from Red Lake to Picketts.

The owner of property at Corral Flat, about six miles east of the point of present winter closure, has proposed the opening of a ski development in the winter of 1969-70 at an initial investment of \$800,000.

Based on prior studies by the forest service, other potential winter sports areas along Route 88 are in the vicinity of Tragedy Springs and Round Top in the El Dorado National Forest and Forestdale Creek, Red Lake Peak and Stevens Peak in the Toiyabe National Forest.

All-weather maintenance of the route is supported by the boards of supervisors of Alpine and Amador counties, the Amador County Chamber of Commerce, state legislators representing the area, the city council of Sutter Creek and numerous local organizations.

(Reprinted from the Alpine Beacon, August 1, 1968)

OLD NEWSPAPER CLIPPINGS... Show That the Area's Pre-ski Activities Were as Lively as Today's Apres-ski!

FROM THE KIRKWOODS

1899—Dr. Franks, the popular oculist and optician, who has been sojourning with his wife in the mountains, stopping at Kirkwoods, met with an adventure lately which he will be likely to remember as long as he lives.

Starting out with his gun on a hunting excursion, he wandered too far from camp, and became lost among the most inaccessible cliffs and ravines, where even those well acquainted with the mountains would find it difficult to get out. Finding himself lost the doctor endeavored to follow the creek, climbing precipitous cliffs, descending deep gulches, and scrambling through thickets probably never traversed by human feet before.

In descending a very steep mountain, he pushed his gun in front of him, letting it slide down the canyon, so that he might be able to follow on all fours. He came to a perpendicular cliff, 700 feet to the bottom. Over this his weapon had gone. It was out of the question to follow. He had to retrace his way, leaving his gun behind. By dusk he reached

a bend in the river, where there is a swift current, and on the other side a small grove of trees.

He attempted to cross, slipped on the rocks and fell into the stream, and was carried down some 20 feet. Darkness was growing apace, and wet and exhausted, there was no alternative but to prepare to camp for the night. He found one match untouched by the water, and soon had a cheerful blaze going, by the side of which he spent the night with the music of bears and mountain lions ringing in his ears.

When supper time arrived at the Kirkwoods, and the doctor had not returned the station was in a ferment of excitement. Search parties were organized. Mrs. Franks with lantern in hand went with the first. The woods were made lively with bonfires and the firing of guns, but the doctor was too far off to notice these signals. Next morning Indian trackers followed his trail, and shortly after day-break Dr. Franks encountered these trailers at the foot of a high mountain. Reports had been circulated that he had been drowned,

and eaten by wild beasts, etc. But all funeral arrangements were previous.

The doctor is alive and well, and congratulates himself upon getting out of the predicament as well as he did. The doctor was in mortal dread of wild beasts. He sat awake all night, with three big fires around him, and with pocket-knife in hand, ready for business. He heard the howl of coyotes, which he doubtless mistook for bears.

This delightful resort possesses almost every requisite to suit the health and pleasure seekers in summer. The facilities for sport are unsurpassed, and for fishing in particular are better than any other place that can be found. With the creek and river flowing nearby, both abounding in trout, the Twin lakes and Kirkwood's lake only a mile distant, also Wood's lake, affording good fishing ground at any time.

The jovial hosts, Z. Kirkwood and wife, provide every comfort and pleasure for their guests. Any one wishing a change from valley heat to mountain climate at a moderate expense, cannot do better than take a trip to Kirkwood's.

ROUND TOP

July 23, 1901—Things are beginning to get lively here. Campers are coming from different parts like sheep. Many bombarding Kirkwood's Hotel...

