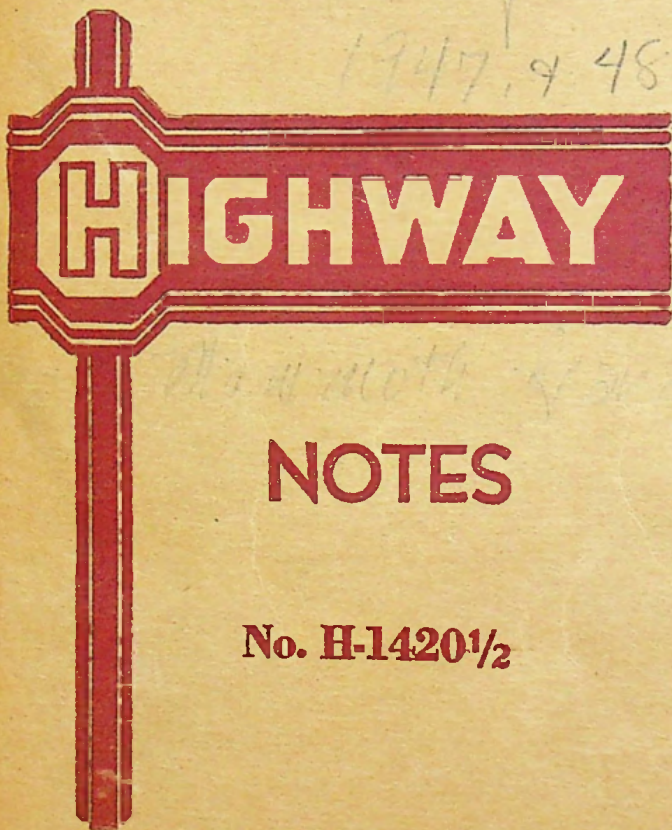


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NOTES

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"THE OL' COW POKE"

by Gus Cashbaugh

Up with a hot breakfast
 under their belts,
With horses all saddled
 and a great shout,
Along comes day break, and
 cattle move out.
The cowboy's day begins.

For seventy-five years
 he followed cows.
Coyote Valley, then
 Kings River road.
Then Rock Creek and Mono,
 follow the cows.
The cowboy's life moves on.

Now it's Long Valley Ranch
 for fifty years.
Cattle grow heavy, then,
 down from the hills.
He's just an old "cow poke,"
 it's sunset now.
The cowboy's day will end.

Gus Cashbaugh

DIRECTOR'S NEWSCharles N. IrwinOPEN HOUSE

The museum had an outstanding Open House thanks to the staff of the museum and local volunteers. The staff and volunteers Bob Astells and Mark McCall, worked for several days conditioning the bar and board buildings, straightening up the grounds and repairing boardwalks. Volunteers Peggy Irwin and LaDonna Rischer organized the Millinery Shop which now displays sewing machines, hats, dresses and two waxen display heads from Bodie.

Indoors, the Director and staff installed the historical gun case in honor of Mary Drew. The back panelling of the vertical unit is composed of antique lumber; the guns are suspended on square nails. The floor of the case is constructed from old tongue and groove flooring.

We placed railroad items such as lanterns, a Southern Pacific stove, a telephone from Aberdeen Station, spikes and rails on narrow gauge railroad ties against the west wall.

On Saturday and Sunday Leonard Sluyter manned the telescope which was focused on Winnedumah Monument; Howard Pekham demonstrated Morse Code on the Owenyo Station telegraph; Merle McPhilliamy, who once worked in Austin's General Store, was hostess of the Little Pine General Store; Polly Connable and LaDonna Rischer guided visitors through the Millinery Shop and Beauty Shop; Emily Bellas demonstrated Shoshone basketmaking. Madge Miller discussed pinenut and acorn preparation; Fred Parker heated, sharpened and tempered steel picks and chisels on the forge in the Blacksmith Shop. Wally Piper, Doug Drew and Keith Irwin took turns assisting Fred Parker on the forge; Irene Brichaga, Ethel Olivas and Lena Sluyter served punch and cookies baked by Peggy Dorr, Lena Sluyter, Italia Berkinsha, Margaret Herleman and Ethel Olivas.

Ruth D. Simpson was on board to identify prehistoric artifacts collected by local citizens over the past few years. Dee, who is curator at the San Bernardino County Museum, gave an informative lecture on archaeological problems relating to the Mojave River and Owens Valley River drainage systems.

