

Quarterly Bulletin of the Calaveras County Historical Society

Volume LIII

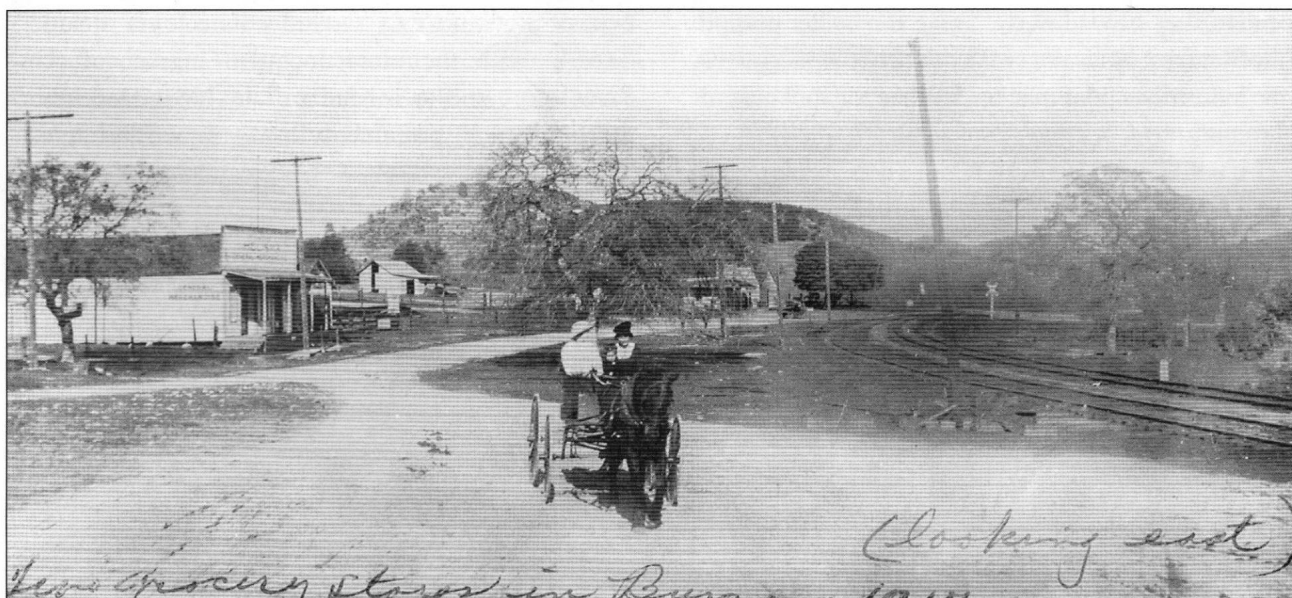
July 2005

Number 4

THE TRUE STORY OF THE FOUNDING OF BURSON REVEALED FOR THE FIRST TIME

By Sal Manna

*"Burson (Calaveras County)...The name commemorates David S. Burson,
a railroad man." (California Geographic Place Names, 1998)*



The not-so-bustling center of Burson circa 1919 along what today is Highway 12.

Photo courtesy of the Calaveras County Historical Society.

His name was not David and he was not a railroad man. Equally incorrect is the oft-repeated story of the town of Burson failing because of a contentious land negotiation between Daniel Smith Burson and the San Joaquin and Sierra Nevada Railroad—and the railroad thus extending its tracks to Valley Spring and also renaming the depot. Now, more than 120 years since its founding in 1884, exhaustive research into archived County and legal documents as well as contemporary newspaper accounts has uncovered the true story of the founding of Burson. Much of what follows is being revealed for the first time.

In the early 1880s, the land in northwest Calaveras County, just east of the San Joaquin County town of Clements, promised opportunity but little else. South of the copper mines of Campo Seco and gold and quartz mines of Paloma and Camanche (what became Burson was first considered Camanche) and north of the farms of Jenny Lind, the area was plagued by very poor, gravelly soil. “Covered with a dense growth of chaparral, giant white oak, live oaks and an occasional pine...mountain streams...nearly all left dry by the last of August” (*Valley Review*, August 20, 1884), the land was unsuitable for large-scale farming.