Fishing is the chief occupation of the vast populace. I cannot say the fish seem to feel the pangs of hunger, following their winter sojourn in the lake as much as one would think; for, on an average, only about two dozen per diem seem to partake of the tempting bait offered them. Some will just bite, only enough to show that there is no ill feeling; others will hold on until they get to the surface, or even a foot or so out of the water, so that you can see their size, but more for the purpose of hearing a genuine American swear as they return to their friends. (I might add that it is the two-pounders that are mostly gifted with this sense of duty toward their friends.)... The Dye party came in like a

Fourth-of-July procession... Only one of this party has had a bath, and the next day repeated the operation; and had it not been for Tony Reale I doubt whether this would have happened. While out fishing, Tony, being the heaviest man, always sits at the head of the boat. Well, in landing an enormous trout—weighing about two ounces — he and his purse (containing \$3000 more or less) parted company, the purse preferring the bottom of the lake to Tony's back pocket. Tony's face went blue (and so did the air) for a while. Jimmy Dye took compassion. He did a pearl-fishery act and restored the trout to its owner. That was bath No. 1; but bath No. 2 was not of such a restoring nature. Jimmy was showing off before the girls how he could jump rocks in the creek, when he lost his footing—and, behold! a ducking, much to the amusement of the ladies and annoyance of Jimmie.—Mountaineer.

ROUND TOP RUMBLES

July 24, 1901—Just a few notes from old Round Top. Campers are coming in every day. Kirkwood's camping ground is filled with tents and campers outfits.

Last Thursday night we had a general good time; James Dye, Miss Cora Culbert and others sang, danced and told stories while Zack Kirkwood and Mrs. Mecher brought the house down with a real old Irish jig.

Dye camp is the best equipped one on the grounds. Mrs. Dye is the best fisher in the crowd. Last week they had a big blow-out. Kirkwood and "Old Brown Jug"

were the honored guests. This was the bill of fare:

- Soup
- Beef and Turtle
- Cold Dishes
- Cold Shake and Freezeout
- Roast
- Grouse, Lamb, and Gaskill
- Newcum Sauce
- Game
- Quail, Craps, Poker, Old Maid and High Five
- Vegetables
- Skunk Cabbage, Syrup of Figs and Dead Beats
- Pastry
- Dewey Pudding a la Spanish

- Fruits, Nuts, Etc.
- Hard Nuts, Doughnuts, and Alpine Gum Drops
- Drinks
- Push Club Whiskey and Tanglefoot Gall

After two hours at the table, Reale jumped up and offered to run anyone a hundred yards for a bottle of Kirkwood's "Kill 'Em Quick." Murphy took it up, and the start was made. Reale, after 50 yards, bumped his toe and rolled into the creek. When brought to the surface he looked like last year's bird's nest with the bottom dropped out. Reale claimed the race by a foul.—Pete Mayo.

FROM ROUND TOP

Round Top, July 29, 1900 — We arrived here July 1, after a journey of two days over the old Amador and Nevada wagon road. It is a long dusty road and I think we would have fallen by the wayside if it hadn't been for a bottle of shake-makers delight.

Arriving at Kirkwood's Hotel the second day we found everything in apple pie order. There had been very little rain, still the feed looks very good. We were told there was 100,000 sheep in the county at

present. This is a God-send to Alpine County, as they collect a license of 4 cents a head.

There is a mining boom here at present. Will soon have a second Klondyke. Five different companies are prospecting around Round Top.

Fishing, horseback riding and snow tobogganing are the principal amusements, particularly the latter. From the looks of the party that went out last week they must have had a swell old time.

Nov. 21, 1968

Truck Tragedy Kills One

Twin tragic accidents, involving M-4 missile laden trucks coming down Monitor Pass, near Markleeville, resulted in the death of one of the drivers and hospitalization of three others this week.

The bizarre double wreck occurred at 7:35 p.m. Sunday evening and at 7:42 p.m. Monday evening, both vehicles carrying 40,000 pound loads of missile rockets, intended for storage at the Herlong Ordnance Depot.

The second crash, resulting in the death of the relief driver, who was asleep at the time, occurred when the missile loaded truck lost its brakes on exactly the same Monitor Pass curve where the first missile loaded truck had crashed the evening before.

