

VALLEY SPRINGS

By IDA M. WIMER

Leaving the level country from Lodi, Clements, and Lockeford, the highway makes its way to the foothills passing through Wallace and Burson and on to the little town of Valley Springs.

Its first location was about a mile east on the old "Pattee Place." The settlement at that time was not regarded as a town—but there was a store owned by T. J. French, a post office and one or two dwelling houses. Mail came to the post office addressed "Pattee Place."

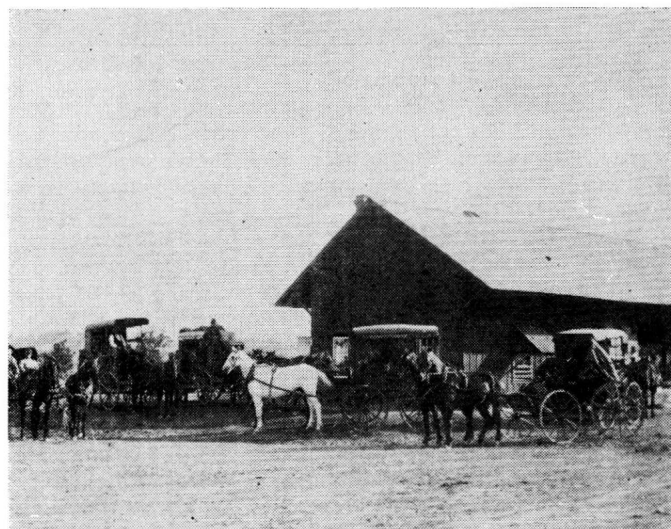
Its serenity was not disturbed until 1884 when the town was moved in a westerly direction to the Late place, where the end of the railroad was determined. That year a town-site of 18 blocks was laid out and many attractive buildings were erected.

George Late was the first settler. After a trip "around the Horn" on the bark "Kirkland," he reached San Francisco on August 22, 1849. He possibly was Valley Springs' first permanent settler. Miss Rebecca C. Shaffer was the girl he left behind, so in 1853 he returned to the East and on February 24, 1854, they were married. The youthful couple embarked for California on June 22 of that year by the Panama Route and arrived in Valley Springs the following August. Their house of limestone was quarried from a hill near the town and served the Late family for many years and is still in excellent condition, though no members of the family remain. The entire family is laid to rest in the Double Spring Cemetery.

Warren Lamb was among the first to build in Valley Springs. He built and owned a restaurant, a saloon and a feed stable. In those days mule teams, freighters, and stages halted for the night in Valley Springs.

The first hotel was built by a man named John Plummer, who with his family—his wife, three daughters and a son—lived there several years, after which the hotel was sold to Chester Meyers. Later a second hotel was built by a Henry Purdy.

Harvey Smith, with his two sons, Harvey, Jr., and Almar, built the first blacksmith shop. Harvey Smith was



MAIL TIME AT VALLEY SPRINGS — Horse-drawn stages await the mail at the railroad depot at Valley Springs in the early days.

a wheelwright and built buggys, carts, and light spring wagons for sale. Al did the painting. John Brown was their steady helper. Many horses and mules were shod for the teams that came to haul freight from the depot to the mountain towns. The San Joaquin and Sierra Railroad was completed to Valley Springs in April, 1885. I think a Donald Baker was the first depot agent.

The first school was held in a quarry building below Lates' until their own school was finally built and the first teacher was Amy O'Neal.

T. J. French and son, Edward, were the first merchants.

Later a second store was built by F. L. Johnson, a two-story building with a town hall over the store. Church and Sunday school was held in this hall before the church was built. In later years Johnson sold to a man named Manner, who also bought the Johnson dwelling house. Manner only remained there a short time when he sold to T. J. French and French moved his merchandise to the Johnson building. The son, Ed French, made a trip to Honolulu with his grandmother and while there was drowned while bathing in the ocean. Soon after, the father retired and sold to J. T. Pliler, who was employed in the T. J. French store for many years, and Joshua Lillie, who was a brother-in-law, and the store was then operated under the name of Pliler and Lillie. Joshua Lillie passed away in April, 1934. In 1939 J. T. Pliler had the old building torn down and a new store, a one-story building, erected. About five or six years ago Mr. Pliler retired from active business and spent most of his time at the home in Grover City where he passed away on September 3, 1954. His two sons, Laurence and Donald, now operate this business, still under the name of Pliler and Lillie.