I wish to thank the several individuals who made the Open House a reality; their performance was outstanding. No museum Director could ask for more support from a staff and volunteers. It was an honor to head and coordinate those who spent hours utilizing their talents in preparation and demonstration of their skills.

Few Association members and Valley residents took advantage of an unusual opportunity to look into the living past as local artisans played their roles. Museums like other resources, require a conscientious and aware community of friends for their perpetuation.

OWENYO

Chancie Quinn

I knew some of the fellows who worked at Owenyo and Mr. Wilson who was the agent. Mr. Wilson hired me and I went to work at Owenyo loading and unloading freight from one train to the other. Believe me, it was hard work.

Harry Walker was Mr. Wilson's stepson. He was a couple of years younger than I. In fact, Harry was waiting tables at Brown's Hotel in Owenyo because he was too young to work out on the platform. So, when I started, his father let him try out with me on the platform. That was the hardest work we had ever done. We transferred bailed hay, cement, soda ash and talc from Keeler, off the narrow gauge to the broad gauge, limestone from gondola to gondola. It was like on a rock pile as a prison. It began to look like they had it in for us kids or were testing us. Anyway, we earned every cent we got.

I boarded at the Brown Hotel. I believe the board at that time was \$40.00 per month. Our bunkhouse was a box car. About four of us had cots in there. There were two or three windows cut in the side of the car. A shower in the corner was a five gallon can with holes in the bottom. We took turns pouring warm water into the can, which was up on a little tripod made from two-by-fours. Water was hauled in by tank cars furnished by the railroad.

There were ninety to one hundred men working in Owenyo. Men with families had houses. Some were made out of box cars put together. There were a couple that were used to hold parties and dances in.

Mr. Percy McDowell was foreman of the loading platform. He had a system all his own. He had the only store in Owenyo. Of course, he wanted everyone to trade at his store. Those who did got the better work on the platform. Whenever the trains pulled in, there would be a crap game between the platform men and the train crew. Some of them would go broke and need money before payday. Mr. McDowell would say, "If you want to borrow ten dollars, pay me back fifteen dollars on payday." Harry and I did not go for that, so we had the hard work.

I began to think I would never get to school, as the pay was not much. I believe at that time, Harry and I were making three or four dollars a day. Anyway, when school was ready to start, I took the train to Bishop, got a job for week-ends and after school at Mr. L. A. Hazard's garage.

The war had started and most of the boys at school were off to the Army Camps. The rest of the boys and I had our cards to go in the next call. The Swine Flu broke out and took some of us and a lot of others. School closed because of the Flu.

Meanwhile, I met a boy who lived out in the Poleta District. His father had a sheep and cattle ranch. His name was Andrew VanFleet. My friend asked his folks if I could move out to the ranch and live with him. They said it was O. K. We had to feed pigs, cows, horses and milk about twenty head of cattle and go to school.

It was around 1917 when the news came to not send anymore boys to the Army Camps, so I never went. School was still closed and I went back to Owenyo to make some more money to go back to school with.

My friend, Mr. Gedney Robinson, was postal clerk on the Slim Princess. Mr. Jack Wilhite was postal clerk on the broad gauge. The engineer was Pop Fuller, Bill Lovejoy was the conductor. I forget the firemans name. I used to go home on my day off. The train went through the back end of our place, so Bill would stop the train and

shoot a few ducks on their way to Owenyo.

Sometimes Harry Walker would go home with me and stay over-night. He got sweet on my oldest sister and became my brother-in-law. Also, Jack Wilhite, who was postal clerk on the broadgauge, met my sister Ruth at one of the local dances and soon became another brother-in-law. Later, they bought out Percy McDowell's store in Owenyo. My sister had a son born in Owenyo. His name is Jack Wilhite, Jr. He now lives in Cottonwood, California.

Mr. Walter Redick was the car loader in Owenyo. His job was cleaning the coaches while they were in Owenyo. Mr. John Long had charge of watching and keeping up the steam in the engines until they were ready to roll again. Mr. Butch Meyers worked on the platform and his brother, Zip Meyers, handled the express. Mr. and Mrs. Pleasant Cline and their lovely daughters also lived in Owenyo. Mr. Cline had a brother, Charles Cline, who later became the sheriff of Inyo County.

