

The Donner Summit

Heirloom

History and stories of the Donner Summit Historical Society

July, 2021 issue #155



History and Development of the Donner Summit Area

An address by James A. Sherritt* delivered to Truckee Rotary Club in 1949. Later much of the address was printed on the editorial pages of the Oakland Tribune in April and May, 1953. The original version is 5575 words long but was shortened with corrections based on modern research by Margie Powell** and then further editing by DSHS editorial staff so that now it weighs in at 3672 words.

Reminiscences from the Old Days

The modern development of the Donner Summit area happened with the building of the railroad: the Central Pacific, or, the Southern Pacific as we know it today.

The railroad was built by the men of Sacramento known as the “Big Four”, Stanford, Huntington, Hopkins, and Crocker. Theodore Judah, who has been almost forgotten should have his name mentioned with that of the “Big Four” as well. Judah was the promoter of the entire plan to link the Pacific Ocean with that of the Atlantic with a railroad. He was the chief civil engineer, the genius and trail-blazer who chose and surveyed the Central Pacific’s eight hundred mile route. Judah died a forgotten man the year ground was broken for the railroad at First and K Streets in Sacramento. Modern engineers hold Mr. Judah in such esteem that they say that with minor exceptions, the route from Colfax to Truckee could not be improved, not withstanding today’s advancements in surveying methods.

The Central Pacific broke ground in Sacramento, January 8th, 1863, and the Golden Spike was driven at Promontary, Utah, May 10th 1869. As far as I have been able to find, the first public place, or hotel on Donner Summit, was built by a man known as John Cardwell and operated as the Cardwell House (see page 3). The site of this hotel that was to be the very first built in our

*James A. Sherritt from his obituary in the Auburn Journal, January 17, 1973 “Mr. Sherritt was born at Truckee October 1, 1903, a third generation Californian. He was active in the livestock and timber business, and conducted large sheep operations in the Thermalands area of Placer County and the Soda Springs and Norden areas in Nevada and Placer Counties for many years.” “He was a past president of the Truckee Rotary Club” as well as other civic organizations and was on the Board of Directors of the Tahoe Forest Hospital. Sherritt Lane is named for him.

**Margie Powell had the idea for the Donner Summit Historical Society and was the energy behind the founding. History was her passion and she wrote a local history column for the Serene Lakes Property Owners’ Association for years before the DSHS founding. So it was only natural for her to convince Norm Saylor to help build an historical society based on his incomparable collection of historic photographs. Margie passed in 2011.

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DONNER SUMMIT



Big Bend pg 20 Land for the receipt pg 8

Finding Your Way Through Donner Summit History

We've now passed 150 issues of the Heirloom, thousands of pages, thousands of pictures, and hundreds of subjects, you've probably begun to realize that you cannot keep all the history in your head. Even if you remember it all, retrieval is difficult.

Fortunately John Albert Index invented the index* and one of the choices we made back at the birth of the DSHS was to index all our Heirloom articles and pictures. We've diligently kept up the indices so that they are many pages long, full of alphabetized titles and subjects. Go to our website and to any of the Heirloom pages (one for each year) and you'll find links to the Heirloom indices.

One of the strengths of the DSHS is the incomparable historical photograph collection of Norm Saylor, our president. The collection is thousands of pictures and again the sheer number makes finding anything in particular, difficult. Avoid the long URL by going to our website and clicking on the "photographs" link and then to the "historic photo collection link." A third link, to the Flickr URL will take you to those thousands of searchable historical photographs of Donner Summit. Have fun.

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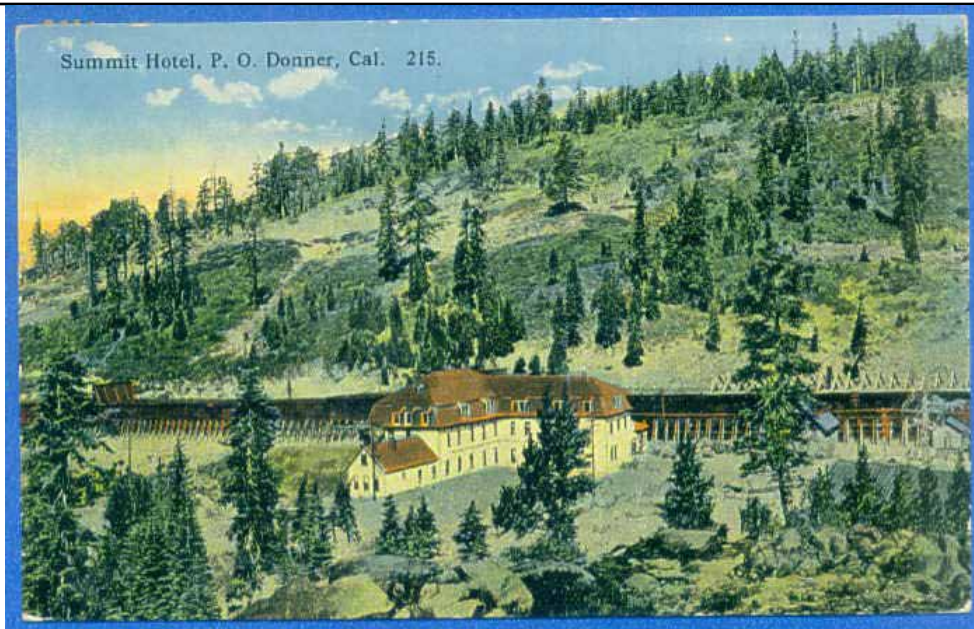
*historical society humor

Find us on 

Unless otherwise noted, the photographs and other historical ephemera in The Heirloom's pages come from the Norm Saylor collection at the Donner Summit Historical Society

area was some 300 feet west and south of the portal of Tunnel Six. It was built in 1870. In 1881, railroad officials persuaded my grandparents, Joseph and Isabella Gowling, to give up the job of section foreman at Cisco and to open up and operate the Cardwell House. They bought the building from a wholesale grocery firm of Sacramento known as Booth and Company. They ran the place as the "Summit Hotel" (note the ad on page 14) until February, 1892, the year it was destroyed by fire. The next year, the New Summit Hotel was opened on a new location (see below). This was situated an eighth of a mile further west, near the snow sheds on the County road, as the road was known in those days. While mentioning this County Road, I recently was informed by Elmer Baxter, an early day State Highway Superintendent, that the County Road was made a State Highway from Sacramento to Emigrant Gap in 1910 and from there to the lower end of Donner Lake in the year 1913.

The Cardwell House was a long white two-storied building with seventy eight bedrooms along with the usual public rooms, in the old-fashioned way, such as ladies' parlor, mens' sitting room, dining room, and bar or saloon. The New Summit Hotel was a marked improvement to its predecessor. It had eighty-seven bedrooms, a dining room in which I have seen some 320 people eating at one time, a Post Office known as Donner, a grocery store and a meat market. Its dry goods store was operated by an old timer known as James Cameron who later moved to Blue Canyon and operated a store of similar nature and also a hotel. The Summit Hotel also had a very nice billiard room. All of those various businesses were housed in the one building. The Hotel consisted of three floors, a



Cardwell House or Summit Hotel

basement, and a huge attic. The most important thing that I can remember about this basement was the liquor room. It seemed to me that all of the whisky, beer and wine in the world was stored in this jet-black dark room. The stuff was in fifty-gallon barrels. As well as the liquor room, there were two club rooms for private parties in the full basement.

In 1894 there were no patent toilets, no electricity for lights - at least none up here in the Sierra. There was only one bathtub in the entire hotel. The toilet facilities were unique! It was a red painted two storied building, just an elaborate everyday "outhouse". Ladies accommodations were on the second deck, please. Gents' appointments first floor, thank you. As I remember, the bathroom was almost in continuous use. Its popularity was exceeded only by the former mentioned unique building.

In those days with no electricity and also no central heating plant, huge coal oil lamps were used in all the public places or rooms. The bedrooms had the common small lamps. Each public places or rooms had big pot-bellied or box wood stove, while many of the bedrooms had smaller wood burners. To take care of the lamps and stoves required the full time of one man. To furnish wood for heating and for the kitchen a special powered wood saw was built in 1891 by predecessors of the Union Iron Works of San Francisco. During the latter part of my living in the hotel with my folks, two marked changes took place in improving its lighting facilities. They were first, the manufacturing of gas from carbide and secondly, the installation of a Delco Electric Plant.



Second Summit Hotel with two story outhouse - right

TINKERS STATION

DONNER LAKE ROAD:

TINKER & FENTON, ---PROPRIETORS.