Frank Pattee while still a small boy peddled meat in the town and its immediate vicinity. Soon, as an accommodation to his customers, he was carrying more groceries from French's store than meat from the Pattee Ranch. John Pattee, the oldest brother, noting this, concluded that the business of general merchandising might prove a more profitable business than stock raising. A short time later, under the name of "Pattee Brothers," they opened a store in Valley Springs. Later Victor Wilds took over this business and after a few years John Pattee sold the building to Pete Ormes, who had the building torn down and a new one erected for a modern restaurant.

In the early days Valley Springs received water from the Mokelumne Hill Canal Company, and when water was no longer available from this source, John Pattee supplied the town with water for all purposes from a large concrete tank northeast of the town.

About 1888 George Snyder had a boarding house and restaurant located in the same block as the Pattee store.

Mr. Johnson, owner of one of the stores, was the first to become interested in a church building for Valley Springs. He asked for donations and I remember distinctly that my grandfather, Mr. A. R. Wheat, gave \$50.00 toward the church building. Later a building was moved from Burson to Valley Springs, which is the church building still in use today. In years past the minister of the Methodist Church has preached in 14 different locations throughout the county. Valley Springs has always been the center from which the ministers worked, traveling on horseback and by foot. According to past records they walked many times the 12 miles between Valley Springs and Mokelumne Hill. The Methodist Episcopal Church was organized in 1885 with 12 charter members. It is now the Valley Springs Community Methodist Church and is the only Methodist church in Calaveras County.

On September 14, 1895, a fire burned down the greater part of the town. The fire started in Misiner's Saloon. The hotel was then rebuilt by Chester Meyers and it was later sold to William Nelson and in 1945 this hotel, saloon, and several other buildings were again burned down and have never been rebuilt.

A town hall was built by Jack Lang and some time later in 1892 his father-in-law, Gasper Vieusseux, moved his general merchandise store from Campo Seco to Valley

Springs. Mr. Vieusseux passed away in March, 1899, and the building was used again as a Town Hall but was burned down about 1916.

Dave Berry with his family came to Valley Springs about 1885 or 1886 and had the first livery stable here. He also had the mail and passenger stages going out of Valley Springs. A Mr. Longley was one of the steady drivers and he passed away on September 10, 1893. In reading the diary of the late Oscar Late I find there was much rain and high water on March 20, 1893, and a washout prevented the train coming beyond Clements. Dave Berry drove his stage to Clements to meet the mail and passengers. And on January 7, 1893, the stage to Mokelumne Hill, driven by Mr. Longley, was held up and robbed.

A Dr. Wall, a woman doctor, was the first doctor to live in Valley Springs. She visited her patients on horseback. In the later years Dr. March from Burson was the chief physician. He passed away in June, 1936.

When the town was moved from the Pattee Place to its present location, it needed a new name. They wished to call it Spring Valley—since the Spring Valley Hotel—located 3½ miles east toward San Andreas had burned down, but there being another post office by that name already in existence, they simply changed the name around and called it Valley Springs.

VALLEY SPRINGS

By HARRY T. FEE

Oh, it stands there the gateway
 'Twixt the pine dowered canyons
 And the low fields of grain,
 With naught to disturb it but the whirl of the wings
 Of the magpies that flutter 'round ol' Valley Springs.
 It sits in the low hills, a herald of delights:
 One hand to the valley, one to far mountain heights.
 One road that leads down to the seas and the streams,
 And one winding up to the hill land of dreams.
 San Andreas on its high road, Angels Camp and Murphys,
 And far in dim forests the Calaveras Big Trees.
 Oh, you have to pass through it, it's the center of things,
 This little hill town there of ol' Valley Springs.
 It conjures not only the city—its sights,
 But it points the gray highway to mountain delights.
 Like a hand that is beckoning, like a gateway that swings,
 Like the doorstep to grandeur—Little ol' Valley
 Springs.

DESTRUCTIVE FIRE IN MILTON

(Calaveras Chronicle, February 22, 1875)

On May 20th, 1875, about 11 o'clock in the morning a fire broke out in Milton and before the flames could be subdued nearly the whole town was laid in ashes. As near as we can learn only three buildings were saved, the Tornado Hotel, the railroad depot and the Town Hall.

