



Donner Summit Historical Society

June, 2011 issue #34

Newsletter

The Donner Pass RR Route Before Theodore Judah John C. Fremont's 3rd Expedition

In July of 1860, Theodore Judah, with the assistance of Dr. Daniel Strong of Dutch Flat, was searching for a feasible railroad route across the Sierra Nevada. Unbeknownst to Judah, fifteen years earlier, in 1845, 32-year-old Brevet Captain John Charles Frémont of the U. S. Topographical Corps had traveled that route a continuous grade climbing from Dutch Flat to Donner Pass.

Frémont was leading his third western mapping expedition, one of the objects of which was to find a shorter, more direct route from the Missouri frontier to the Pacific. His third expedition route from Missouri was via Bent's Fort to Salt Lake, and from the southern end of the lake, directly west across the desert. This desert crossing was accomplished when the party arrived safely to water at Pilot Peak. (The route was back-tracked by Lansford Hastings later in the year and was appropriated as part of his infamous "Hastings Cut-off").

Here Frémont divided his party, sending the bulk of the expedition north under Theodore Talbot guided by Joseph R. Walker to join the Humboldt River route. Meanwhile, with fifteen select men, Frémont

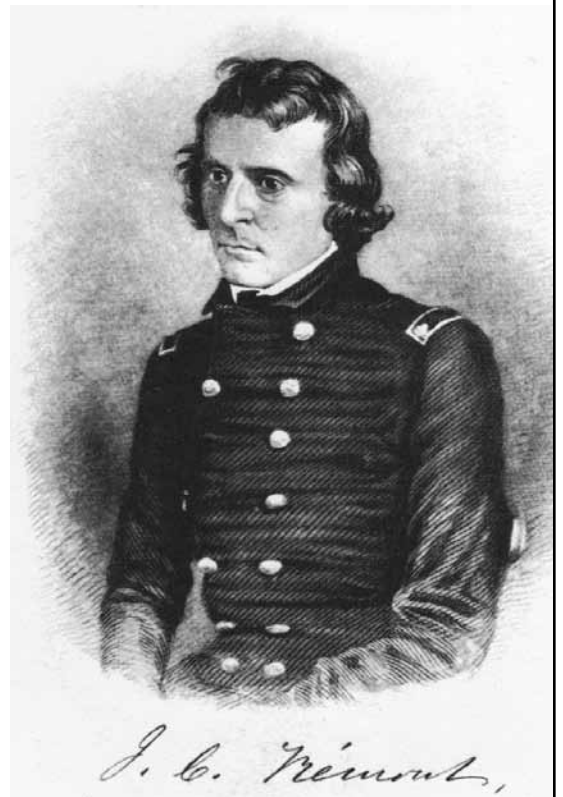
crossed central Nevada to Walker Lake, the place agreed up for the two divisions to rendezvous.

This was to explore the interior of that region defined by Frémont's previous circumnavigation of the Great Basin (Frémont's coinage), a geographical feature he first described and mapped in 1844

On his arrival at Walker Lake on November 24, Frémont wrote:

"I was in the neighborhood of the passage which I had forced across it a year before [his epic winter crossing of Carson Pass in February 1844], and I had it on my mind. Heavy snows might be daily expected to block up the passes, and I considered that in this event it would be hopeless to attempt a crossing with the material of the whole party."

"I therefore decided again to divide it [again], sending the main body under [Edward] Kern [and guided by Joseph R Walker] to continue southward along the [Walker] lake line and pass around the Point of the California Mountain into the head of the San Joaquin valley."



**Another
Donner Summit
Historical First**

see pg 5

Colfax Railroad Days October 1-2

In Colfax

They will be hosting a train from Portola (Western Pacific Railroad Museum) among other things.

Summit Station and Donner Summit Snowsheds

Here is a website with some great historical pictures of Donner Summit.