Nearest point for the Celebrated Soda Springs.
A Bar, with the best of Liquors, connected with the House

Board per Week.....\$10. Single Meal.....75 cents

Horses and Carriages furnished to Pleasure Parties

Twelve miles from Crystal Lake, ten miles from Cisco, and six miles from Pollards Station

was in the men's sitting room of the Hotel; its operator was a man known as Mike McGuinn. In the summer these resorts filled with tourists. This tourist trade was much different than it is today. Whole families would come from the Bay Region and stay in one resort for their entire vacation. People were not as mobile as they are now. The automobile was just coming over the horizon.

There was a little town at Summit; small it is true, but nevertheless big enough to be called a community. It contained a dozen or

Tinker's Station ad [Bean's History of Nevada Co.](#) 1867

The help in the kitchen were Chinese. They were called first boy, second boy, and third boy as cook. In addition to those, there were two or so Chinese as kitchen helpers. I have seen seven girls waiting on tables in the huge dining room. There were three Chambermaids, three bar tenders, one stable man for the horses at the barn, one roustabout with a one-horse express wagon, one blacksmith, a man in the harness shop, two stage drivers, two teamsters for the freight wagons, two milkers for the dairy in Summit Valley that supplied the hotel with beef and pork from a slaughterhouse also in Summit Valley. In the wintertime all the work horses, cattle, hogs, etc. were pastured on a ranch near Sheridan, Placer County, that I own at this present time. There might be a question in the minds of my listeners as to the necessity for this odd kind of help in maintaining the Summit Hotel. It must be remembered that the Hotel was just one of three public places being operated. In conjunction to this hotel, there was the one at the Soda Springs Station and the one at the Soda Springs proper. A stage and freight line accommodated these two other resorts and also continued on the road to the gold mines from the Lost Emigrant to those out on the upper end of the Forest Hill Divide. These mines were known as the Pat Goggin, the Ralston, Chalk Bluff and the Last Chance. It must have been lively times around here in those days to say the least!

My listeners might be wondering, where did all the people come from and what did they do to support these various businesses? The answer is simple when you think of it in the light of those times. First of all, a huge crew of men was required by the Southern Pacific to maintain the road under winter conditions: such as hand snow shovelers and extra train crews. The Western Union, the Postal Telegraph and the Telephone Company also maintained crews of men and quartered them here both summer and winter. The Postal Telegraph had an operator with an open key for sending telegrams for a period often hours a day. This office for sending and receiving messages

fifteen homes. The voting registration was upwards of seventy. Weekly dances were held in the open or on an outdoor platform in the summer and in the huge dining room of the Hotel in winter. It seemed to me that someone was always getting married as there was a chivaree, a noisy mock serenade made by banging pans and kettles for a newly married couple, that had just passed only to be looking forward to another coming up. The men of the community had a skeet club, the shooting of blue rocks—or clay pigeons. There were some twenty-five young fellows that were members of this shotgun club who got themselves in good shooting trim for the opening of quail and grouse season in September.

My folks sold the Summit Hotel in 1920. In 1925, when the highway was completed on its present route from Donner Summit Lodge to Donner Lake, the Hotel burned to the ground. So much for the Summit Hotel, its business and its social life.

Let's move to Soda Springs Station, a distance of three



Carleton Watkins #4208 Summit Valley Station (Soda Springs Station) about 1875

miles. Please note that word “Station” here. It is important, historically speaking. This place was the “Station” for the real Soda Springs, fourteen miles south on the North Fork of the American River. This place was called “Tinker’s Station”. It was known by this name from the year 1867 to 1874. In 1873 Mark Hopkins bought eighty acres from the Central Pacific which is now the Soda Springs as we know it today. The development and the importance of this place caused the name to be changed from that of “Tinker’s Station” to that of Soda Springs “Station”. It was the “Station”, or depot, for the Soda Springs fourteen miles away.



Joseph Andrew Tinker
1831-1898

We must not forget that name, J.A. Tinker. What a character he must have been! His name lives today in many ways. First of all, Tinker was a rough, hard driving, hard drinking teamster. He carried freight and mining machinery to those mentioned mines on the upper end of the Forest Hill Divide. He used two wagons, one hitched to the other and drove a span of eight horses while

riding the left hand “wheel” horse and guiding the team with a single jerk line. About six miles out on the North Fork or Soda Springs road a hairpin curve is named after him, “Tinker’s Defeat”. The story goes that he had among other merchandise, a barrel of whiskey. He tapped into this barrel and drank to his heart’s content, thus enjoying the ride at least to this curve. At this point his outfit failed to make the curve and over the grade the whole she-bang went into the canyon. Thus, the curve was called “Tinker’s Defeat”, and it is so known to us today.

That makes a good story and is indeed the story people know today, but it’s not the “rest of the story” as Paul Harvey used to say. Margie Powell’s research shows that James Tinker was a hotel keeper according to the 1870 census. In 1869, he and partner Thomas Fenton bought the property on the western end of Summit Valley which included the Union Hotel. He lived with his wife and two children. Tinker disappeared from Summit Valley in 1873 when he deeded Tinker’s Station to Thomas Fenton, and turned up again in Elko County, Nevada, when he was chosen for the Grand Jury in 1878.

Mr. Tinker also had a very prominent nose and since he was such a character “Tinker’s Knob” was named for him.

The prime importance of the Soda Springs Station to this area was that it had a fair hotel; it was the second largest sheep shipping center in the State, exceeded only by Willows, Glenn County and it was the terminus for freight going to the mines of the back country region. It has been said that the value of an entire band of sheep changed hands on the flip of a card by our sheepmen in early days who yearly shipped their lambs to market from these local stout corrals.

Now let’s go over to the real Soda Springs on the North Fork of the American River. This place is now owned by Mr. Allen Chickering, an attorney of San Francisco and a member of the Board of Directors of both the Southern Pacific and the Pacific Gas & Electric Company. This is the “Oasis” of the Sierra; the most beautiful spot in our mountains. A story is told that an Indian spoke of its beauty, its fishing, its hunting, and the most important of all, its natural soda water. Mark Hopkins, one of the “Big Four” heard of its grandeur and investigated.

Mark Hopkins purchased the original eighty acres from the Central Pacific in 1873 and that year built the first and original log cabin, which is in perfect state of preservation today. He then built the great mansion which was constructed from hand-out granite quarried nearby. The crew of stone masons came from the quarries of the town of Rocklin. Mark Hopkins lived there in the summer until about 1873 and died in 1879. Mark’s wife nagged him considerably about not liking the place; it was too lonesome. She was socially inclined;



It was the second largest sheep shipping center in the State, exceeded only by Willows, Glenn County

thus, she was out of the social swim of the elite of the City of San Francisco. “Old Mark” built a three storied hotel to accommodate one hundred guests. The building was leased to a Wm. Jones. This was done just to keep Mrs. Mark contented



Hotel built by Mark Hopkins for his wife and friends at Summit Soda Springs

the whole Hopkins fortune, which excluded Timothy.

Timothy and the CPRR swung into action suing Searles. The trial that followed, amidst much publicity, made it look like Searles appeared to have a suspect hand in the writing of Mary's will. So he suddenly settled, getting the bulk of the estate, but leaving Timothy with Summit Soda Springs and a few million dollars. In 1892 the property was deeded over to Timothy Hopkins.

in that she would have her old cronies around in the summer. In 1893 my grandfather with a partner known as Silas Jacobs leased the old Soda Springs Hotel from Wm. Jones and ran it for five years until it burned to the ground August 3rd, 1899. It was never replaced. I have been told that my folks made more money running this resort for these five years than they made in the Summit Hotel and the Soda Springs Station Hotel combined, as it catered to a strictly elite clientele of San Francisco. After the hotel was destroyed by fire this wealthy class of trade went over to Lake Tahoe and began to stay at "Lucky" Baldwin's Palace. Thus we have Tahoe's real importance as a summer resort being established around this time.

Mark Hopkins' widow sold Soda Springs to Moses Hopkins, Mark's brother. Moses had also purchased the lease from the Jones estate in January of 1882 after Wm. died. Moses became very interested in developing the place and he built a number of guest houses. He also made an ice-house and barn of logs and had a small ice pond. Timothy Hopkins, Mark's adopted son, and his family lived out here until the year of the fire, 1898, when the hotel burned. He left never to return.