Those who persisted and built small ranches and farms were, for the most part, families who had recently emigrated from the Midwest and East as the new transcontinental train line made the trip far less daunting than in past times. Searching for a better life, and with 160 acres offered by the Homestead Act as incentive, they headed west. “There is no other portion of the State that holds out greater or better inducements to the industrious poor man to-day than the foot hills of Calaveras” (*Lodi Sentinel*, September 27, 1884).

One such family was the Bursons. It is unclear why they settled in Calaveras County, though two other families from Bureau County, Illinois—the Sapps and the Dyers—also arrived around the same time. What is certain is that at least by 1879, Burson, born in Pennsylvania but raised in Illinois, a wounded Union veteran of the Civil War, and his wife Martha (both 48 years old), were claiming a homestead (granted in 1882) on land that today largely runs northwest from the intersection of Highway 12 and Burson Road. Back then, that crossing joined the Stockton Road and various roads heading east to San Andreas, south to Jenny Lind, northeast to Campo Seco and Mokelumne Hill and north to the Mokelumne River. Though Burson could not have known it when he staked his claim, he was located precisely where a railroad was about to come through and change his life forever.

At the time, all roads led to Stockton and its Central Pacific railhead—and nobody outside Stockton seemed happy about that. Farmers in Lodi complained about the high freight rates. Miners in Camanche and Campo Seco had no choice but to incur substantial costs to haul their products. James Sperry, proprietor of the hotel at the rapidly expanding world-renowned Big Trees in eastern Calaveras County, wanted to expand his tourist business by providing an easier trip for visitors than the stage lines that had been operating since the 1860s. The timber interests in that region also craved better access.

Agitation for a narrow gauge railroad that would bypass Stockton and instead connect via steamer directly with the more lucrative market of San Francisco came to a head in late 1881. December meetings among prominent citizens piqued the interest



“Ettie”, named for the wife of the railroad’s president Frederick Birdsall, was the original San Joaquin and Sierra Nevada passenger car that served the line from Lodi to Valley Springs, including a stop at Burson. *Calaveras County Historical Society.*

of Frederick Birdsall, who made his money mining silver in the Comstock Lode in Nevada before moving to Sacramento where he was one of the organizers and directors of the Sacramento Bank. Birdsall became the principal investor in the venture which was incorporated as the San Joaquin and Sierra Nevada Railroad on March 28, 1882. The first rail was laid at Brack's Landing on the Mokelumne River near Woodbridge in April and surveying, grading and construction



Helisma, Railroad Station at Burson, circa 1917.
Calaveras County Historical Society.

quickly proceeded. By June the tracks reached Lodi; Lockeford by August, and newly founded Wallace by October, steaming full-speed ahead towards the Big Trees and perhaps even the silver mines of Bodie.

Daniel Burson must have imagined he had stumbled onto a different sort of gold mine than the '49ers. In March 1883 he purchased the 160-acre parcel south of his homestead for \$3,000, an extraordinarily high sum, from Gottlieb Graupner, a German immigrant. In March of the following year, he granted the railroad a right-of-way through his original property.

The Valley Review (June 4, 1884) described Burson along with neighbor John Peters, who owned the 160 acres to the west, as "intelligent, wide-awake and progressive farmers who will do much to make the place grow in importance and number when it is once fairly begun...just north of the new town site is a beautiful eminence known as 'Pleasant Hill,' the home of Mr. Burson, where we found a profusion of roses in bloom...Mr. Burson has set out a row of evergreen and other shade trees on the avenue which leads from the road up through the field to his residence."

On September 5, 1884, the first train reached Burson, or more accurately, Burson's, as in "Burson's place" because the place did not yet have an official name. In fact, the train station was initially christened Hungry Hollow (Calaveras Prospect, September 12, 1884). But on September 22nd, Burson filed with the County an official plat of the Town of Burson, as surveyed by Fred Reed,

Chief Engineer of the S.J. & S.N.R.R. From that day onward the area has been called Burson.