A good portion of the goods from the stores was saved.

The following buildings were burned: Calaveras Hotel with furniture, McClenahan's Saloon and fixtures, Lloyd's Barber Shop, Milton Hotel, Pioneer Livery Stable, Big Tree Saloon, Bunds and Hendricks store, and Mrs. Griswold's Dwelling House.

The fire originated from a stove pipe.



TORNADO HOTEL AT MILTON — Given the name because it was twisted from its foundation by a windstorm.

TORNADO AT MILTON

(Calaveras Chronicle, December 20, 1873)

About 1 o'clock of the afternoon of Tuesday last, Milton in this county was visited by a tornado that resulted in the injury of several persons, and the destruction of a considerable amount of property.

Several buildings were completely destroyed, others unroofed and a number moved bodily from their foundations.

The hurricane, which apparently was about a quarter of a mile in width, was accompanied with hail and rain. It lasted but a few moments, long enough, however, to place at least half the town in ruins. The effect of the tornado is described by eye witnesses as terrifying in the extreme, the air being filled with flying timbers and other debris, while the fury of the howling blast is said to have been beyond description.

A new building belonging to J. Griders, also a new blacksmith and wagon shop, were completely blown to pieces. A. D. Fox's new hotel was completely blown off its foundation, and a small house in the rear of the hotel was blown a distance of about 100 feet against the house of Dr. Giles McDouglad, and Johnson's hay barns were completely destroyed.

The new school house was blown from its foundation and removed about 8 feet. J. Bund's dwelling house was unroofed and the Calaveras Hotel partly unroofed and the barn was blown down. The railroad depot lost 15 feet of its roof and one end was blown down. J. Greer's carpenter shop was blown to pieces and L. Beysser's warehouse was partly unroofed. Several buildings on the back street occupied by Chinamen were torn to pieces and scattered in all directions by the force of the wind and storm.

Among the casualties noted, several are severe. J. McClenahan, who was in Fox's Hotel, had his arm badly broken, portions of the bone having been driven through the flesh. Flying timbers also struck McClenahan and badly mashed his hand. A young man named Groves, recently from Vallecito, who was in the street, was struck on the head by flying

timbers and knocked senseless and a severe wound was inflicted.

Mr. Grider's family of ten, having their dwelling completely blown down over their heads, escaped injury.

A. D. Fox and W. Blanchard, who were in the depot, took refuge in the street, and Blanchard brought up against a hitching post and Fox in a mud hole.

The scene, as described by those who witnessed it, was terrible, the air being filled with flying timbers, etc. The force of the storm seemed to divide in town, leaving Milton Hotel, McDonald's Livery Stable, Bund and Hendrick's Store and the Big Tree Saloon uninjured.

About 12:45 p. m. the tornado was noticed from Oakdale. It passed near Burnett's Station, traveling northeast, and continuing in the same course after leaving Milton.

CAMPO SECO DESTROYED BY FIRE

(San Andreas Independent, September 3, 1859)

Our neighboring town of Campo Seco was totally destroyed by fire on Tuesday last. It originated in a Chinese store and spread with such rapidity that in less than thirty minutes the business part of the town was in ashes.

A friend who was approaching Campo Seco from Lancha Plana first saw the smoke from French Hill, a mile from the fire, and though he walked as rapidly as he could, when he reached town everything was destroyed.

The Protestant Church which was just completed at a cost of \$2,000 was also destroyed. Both the Phoenix and the Philip's Hotels were destroyed. Also the Post Office Building.

MILTON

By LESTER MARCH

The town of Milton was first surveyed and the lots laid out on May 20, 1871, by the Stockton-Copperopolis Railroad Company. There were 100 blocks, 300 by 400 feet, consisting of 16 lots, 50 by 140 feet, and also a plaza. The survey was by Hamilton Abricks, Jr.

The railroad was built into the town in 1872 and was the first railroad to be built into Calaveras County. On March 26, 1888, a survey of the town site was again started and completed in April by H. H. Saunders, Calaveras County surveyor. There were 39 streets in this survey. The names of some of them were Venus, Mars, Minerva, Hercules, Neptune, and Apollo, indicating that perhaps an astronomer named them. Some were named Hickory, Gum, Ash, Sycamore, Walnut, Fir, Elm, and Cedar, indicating that perhaps they had been named by a lumberman.