Mark died in 1878 and after that his widow, Mary, adopted Timothy who was a son of one of their servants. His name was changed to Hopkins. Timothy managed all of Mary's properties and was the CPRR Treasurer, the office previously held by Mark. For a few years Mary remained in California, visiting Timothy often at Soda Springs, but eventually she moved to Massachusetts, where she planned to build an enormous mansion. On one of her trips back to California she met a young interior decorator, Edward Searles. He and Timothy quarreled, which caused Mary and him to grow apart. Mary married Searles in 1886. A year later Searles saw that the CPRR deeded the 80 acres of Soda Springs to Mary. There then followed a series of bizarre transactions. Searles deeded the property to his attorney, who in turn deeded it back to Searles, only. When Mary died in 1892 Searles inherited

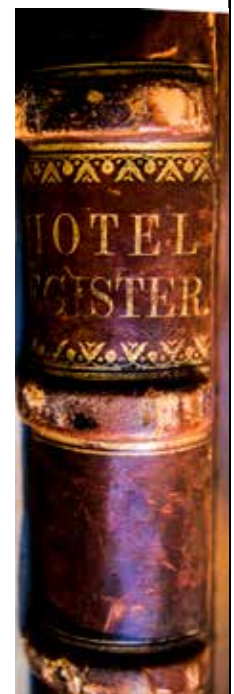
In 1893 Timothy leased the property to Joseph Goulden and Silas Jacobs.

My grandfather's brother-in-law, or a grand uncle of mine, that rugged old mountaineer, Fen Heath, the discoverer of the Lost Emigrant Mine, became the caretaker of the Soda Springs from this period until about 1923, or thereabouts.

It was here that Fen Heath raised his family and it was here that he buried two of his children without benefit of clergy or undertaker; one child drowning in the North Fork of the American River's falls right at Soda Springs and the other dying of scarlet fever. Pearl Peak, was named after one of his daughters and also that beautiful spot down on the American River noted for its giant sugar pine trees and natural sparkling spring of soda water, Heath Park and Heath Springs carry his name.

Finally, Allen Chickering purchased the original Soda Springs. He is very enthusiastic about his summer home and he has not only improved the buildings but has added many sections of land to his holdings. The Chickering's still have the Hotel Register (right) that was saved from the fire. The names in this register "were practically the 'Social Register' of the City of San Francisco during those years".

Before I take up the present development of the Donner Summit area, I'd like to take up the subject of fishing and hunting. I am very sure that many of my listeners



Binding of the original Soda Springs hotel register.

who have been in this region for many years have seen marked changes in these two summer sports. I shall give you my impressions as they were when I was a youngster.

As I look back from the days I was a kid in my teens up to the years in the early 20's, fishing and hunting were good. I can well remember that to go fishing, and this was even true of the Yuba River, and not come home with the limit of fifty fish, one thought that he did not have much luck. Time and time again, one could start fishing on the Yuba from the Soda Springs Station and fish down stream to a spot opposite Spruce on the railroad, (this would be what is now Kingvale) and fill a basket of nice trout. After having enough fish, one would climb up to the railroad trucks at Spruce and catch an early evening passenger train back to the Summit Hotel.

Elsewhere on the Summit, in the many lakes and rivers one could fill a basket of Rainbow in the matter of a few hours. On a hike to the Royal Gorge you caught upwards of 150 trout even though the limit was fifty. You felt as though you were entitled to them when you literally pulled yourself up and out of that terrific Gorge. You hoped not to see the game warden of course.

The Transition to the Modern Summit

We have a decided period of transition which began in 1925 and continued into the 1930's, the end of one era and the beginning of another. The Summit Hotel was destroyed by fire in 1925 and the highway and Rainbow Bridge opened. Transportation was easier than on the old Lincoln Highway. In 1931 the highway was plowed in winter enabling winter access to the Sierra. Within a few years the advent of ski tows changed skiing. Popularity increased. More people began traveling to ski in the Sierra. With more people more businesses opened up.

Soda Springs Station became Soda Springs. The Soda Springs Hotel, the first and pioneer hotel on Highway 40 as we know it today, was built by the late Oscar Jones and his brother Herstle. Herstle Jones, of course is now at Nyack, Emigrant Gap. This Hotel was opened to the public on December 10, 1927, and is today owned by Dennis and Muriel Hunt Jones.

By 1930, the Summit hosted the Hay Wire Ranch, and truly well named it was. Later its name changed to the Fox Farm. The people who owned it raised silver foxes. Still later the name was changed to Donner Summit Lodge.

Beacon Hill Hotel and Coffee Shop was built in 1942. The army took over Soda Springs Hotel for the duration in 1943. George Fraley opened up the Soda Springs Grocery Store in 1946. In addition many lodges, each with food service and bars opened up along Highway 40 at the Summit.

Ski tows have become prime importance to this area for winter



Beacon Hill Lodge about 1950

recreation. The first ski tows were at Soda Springs (Beacon Hill – Dennis Jones), Signal Hill and Lake Mary (Johnny Ellis at what is now Donner Ski Ranch) and at the Sierra Club Lodge. Sugar Bowl opened in 1939 with the first chair lift in California (next page) – just a single. The Soda Springs Ski Corporation put new giant “Heron Double Chair Lift”, a \$150,000 project that takes 300 skiers per hour up the hill in 1949. In 1950 more chairs were added and capacity increased to 600 people per hour. At present the Corporation’s “J” Bar and the four rope tows will give 1,850 skiers per hour the chance to go uphill. On good winter weekends, an estimate of 2,000 people are on a “hill” wanting to go “up” so they can “schuss” down.



Oakland Tribune

Ad for Soda Springs Hotel, January 20, 1938

I should say that the total investment in the span of years prior to 1925 did not exceed \$130,000. The total accommodations would approximate three hundred people. Today, any one of the four major hotels in the vicinity has an investment equal to twice that \$130,000 figure. The strip of highway from the Donner Lodge to the Summit can accommodate roughly today 2,500 people. The total investment figure today would be three and three-quarter million dollars!

As we have it in the Donner Summit Area, Winter and Summer Recreation is BIG BUSINESS.

Receiver's Office at Sacramento, Cal.

July 27th, 1886.

RECEIVED from Joseph Gowling
of Nevada County, California, the sum of Two
Hundred dollars and _____ cents; being in full for the
NW^{1/4} of NW^{1/4} Sec. 24 and NE^{1/4} of NW^{1/4}
_____ quarter of Section No. 34, in Township
No. 17 N., of Range No. 14 E., containing
80 acres and _____ hundredths, at
\$ 2.50/100 per acre. Rec'd also \$10.00 entry fee.
~~\$200.00~~ Char. T. Gardner, Receiver.



Sugar Bowl Lodge in the background. First chairlift in California was a single seater.

Receipt for land purchased from the Government by Joseph Gowling, James Sherritt's grandfather: 80 acres for \$200 located at Ice Lakes

From the DSHS Archives

A. ISOARD,

No. 61 Broad Street,.....Nevada City,

— DEALER IN —

FRENCH AND AMERICAN

 **BRANDIES,** 

Wines, Liquors, Cordials, Syrups, Bitters, Etc.

CALIFORNIA WINES

Of Every Variety, and of the Best Quality.

F. A. POTTER,
MASONIC BUILDING,.....Pine Street,.....NEVADA CITY,

Dealer in Every Variety and Quality of



WALL PAPER,
WINDOW SHADES AND FIXTURES,
FRAMES, CORDS, TASSELS, MOULDINGS, ETC.
FRAMES MADE TO ORDER.

Painting and Paper Hanging done in a Workman-like Manner.

INDIVIDUAL LIABILITY. CAPITAL STOCK \$300,000.

Occidental Insurance Company,

OF SAN FRANCISCO,

S. ROTHSCHILD,.....RESIDENT AGENT,

— DEALER IN —

CIGARS, PIPES & TOBACCO,

Masonic Building,.....Pine Street.....Nevada City.

☛ All Losses Promptly Paid in Gold Coin. ☛

MRS. ALLEN'S HAIR PREPARATIONS

Auto Parties Com- pelled to Return

C Cannon, and son of Goldfield, Nevada, passed thru Truckee, Monday, enroute for Goldfield on his return trip from San Francisco. He says the state highway officials now have two gangs of men at work repairing the bridges. He also stated that they met three auto crowds enroute to Lake Tahoe who were compelled to return to the city on account of not being able to make the trip over the summit

Mr Cannon shipped his car from Soda Springs to Truckee

Sometimes crossing the Sierra over Donner Summit was not so easy. Truckee Republican June 28, 1911

From Bean's History of Nevada Co. 1867

FORTUNE, BARR & CAMPBELL,

MANUFACTURERS OF

STEAM ENGINES

AND BOILERS,

Quartz Mills, Flouring Mills, Saw Mills,
Mining Pumps, Amalgamators, Shafting,
Water Wheel Irons. Gudgeons, Pulleys,

— AND —

All kinds of Machinery necessary on this Coast.

Nos. 119 & 121 Fremont Street,

SAN FRANCISCO.