The plat shows a town just short of 20 acres, north of the Stockton Road and on the same side as the train depot. Along with 61 lots arranged in five blocks designated A through E, the plan featured a two-acre plaza and six streets, four 80 feet wide and two 60 feet wide. The streets—Brack, Langford, Washburn, Fitzgerald, Peters and Furness—were named by Burson generally with an eye to currying favor among the more powerful. Brack was Jacob Brack, a native of Switzerland who came to California during the Gold Rush. A prominent farmer, he had built a landing on a slough of the Mokelumne River to create a watery avenue to San Francisco and was the prime mover for the creation of the railroad, of which he was vice-president. Langford was B.F. Langford, a native Tennessean who also arrived during the Gold Rush. One of the most influential men in California, he was State Senator for the area from 1880-1899, and a Director of the railroad. (The three locomotives of the railroad were named the "Ernest Birdsall," after Frederick's son, the "Ben F. Langford" and the "Jacob Brack.") Washburn was Samuel Washburn, Superintendent of the railroad. J.W. Fitzgerald was a brief business partner of Burson's. Furness is a mystery, since there was no one by that surname that can be connected to Burson. One possibility is that this was a misspelling referring instead to James Furnish, who perhaps not coincidentally made a loan to Burson the next month.

The plaza in the center of town was planted with trees, mainly 50 olive trees, as well as eucalyptus, cedar, pine and oleander. The necessary water was tapped from a reservoir on a nearby hill, to which the water was piped in by the Mokelumne Ditch Co. According to a recollection written by Lester King March in 1956: "My memory as a very small boy was that it was a very beautiful spot."

March, a son of long-time town doctor William Bright March who built a house in Burson soon after the railroad pulled in, added that the S.J. & S.N.R.R. then wanted to purchase 10 acres of level land from Burson adjoining their right-of-way on the south for a switching yard. "Mr. Burson set the price above a reasonable value," wrote March, "and the controversy finally waxed hot, and the railroad people said alright we will build to Valley Spring and also change the name of our station to Helisma which was not a very good sounding name." March was correct about the latter; for years residents would say with a smile to perplexed outsiders, "Burson is my post office but Hell is my station."

However, and more importantly, March, who was born three years after Burson was founded, appears to have erred regarding the controversy itself. There is no mention in contemporary documents or newspapers of any such disagreement. Whether the

railroad asked to buy property for a switching yard and Burson countered with an exorbitant price is unknown. What is clear is that any such issue had nothing to do with the railroad moving on to Valley Spring (where it arrived in April 1885) since that, and even to the Big Trees and beyond, had been in the company's plan from the beginning. In addition, the railroad could not have been so terribly upset with Burson himself given that railroad receipts through the remainder of the 1880s show that the enterprise continued to make occasional payments to him of \$5 per month for providing water to the station.

As for the name change, the first mention of the station being called Helisma rather than Burson in the annual *Officers, Agents & Stations* publication of the Southern Pacific (which purchased the San Joaquin & Sierra Nevada Railroad in 1886) is 1892, years after Daniel Burson owned any land in the town or any controversy may have waxed hot. Later accounts propose that problems confusing deliveries to Burson with those to Benson, AZ, was the rationale for the change. The source for the ungainly name of Helisma remains unknown.

Blaming Burson for a poor business decision that stymied the town's development is ill placed for another reason as well. If offered money from the railroad, he surely would have taken it without much

BURSON FOUNDERS DAY

*Public Invited To Celebrate Burson's History
On Saturday, September 17, 2005*

For the first time, a Burson Founders Day will celebrate the past, present and future of the Calaveras County town. At 11 a.m., Saturday, September 17, 2005, a memorial stone will be dedicated at Daniel Burson's gravesite at Harmony Grove Cemetery in Lockeford. Next to his Civil War headstone, the memorial will credit his founding of Burson and, for the first time, note that wife Martha is buried beside him. The Calaveras Co. Historical Society, Calaveras Co. officials, Civil War and other historical groups, local media and current descendants of some of the town's 19th century settlers will be in

attendance. At 1 p.m., the event will move to a location near the intersection of Burson Rd. and Hwy. 12. Along with entertainment, food, booths sponsored by local merchants, and a farmer's market, items of historical interest will be available for purchase, including a special framed version (with lyrics) of the song "What Kind Of Person Could Survive In Burson?" penned by renowned Calaveras Co. resident Randy Sparks. For info about participation or attendance at the first annual Burson Founders Day, sponsored by the Wallace/Burson Association, please contact Sal Manna at (209) 772-0336.

of a hard bargain—because little more than a year after founding Burson, its namesake went bankrupt.