Milton was a very lively town during the mining days, but it is now almost a ghost town, as the railroad has long since been abandoned and the tracks taken up and the depot being torn down. The mines are closed and the population at present is approximately 20.

Some of the lots were owned by the following: W. Hendricks, G. W. Charley, J. G. Grimite, W. H. Gann, H. C. Davis, G. W. Chesley, B. F. Foster, Ellen Stanaway, W. C. Smith, M. F. Gregory, J. Aldrich, L. M. Epperson, T. Mead, G. W. Walker, W. R. Dees, J. Breen, A. L. Wyllie, L. Beysser, E. Bunds, A. B. Williams and E. S. Longmire.

JENNY LIND

By PERCY HUNT

Jenny Lind was founded in 1849 by Dr. John Y. Lind.

It was situated on the old river road leading from Stockton to the mines in Calaveras County and was a stopping place for freighters, mule teams, and later on for stages. Jenny Lind was first called "Dry Diggings" because of a lack of water to wash gravel.

In 1856 three canals were under construction to bring water into the town for household, mining, and irrigation purposes.

In 1856 Jenny Lind had four general stores, two billiard halls, two hotels, a ten-pin alley, a blacksmith shop, saloons, a church, and many dwelling houses.

It was a fast-growing town but the founder, Dr. Lind, never stayed there long enough to witness its growth. Dr. Lind received a government appointment in 1854 and left for East by way of Cape Horn.

In 1856 a committee of three men was chosen to lay out the town. One hundred lots 60 x 100 feet were laid out and all the lots were sold on the day they were offered to the public.

John Chapman was the first town recorder and James Heckendorn was the first justice of the peace. The first miners in Jenny Lind never became very wealthy as the pay gravel was too deep in the earth. Along about 1902 the first gold dredger, "The Calaveras," was built. It was the old shaker-type bucket line dredge. All the dredgers built later were the revolving screen type. "The Calaveras" was probably the most successful of the four dredgers operating in that locality. Three men met death while working on that dredge. The first one was the dredge master, who had an arm torn off by the conveyor belt. I think his name was Hammond. He passed away as a result of that accident. The next accident happened to Will O'Neal, who was electrocuted, and the third one was John Tickelt, who was drowned.

One of the first stores in Jenny Lind was owned by Orango Bros. and Celeste Ugo about 1872. There was a saloon owned by Cap Tyler and a blacksmith shop by O. Reeley. Later on MacComber ran a store and blacksmith shop. Joe Baccigalupi had the post office about 1887. There were many adobe buildings on both sides of the street and at one time there were more than 500 Chinese living in them. There were two Chinese who survived the rest for a good many years. Their names were Ah Poo and Ah Lin. They spent most of their years mining with a rocker and by panning. They would set up their rockers near the water and then pack the pay dirt in buckets to the rocker. They would use a pole about six feet long and suspend a bucket from each end of the pole and then balance the load on their shoulders. Ah Poo spent most of his last days in the hospital in San Andreas, but he wandered away there and his remains were found later on a ranch near San Andreas. Ah Lin survived Ah Poo by several years until about 1930. He was getting pretty old and weary and before he died he would remark, "Want to die, no can die." He died at the age of 103 years.

J. H. Ward (Henry Ward) was born at Whiskey Hill near Jenny Lind in 1872. Mr. Ward's mother, Mrs. Smile Pacheco, and Mrs. Anne Collins were the nurses and midwives for the community. In case a boy was born the charge

was \$5.00, but if it was a girl the charge was \$2.50.

For years there were Mexican Independence Day celebrations at Jenny Lind on September 16th. There was music, dancing, oratory, and horse races down the main street of the town.

Pete Armstrong built the hotel and dance hall, which was later owned by the Montijo family. They were destroyed by fire about 1900.

During the time the first dredger was operating, there were other dredgers built. The second one was the "Isabel"; then the "Butte," and then the second "Isabel," which was the last to operate near Jenny Lind. It ceased operations about 1930.

The MacComber store business was bought out by the Sinclair Brothers about 1902 and was in operation for many years. The Sinclair store was in another adobe building. It was twice destroyed by fire but the old adobe walls are still standing.

The schoolhouse is an old adobe building with walls about two feet thick and is still in use.