<http://therbfamily.homestead.com/norden.html>

20 Mile Museum Signs Re-installed along with new signs.

Our sign re-installation crew has begun the process of re-installing our 20 Mile Museum signs for season. See page 8.

Look for for news signs this year: The Cisco Grove stone buildings along Old 40, the first transcontinental air route at Donner Summit (artilce and pictures coming next month), Nyack Lodge at Nyack, and the petroglyphs done by the kids in Truckee. You can see the signs on our website.

In addition it only took the U.S. government an extra year but we now have a permit to install the Big Bend sign. We're still waiting to hear about Roller Pass.

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Keep Your Eyes Peeled

& Don't Let Your Subscription Lapse.

Donner Summit's "hills" may or may not be alive with music, but the "hills" are alive with history. As you travel the Summit, keep you eyes peeled. Below are pictures taken last fall on the Summit of dated concrete structures.

There are lots more as well as various ruins, artifacts, grave sites, petroglyphs and grinding stones, ads painted on rock, rust marks from iron wagon wheel rims, markers, and of course historic views. We'll be looking at some historic views memorialized by famous artists and photographers as time goes by so don't let your subscription lapse.

Regarding these, wouldn't it be more fun for you, when the snow melts, to go out looking rather than for our dating department to give you the locations? Who knows what you will find!





The rendezvous was to be Tulare Lake.

"With a selected party of fifteen, among whom were some of my best men, including several Delawares, I was to attempt the crossing of the mountain in order to get through to Sutter's Fort before the snow began to fall. At the fort I could obtain the necessary supplies for the relief of the main party."

Frémont's route, in its descent from Donner Pass, has never been put to a map until now. It is here described from the narrative text in *Memoirs of My Life*, John Charles Frémont, Belford, Clark & Company, Chicago, 1887. The determined coordinates are from *Geographical Memoir Upon Upper California*, John Charles Frémont, Senate, 30th Congress, Misc. No. 148, 1848, which includes the monumental 1848 Frémont-Preuss Map of Oregon and Upper California.

"Leaving them in good order, and cheerful at the prospect of escaping from the winter into the beautiful "California Valley" [Central Valley], as it was then called we separated and I took up my route for the [Truckee] river which flows into Pyramid Lake, and which on my last journey I had named Salmon Trout River. [He also named Pyramid Lake]."

"I now entered a region which hardship [the winter crossing of Carson Pass in February 1844] had made familiar to me, and I was not compelled to feel my way, but used every hour of the day to press forward towards the Pass at the head of this river."

"On the 1st of December I struck it [Truckee River] above the lower cañon, and on the evening of the 4th camped at its head [Donner Lake] on the east side of the pass in the Sierra Nevada. Our effort had been to reach the pass before a heavy fall of snow, and we had succeeded. All night we watched the sky, ready to attempt the passage with the first indication of falling snow; but the sky continued clear. On our way up, the fine weather which we had left at the foot of the mountain continued to favor us, and when we reached the pass the only snow showing was on the peaks of the mountains."

At this point Frémont was a few weeks behind my 3-great grandfather John Grigsby (Grigsby-Ide Party), who had been guided south from Fort Hall by Caleb Greenwood (age 82 years).

From here, follow on the accompanying map.

December 4, 1845. "Descent from the pass, at the head of Salmon Trout [Truckee] river, latitude 39° 0' 17", elevation 7,200 feet. At 3 in the afternoon the temperature at 46°, at sunset 34°, at sunrise next morning 22°; the sky perfectly clear; no snow in the pass, but much on the mountain tops. Here the present emigrant road now crosses. A fork of bear [actually the S. Yuba R.] river (a considerable stream tributary to Feather river, which falls into the Sacramento) leads from the pass, and the [emigrant] road follows it; but finding this a rugged way [canyon vs. ridge travel], we turned to the south, and encamped in a mountain meadow of good green grass. A yellow moss* very abundant on the north sides of the pines."