From Bean's History of Nevada Co. 1867

From the DSHS Archives

ARTHUR BARTON.
 **BLACKSMITH** 

— AND —

HORSE SHOER.

COYOTE STREET,.....[above Gas Works,].....NEVADA CITY.

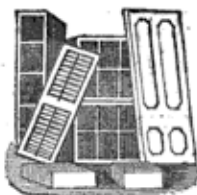
Is prepared for any description of work in his line.

Particular attention paid to 'interfering' Horses

WAGONS IRONED AND REPAIRED IN THE BEST MANNER.

If there is any thing that A. B. prides himself on, it is knowing just how to Shoe a Horse, and there are just two ways to do it, a right and a wrong way, and any one trying him once will be convinced that he knows the one from the other.

NEVADA STEAM PLANING MILL,
SASH, DOOR AND BLIND FACTORY.



GEORGE M. HUGHES,

CARPENTER and BUILDER,
Pine Street, (in rear of Court House,) Nevada City,

Keeps constantly on hand and manufactures to order Doors, Windows,
Blinds and Moldings, of every variety,
Dressed Flooring and Siding, and Finishing Material
of every description, for Building purposes.

JAMES COLLEY,
BROAD STREET MARKET,



Adjoining Crawford, Leavitt & Co's Grocery,

Broad Street,.....Nevada City.



On hand, and for sale at the lowest living rates, the best of
FRESH BEEF, PORK, MUTTON, VEAL, CORNED BEEF, SAUSAGE,
Fresh-Smoked Hams and Bacon,
LEAF LARD, ETC.

U
FLORIDA AND MAGNOLIA WATER FOR SALE BY E. F. SPENCE.

RADICAL CURE OF RUPTURE.

TREATMENT

— OF —

ALL DEFORMITIES OF THE BODY

— BY —

DR. A. FOLLEAU'S PROCESS

No. 624 WASHINGTON STREET,

Washington Bath Building, between Montgomery and Kearny.

San Francisco, Cal.

Dr. A. FOLLEAU

Has his Studios and Manufactories in the Same Buildg.

From Bean's History of Nevada Co. 1867

FOR RENT-- 5 room house close in \$10 per month with water. Inquire of Mrs. F. Finnegan

Miss Bertha Joeger left on No. 5 Monday for Oakland, where she will attend high school.

Mrs. James Butler and three daughters of Oakland were Sunday guests at Lake Tahoe.

Mrs. L.S. Baxter made the trip to Summit Saturday night by auto and returned Sunday.

Richard Falltrick moved his family to the Summit this week where they will remain during the summer. Mr. Falltrick has accepted the position of fireman on the Summit lumber train.

"Summit News" section of the Truckee Republican July 29, 1915

Book Review

Alice's Drive (2005) a republishing of Veil, Duster, and Tire Iron (1961)

Alice Ramsey 139 pages

Followed by "Chasing Alice" by Gregory Franzwa, 2005

Here we enter uncharted Heirloom waters. We have reviewed almost one hundred books at least tangentially related to Donner Summit in the Heirloom and on our website. Donner Summit is a small area, however, despite its well-deserved reputation as the most historically significant square mile in California and maybe the entire Western United States. There could only be so many relevant books, and maybe we've run out. So what do we do? Abandon our monthly column or make adjustments? Our editorial board voted for adjusting the rules. You may be reading about more general historical books, either primary or secondary sources.

Alice's Drive is about a 1909 trip Alice Ramsey and three women friends took across the country in a Maxwell automobile. Alice was only twenty-two and clearly a plucky girl. Unfortunately, she showed bad taste in allowing some friends to guide her over the Sierra by the Placerville route rather than the clearly superior Auburn-Truckee route. Alice admired the beauty as they crossed the Sierra, saying that even a puncture

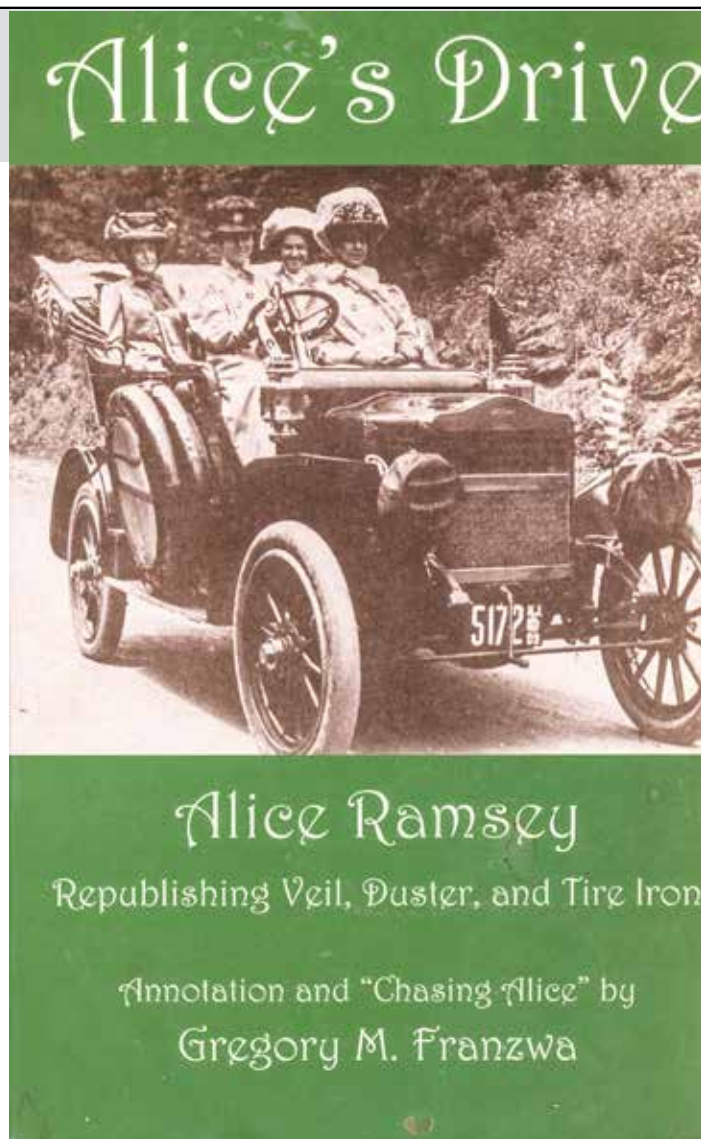
"failed to dim the pleasure of that glorious entrance to California.

"Majestic sugar pines, Douglas firs, and redwoods lined our road on both sides. What a land! What mountains! What blue skies and clear, sparking waters! Our hearts leapt within us. None of us had ever seen the like – and we loved it. We almost chirped as we exclaimed over the grandeur that surrounded us on all sides."

Imagine what she'd have said had she and her friends crossed Donner Summit! They didn't cross Donner Summit though. Alice was young and didn't know better than to let herself be swayed by "well-meaning" friends' peer pressure. We should note here that Alice and friends were traveling four years before the advent of the Lincoln Highway, the first transcontinental highway, and with the coming of the Lincoln Highway there was only one place in America where there were two routes for the finished highway. One was over the Placerville route and one over the Auburn route. We should also note that Dwight Eisenhower, part of the army's first transcontinental convoy crossing of the continent, also went over the Placerville route and that trip convinced later President Eisenhower of the need for the interstate highway system. His 1919 trip over the Placerville route had been so miserable. But that's another story for another historical society.

"All the men that we encountered in the West were delightful to us. I think the trip is a perfectly safe one for anybody to make, provided the tourist knows how to run his or her car."

Alice Ramsey San Francisco Chronicle
August 8, 1909



Motormaid's Make Transcontinental Record

**WOMEN MOTORISTS
END LONG TOUR**

Mrs. Alice R. Ramsey Completes Her Journey From New York to This City in Maxwell

**GOOD ROAD DOWN
COAST HIGHWAY**

Owners of Locomobiles Tell of Conditions Between This City and Santa Maria

**NEW HOME OF THE
PEERLESS CARS**

Most Artistic Salesroom of the New Permanent Quarters on Auto Row

**E-M-F COMPANY
DECLARES DIVIDEND**

First Year's Business Shows Great Success of the Popular Priced Car

**PERFECT IGNITION
HELPS AUTO TOUR**

Splittorf Equipment Lessens the Hardships of Motor Car Travel

San Francisco Call August 8, 1909

We should also note that after the Lincoln Highway went over the Truckee route, it was followed by the Victory Highway, Highway 40, and I-80. Readers will remember that the first transcontinental railroad, telephone line, and air route also chose the Donner Summit crossing. So Alice was just an outlier. We should note too that the first transcontinental telegraph line moved from the Placerville route to the Donner route.