A big strike was made in Tonapah, Nevada, so I decided to go to the big boom instead of back to school. After a couple of years, a big silver strike was made in Randsburg, California. I moved on to Randsburg and met my future wife there. After the boom died down, I went back to Inyo County and went to work at Cartago. We had two lovely daughters of whom I am very proud, Mrs. Lois Marvin of Sylmar and Mrs. Joan Graves of Lone Pine.

The Star Car came out and Zip Meyers had the agency for it. He sold a lot of Star Cars in Owenyo and Lone Pine. I was trying to sell Chandlers and Clevelands. We used to kid each other about who had the best cars. I'll admit his Star Car outsold the others.

About 1926 or '27, just north of Cartago, there was a terrible train wreck. A flash flood came down the canyon, across the aqueduct and washed a miniature Grand Canyon under the railroad. My good friend, Pop Fuller, who was the engineer, was late that night. Pop had a whistle on his engine tuned to such a sound that whenever his train was coming in, he blew a few blasts and everyone in Lone Pine and Owenyo knew Pop Fuller's train was rolling in. Pop was rolling pretty fast, way over the speed limit, trying to make up time, not knowing about the wash-out. When he saw the great black hole in the distance, he could only apply the brakes and shout for the fireman to jump. He would stay with the train.

The wheels were locked and sliding, but no way was he able to stop the engine. It shot through the darkness into the bottom of the wash filled with mud and water. My good friend, Gedney Robinson, was in the mail and baggage car trying to hold on to anything. His car shot through the air and landed on its side on top of the engine. The Good Lord had to be with Gedney, he was only battered and bruised. Bill Lovejoy's coach broke off at the coupling and stood at the edge of the wash. The steam pipes on the engine broke and Pop Fuller was scalded to death.

MYSTERY SOLVED

Thanks to the wonderful response from Bulletin readers and subscribers, Mr. H. O. Cheney of Santa Cruz now has lots of information regarding a whole group of relatives. Letters were received from Louis Arcularius of Bishop, Mrs. Gussie M. Wood, Bishop and Mrs. Herb Short, Porterville. Mr. Russell Bell, Lone Pine, came to the Lone Pine Chamber of Commerce office and reported a great deal of information. Mr. Cheney now has all of the letters and messages. In a later Bulletin we will report all the facts. Thanks again for your interest and cooperation.

CONTINUING THE APPALACHIAN TRAILErnie Morris

Leaving Parisburg, I enjoyed a few stiff climbs and many lovely scenes from Peter's Mountain. A very clayey, rain-rutted road ran through a sun-lit forest. There was no lean-to on Peter's Mountain, I had been told. But I met a hiker who said, "Four miles to go. I stayed there last night, Beautiful spring water." So on I hiked till 8:45. I put up my sleeve tent and piled into it amid a gentle rain. My bed roll and pants were soaked from hiking through wet, shoulder-high weeds on a narrow, rocky path.

On June 30th, I was up at 7 and off a half hour later hiking a rocky gorge through tall, wet weeds and bushes. At 10:30 I reached a stone lean-to built as a memorial to Robert W. Trimpi, 1951-1969, who lost his life in Vietnam. I had breakfast here and, as it began to rain, stayed put, having hiked 16 3/4 miles the day before. At 3 PM I left in a dense fog and hiked 7 miles to the Pine Swamp shelter, built of local field stone--real classy, with a gravel floor.

I loafed over July 1st breakfast and set off at 10 o'clock on an easy trail through bright sunlight. An hour later I crossed a 20 yard wide stream on a log and at noon began a steep climb. At the top I climbed a firetower for a fine view of the wooded hills and valleys stretching out in all directions. At 6 PM I climbed 4,040 foot high Lone Pine Mountain. Flies were a nuisance. An hour later I reached War Branch lean-to and the tallest pines I had seen on the Trail. I would judge them to be nearly 125 feet high.

I left early July 2. I met a Professor from the University at Blacksburg and his family at a lean-to. They gave me some grapeade, a banana and a half-dozen cookies--all gratefully added to my shrinking store of food. My weight was down 25-30 pounds and I simply could not get enough to eat.

I pitched my sleeve tent by 8 PM. The sleeve tent is a wonderful convenience, just run a nylon cord through it, tie the ends to trees and move in with duffel. Since leaving Parisburg, I had averaged 10 miles a day.