Frémont was not at all aware of the existence of the South Fork of the Yuba River. From his vantage, the canyon to the

north appeared to contain what he took to be the Bear. Indeed, in an earlier geological period, today's South Yuba and Bear Rivers had been formed as a single drainage

The tables of latitudes and longitudes which accompany the Geographical Memoir confirms the date as the 4th. But, whether the observations were made the evening of the 4th or the early morning hours of the 5th doesn't much matter, because the difference between the foot of the pass (Donner L) and the top near Lake Mary (being mostly vertical distance) cannot be determined at the resolution of the observations. He surely got to very near Lake Mary by the line of latitude, and that line being in the direction of travel serves as well for either location.

Frémont's reported longitudes, though very good considering that a pocket chronometer was necessarily used, are nowhere near as precise as the reported latitudes. Actually, field determined longitudes never were until very recent technological developments. In most cases, where the determined line of latitude intersects a river/stream, or other limiting geographical feature, can be used as the second line of position with near pinpoint accuracy.

The Frémont route is 2-5 crow miles south of, and nearly parallel to the emigrant route, but 500' to 200' higher. The camp of Dec. 5th would have been somewhere near today's Lake Valley Reservoir, which is the headwater of the N. Fk. of the N. Fk. Note that Frémont's route anticipates the CPRR in its upper portion, and soon descends to the route of the road built to build that railroad in the 1860s--today's I-80. The "small affluent to the N Fk" is Canyon Creek, which runs along parallel to today's I-80 for about 5 miles before plunging into the canyon.

The map is based on those points represented by black triangles, which represent Frémont's astronomical determinations of coordinates and elevations. Connection of those dots is based on the narrative, which is not extensive, and on the dictates of topography confining the route. The route from the summit, not descending into the canyon(s) of the South Yuba/Bear Rivers, must be defined by the necessity of avoiding the many steep canyons leading to the N. Fk. of the American along Frémont's "broad leading ridge" and his descent by his "smoother spur" to Canyon Cr. near Dutch Flat/Lake Alta on I-80. However, the topography is such that it is not possible to vary more than a mile north/south of the indicated route for the three days of travel.

"The route the next day led over good traveling ground; gaining a broad leading ridge we traveled along through the silence of a noble pine forest where many of the trees were of great height and uncommon size. The tall red columns [Pinus jeffreyi, pinus colorado of the Mexicans] standing, closely on the clear ground, the filtered, flickering sunshine from their summits far overhead, gave the dim religious light of cathedral aisles, opening out on every side, one after the other, as we advanced."

"The pines of the European forests would hide their diminished heads amidst these great columns of the Sierra. A species of cedar (Thuyagiganlea) occurred often of extraordinary bulk and height. Pinus Lambertiani was one of the most frequent trees, distinguished among cone-bearing tribes by the length of its cones, which are sometimes sixteen or eighteen inches long. The Indians eat the inner part of the burr, and I noticed large heaps of them where they had been collected. Leaving the higher ridges we gained the smoother spurs and descended about 4000 feet, the face of the country rapidly changing as we went down."

The route down the spur brought them to about the old Nyack Lodge site on I-80, overlooking Bear Valley. Continuing on a few miles brought them to Dutch Flat/Lake Alta, and the head of Canyon Creek (see above and map 1)--an "affluent to north fork of the Rio de los Americanos." Geographical Memoir.

Did Frémont save any time taking his descent route along the North Fork of the American River? In Edwin Bryant's 1848 account of descending from the Pass in August 1846, Bryant relates that he had a very difficult time in following any trace of previous wagons over the often-rocky ground. From the top of the Pass (Lake Mary), it took Bryant's mounted company 8 days to get to Sutter's via the Yuba/Bear Rivers emigrant route. Frémont's trip down from the pass to Sutter's took 5 days total, but, more important, in only 3 days he was down to 2,200' elevation, so had avoided the danger of a December snow storm.