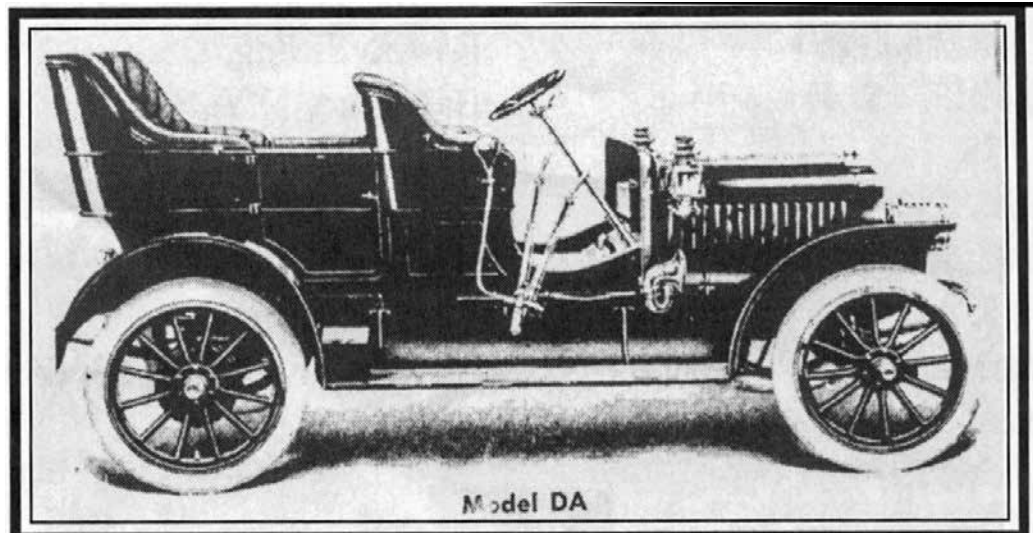
Even though Alice's Drive did not cross Donner Summit, nor did Donner Summit even get mentioned, the book still might be of interest to some readers interested in the early days of automobiles.

When motor cars were new (in 1909 there were only about 155,000 automobiles for the eighty million people in the country and there were about 290 auto manufacturers (page vii)), they were all the rage. They were freedom and they opened new vistas. Where people before the automobile were primarily focused on their communities and traveling was limited to three or five miles an hour, the speed of walking or horseback riding, the coming of the automobile meant traveling to places only heard about or seen in pictures. The effortless speed increase was amazing. On the Lincoln Highway people could charge along averaging 18 mph (Guide to the Lincoln Highway).

As is natural with a new toy, "autoists" wanted to push themselves and their machines to see how far and how fast they could go. Newspapers continually reported speed tests, endurance tests, and broken records. One natural outlet was the transcontinental journey and in the early Twentieth Century automobilists set and broke records continually. Some of those drives were done by women, a number of whom we've covered in the Heirloom (like Effie Hotchkiss and her mother, the Van Buren Sisters, Anita King, and Amanda Preuss. For an introduction see A Reliable Car and a Woman Who Knows It in the February, '15 Heirloom or on our website).

We can see the popularity of the automobiles and the endurance trips by noting the crowd that gathered to see Alice and friends off, the crowds that greeted the women at various spots across the country, and the many dozens of newspaper articles.

We should note how progressive at least some people were some years before women even had the vote. Alice was the first woman to drive across country. She and others who followed left behind responsibilities and even children (Alice had a two-



Maxwell model that Alice drove

TRIP COMPLETED RETURNS HOME

MRS. RAMSEY ARRIVES IN LOS ANGELES

SAYS MEN NOT NECESSARY TO TRANSCONTINENTAL TRIP

Los Angeles Herald August 11, 1909 (formatted as originally done)

year old) and embarked on adventures without men (although Alice had a Maxwell Motors representative going on ahead to arrange logistics.

There are a couple of examples in the book of public reaction to the women's journey. One day Alice said Western Union came to a complete halt as a messenger, surprised by four ladies driving into town came by. He just stood slack-jawed. On another day they had to drive through new fill dirt that was like driving through gumbo. The watching workers were amazed the car got through and even more amazed when they saw the occupants were all women. They also stood open-mouthed.

Alice's text and pictures give an idea of what early driving across the country before the Interstate and hermetically sealed steel cocoons with temperature controlled interiors and multi-speaker sound systems was like. People were tough in those days. Unfortunately Alice wrote her book in 1961, long after the trip, using her diary. That leaves less of a story than we probably would have had, had she written the story when the story was new and Alice was young.

Alice's text is only 139 pages long and includes a lot of pictures. That's not much for a thirty-five day transcontinental trip. The pictures are fairly fuzzy but are interesting to early auto aficionados. The text is very general and not particularly inspiring. Alice focuses on her reflections, her early auto experiences, how she decided to go, some of the hotels, details about clothing or the automobile (no gas gauge, only rear brakes, right hand drive). There's nothing about the many issues that must have occurred during the trip, about how she felt about leaving a two-year old behind, her husband's thoughts, the thoughts of her passengers, etc., things we get from other transcontinentalists' stories (such as Winton and Shanks in the June, '14 Heirloom). There are a few vignettes recounting not very eventful incidents: mud, narrow bridge, running out of gas, flats, rain, a broken axle, a hit and run (only denting a hubcap on a narrow road), a buckled bridge, etc. but although they show some of the problems with driving in the early 20th Century, they are not very interesting as they could have been, but there's not much space in 139 pages written fifty years afterwards.



Collection of Gregory M. Franzwa

Driving in 1909 from Alice's Drive

The Summit Hotel

JOSEPH GOWLING, Proprietor

A Good Place to Eat, and a Comfortable Bed

Leading Brands of Wines and Liquors

GASOLINE AND LUBRICATING OILS

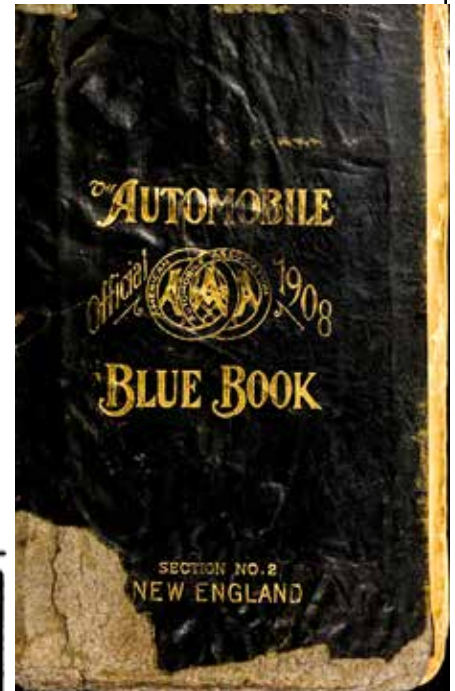
Elevation 7,015 Feet

P. O. Address: DONNER, PLACER COUNTY, CAL.

In Wyoming Alice did describe the scenery as “drained by the rains of centuries so that their present form resembled great folds like magnified pleatings in an enormous elephant’s hide.” That’s evocative and that kind of writing would have improved the book had there been more of it. I’ll bet if Alice had written her book within of a couple of years of her achievement it would have been more full of such prose.

There are a few general problems encountered. The Automobile Blue Book guide Alice used told drivers to make a turn at a yellow house, but Alice found no yellow house. Eventually she stopped for directions and the woman said that yes the yellow house caused problems because the owner had painted it blue. “He’s ‘agin’ automobiles.” The man had said, “Now you watch! We’ll have some fun with them automobile drivers.” When the Automobile Blue Book was not useful anymore because Alice had gone further west than the 1908 edition did, Alice drove along following the telephone poles to guide her. The Automobile Blue Book came in multiple volumes and hundreds of pages in each. It contained maps, instructions, and many ads. Unfortunately for Alice it did not cover the whole country until 1915 which is when Donner Summit and Truckee appeared (see the Summit Hotel ad above and the ad and map on pages 16, 18 and 19).

There’s only a little about road conditions and driving in Alice’s Drive. In Rochelle Illinois they hit clay that absorbed “huge quantities of water, gradually becoming a thick viscous mass, sticky as glue, and deep as your wheels could descend... The mud was so heavy that our skids could not reach a rapid rate of speed...”



The Blue Book Alice used to navigate part of the journey.

NO MATTER WHERE YOU WANT TO TOUR
In the Whole United States, Just Ask and We Will Provide

The AUTOMOBILE BLUE BOOK

For the Section You Wish to Visit, Giving the Maps and
Full Running Directions for Your Guidance.