Burson was a man of modest means, receiving what was likely a very small Civil War pension to supplement his limited farming efforts. In 1882, according to property tax records, Burson owned his land, house, one plow, one wagon, three colts, two cows, one calf, one dog, poultry, one harness, firearms, furniture, a horse, and, extravagantly, a thoroughbred worth \$300. Per 1884's assessment, though he owns much of the same, he has now mortgaged his land to John Storey, a successful Irish-born miner dubbed "the Bonanza King of Camanche"; to Graupner, for the additional land earlier purchased, and to Hattie Sterling, a German-born widow who was a frequent money-lender to area residents. Burson, as did a few others, staked his future on the railroad ushering in an economic boom for the entire county.

The small town quickly boasted a post office, stores, dance hall, saloons, livery stables and numerous residences. Daniel Burson sold lots to Jay Conklin, a brickmason from Ohio; to Ed Caldwell, a miner turned saloon-keeper from Canada; Marcus Lafayette Cook, a Tennessee-born farmer who opened a store and became Burson's first postmaster, and storekeepers William Cook (M.L.'s son) and Iowa's Warren Lamb, plus acreage north of the site to Fred Walter, a German-born blacksmith who became one of the town's solid citizens, and a postmaster, for many years. But despite Burson's efforts, and expense, the vast majority of the lots went unsold.

In mid-1884, the *Valley Review* touted that "this new railroad will prove a great blessing to these people so long shut off from the commerce and manufacturies of the world, and as capital is introduced, the resources of the valley and mines better developed, towns will spring up, and all the advantages enjoyed by the denizens of more favored localities will be meted out to those brave pioneers who have toiled and reared their families on their

foothill farms contented with their surroundings nor ambitious to enter the arena of fortune to struggle for wealth, honors and fame, though surely the first of these will come without the seeking."

In 1884, the narrow gauge carried 21,512 passengers and more than 19,000 tons of freight. The following year, it carried 19,908 passengers and 12,234 tons of freight. In 1886, it carried 15,706 passengers and 13,000 tons of freight. Also, per revenues and debits, the railroad was in the black. The S.J. & S.N.R.R., contrary to popular belief, was not a failure. Yet the cost of its building, and the interest expense on its bonds, weighed heavily on investors. *The San Joaquin Historian* writes that

"the crushing blow came with the death of its chief financier and president, Fredrick Birdsall." That claim is erroneous, however, since Birdsall passed away years later on April 23, 1900.

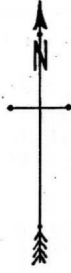
Nevertheless, the railroad was certainly not as explosively successful as everyone had hoped and the growth of Calaveras County that it was supposed to spark never materialized. That the line was not extended beyond Valley Spring (other than the 1925 expansion to the Calaveras Cement Co. in San Andreas) spelled the end of any potentially major commercial advance for the county

for many decades. One can only imagine what Calaveras County would be like today if the railroad had indeed stretched to the Big Trees.

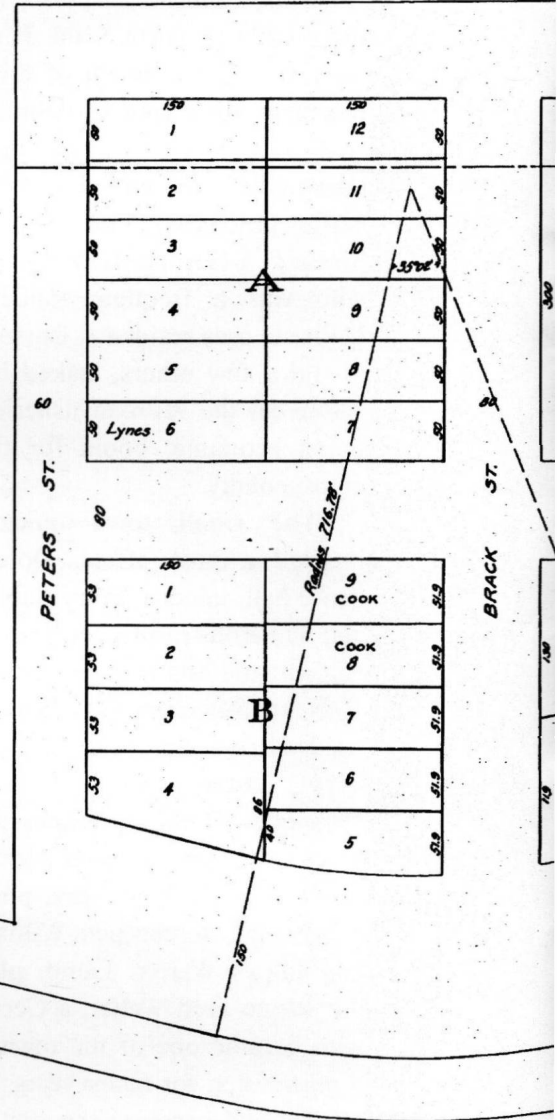
So what went wrong with Burson's particular dream of a thriving, prosperous new town? Burson "flourished while serving as the terminus of the railroad, with freight bound for the mines being unloaded there for transfer onto large freight wagons" (*San Joaquin Historian*, July-September 1975). But within a matter of only seven swift months from its founding, Burson was simply passed on by. Valley Spring became the new terminus (and later became Valley Springs). Daniel Burson had known that his hamlet would never remain the end of the line. Time was of the essence to draw either a substantial population or significant added resources before the railroad moved on. Neither