According to Nevada Highway Patrol officers, Army demolition crews at work disarming the rockets scattered in a creek bed from the first crash, observed the second truck "barrelling down and obviously out of control," 24 hours after the first crash.

The second truck crashed into a wrecking truck which was helping clear debris from the first wreck, then hit a private automobile, careened off into another truck and crashed into the mountainside.

The second truck was reported smashed to bits, with the rockets strewn across the roadway. There was, however, no fire or explosion which could have detonated the explosives.

The sleeping second driver of the vehicle was crushed to death in the sleeping compartment behind the front seat after the out-of-control vehicle hit the mountainside.

The dead man was tentatively identified as Samuel Alarcon, address unknown.

Driver of the truck was Elvie R. Pelton of El Paso, Tex., who reportedly suffered only minor injuries.

Wierd Sequence

The wierd sequence of events on Monitor Pass, roughly five miles out of Markleeville and approximately two miles up Monitor Pass began Saturday. The brakes on the first missile-laden truck apparently burned out coming down the steep grade (from an altitude of 9,000 feet) plunging the machine into the deep canyon creek-bed at the Zaca Silver Mine and Mill site.

(Continued on Page 3)

Trailer Rulings Tested By County

John D'Maggio has decided he would rather switch than fight.

The Johnson Lane area resident, who was recently found guilty of violating the county's trailer ordinance, has moved from this area to Churchill County.

A trailer overlay, which would allow use of mobile homes in all the area east of Vicki Lane and north of Johnson Lane except Idle Acres and the Artemisia subdivisions, will be considered during a public hearing, Dec. 12.

At the request of Johnson Lane area property owner Harry Clapham, Douglas County commissioners requested that the possibility of a trailer overlay be discussed at public hearing before the county planning commission in order that opinions or objections of residents of the Johnson Lane area may be expressed.

His move, however, wasn't before he was fined \$50 and court costs by East Fork Township justice of the peace Max Jones.

He had been found guilty late last month by a six-person jury who heard the case in Jones' court. It was ordered at that time that D'Maggio had only 10 days to remove his trailer from the subdivision area.

The fine was meted out last weekend.

Jones described the complaint against D'Maggio as a trial case, intended to test the county ordinance which denies parking of mobile homes for use as dwellings except in properly zoned trailer areas, or for temporary use on a renewable six month building permit basis; while a permanent home is being constructed on the site.

(Continued on Page 3)

Minden Slated Capital For Day

Going back more than a century, to the time when Genoa was the seat of government of Nevada Territory, the seat of government will return to Carson Valley, when Minden becomes "Capital For A Day."

By proclamation of Governor Paul Laxalt, a series of "Capital For A Day" is being conducted in county seats throughout the state, as a means of bringing government closer to the people.

For the event, Gov. Laxalt and other state officials, including attorney general Hervey Dickerson and state controller Wilson McGowan, will meet with county commissioners from 9:30 until 11:30 a.m. at the courthouse.

The two-hour session will primarily include matters of the state highway board.

At noon, luncheon is scheduled at the Golden Bubble, in Gardnerville, with county commission chairman Robert L. Fruett serving as master of ceremonies.

(Continued on Page 3)

STATE OF NEVADA EXECUTIVE CHAMBER CARSON CITY

A DECLARATION BY THE GOVERNOR:

WHEREAS, we adhere to the belief that the best government is that which is closest to the people; and

WHEREAS, to accomplish this, government should maintain communications with all residents of Nevada; and

WHEREAS, to continue such communication, government should visit in Nevada communities; and

WHEREAS, such visits should provide an opportunity for free exchange of information between government and residents;

NOW, THEREFORE, I, Paul Laxalt, Governor of the State of Nevada, do hereby declare the City of Minden as

CAPITAL FOR A DAY ON

NOVEMBER 25, 1968

and on this day we will bring state government to the people. We further urge that all residents join with us in an open discussion of current events which will be to the advantage of all Nevadans.