This has been just a brief look the 1845 expedition route at Donner Pass. The route continued down on approximately the route of today's I-80, except for one diversion into Auburn Ravine to near Newcastle before returning to the river near its confluence with the South Fork. The details can be found at longcamp.com by searching "Donner Pass."

Bob Graham <bobgraham@longcamp.com>

A visit to longcamp.com is an interesting endeavor - editor

THE SUMMIT.

THE MOUNTAIN SIDES ROBED

with evergreens and rhododendrons, crowned with snow in Summer; the atmosphere is surcharged with health and vigor, and a foe to bronchial affections. Every inducement is offered not only to the tourist, but to all citizens of the Pacific coast, to pass a week or two of rest and relaxation. To the business man it will be money; to all, health. The Hotel is three miles from Donner Lake and two and one-half miles from Castle Peak with its head 11,000 feet above the sea. A LIVERY STABLE is connected with the house, for the accommodation of guests.

The rates of fare on the Central Pacific Railroad are: From San Francisco, \$10 75; to return, \$3 75; with proportionate rates from Sacramento, Marysville and other points.

The SUMMIT HOTEL is kept in the best modern style—finely furnished rooms, and its table bountifully supplied with everything of the best in its season.

ie6-4p

JAS. CARDWELL, Proprietor.

Summit Hotel Continued

Following our three part series on the Summit Hotel, here's an ad in case you'd like to make reservations. It does not appear they have email or fax.

This ad appeared in the Sacramento Daily Union July 4, 1871

Another First for Donner Summit Transcontinental Telephone Line

As all local afficianados of Summit history know Donner Summit can boast the first transcontinental railroad, the first transcontinental highway and the first transcontinental air route (see last month's issue for our new 20 Mile Museum sign or wait for next month for a full story about it),

Donner Summit also boasts the first transcontinental telephone line which may become a story in the future. That leaves only the telegraph out of the picture. All is not lost there though. The first telegraph line crossed the Sierra at South Lake Tahoe heading for Placerville but with the coming of the first transcontinental railroad the line was relocated to Donner Summit. If you hike along above the railroad route you can, in places, find old telephone and telegraph poles and the old glass insulators, along with long strands of abandoned wire.

George Stewart, a famous historian (see our March, 11 issue) and for whom the Summit's Mt. Stewart is named, noted the facts about the telephone and telegraph lines in Storm saying the lines came over DS following RR route laid out by Theodore Judah (page 36).

Our research staff is never one to leave things alone though and went looking for primary sources about what must have been historic announcements about the telephone line.

Right is a picture from the Telephone Review, Triumph of Science Edition commemorating the completion of the transcontinental telephone line January, 1915. The line shack in the picture was at Crystal Lake on the new transcontinental telephone route following closely both the Lincoln Highway and the transcontinental railroad .



Summer is Coming

Summering in the Sierra

Overland Monthly or Outwest Magazines 1874

With the conquering of America's wilderness by the Industrial Age, late 19th century Americans developed a fascination for it, flocking to art exhibitions showing the wonders of the West and reading about it in newspapers and magazines. This article is a good example of what people were reading and since it's about Donner Summit and summer is coming, it's a good newsletter subject. Since writing styles have changed a bit over the last hundred and thirty years we've replaced some florid grandiloquence with ellipses (...).

The grandest of all the mountain ranges... is the Sierra Nevada... with the most magnificent... forests on the continent,
...