“Standard Road Guides of America”

Automobile Blue Book Pub. Co. || Pac. Coast Blue Book Pub. Co.
949 West 39th Street. 910 E. Michigan Av. 541 Pacific Building
NEW YORK, N. Y. CHICAGO, ILL. SAN FRANCISCO, CALIFORNIA

So how could Alice's Drive have been better? Here the Heirloom research staff delved deeply into the story to be sure you get your money's worth. We added pictures and headlines Alice did not include and we bring in more stories.

Looking at the dozens of newspaper articles about the first woman to drive across the country, there are lots of anecdotes that could have enlivened Alice's text. First there would be an anecdote about the people watching Alice navigate the mud holes in this article from the Chicago Inter-Ocean newspaper (August 2, 1909)

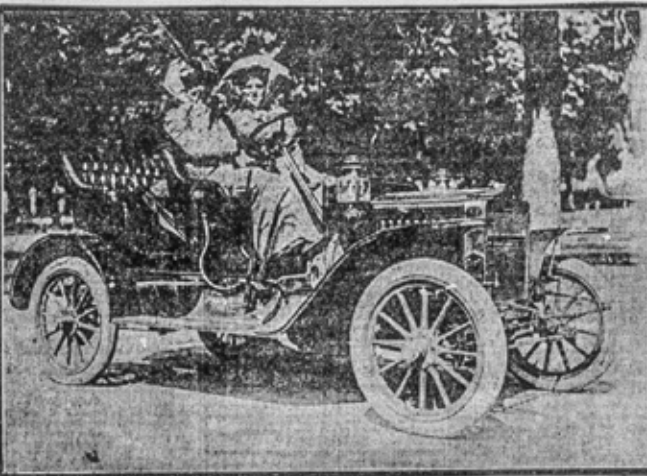
Due to rains the roads in the east were worse than anyone could remember,

"and the wonder of it all is that any car could stand the strain that Mrs. Ramsey's heavily laden Maxwell has without giving away somewhere; but stand it it did to the amazement of vast crowds of natives who

*Two Women Who Feared Neither
Weather, Distance Nor Mishaps*



HOWING MRS. RAMSEY AND MISS JOHNS AS THEY ARRIVED IN LOS ANGELES TUESDAY. MRS. RAMSEY AT WHEEL OF HER MAXWELL CAR, MISS JOHNS ON RIGHT



MRS. J. R. RAMSEY AT WHEEL. MISS H. JOHNS, WHO WAS ONE OF THREE YOUNG WOMEN ACCOMPANYING MRS. RAMSEY, ON RIGHT

"Maxwell"

Simplicity and Reliability
Again Proven



In a model DA touring car, Mrs. Ramsey drove her Maxwell car from New York to San Francisco, over the worst possible roads, over very steep grades, and made the trip, one of the most gruelling imaginable, without a particle of car trouble. A trip far more difficult than the Glidden or any other tour, and finished yesterday with a perfect score. No mountains or grades too difficult for the Maxwell.

No gumbo too thick, nor sand too deep for the Maxwell.
The only car for long or short tours.
The car for a lady to drive.
It is simply perfect and perfectly simple.

William J. Mannix

The Maxwell Garage, 709 L Street

Phone Main 722 Sacramento, Cal.

gathered along the roads at the deep mud holes and cheered as the fair driver pushed her Maxwell through holes and stretches that had stopped other tourists, while the natives applauded the plucky quartet and the powerful car."

Entertainment is where you find it.

"There were heavy rains during the trip which washed away bridges, rivers and streams over their banks and onto the narrow roads, and mud and gumbo over the axles of the car almost continually until Columbus, Neb. was reached. With the bridges washed away long detours were necessary, but the difficulty encountered was from the mud and streams on the roads. Mrs. Ramsey drove her car through the water all right, and at times the treacherous bottom gave away causing the car to sink so that the water rushed in over the foot boards of the car. As long as she was able to secure traction the engine pulled the car along, but on several occasions no bottom could be found, and the use of horses became necessary."

The Sacramento Daily Union (August 6, 1909) reported on the women's reception in Sacramento where The Union noted that Alice had been given flowers. She quickly passed them on to a compatriot so that she would not sniff all the aroma leaving none for others. So we can add sense of humor to plucky. The paper said Mrs. Ramsey "related many amusing incidents of the journey and that the California roads are the best we have driven over since leaving Chicago." It's too bad that seventy year old Alice did not remember those "amusing incidents" or think them worthy of repeat.

Another story comes from the Santa Barbara Morning Press (August 25, 1909).

"Mrs. Ramsey yesterday told of an Incident that happened as they were passing through Iowa during the recent heavy rains in the middle west that well illustrated the superb nerve shown by the ladies throughout the trip. She said that a very muddy piece of road was struck and the machine mired so that the engine was unable to move the car. A long strip of canvas that was in the outfit was stretched out in front of the machine over the mud, and on this the machine was lifted and pushed by the four women. Removed from the clinging mud, the car moved along until it came to the end of the canvas which was swung around in front again. This performance was repeated until the muddy stretch was passed, a distance of nearly a quarter of a mile."

That's hard work.

According to the Los Angeles Herald (August 8, 1909) navigating twelve foot deep washouts was an acquired skill and occasioned coasting down one side and then "throwing in the gears and fairly jumping out of them." Trepidation and excitement must have preceded each ravine.

Sometimes half the air had to be let out of the tires in order to allow greater traction in the loose sand of Nevada (Los Angeles Herald August 8, 1909)

Under headline "Motormaid's Make Transcontinental Record" in the San Francisco Call (August 8, 1909) the story talked about a lot of details of transcontinental travel: the block and tackle needing to be used to get over Wyoming irrigation

AUBURN-TRUCKEE

Via Emigrant Gap

72.9 Miles

Miles	Going	Miles	Returning
0.0	AUBURN —Leaving Freeman Hotel, opposite Depot, go North along Ry.	0.0	TRUCKEE —Leaving Ry. Station, go West on Main St., which merges into County Road, and follow over level road, passing Donner Memorial Cross on Left (1.8). This monument was erected in memory of the ill-fated Donner party, who lost their lives during a blinding snowstorm of 1849.
0.1	Turn Right under Ry., then Left along same.		
2.7	BOWMAN STATION —On Left. Bridge over Ry.		
2.8	Turn Right. Direct road (4.4). Up 10% grade (5.2). Lake Arthur on Right (5.8). Lake Theodor on Right (6.3). Up 8% grade (7.2). Cross Ry. (8.3).	6.0	DONNER LAKE —On Left at foot of grade. From here to Summit the route is a succession of winding curves with grades ranging from 12-15%. Up sharp pitch just before passing under Ry. (8.9). Then up 10% grade to Summit at Summit House (9.6). Elevation 7,100 ft. (Good meals and accommodations at Hotel.)
8.7	Right Fork. (Left for Applegate.)		
9.0	Under Ry. and keep Left Fork. Cross Ry. (10.2 and 12.1).		
12.3	WEIMAR —Station on Right. Under Ry. (12.6).		
17.1	COLFAX —Turn Left across Ry., then Right along same. Elevation 2,420 ft.		

(Continued on Page 264.)

For Maps of these Tours see Pages 227 and 263.

GASOLINE and OILS REPAIRS

ALL OF THE BEST AND AT RIGHT PRICES
FREE AIR AND INFORMATION

TAHOE GARAGE

TONY CABANA, Proprietor

Truckee Street, next Hotel, TRUCKEE, CALIFORNIA

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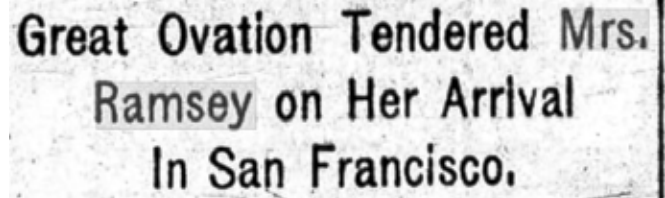
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UNIVERSITY OF MICHIGAN

from the 1915 edition of the Automobile Blue Book

ditches, and using an axe “wielded by a woman” to remove a rut.

“When the grades were a little steep the women folks applied their hands and assisted the sturdy little motor; streams were forded where bridges were gone and dust knee deep was wallowed through. The gumbo of Iowa seems to remain in Mrs. Ramsey’s memory as a source of trouble even greater than the mud of Nebraska after a cloudburst, which was also encountered.”



A black and white newspaper clipping with a white background and black text. The text is arranged in three lines, with the first line being the largest and most prominent. The second line is slightly smaller, and the third line is the smallest. The text reads: "Great Ovation Tendered Mrs. Ramsey on Her Arrival In San Francisco."

Santa Barbara Morning Press August 25, 1909

There was more from the same paper.