Some of the names of the first settlers near Jenny Lind are John Meyer, Ben Thompson, Cy Willets, Charles Topper, Clint Gall, John Robie, John Stringer, Mr. Swinford, Mr. Stroud, Mr. Jenkins, Hiram Tyer, Hill Sanborn, Jack Dean, Mr. Cuttler, Mr. Hilderbrand, Mr. Dennis, Bill Trenton, Joseph Realy, Cap Tyler, Max Rosenberg, George Conrad, Claus Sowden, Dave Paxton, Tom Sullivan, Charles Perrine, Pat Barry, William Wolf, Mr. Kennison, Celeste Ugo. A Mr. Boss, the only Negro in town, was killed by bandits at Stone Corral when they burned down the hotel there. Besides the 500 Chinese, there were about 50 Mexicans and 50 Yaqui Indians.

Some of this material was contributed by Henry Ward, now living in Valley Springs, and Mrs. Maude Poyner of Escalon, and the rest is as I remember it.

WALLACE

By JENNIE SOUTHWORTH

Freighting of provisions and mining tools from Stockton to the Southern Mines was an arduous business after the California gold rush got under way in earnest late in 1848.

Ox and mule teams and wagons daily wended their way over rough, dusty trails or through mud inches thick. Slow, but usually reliable, they were worthy predecessors of the faster railroads and motor trucks.

The name of Samuel Catts stands out forcibly in being among the first to recognize the commercial possibilities of mountain freighting. Samuel Catts is credited with transporting the first big load of supplies from Stockton to several important mining camps in the winter of '48. Using a team of four oxen, he established a regular freight line to Sonora. Later he extended his operations directly to Mokelumne Hill, West Point, and Volcano.

One of the most popular watering places for weary early day travelers en route to Mokelumne Hill was Catts Camp. It was situated on a hill overlooking the site of the present town of Wallace from the North. Catts established the camp as a convenient midway resting and feeding point.

Within a few months there was a grocery store, saloon, and a half-dozen cabin homes on the ridge.

Removal of the camp to the flat, which then became Wallace, followed construction of the railroad between Lodi and Valley Springs.

WALLACE, BURSON, VALLEY SPRINGS

These three towns in Calaveras County came into existence with the building of the railroad to Valley Springs. Their history is closely related to the history of the railroad. The line of railroad, a narrow-gauge line, was constructed by the San Joaquin and Sierra Nevada Railroad Company. This company was organized on March 22, 1882, to construct, own and operate a narrow gauge railroad from a point in San Joaquin County, California, at or near where the slough known as Otter or Hog Slough empties into the South Fork of the Mokelumne River and thence passing through said County of San Joaquin and the adjoining County of Calaveras to a point near the Grove of Big Trees in said County of Calaveras, a distance of 70 miles. San Francisco was designated as the place of business. The first directors of the company were as follows: Jacob Brack, Brack's Landing, San Joaquin County, Calif.; B. F. Langford, Stockton, Calif.; H. Bentley, Woodbridge, Calif.; S. Washburn, Auburn, Placer County, Calif.; C. Birdsall, Sacramento, Calif.; F. Birdsall, Sacramento, Calif., and Thomas McConnell, Elk Grove, Calif.

The company was divided into ten thousand shares of stock with a par value of \$100 per share. \$114,000 of stock was subscribed at the time the company was formed. F. Birdsall subscribed \$100,000, Jacob Brack \$10,000, and the other directors enough to make up \$4000.

On April 3, 1872, the land on which the Town of Wallace was afterward located was patented to Central Pacific Railroad Company.

When the Central Pacific Railroad Company built the line of railroad from California, over the Sierra Nevada Mountains to meet the Union Pacific in Utah, the government of the United States had subsidized the company by granting it every odd section of land on both sides of the track for a distance of 20 miles. This gave the old Central Pacific Company land in Calaveras County as it was within 20 miles from the track at Lodi. This land is referred to as railroad land and some of the lands are still in the hands of the families of the early owners of the land.

The San Joaquin and Sierra Nevada Railway Company was granted a right of way for its road across the lands of the Central Pacific Company on its line to Valley Springs and at Wallace it conveyed to the San Joaquin and Sierra Nevada Railroad Company a tract of land 200 feet in width and 1000 feet long for a station.

The lands around Wallace were conveyed by the Central Pacific Company to Chas. McLaughlin. The town received its name from Mr. Wallace, the chief engineer for the San Joaquin and Sierra Nevada Railroad Company.