It is pleasant... to reach loftier ridges... Here Nature seems to re-assert herself as in the time of her unbroken solitude, when the trees grew, and flowers bloomed, and birds caroled, when the bright cataracts leaped in song, and the hazy canon-walls [old spelling for canyon] rose in softened grandeur, indifferent to the absence of civilized man; though the civilization which has made these superb heights so easily accessible for our enjoyment ... The rocky promontories, jutting into blue abysses and giving sublime pictures of mountain lines sweeping down to the plain, are finer for the iron rail which lies along their dizzy edges, surpassing the Appian way of the Romans or the Alpine road of Napoleon. Here we have the sensation of ballooning without its dangers. Flying over deep gulches on trestles 100 feet high, and along the verge of canons 2,000 feet deep, we look out on the air and view the landscape as from a perch in the sky. This is the picturesque made easy, and thus mechanical genius lends itself to the fine wants of the soul. Reaching the deep snow-belt, however, the vision of mountain scenery is cut off by the many miles of snow-sheds, or, at best, is only caught in snatches provokingly brief, as the train dashes by an occasional opening...

Nothing can be more charming than the woods of the Sierra summit in June, July, and August, especially in the level glades margining the open summit valley, at an elevation of 6,000 to 7,000 feet. The pines and firs, prevailing over spruces and cedars, attain a height ranging from 100 to 200 feet, and even more. Their trunks are perfectly straight, limbless for fifty to a hundred feet, painted above the snow-mark with yellow mosses, and ranged in open, park-like groups affording far vistas. ... Huge boulders [sic] of granite relieve the vernal coloring with their picturesque masses of gray, starred with lichens... Thickets of wild-rose... giving an almost artistic variety to the woodland scene. The crimson snow-plant lifts its slender shaft of curious beauty... Sparkling springs, fresh from snowy fountains, silver-streak these forest meadows where birds come to bathe and drink, and tracks of the returning deer are printed. Once more the quail is heard piping to its mates, the heavy whirring flight of the grouse startles the meditative rambler, and the pines give forth again their surf-like roar to the passing breeze, waving their plumed tops in slow and graceful curves across a sky wonderful clear and blue.. To the citizen weary of sordid toil and depressed by long exile from nature, there is an influence in these elevated groves which both soothes and excites. Here beauty and happiness seem to be the rule, and care is banished. The feast of color, the keen pure atmosphere, the deep bright heavens, the grand peaks bounding the view, are intoxicating. There is a sense of freedom, and the step becomes elastic and quick under the new feeling of self-ownership. Love for all created things fills the soul as never before. One listens to the birds as to friend, and would fain cultivate with them a close intimacy. The waterfall has a voice full of meaning. The wild-rose tempts the mouth to kisses, and the trees and rocks solicit an embrace. We are in harmony with the dear mother on whom we had turned our backs, so long, yet who receives us with a welcome unalloyed by reproaches. The spirit worships in an ecstasy [sic] of reverence. This is the Madonna of a religion without dogma, whose creed is written only in the hieroglyphics of beauty, voiced only in the triple language of color, form, and sound.

Let the pilgrim to these Sierra shrines... Plunge into the unbroken forests – into the deep canons; climb the high peaks; be alone awhile, and free. Look into Nature, as well as at Nature, so that the enjoyment shall be not merely sensuous but intellectual. A less exclusive and jealous pilgrimage than this, however, will make a man better, physically and mentally. He will realize... the value of high mountain exercise in restoring wasted nervous energy and reviving the zest and capacity for brain-work. He will find in it a moral tonic as well, and come back to the world, not loving men better, perhaps, but more patient and tolerant, more willing to accept work with them as itself better than the things worded for..

First Topographical Atlas of the U.S.

Some pieces of the First Topographical Atlas of the U.S. found their way to the Historical Society thanks to Norm Sayler's EBay shopping habit for history. The pieces consisted of large topographical maps with the stories written on the backs. The two maps are joined together with a cartographic technique called "taping" which uses "tape." The left side is the 1902 reprinted in 1922 edition, and the right side is the 1895 reprinted in 1926 edition. The whole map covers Donner Summit as well as areas east to Chicago Park and west to Lake Tahoe and north from Webber Lake to south at Foresthill.

On the backs of the two parts are the 1924 and the 1919 stories.