"The drive across the continent by Mrs. Ramsey and her sister motor maids is an object lesson that cannot be passed over without considering. Heretofore most of such feats have been performed by women who give the impression of a certain amount of masculine composition in their make-up, but in the quartette that arrived yesterday the impression was far different. From the appearance, outside of a beautiful coat of tan, one would imagine that the car had merely been brought up from Del Monte. It was dusty, but clean. It was not caked with mud, battered and scarred, but showed that it had received treatment much more considerate than would have been driven by man. Not only was the exterior of the car pleasing, but when the hood was raised and the engine put in motion it ran as sweetly and more smoothly than the day it left the factory."

That’s a lot of detail that would have enlivened Alice’s Drive.

In the second part of the book, "Chasing Alice," by Gregory Franzwa, which is 116 pages long, there is a newspaper article reprinted from the Jefferson Bee (Iowa June 30, 1909) and it lists the equipment the women carried which gives a better idea of the travails of early automobile travel than Alice’s diary entries: a complete camping and cooking set, picks, shovels, ropes, fire arms, rope and tackle. Long strips of canvas to give traction in loose sand. The newspaper said, “on the whole it is a most interesting party and car, and one of the best equipped, probably, that has ever left New York bound for Frisco.” Alice never mentioned any of that instead talking about the one suitcase each of the four women had and the hats three of them were able to pack.



Sacramento Union August 6, 1909

Franzwa follows each chapter with notes but not attributive notes. Rather, they are notes that enhance the telling. For example, one note talks about tire chains which were apparently used quite a lot and never for snow on this trip. Tires of that epoch were built with a canvas foundation and the surface exposed to the road was entirely smooth (non-skid treads not having been introduced that early). They naturally offered no resistance to the slippery clay so, without the gripping of chains, it was an easy matter to slide off the highway into the ditch at the side. “The chains wreaked havoc on the old tread-less tires. They were needed between the towns, for most of the roads were not hard surfaced in 1909. But the roads in the towns and cities were mostly macadam or other hard surfaces, which tended to wear out both chains and tires. The most popular brand was Weed Chains. There was a Weed Chains ad in the 1908 Automobile Blue Book.

Franzwa’s text complements his end of chapter notes. Here, for example, are directions in case you want to follow as closely as possible Alice’s trip. For example, “entering town on Broad Street (US9), Alice probably turned left on Hudson Street, also CR 21. At a fork, where CR 21 bends left, she would have followed that Old Post Road to the right to NY 9H, turned left on 9h, almost immediately rejoining US9 north." You get the idea. Even with those directions, though, there are also a lot of “may haves”, “possible”, “might have been’s,” and “may have stayed.” So Franzwa did not completely “Chase” Alice.

Franzwa’s pictures, ads and even Alice’s signature at a hotel in Mechanicsville, Iowa add a lot of interest.

In all, it’s interesting but could have been much more interesting with more detail about what it was like driving across country in those days. Take a look at the book reviews on our website for better books like A Reliable Car and a Woman Who Knows It which is about many women on the transcontinental trek.



THE YUBA RIVER AT CISCO

Cisco Hotel

CISCO PLACER COUNTY CAL.

A PLAIN MOUNTAIN RESORT IN THE HEART OF THE SIERRAS

ELEVATION 5,900 FEET ABOVE SEA LEVEL

Here is a small hotel, accommodating sixty people, situated in the Sierra Nevada Mountains in Placer County, close to some of the finest fishing grounds of California and on the State Road between Emigrant Gap and Donner Lake.

Gasoline and oil for sale.

The scenery is indescribably grand, and with the pure air to be found at this elevation, and the good water that is found in the mountains, where could a better place be found for a complete change from the fog laden atmosphere of the bay region and the great valleys of the interior?

Every attention paid to fishermen, who will find Cisco the real fisherman's paradise, being located in close proximity to the Yuba River and many lakes, all well stocked with different varieties of trout, also land-locked salmon and black bass.

Rates for accommodations are \$2.50 per day, or \$12.00 to \$14.00 per week, and reservations should be made in advance. The Southern Pacific sells round trip tickets from San Francisco Bay points to Cisco for \$7.80, good until October 31st, and \$6.45, good Friday to Monday. For further particulars, address

H. M. FREEMAN, Proprietor

CISCO HOTEL, CISCO, PLACER COUNTY, CAL.
LONG DISTANCE PHONE



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Original from UNIVERSITY OF MICHIGAN

Ad for the Cisco Hotel from the 1915 Blue Book.

Below, what every well-dressed "auto-ist" wore

— THE FAMOUS —

S., C. & D. DUSTERS

Cheapest and Best Duster on the Market to-day.



Our Dusters are made and sold direct to the users, thereby saving all middlemen's profits.

Tourists equip their cars with our Dusters. When once they have them they are never without them.

or both Men and Ladies

\$2.00	{ Light or Dark Shade of Linen Cloth	Write giving Breast Measurement and Height, with bill or money order inclosed. If not satisfactory in every respect we gladly refund—"but we never have to."
\$5.00	{ Natural Color Silk Pongee	

Address—S., C. & D., 174 Water St., Binghamton, N. Y.

"To see a little woman, dressed becomingly and modestly in a black and white shepherd plaid suit, with most bewitching eyes that look into yours and laugh with a merry twinkle every moment, accompanied by a smile that is infectious, the observer would never suspect for a moment that that owner had made one of the most remarkable automobile trips every undertaken in this country."

Yet this was Mrs. Jr. R. Ramsey.... Having crossed the American continent, covering 4200 miles on her westward journey, with three woman companions, in a Maxwell car, which she had driven over roads axle deep with mud, across plains and mountains, and through desert sands that make the hair of men turn gray with desperation. Every change of tire, adjustment of carburetors and oiling of the car was performed by Mrs. Ramsey during the entire trip."

"The trip has been wonderfully interesting and enjoyable, notwithstanding the wretchedness of the roads, and black gumbo mud that made the highway almost impassable in places, there being just enough happening to make it a little out of the ordinary."

Los Angeles Herald August 11, 1909

About the Automobile Blue Book.

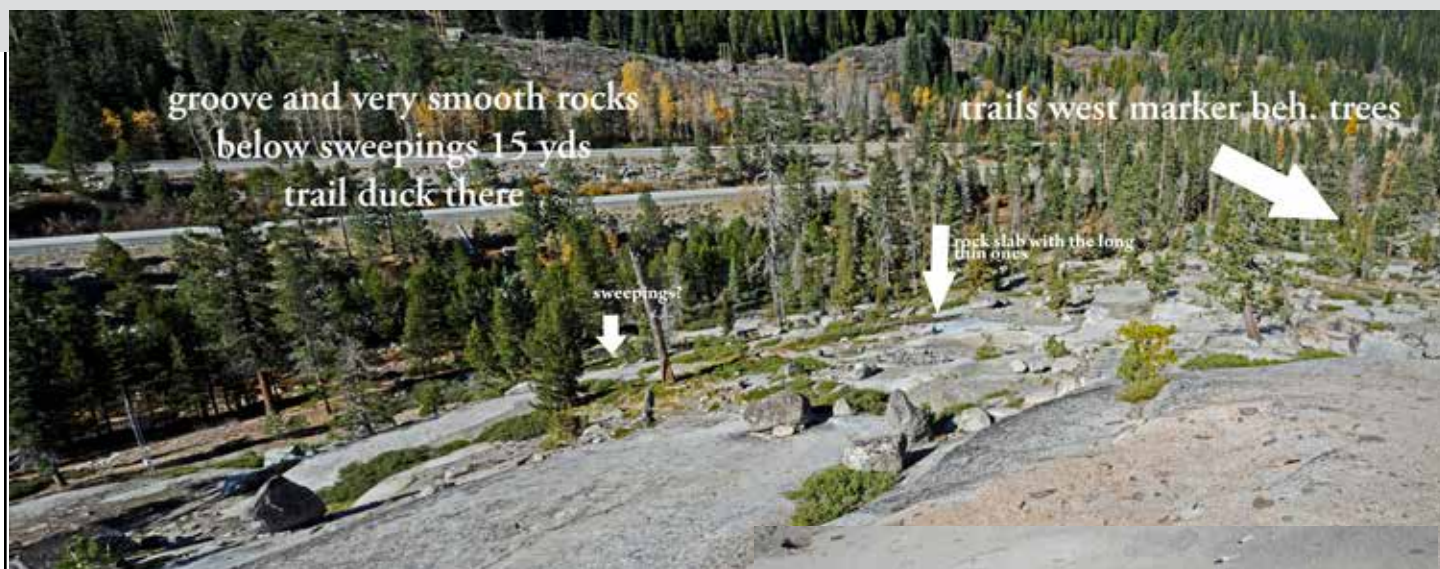
Since Alice used the Automobile Blue Book to travel across the country, using its maps, printed directions and ads we thought tracking that down would be interesting. It turns out that the Automobile Blue Book did a marvelous job of giving directions (see Auburn to Truckee on page 16), had good maps (see right), and lots of ads(see previous pages). It also turned out that the book did not cover the whole country until 1915 which is when Donner and Truckee appeared. That was why Alice had to follow telephone lines for part of her trip and the reason she hired some guides at different points.