Evidently the Central Pacific or McLaughlin had the lands at Wallace subdivided into a Townsite. The Map of the townsite was filed January 16, 1883, and divides the town into 4 blocks of 12 lots each and one block of 4 lots. The blocks are designated A, B, C, D, and E. Each lot has 50 feet frontage and a depth of 150 feet. Only one street is named on the Map. That is the street that leads to the station. It is called Ward Avenue and is 100 feet wide. Other streets between blocks are 80 feet wide. Alleys run through each block in two directions. All of the townsite is north of the railroad.

The land on which the Town of Burson is located was patented in 1882 to D. S. Burson. The map of the townsite shows that it was surveyed by F. H. Reed, C. E., an engineer

for the San Joaquin and Sierra Nevada Railroad Company, in 1884. This townsite is divided into five blocks designated A, B, C, D, and E., and a large block is designated on the map as Plaza. The streets are Fitzgerald, Langford, Peters, Brack, Washburn and Furness. All the lots are north of the railroad track.

In 1952 the Board of Supervisors on petition of the inhabitants of Burson and vicinity abandoned Peters Street, Brack Street, The Plaza, and part of Fitzgerald, Langford, and Furness streets.

Valley Springs was located on land formerly belonging to George and Rebekah Late. In October, 1884, the Lates deeded about 45 acres of land to Frederick Birdsall. It was surveyed and subdivided into a townsite by F. H. Reed, C. E. The original town consisted of 22 blocks with streets called Pine, Cedar, Laurel, Chestnut, Myrtle, Rose, Sequoia, Daphne and California. During 1884-85 Birdsall deeded town lots to various people and on April 25, 1885, Birdsall conveyed to Thomas Hague of Valley Springs the entire unsold portion of the Townsite of Valley Springs, being the remainder of the 45 acres purchased by Birdsall from George Late and wife.

FLOODS OF 1862

Since the floods of Christmas week 1955 are still so vivid in our memory, it is interesting to compare it with the big flood of 1862. William H. Brewer, who was the assistant to Josiah D. Whitney in making the famous geological survey of the resources of the state in the 1860's, writes in his "Up and Down California" about the rainfall of that year as follows:

"San Francisco, Sunday, January 19, 1862
"The amount of rain is unprecedented in the history of the state. Accurate records have been kept since 1853. This year in Sonora, Tuolumne County, between November 11, 1861, and January 14, 1862, seventy-two inches (six feet) of water has fallen, and in a number of places over five feet." (By January 31 at Sonora 102 inches or eight and one-half feet had fallen.)

"The great central valley of the state is under water—the Sacramento and San Joaquin valleys—a region 250 to 300 miles long and an average of at least twenty miles wide, a district five thousand or six thousand square miles, or probably three to three and a half million acres. Thousands of farms are entirely under water—cattle starving and drowning. Steamers ran back for fourteen miles from the river over the ranches carrying stock to the hills. The legislature has left the capital and come to San Francisco as Sacramento is under water. The 'lake' at that point is sixty miles wide, from the mountains on one side to the hills on the other."

With all this rainfall is it surprising that practically all the bridges on the Mokelumne, Calaveras, and Stanislaus rivers washed?

OLD FAMILIES

The following are old families in Campo Seco: Messenger, Hopkins, Symes, Nye, Cutter, Hinkley, Gallagher, Hawes, Aaron, Lang, Ryno, Mackey.

OFFICERS OF CALAVERAS COUNTY HISTORICAL SOCIETY

San Andreas, California

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Las Calaveras is published quarterly by the Calaveras County Historical Society for the benefit of the members. Membership in the society is \$4.00 a year. Non-members may obtain copies of Las Calaveras for \$1.00 a copy. The historical material in this bulletin is not copyrighted and anyone is invited to use it. Mention of the source will be appreciated.

The Calaveras County Historical Society meets on the fourth Thursday of each month at the Courthouse in San Andreas. Dinner meetings are held each quarter at different places in the county.