The next day, I traveled several lesser mountains and feasted along the way on wild raspberries and blackberries. I hiked a narrow, rocky ridge, often for many yards on huge tilted slabs of earth.

To celebrate the Glorious Fourth, my little folding sterno stove yielded some welcome Aunt Jemima pancakes. The trail was a leafy, wooded path--at noon I waded a 30 foot wide, cold trout stream. It was knee-deep and refreshing.

The next morning I hiked a wild, rocky knife-blade ridge which I had to straddle in places. I climbed a dozen knobs and a mountain, waded two swollen streams and crossed two fields of shoulder-high wet plants and vines. The trail was now running water and, in places, deep, black mud, the hills clayey and slippery.

About one o'clock, I came upon a welcome roadside lunch room and amazed the man in charge by eating a half chicken, fried potatoes, coleslaw, 2 cups of coffee, 3 glasses of water, a bottle of Mountain Dew, several slices of bread and butter and a quarter slice of custard pie. Here I also read the first newspaper I had seen since Parisburg.

When I first began the trail, my sense of balance was very poor. Every day I would take headers. Now I seemed to have regained my equilibrium and rarely took a spill. I really enjoyed the battles with rocks, ledges, streams and steep climbs.

On July 7th I hiked 8 mile long Tinker Ridge and dropped down through a field of yellow flowers into the small town of Cloverdale where I got a motel room, bath,

welcome meals and my laundry done. What luxuries! I also caught up with my mail and the news

A good soul took me back to pick up the trail now sultry, hazy and rich with mosquitoes. About 3 PM I met my first moccasin snake. I debated a bit, then picked up a big rock and ended the career of Mr Snake. I left the snake as a warning to other hikers. I was now in Jefferson National Forest.

On the 12th I reached Little Cornelius Creek Shelter. I was thoroughly soaked by rain and tall wet weeds crowding the path. That night it really poured

I set off in fog the next morning onto a ridge covered with lovely swaying ferns. I enjoyed eating sorrel and blackberries amid deep red lilies and blooms of red and yellow columbine. It was an easy wooded path but rendered unenjoyable by swarms of black gnats and skeeters.

I met a fine young man, Jeff, and his peppy little dog who discovered a baby raccoon that had not been able to follow its mother up a tree. After taking pictures. we put the little fellow up in the crotch of a tree and left it for its mother to recover. That night we reached Maupin Field Shelter and the next day I hiked 3 miles down a rushing freeway to Waynesboro Virginia.