Just for fun we include some pages from the 1915 Automobile Blue Book.



from the 1915 Blue Book

Odds & Ends on Donner Summit



Mysteries of Donner Summit

It's summer and you're looking for adventure. Big Bend, at the big bend of the Yuba River might be just the place. You can hike up to Loch Leven Lakes. Behind the garage across the street from the fire station is a Lincoln Highway memorial and pristine section of the Lincoln Highway leading to an old building (go east).



There's the Trails West marker for the emigrants who came that way and rust marks on the rocks from thousands of iron wagon wheels.

This is where the women and children of the Stephens Murphy Townsend Party spent the winter while the guys went to California for help. Here, the first white baby in California was born, Elizabeth Yuba Murphy. Read the book, [Truckee's Trail](#) for more of that story or peruse our [Heirloom](#) indices for the Stephens Party, Moses Schallenburger, and the book title.

There is also the unnatural feature at Big Bend, the small stones seemingly swept into a triangle (above). Uphill from that point emigrant wagons were winched down the granite slope using a tree as an anchor point. Did the emigrants sweep away loose rock to ensure their own and their oxen's footing? Could such sweeping survive 170 or so winter snows? If you don't think that's possible, what explanation do you have - bored, very bored tourists? Why are they only in that one spot where footing might have been tentative?

This is part of a series of miscellaneous history, "Odds & Ends" of Donner Summit. There are a lot of big stories on Donner Summit making it the most important historical square mile in California. All of those episodes* left behind obvious traces. As one explores Donner Summit, though, one comes across a lot of other things related to the rich history. All of those things have stories too and we've been collecting them. Now they're making appearances in the [Heirloom](#).

If you find any "Odds & Ends" you'd like to share pass them on to the editor - see page 2

*Native Americans; first wagon trains to California; the first transcontinental railroad, highway, air route, and telephone line, etc.

DONNER SUMMIT HISTORICAL SOCIETY
Donner Summit Historical Society.org

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) non-profit organization

If you would like monthly newsletter announcements, please write your email address below VERY neatly.



Take the Scenic Route: Donner Summit's Old Highway 40



Pick up the brochure at the DSHS
or download it at:

<http://www.donnersummithistoricalsociety.org/pages/brochures.html>

50 interpretive signs along Old 40
<http://www.donnersummithistoricalsociety.org/pages/20MileMuseum.html>



DONNER PARTY HIKE

September 18 & 19, 2021

Learn secrets
of the Sierra
as you hike with
local historians.

FOR MORE INFORMATION:
info@donnerpartyhike.com
donnerpartyhike.com

Explore scenic Donner Summit with local historians on interpretive walks and hikes. As you trace the steps of the emigrants, imagine the clip-clop of oxen and the rumble of wagons as countless pioneers scaled the mighty Sierra Nevada in search of a better life.

SATURDAY HIKES—Choose from one of seven hikes ranging from 3.5 to 6 miles with varying degree of difficulty. Explore the trails, see petroglyphs or the China Wall. Stroll through meadows or discover hidden Sierra lakes. Following the hikes, enjoy lunch at Donner Ski Ranch along with music and afternoon speakers*.

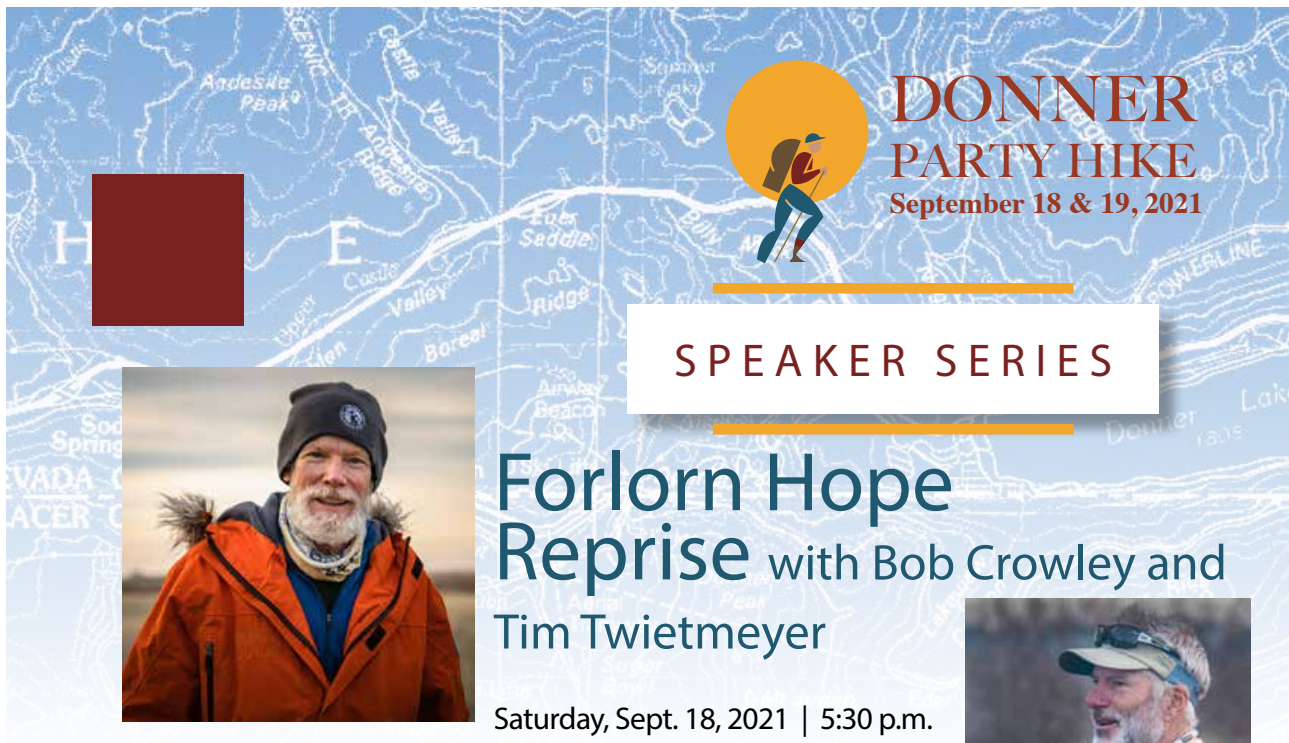
SUNDAY WALKING TOUR—Learn about the grueling mishaps of the Donner Party and the archaeological finds that remain. Then, it's on to Donner Memorial State Park to view the Murphy Cabin Site and Pioneer Monument.

REGISTER TO SECURE YOUR SPOT IN TIME—Tour size is limited. Reserve your spot on the trail by August 31 for early savings.

To sign up go to donnerpartyhike.com. You can read the details there.

*Our 2021 speakers will be Tim Twietmeyer and Bob Crowley, two of the extreme athletes who redid the Donner Party's Forlorn Hope trek last December. They'll talk about the Forlorn Hope and their reprise.


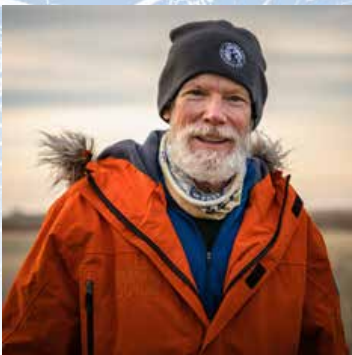
And then, that evening:



DONNER PARTY HIKE
September 18 & 19, 2021

SPEAKER SERIES

Forlorn Hope Reprise with Bob Crowley and Tim Twietmeyer



Saturday, Sept. 18, 2021 | 5:30 p.m.
Donner Memorial Visitor Center

12593 Donner Pass Rd., Truckee

5:00 P.M. DOORS OPEN

5:30 P.M. PRESENTATION STARTS

Cheese and crackers served and beverages will be available for sale.

The story of the Donner Party's Forlorn Hope is a story heroism in the face of extreme hardship and in the face of horrible choices. In 2020 four extreme athletes, captivated by the original journey in 1846, repeated the winter trek. They will talk about the original journey and their reprise with pictures.



For more information: info@donnerpartyhike.com | donnerpartyhike.com