In 1882 the U.S. Geological Survey began making topographic maps of the United States dividing the country into quadrangles. Although both of these quadrangles are of the same scale 1:125,000, the USGS used different scales depending on the importance of the surveyed areas. The scales on these maps indicate that the USGS felt that this area of the Sierra was of "minor public importance." The contour lines on these maps are spaced at 100 foot intervals. Topographic maps in 1924 were 10 cents each. The price had not gone up since the 1919 map was printed.

So, okay, we have a map. What's on the map that is of interest? We turned our cartography department loose on the map with enlarged versions as you can see here.

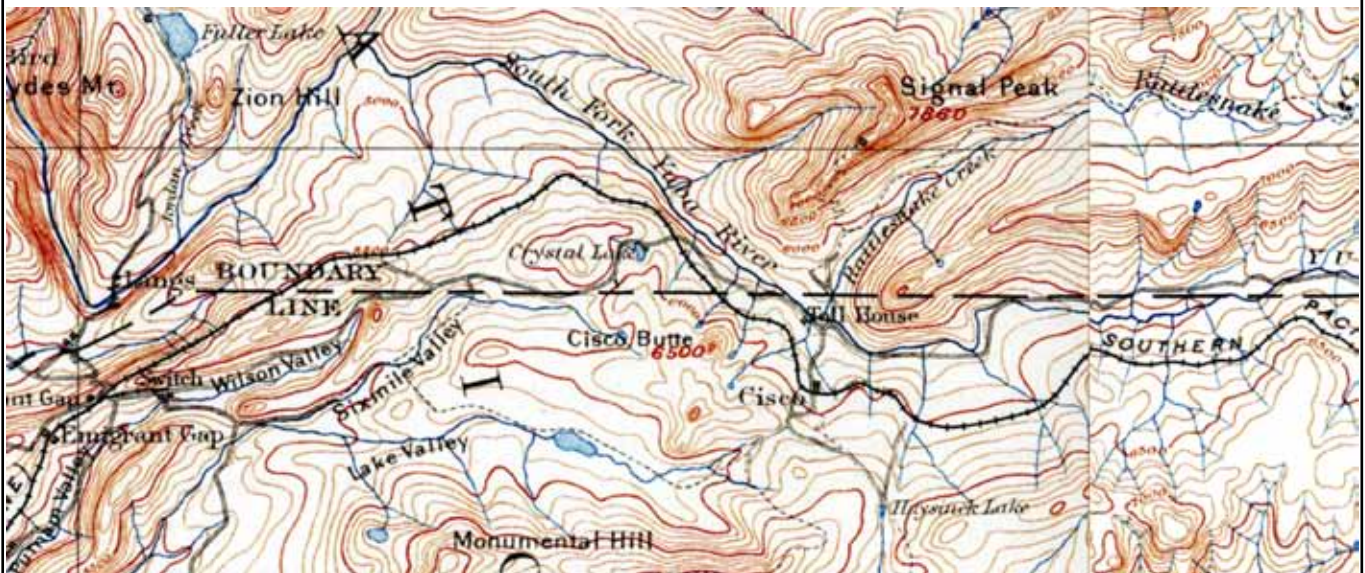


Since this is the Donner Summit Historical Society we'll focus on the Donner Summit portion. Note that the automobile road on the Summit follows the Lincoln Highway route and not the Old 40 route. There is no Lake Van Norden because this 1895 printing is prior to the Van Norden dam. Sereno (Serene) Lakes is three lakes because that dam had also not been built. Palisades Lake does not have a name and there is no Kidd Lake. The old emigrant road which goes out to those lakes goes on both sides of Cascade Lakes on the map. Cascade Lakes has a different configuration no doubt because that dam had also not been built. Long Lake has no name.