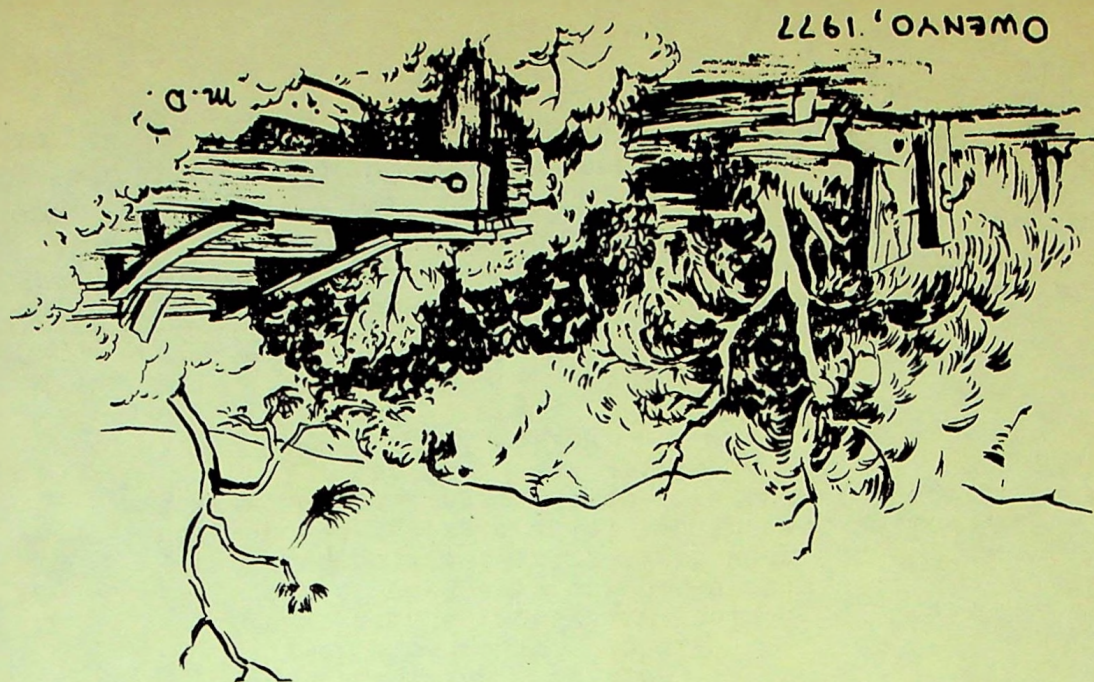
PICTURE POEM Richmond Parker

A
nut
is this
gift given
pitch and pine
smelling telling
of slow roads cobalt
sky bright frosty air bold
scold of the jay's cry pleasantly
recalled on some wintry night when the
cedar-toned seeds cradled two in each hollow
are freed of the layered cone a thankful prayer
to the Great Spirit
I follow

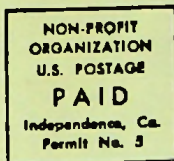
NEXT MONTH IN THE BULLETIN

Seldom Seen Slim will appear in poem form for the delight of our readers. Mr Jack McElroy has written a description of the elusive resident of Ballarat not soon to be topped. A follow-up on the Hattie Sheperd story will be presented and other surprises are in store.

Thanks to Richmond (Richie) Parker for her lovely poem and to Margaret Dawson for her fine drawing. We welcome contributions from our readers.



Eastern California Museum
P. O. Box 206
Independence, California 93526



NEWSLETTER

Eastern California Museum Association

155 GRANT STREET

P. O. BOX 206

INDEPENDENCE, CALIFORNIA 93526

FEBRUARY - 1969



* * * * *

The rains finally came to Eastern California--then the snow and then more rain. Everyone was happy after several days of rain but our joy turned to concern when it continued to fall and it seemed like it would never stop. The storm which began on Saturday night, January 18, ended on January 26 in Lone Pine and Independence. It may ve lasted a little longer in Bishop. Precipitation in Independence was 5.69 inches, in Lone Pine 2.89 inches, in Keeler 3.64 inches and over 6 inches in Olancha. Bishop had 32 inches of snow on their downtown streets--probably a little more out of town, Independence reported 18 inches and Lone Pine 6 inches or more. We did not find out how much Big Pine had but we are sure it was more than the Independence snow-fall. Very heavy snows were reported north of Bishop, Leevining, June Lake and Mammoth. Our greatest inconveniences in the Owens Valley were a few leaky roofs, no mail for several days and not being able to go north or south for two days. However, we were much more fortunate than those in many other areas of California. Many of us received telephone calls from worried relatives and friends who feared we might be headed their way via the Los Angeles Aqueduct. Travel on the principal Inyo-Mono highways returned to near-normal on Wednesday, January 29.

* * * * *

Twenty-one cars, campers and trailers left the Eastern California Museum shortly after 9:00 A.M. Saturday, January 18, for the sites of Bend City, San Carlos, Citrus, the Eclipse Mill and Owenyo and to the Reward Mine. Our first stop was made at the site of an aqueduct camp just out of Independence. As a youngster, Claude Drew visited the camp many times and Lillian Hilderman, her husband J. L. Linde and her brother Robert Larson attended a dance held at the camp before top machinery was installed on the dredge. Both Claude and Mrs. Hilderman gave short histories of San Carlos, Bend City and Citrus and told stories of some of the interesting people who lived there. Lunch was enjoyed at the Reward Mine and a good part of the afternoon was spent exploring the mine, buildings and the wash below the mine. Our grateful thanks to Jack Barnes of Lone Pine for giving us permission to visit the mine. The old Eclipse Mill was a few miles west of the mine near the Owens River and some of our members found some interesting souvenirs at the site. Our last stop before making camp for the night at Portagee Joe Campground was at the site of the railroad town of Owenyo. Claude and Elodie Drew, with some assistance from Irene Brichaga, were the leaders for the day. Sunday morning fourteen vehicles and occupants met south of Lone Pine on Highway 190 (in the rain) and with Mrs. Hilderman as leader, headed for Dolomite, the petroglyphs, Swansea and Keeler. Mrs. Hilderman and Don Echelbarger, a Dolomite resident, gave talks on the area, the buildings and mining activities. At Keeler, Mrs. Hilderman gave a very interesting talk on the town, its history, its residents and mining activities. After her talk, we were invited to the

home of Mr. and Mrs. Jack Heaver where Jack showed how he obtained various metals in solutions and all were invited to take agate rocks he had brought from the Yuma River. He also gave guests pieces of ore, obsidian and purple glass. Thank you, Mrs. Hilderman and thank you, Mr. and Mrs. Heaver!