The intersection of Burson and Helisma Roads (also known as Railroad Street) in 2005.
Courtesy of Sal Manna.



OFFICIAL PLAT
OF THE TOWN OF
BURSON
CALAVERAS COUNTY
CALIFORNIA
AS SURVEYED BY
F.H. REED C.E.
CHIEF ENGINEER S.J. & S.N.R.R.
SEPT. 1884.



SAN JOAQUIN AND SIERRA NEVADA RAILROAD

Scale 1 inch = 100 feet.

Filed Sept 22, 1884
R.M. Redmond,
Recorder
by J.A. Foster (signed)
Deputy

The official plat map of the Townsite
of Burson, recorded in 1884.
Courtesy Calaveras County Surveyors.

FITZGERALD ST.

80

380

PLAZA

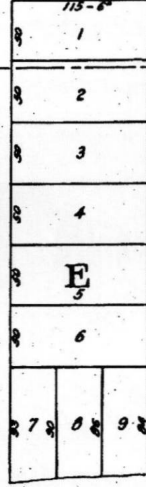
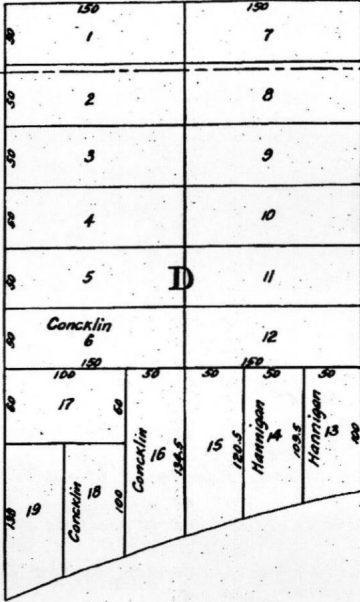
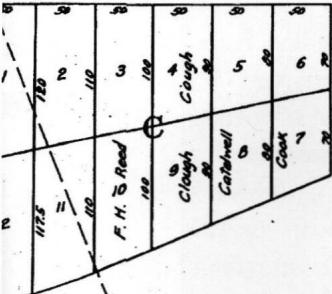
LANGFORD ST.

WASHBURN ST.

FURNESS ST.

ROAD TO CAMINO SECO

Sec. Cor.



Sec. 20, T4N:R10E.

Sec. 21.

Section Line N 1° 45' W Var. 16'-15'

Radius 1144.50'

28° 30'

TOWNSITE OF BURSON

In the Superior Court,

of the

County of *Calaveras* State of California.

In the Matter of

Daniel S Burson

An Insolvent Debtor.

State of California,

County of *Calaveras* } ss.

Daniel S Burson

, being duly sworn, says:

That he has applied to the Superior Court of the said County of *Calaveras* State of California, for discharge from his debts, under the provisions of an Act of the Legislature of the State of California, entitled, "An Act for the Relief of Insolvent Debtors, for the Protection of Creditors, and for the Punishment of Fraudulent Debtors," approved April 16th, 1880: That he has not done, suffered or been privy to any act, matter or thing specified in the said Act as ground for withholding such discharge, or as invalidating such discharge, if granted

D. S. Burson

Insolvent Debtor.

Subscribed and Sworn to before me this *6th* day of *December* 18*86*.