SEAL OF THE STATE OF NEVADA

PAUL LAXALT Governor

the vigilance of residents of the for dynamite caps, which will lightest firing or if scratched

caps have been taken, he said, result in a dangerous explosion, unwisely handled.

caps may be recognized by about an inch and a quarter in the size of a lead pencil. repeated threats of blasting ma-

terminated effort on the part of explosives only.

nce to the property. Bramsted ad to break the gates, pry off e and break into steel boxes.

with such explosives seriously After said, asking for cooperation closely for anything resembling to immediately inform Sheriff's office or the Terex

ney Approved Instruction

Upon completion of the next section, Anderson said two more contracts will be let, one for grading and one for paving, to complete the project to the summit, approximately one-half mile south of the present Kingsbury route over the mountain top.

Prior to letting of the latter contracts, Anderson said meetings will be scheduled with Douglas County commissioners, with possible public hearings to determine the public feeling about relocating the route to the more southerly alignment.

Under a previous agreement, the bureau contract for the highway ends at the summit with Douglas County, or the State of Nevada, then assuming responsibility for construction of the connecting link along the road down to the existing Kingsbury Grade on the Tahoe side of the mountain.

Approval of the more southerly summit location of the road was given on the basis of being a more open area, subject to winter icing conditions, as well as its closer proximity to the new Heaven Valley ski terminus on the slope.

According to Anderson, a meeting of bureau officials and county commissioners will probably be scheduled sometime in December to finalize plans for the new grade over the summit to its connecting point at U. S. Hwy. 50.

Nov. 21, 1968 9.1

Mrs. Jack Swift Renominated As Guild President

Mrs. Jack Swift was renominated to serve as president of Coventry Cross Episcopal Women's Guild last Thursday evening at the Bruce Johnson home in Minden.

Other officers nominated were vice-president Mrs. Chris Mann, secretary Mrs. Delaney Kizer and treasurer Mrs. Vivian Heberlin.

New officers will be installed at the January meeting.

During a short business meeting, members presented committee reports and discussed the pot-luck Christmas party at the Graham Hollister Sr. residence in Genoa Dec. 12 at 6:30 p.m. The Roy Heises will provide a suckling pig for the occasion.

Following the meeting, the hostess served cherry torte, coffee and tea to Mesdames Pat Kinnerling, Vern Caldwell, James Booth, Frank Peterson, Chris Mann and Jack Swift.

Calendar of Events

Thursday, Nov. 21:
Town and Country Homemakers Club meeting, extension office, courthouse.

Saturday, Dec. 14:
University Women's Club of Carson Valley Christmas party and program, George Abbott home, Pookhill Road, 1:30 p.m.

Thursday, Nov. 21:
PTA meeting, Gardnerville Elementary School multi-purpose room, 8 p.m. Program: High school panel on school activities and reception.

Truck Crash Kills One . . .

(Continued from Page 1)
The two drivers of the first truck, who either jumped or were thrown from the curbing machine were hospitalized at Barton-Memorial Hospital at South Lake Tahoe for what are apparently not major injuries.

The two were identified as Cleo Bledsoe, 31, of Richmond, Tex. and Aaron Young, 32, of Grand Prairie, Tex.

In the first wreck, the 20 tons of M-4 rockets, which must be fired from high speed planes or from rocket launchers before they explode, were scattered along the creek bed, upstream from the broken semi-truck and from the overturned truck cab, which was still further down the creek, smashed beyond recognition from the force of the impact.

Both trucks had been en route from Shreveport, La., to the Herlong Army Depot.

Both trucks had used the Monitor Pass route, rather than the straightaway U.S. Hwy 395, reportedly because Nevada requires vehicles unlicensed in the state to pay a use fee, said to be between \$30 and \$90 per vehicle.

Responsibility

A Major Waldron, of Herlong, stated after the crashes that the military is not responsible for the routing of trucks over the high Sierra Pass, in California. He said the contracted trucking firm was apparently attempting to avoid payment of the Nevada highway use fee for travelling U.S. 395.