* * * * *

Our annual dinner will be at the Sierra Trails in Lone Pine on April 26. A prime rib dinner is planned and the tickets are \$3.50.

* * * * *

The February field trip on the 15th and 16th will be to Darwin, through Panamint Springs and on to Stovepipe Wells, where we shall camp on Saturday night. Sunday we shall visit various places of interest around Stovepipe Wells. Because of washouts in the Darwin Wash, we shall have to forgo our visit to Darwin Falls. We shall meet south of Lone Pine at the Death Valley turnoff (Highway 190) at 9:00 A. M. Saturday morning, February 15. Be sure to bring warm clothing and good walking shoes. In case you do not feel like cooking Saturday night, Stovepipe Wells Village serves excellent food.

Darwin has had a long and interesting history (1876 to the present time). Furnaces were built to smelt its rich ores, water piped in and hundreds of men employed in the mines and mills.

In 1926, E. W. "Bob" Eichbaum, an electrical engineer, built his celebrated toll road from the Darwin Wash, over Towne's Pass and down into Death Valley. His franchise with the County of Inyo specified Stovepipe Wells as the eastern end. Here he planned to erect tent houses but his trucks loaded with supplies bogged down in the sand six miles from Stovepipe Wells and he unloaded his trucks and built the houses at the site of the present Stovepipe Wells Village.

* * * * *

The March field trip on the 15th and 16th will be to the Antelope Valley where we will visit outstanding wildflower fields and explore the historical paths of the western and southern regions of the Valley.

Dr. and Mrs. Shultz of Oceanside have dreamed up a wonderful field trip for July and will act as our guides to the many historical places in Oceanside and adjacent area along El Camino Real. More about these and other trips in our next Newsletters.

* * * * *

We welcome Mr. Victor Wisehart of Big Pine as a new Trustee of the Eastern California Museum Association. Since moving to Big Pine, Mr. and Mrs. Wisehart have been frequent visitors at the Museum, join us on most of our field trips and are very interested in all Museum activities.

* * * * *

"ITEMS" from J. M. Keeler's 1883 Mining Map of Inyo County:

Owens Lake. Bathing in this chemical water is most delightful. It is cleansing; searching, but still agreeable. It has a wonderful effect in removing all cutaneous eruptions. It is only a pleasant, forty minutes drive from Lone Pine; and at Cottonwood Shades on the west side, and Keeler, the present terminus of the C. & C. R. R., on the east border of the Lake, there are some accommodations for bathing, which will no doubt, improve. The specific gravity of Owens Lake water is 1.76, nearly twice that of ordinary fresh water, and it floats the delighted bather almost without an effort.

* * * * *

NEWSLETTER

EASTERN CALIFORNIA MUSEUM ASSOCIATION, INC.

P. O. Box 604, Inyokern, California 93527

OCTOBER - 1978

OFFICERS

Douglass Drew, President, Bishop
Martha Mills, Vice President, Lone Pine
Pegge Dorr, Secretary-Treasurer, Ridgecrest

TRUSTEES

Irene Brichaga, Lone Pine	1979	Dorothy Cragen, Independence	1980
Elodie Drew, Independence	1979	Margaret Herleman, Independence	1980
Wallace Piper, Bishop	1979	Ethel Olivas, Lone Pine	1981
Italia Birkinsha, Inyokern	1980		

TRUSTEES-AT-LARGE

David Hill, Ventura	1979	George Shultz, M.D., Oceanside	1981
Rudy Schwandt, Bishop and Wellington, Nevada	1980		

HONORARY TRUSTEES

Horace M. Albright, Sherman Oaks	Ada Bell, Independence
Bernice Sorrells, Shoshone	

* * *

THE OCTOBER 21 AND 22, 1978, FIELD TRIP will be to Cerro Gordo, weather permitting, and to the Keeler area. We shall meet at the Death Valley turn off, two miles south of Lone Pine, near the Visitors Center, at 9:00 A.M. on Saturday. Bring your lunch and make sure there is enough gas in your tank to get you there and back. There are no gas stations after you leave Lone Pine. If the weather permits, we'll have a pot luck dinner at the Roadside Park in Lone Pine Saturday evening. Sunday morning, we'll visit old sites in and around Lone Pine. There are motels, trailer parks and campgrounds--Portagee Joe Campground is half a miles west of Lone Pine; Locust Grove, one mile west; Diaz Lake, two miles south; Tuttle Creek, 6½ miles southwest and Lone Pine, seven miles west.