Also of interest is the portion of the map just west of the above portion (see below). This portion includes Cisco which you will note is on the railroad tracks rather than where it is today. In those days the old rail town of Cisco sat south and up the dirt road from the current gas station. Modern Cisco grew up later along Old 40 but according to the Jim Gould (the Gould family owned the property) it was all torn down to reduce taxes so all you see now on Old 40 are stone ruins. You can see a "Toll House" denoted. Apparently in 1902 the Dutch Flat Donner Lake Wagon Rd. still cost money. Our staff wonders where, exactly, that toll house was. Note that as the road goes west it diverges from the current route going up along Crystal Lake. before heading to Emigrant Gap on the far left of this version. Crystal Lake used to have a hotel and train stop. Today you can approach it from the Eagle Lakes I-80 exit. On the south side go uphill a little ways and turn right on the dirt road. You are on the Lincoln Highway. You will come to a very good railroad crossing. The old Lincoln Highway continues on the other side but fencing blocks most of it off.

On other parts of the map there is no Tahoe City yet. The Brockway Hot Springs do not have a name. The little towns around Lake Tahoe have not yet appeared. The road east from Truckee takes the Dog Valley route rather than following the Truckee River.

Come in a peruse the whole map. Admission is free to the Donner Summit Historical Society at the blinking light in downtown Soda Springs.



20 Mile Museum Signs Re-installed

Just prior to Amgen's aborted stage II which was to go over Donner Summit our sign installation team intalled a number of the completely redone and beautiful 10 year guaranteed signs. Left is one of them.

If the snow ever melts, another 20 or so will go in.

Our research staff came across this opinion piece in a Sacramento newspaper. It's dated just a year after the transcontinental railroad was completed in 1869. Excursion trains had been running to the Summit since the great tunnel, Tunnel 6, was finished in 1867. We've run articles about early train trips but we'll have a big set of articles about Tunnel 6 coming up, so don't let your subscription lapse. We've added paragraph breaks to this to ease reading.

EXCURSIONS TO OUR ALPS.

Every now and then the railroad advertises an excursion train to the Summit, Donner Lake, or some other spot in the high Sierra, and universally the trip is to be made and back in the same day.

As it takes a whole day to make the round trip, it is all ride and no fun. The railroad company in this matter acts upon its central idea that the railroad is the all-absorbing thing; and so it is, in more senses than one. Now, a ride all day long in crowded cars in the hot sun, as is almost always the case, furnishes no great amount of pleasure or healthy recreation. The gratification of seeing grand scenery is left for the memory after the discomforts of the trip are past. Bright and beautiful things linger in the recollection when the pains accompanying them are forgotten. It is only by virtue of this quality in the human mind that the ordinary excursion trips to our Alps are made available in any very considerable degree.

But to enjoy a visit to the sublime scenery of our mountain chains, as it ought to be enjoyed; to drink in the beauties of the region, and cultivate the aesthetic, which Americans too much neglect, the eye needs more than a casual glance. Time, sunset and sunrise, to give shade and coloring to the objects in that grand lacustrine region among our high mountain peaks, are requisite, and these the common excursionist does not have. To educate the sense of the beautiful and grand in the people should be one of the objects of an enlightened eye. To give respite to toil and recreation in its intervals is one thing and good, but to extend and cultivate these oases in the life of the toiling millions is something better.

Where time and opportunity are limited, a trip to the Summit is only devoted to physical gratification, if that can be called gratification at all which is found in constant motion on crowded cars in the heats of our Californian Summers. But to expand the soul, time and opportunity must be given to revel in the world of sense.

To this conclusion, then, do we come, that the highest object of excursion trains is not attained in round trips to the Summit in one day, but that greater benefits would accrue to the world, if not to the railroad company, by giving an opportunity to excursionists to see the sun rise and set on Lake Tahoe and tint the glories of our Alpine region.

Sacramento Daily Union September 9, 1870

DONNER SUMMIT HISTORICAL SOCIETY

donnersummithistoricalsociety.org

Membership 2011

I/we would like to join The
Donner Summit Historical Society
and share in the Summit's rich history.