Irath Reed
Notary Public

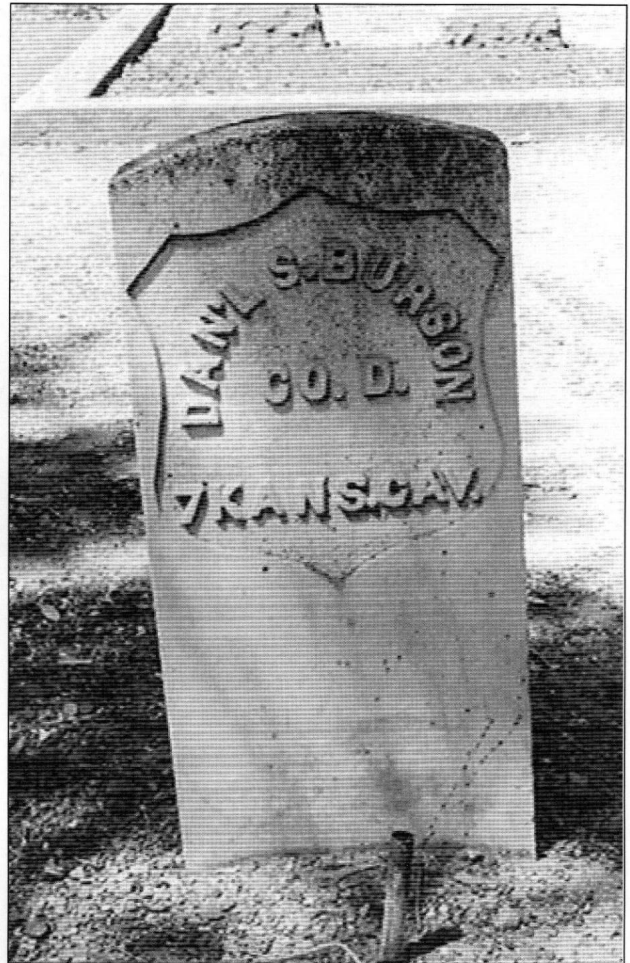
Daniel Burson's court document filing for bankruptcy, bearing his signature, dated December 6, 1896. Courtesy Calaveras County Archives.

occurred, for a myriad of reasons, most beyond his control—from a national economic recession to better prospects for money and people elsewhere in California to the lack of a powerful benefactor.

Meanwhile, Daniel Burson was deeply in debt. According to his bankruptcy proceedings, he owed money for everything from groceries and blacksmithing to pipe and powder, a sum of more than \$7,000. His assets at the time of his filing as an insolvent debtor were one wagon, two horses, one harness, and household furniture, totaling \$295. He claimed to own no real estate because a month earlier, in October 1885, he cleverly deeded all 320 acres of his land to his wife. With that apparently effective maneuver, they continued to live on the property, with Martha as the legal, tax-paying owner. Daniel was still considered an upstanding member of the community, serving on juries and mentioned positively in newspapers. In June 1887, the *Calaveras Prospect* noted that he had a strawberry patch containing 5,000 plants and that he had sold 1,200 pounds of the fruit. However, two of those who held mortgages, including Sterling, were not so easily put off. They sued the Bursons in court and won. By 1888, the Bursons were forced to surrender all of their land to the note holders. They soon moved to the falls of San Antonio Creek near the Big Trees, where Martha Burson claimed yet another 160-acre homestead.

Burson the town did not disappear with the relocation of the Bursons. In the 1890s, for example, Burson was the area's center for Memorial Day activities thanks to residents who had erected the county's first post of the Grand Army of the Republic, the organization for Union Civil War veterans. Individual Burson businesses and residents have continued to prosper through the years. Gold Country travelogues notwithstanding, Burson has never been a ghost town.

Daniel Burson died on November 24, 1907, at the age of 78. Less than three years later, Martha passed away at age 80. Both are buried at the Harmony Grove Cemetery in Lockeford, with Daniel's final resting place marked by a Civil War headstone. His obituary in the *Calaveras Prospect* read: "D.A. Burson after whom the town of Burson was named...was a native of Iowa...He came to this county in the early days, and at the time of the building of the Lodi and Valley



The Civil War headstone at Daniel Burson's gravesite at Harmony Grove Cemetery in Lockeford. His wife is buried beside him in an unmarked grave. Courtesy of Sal Manna.