EDITORIAL

Those sixty-five courageous members who braved the elements to attend the dinner meeting in January at the Murphys Hotel were amply rewarded by a fine dinner and a good program. Dr. Aubrey Neasham, State Historian, gave the address for the evening. He pointed out that there were 549 registered landmarks in the state and 37 of these were in Calaveras County. Los Angeles and San Diego counties are the only two counties that exceed Calaveras in this effort. He gave personal praise to our president by stating that most of the places registered had been the result of the efforts of Judge Smith. He praised the work of the society but pointed out other worthwhile projects for us to undertake, such as marking the site of the early Hudson Bay camp at Happy Valley and compiling a list of all the markers in the county. Plotting all of the old towns and camps that have disappeared was also suggested as a worthy project for the society. As a result of these suggestions, Judge Smith appointed Paul Lewis of Mountain Ranch to head up a committee to collect material on the historical markers and draft a map of the county on which the sites are indicated.

* * * *

Archie Stevenot was appointed by the president to head a committee to try to preserve the covered bridge at O'Byrnes Ferry. At the last meeting in March it was reported by Mrs. Howard that the Garden Clubs of Central California had become interested in the project and were sending resolutions to the Boards of Supervisors of both Tuolumne and Calaveras counties and to the Oakdale and South San Joaquin Irrigation District which is building the dam that will flood the bridge.

The April 8 dedication date for the Camanche plaque had to be postponed because it had not arrived. A new date for the dedication will be agreed on at the April meeting.

THE CAMANCHE SCHOOL

By ED LEONARD

This school district was created in September, 1860, from the territory of the Campo Seco District, but apparently the boundaries were not carefully defined. This was done in November, 1864, as a result of a petition of the taxpayers. The district was reduced in 1875, 1878, 1883 and 1893 to form the Chaparral, Evergreen, Wallace, and Burson districts. In 1902 and again in 1904 the district was reduced by additions to the Wallace District.

Between May 23, 1895, and July 18, 1859, the following nine applicants applied for the position of teacher: Catherine Cady, J. S. Lloyd, Mary Mulgrew, Walla Dower, John Kennedy, Maggie Murphy, Maggie Fahey, Pearl Cottle and A. D. McSorley. Mary Mulgrew and John Kennedy withdrew and Catherine Cady was selected at \$60 per month for eight months.

On July 12, 1896, Miss E. A. Freeland was selected as teacher for one or two months and if satisfactory, for the full time at a salary of \$60 a month, out of a group of four applicants. She withdrew on July 14 and four more applicants were received, making a total of eight for this year. Miss Cora Hogan was selected but resigned and on January 25, 1897, Miss Mamie Duffy opened school. Seven applicants who applied were: Miss C. A. Cady, Mamie E. Tierney, E. A. Freeland, Cora Hogan, Louise McKee, Maggie Hennessey, and Louise O'Brien. On September 6, 1895, Alex Daneri and Manuel Liverato agreed to dig a well for \$1.00 per foot and put in five feet of curb. The trustees were to furnish the team and haul the rock.

For the term beginning 1897, twelve applications were received. Frank Wilkinson, Florence Vote, Myrtle Parker, Ella Tindell, Miss M. E. Williams, Luella McCaray, J. H. Ford, Lena Powder, Mary A. Dower, Loretta Kaler, Mistice Locke and Addie Phillips. Ella Tindell was selected to start school August 30, at \$60 per month. She didn't accept the position and Luella McGarvey was appointed.

On July 3, 1944, Charles F. Schworer, Superintendent of Schools, reported to the Board of Supervisors that the Camanche School had an average daily attendance of only 3.89 students for the school year 1943-44 and recommended that the said district be suspended. The Board ordered the district suspended. On August 3, 1944, a petition requesting the Board to re-establish the Camanche School District was received. Upon learning that there were eight children in the district ready to attend school, the Board of Supervisors ordered the school re-established.

On July 1, 1955, the school district became a part of the newly formed Calaveras Unified District.

A hearty welcome to the following new members who have joined the Calaveras County Historical Society since the last issue of LAS CALAVERAS was published in July. Add these names to your membership list.

Wilkins W. Wheatly, Box 841, Murphys, California.
 Frank Genochio, Camanche, California.
 Lester March, Burson, California.
 Mrs. Edward Howard, Mokelumne Hill, California.
 Mrs. Betty Hollingshead Moore, Box 145, West Point, California.
 Mrs. Merle Favrot, 1609 Pennsylvania Avenue, West Sacramento, California.
 William R. Favrot, 1609 Pennsylvania Avenue, West Sacramento, California.