At the time of the second and fatal crash, Army equipment from Herlong and Stockton, with seven demolition experts from Herlong, were at work dismantling the missiles and cleaning up the wreckage from the first crash. The men had inspected the scene of the

first crash Sunday and had returned Monday to start the clean-up.

The missiles, all in wooden crates, (although many were strewn on the road and in the creekbed) were about three feet long and two inches in diameter.

Alpine County Sheriff Stuart Merrill said there was no explosion threat unless fire had broken out in the area. However, Monitor Pass was closed to traffic immediately following the second crash, until the missiles and debris from the two wrecks could be removed.

Capital For A Day

(Continued from Page 1)
All service club members have been invited to attend the no-host luncheon, and all county residents are welcome to take part. Luncheon reservations must be made by noon Friday, with Chamber of Commerce secretary, Florence Bovett, 782-2172.

At 1:45, a ladies' coffee hour is slated at Minden Inn, with Mrs. Tom Dickerson acting as hostess, introducing Gov. Lasall and the state entourage.

County women wishing to meet the governor and state officials are invited.

Immediately following the coffee hour, Gov. Lasall will address student at the Douglas County High School during an assembly between 3:00 and 3:30.

Later in the afternoon the entourage plans to visit with local businessmen.

At 7:30, a Town Hall meeting, open to everyone, is scheduled at the multi-purpose room of the Gardnerville Elementary School.

State GOV' chairman George

Kahn: More Flies Seen For Count

Increased flight activity at all the Douglas County Airport is forecast as Murray A. Kahn, president of Ag Aviation Academy, announced Veteran's Administration approval for the academy's agricultural flight course.

Kahn said approval for the ag course, issued Nov. 1, will create a new, expanded role of the airport to handle the G.I. students who will be based there for their training.

The expected increase in students is anticipated shortly after the first of the year.

Also announced by the Veteran's Administration was increased benefits for veterans which will afford them the opportunity to take the additional



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Stockton Record
 New Group Now Official 2/28/69

ALPINE COUNTY SILENT ON HEALTH PLANNING COUNCIL

Alpine County officials must be too busy shoveling snow to plan ahead.

They have never acknowledged state plans to group their county with San Joaquin, Stanislaus, Tuolumne, Calaveras, Amador and Merced counties for health planning purposes under federal law.

And now the group is official.

The State Health Planning Council has designated the seven counties as Area 5 under the health planning setup and recognized the San Joaquin Comprehensive Health Planning Council as the governing body.

San Joaquin County already has funded the council.

Amador, Calaveras and Tuolumne earlier signified their intention to join it.

Stanislaus and Merced counties announced similar intentions after a public hearing on

the matter here a few weeks ago.

But no one has heard from Alpine County.

Alpine representatives, failing to respond to the local council's inquiries before the public hearing here, did not send any representative to the hearing and was not heard from at a state council hearing in San Diego last week.

Clifford Carpenter, director of the San Joaquin Comprehensive Health Planning Council, is still hopeful the regional group will soon make contact with the Sierra county.

Maybe when spring comes.

Meanwhile, the council continues the work of organizing work committees.

This week both the health facilities and the environmental health committees were organized.

Named to serve with health facilities chairman Oliver Mahan were Robert Brissenden, vice chairman and subcommittee chairmen Ed Jeffery of Lodi, extended and long-term care and rehabilitation facilities; Harry Lewis, short and long-term psychiatric facilities; Sister Mary Gabriel, general and specialized hospitals, diagnostic and treatment centers and emergency services, and Dr. Kazuo Orimo of Murphys, tuberculosis facilities and public health centers.

Assisting environmental health chairman Ed Rocheleau are J. Don Layson, vice-president; William McDonald, chairman of air quality, water quality, solid waste, and sanitation; and Mrs. Mabel DeCarli, chairman of occupational health, poison, chemical, bacteriological, and radiological hazards and disease control.