Spring railroad, he started the town of Burson as a public resort, but was not successful." In his own obituary, his name is incorrect (D.A. instead of D.S.) and his birthplace is incorrect (Iowa instead of Pennsylvania).

The newspaper does accurately cite that his dream did not come to fruition. Yet, 120-plus years later, there remains a town named after him, a road running through it that also bears his name, and citizens proud to live in a small Calaveras County town called Burson.

A resident of Burson, Sal Manna is a freelance writer who has written for newspapers such as the Los Angeles Times and magazines including Time and Playboy. He is also President of the area's community organization, the Wallace/Burson Association.

THE CHILDREN OF DANIEL AND MARTHA BURSON

Daniel and Martha Burson were childless. However, the couple unofficially adopted two girls in 1885. Clara Belle Posey was seven years old and her sister Effie Franklin Posey was five when their father, the wonderfully named General Jackson Posey, gave them up because he supposedly could not afford to care for them. The Bursons would testify in court documents that Posey gave them to the Bursons to "protect, clothe and educate them as their own offspring...and they have cared for and supported said minors and adopted them as their natural children." But in 1888, Posey knocks on the Bursons' cabin door near the San Antone Falls and asks to be given his daughters. The Bursons refuse; Posey takes them to court. The Bursons lose; the children go home with their father. Yet when Posey dies in 1893, it is unclear whether the girls go back into the care of the Bursons or blood relatives.



Corwin D White
Effie F. White

But Effie followed the profession of her biological mother and became a teacher, and did return to Burson the town. For two years, 1900-1901, she taught at the Burson School. Later, after marrying Corwin Douglass White, more than 20 years her senior, in 1902, she became the principal of schools in Clements and Lockeford. The Whites

lived in Lodi into the 1920s, after which they moved to Santa Maria, Santa Barbara County, where he died in 1946 and she the following year. They had three children—Emily (who became a teacher too), George and Howard. Meanwhile, Clara Belle married Samuel Gillingham, died in 1929, and had no children.

Martha Bursons' obituary in *The Lodi Sentinel* (July 16, 1910) reads: "Mrs. Martha Farrington Burson, mother of Mrs. C.D. White...resided at the home of her daughter for the past three years." In the end, at least for Effie, Martha and Daniel Burson were indeed her mother and father.

HISTORIC MANUSCRIPT DISCOVERED

The Historical Society has an exciting announcement of a recently discovered historic manuscript.

Wally Matloch, one of our directors, was doing some research with the California Historical Society. In a very indirect route, Wally found his way to a manuscript that had been donated to the state fifty years ago.

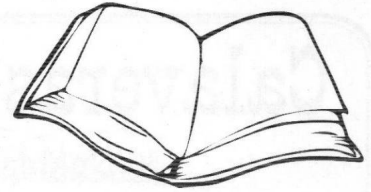
The authoress was Edna Buckbee, a known local author of *Pioneer Days of Angels Camp* and *The Saga of Old Tuolumne*. Born in 1876 in Sheep Ranch, Mrs. Buckbee was the daughter of Calaveras County pioneers. She made a living writing and selling stories that she recalled from her youth, or that she collected from eye witnesses.

Wally retrieved the Calaveras County material and obtained permission to publish it. He has spent several months collating, transcribing and compiling the collection of notes from her unpublished manuscript in to a semblance of order. The result is a fascinating accounting of several gold rush stories and legends as documented by first hand interviews.

Wally is working to enhance the written material with historic maps and relevant old photos. The result is going to be an exciting book, published under the auspices and for the benefit of the Calaveras County Historical Society. Keep your eyes out for future announcements regarding the publication and sale of this book.



NEW BOOK HIGHLIGHTS THE HISTORY OF MURPHYS, AND MORE



A new book entitled *Around Murphys* has recently been published by Arcadia Press. The book is by prominent Calaveras County historian Judith Marvin. The book features over 200 historic photographs and images, accompanied by lively text written by Judith. Several of the featured photographs were from the Historical Society's files, and many quality images were produced by our own Wally Matloch.

This book is not just another pretty picture book. The author used specific detailed research of record data to get the stories straight. Drawing on her own rich knowledge, combined with the high quality photographs she used, Judith has created an attractive yet accurate accounting of the history of Murphys and other nearby communities from record evidence. Her enthusiasm for history is contagious, and you too will be drawn in to this captivating book

once you get a chance to browse through its pages.