DATE _____

NAME(S) _____

____ New Membership

MAILING ADDRESS _____

____ Renewing Membership

CITY _____ STATE _____ ZIP _____

____ Individual Membership - \$30

(Please mail this card with your check payable to DSHS to Donner
Summit Historical Society, P.O. Box 1, Norden, CA 95724)

____ Family Membership - \$50

____ Friend Membership - \$100

____ Sponsor - \$250

____ Patron - \$500

____ Benefactor - \$1000

____ Business - \$250

____ Business Sponsor - \$1000

Donner Summit Historical Society is a 501(c)(3) nonprofit organization

People in the Past Were Just Like Us

This article was found in an old newspaper. How well does it, except for the references, reflect our own feelings? It's formatted just as it was in the newspaper. 1869 saw the completion of the transcontinental railroad.

from a lady correspondent, Donner Lake, April 23, 1869.

Why Not?

Thanks to the "iron horse," we dwellers upon the mountains are the daily recipients of a sheet which chronicles all that occurs in the active towns beneath us. To that sheet we daily turn with minds athirst for an interesting item, for the letter from San Francisco, filled with delightful gossip, and those ever-welcome communications from Eastern cities. Forgive the egotism, but the question arises in my mind, why should not we also be objects of interest, and why should not people listen to a voice from

These Mountain Hights [sic],

that have been for so many months under the supreme control of stern, cold Winter? The pines have not yet emerged from the feathery robe hurled so defiantly upon them. Nature seemed about to remonstrate a few weeks ago in favor of shy Summer time; and, taking advantage of the genial advances of the sun, forced some buttercups to pop up, bright and yellow, against the poor, brown breast of earth, and, as a toil to their golden beauty, placed beside them some sickly little violets, whose shrinking petals seemed intuitively to feel that a storm was about to burst upon them.

And verily for three days the retiring monarch led we poor mortals a weary, dreary, shivering time of it, forcing us to be glad once more to patronize the warm corners of our fireside at night-time, doomed again to beguile our ennui by looking at impossible caricatures upon the feminine form and dress, becoming, alas! more ridiculous and more offensive during this present reign of progress. This amusement we looked forward to, varied by occasional essays upon the heroism of imaginary Janes and Elizas, who, emulating

**Thompson's Lavinia, who we all know
Compelled
By strong Necessity's supreme command,
With smiling patience in her looks, she went
To glean Palemon's fields,"**

put to shame the much talked of myth (let us hope), the girl of the period. But, fortunately, the winds have subsided, the sun ventures forth radiant once more, and the tapping woodpecker, the whistling robin and the twittering snowbird make music together. Ye Wintry blasts, so hoarsely chanting your own requiems, we will not be too severe in our comments upon you, for, like many a blusterer, you have defeated yourselves and set free

The Lake.

This morning's light finds it the very personification of calmness. And why not? Having done its duty towards mankind by yielding tons of ice, it now rests placid as a mirror, and as truthful in its reflections. One sees in its waters the exact counterpart of the mountains to right of it and those to the left, with that dark line along their sides where the snow-plows make such a commotion," while the summit looks more forbiddingly cold seen through the shimmer of the water. All this, however, does not discourage one in the belief that a boating expedition will soon be pleasant, and in anticipation of those times a boat was taken out yesterday into the bosom of the lake and christened "More Whiena" — The Young Princess.

The Fishermen

every night come forth intent on a slaughter of the innocents. One would almost imagine to see them some dreadful blow were impending to an affair of state, and they the secret emissaries. The torch flickers so mildly in the night, and the figure beside it looks so mysterious bending over the boat's side, gazing so intently in the stream, and grasping ready the cruel instrument to plunge into the first victim, while the dip of the oars in and out of the water is made slowly, softly.

Alas, for the finny tribe! However, one soon forgets these fancies, and can feast with a hearty appetite on their dainty flesh.
. Pax.

Sacramento Daily Union