Judith's name is familiar to members of the Historical Society. She is the foremost living historian of Murphys, Sheep Ranch, and probably all of Calaveras County at large. For eleven years she was the Museum Director until the society assumed that responsibility in 1987. She has presented numerous talks to the society over the years. Foothill Resources, Ltd. is a prominent cultural resources firm in California, of which she is a principal. Judith is an accomplished author, and collaborated with the Historical Society on the production of the popular book *Madam Felix's Gold*, which she co-authored with Historical Society Honorary Member Willard P. Fuller and Julia G. Costello, a local archeologist.

Look for *Around Murphys*
on local bookshelves soon!

MEMBERSHIP BENEFITS

The Historical Society again thanks you for your membership. For the mere cost of a dinner in a moderate restaurant, you get to enjoy multiple benefits from your annual membership. Your contribution goes toward the publication of this journal as well as the general operating expenses of the society. Your foremost benefit is receiving *Las Calaveras* quarterly, but your membership privileges don't stop there.

The Historical Society also grants free admission for members to both of our museums. Considering how often we like to visit our museums, this can add up to be a very lucrative benefit, indeed! Why not take advantage of this privilege and take your family or a guest on an outing to a museum? The **Calaveras County Museum** in downtown San Andreas is located at 30 North Main Street and is open daily 10:00 am to 4:00 pm, except major holidays. Also in San Andreas is the new **Red Barn Museum**, soon to celebrate its one year anniversary of operation.

This museum is open Thursday through Sundays, also from 10:00 am to 4:00 pm. If you're in Angels Camp, don't forget to stop by the **Altaville School House**, located in front of the CDF Station on Highway 49. The schoolhouse is always open free to the public every day.

While visiting the main museum complex in San Andreas, don't forget to stop by the **Willard P. Fuller Book Room**, where the society maintains an extensive inventory of historic and gold rush books for sale. These books always make for great reading, or a thoughtful gift. Members enjoy a whopping 15% discount on all book and gift shop purchases. With such a great discount, you can't go wrong!

Our members and our volunteers are what keep this society running. Thank you again for your contributions, and please enjoy your membership benefits. If you want to do more, you can volunteer by contacting the main office at 754-1058. And don't forget to renew those annual memberships!

Calaveras County Historical Society

30 No. Main Street P.O. Box 721 San Andreas, CA 95249

Officers and Directors

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Vice President	Duane Wight, Lodi
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Las Calaveras is published quarterly by the Calaveras County Historical Society. A subscription to *Las Calaveras* comes with membership in the Calaveras County Historical Society for \$22.00 per year. Non-members may obtain copies from the Historical Society office. The original historical material presented in *Las Calaveras* is not copyrighted and anyone is invited to use it. Mention of the source would be appreciated. Contributions of articles about Calaveras County are appreciated and may be submitted to the Historical Society for consideration.

The Calaveras County Historical Society is a non-profit corporation. It meets on the fourth Thursday of each month in various communities throughout the County. Locations and scheduled programs are announced in advance. Some meetings include a dinner program, and visitors are always welcome.

The Society operates the Calaveras County Museum which is open daily from 10:00 to 4:00 in the historic County courthouse located at 30 Main Street in San Andreas.

The Society's office is located in historic San Andreas, the Calaveras County seat. Visitors are always welcome to stop by the office for assistance with research, and are encouraged to visit the museum while in the area. The office is open Monday through Friday from 8:30 to 4:00, and the telephone number is (209) 754-1058, or contact us at: CCHS@goldrush.com.

New Members

The Historical Society welcomes the following new members:

February 2005

Robert & Barbara Holton, Sonora
Patrick McLaughlin, Lodi
Salvatore Manna, Burson
Mary Dayhoff, Mariposa
Wiley Johnson, Castro Valley

March 2005

Harold Gowder, Valley Springs
Chris Airola, Loomis
Mark Johnson, Arnold
Dan O'Boyle, Valley Springs

April

Gary Giovannoni, San Andreas
Dan Johnston, Sacramento

Donations

The Historical Society is grateful for the following donation:

February 2005

Scrapbook in memory of Ella Jones Berry—Rebecca Jones Berry, Prescott, AZ

JULY MEETING

Installation of officers and directors will be Thursday July 28 at 6:00 p.m. at the Robin's Nest in San Andreas.

Reservations 754-1058