* * *

THERE WILL BE NO FIELD TRIPS IN NOVEMBER AND DECEMBER. We hope to have information on future trips in the next NEWSLETTER.

* * *

CERRO GORDO. Silver-lead ore was discovered at Cerro Gordo in the Inyo Mountains, northeast of Owens Lake, in 1865 by Pablo Flores and some Mexican prospectors. Cerro Gordo was one of the great silver-lead producers in California and its three smelters produced 5,300 tons of bullion worth \$2,000,000 in 1874. Remi Nadeau's teams hauled the bullion bars down the Yellow Grade to Lone Pine, then south to Haiwee Meadows Station, Little Lake, Indian Wells, Coyote Holes, Red Rock Canyon, Willow Springs, through the San Fernando Valley and finally to Los Angeles. In 1874, the Cerro Gordo Water and Mining Company built a pipeline, 11½ miles long, from Miller Springs, bringing 90,000 gallons of water per day for the 2,000 inhabitants. By 1877, most of the known deposits were almost exhausted, the price of silver and lead had declined and by 1879 the Union Mine was abandoned and Beaudry's smelter had ceased production.

* * *

KEELER. The Carson and Colorado Railroad, a narrow gauge (three feet wide), ended at Keeler (Hawley). The station was named for Julius M. Keeler in 1882. Captain Keeler operated a marble quarry and a soda plant and because of the shipping facilities (He expected the area to grow and prosper rapidly) he laid out a town of 42 blocks. Many Chinese laborers were brought in and there was a fair-sized Chinatown at the end of Malone Street. When mining waned and the soda plants closed, the Carson and Colorado was scrapped. The last train operated over the Carson and Colorado was in 1960 and after the last run, the railroad tracks were removed from Keeler to Owenyo. The railroad station still stands in Keeler--forlorn and in sad condition, the platform empty. Keeler has often been referred to as a ghost town. THIS IS NOT SO! Most of the houses are occupied and in good condition but a few are empty or in need of repair.

* * *

SEPTEMBER FIELD TRIP TO FISH LAKE VALLEY. Many of our members came early (on the 15th) and were all met by Genevieve Hanson and Art and Ruth Johnson with a very royal welcome. We were sorry to hear that Mr. Hanson's sister was seriously ill in Florida and he had flown to be with her. Evelyn Miller brought a cake for Henry Miller's 85th birthday and all were invited for cake and ice cream in the Community Center. Also the Glen Coveys were celebrating their 50th wedding anniversary. Our congratulations to Henry and the Coveys.

The Johnsons had volunteered to take us to the ten stamp mill mine. However, a surprise storm had left that area in several inches of snow, so a substitute of the Marieta area was made. En route, we saw the Hump Pipeline plaque of the U. S. Department of Interior. The spiral pipeline goes from Pinchot to Candelaria and is now owned by the Mineral Management of Denver.

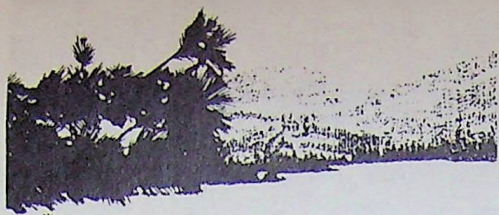
Next stop was the Belleville Mill, founded in 1883, milling the ore from the Northern Belle at Candelaria. The first bullion minted was in April, 1875--the bullion bar shipment was \$9,200. The terminus of the Carson and Colorado Railway reached Belleville in 1882. The population peak of 500 was served by one doctor, assay office, express office and telegraph station, livery stable, school house, restaurant, 2 hotels and 7 saloons. Water piped into Candelaria caused Belleville to decline and then deserted in 1892.

In the Marieta Mine area there are several wooden houses standing, with one huge wooden barn, surrounded by a rock formed corral. All the corrals in this area are made of rocks. On to the Borax Smith Mine. All that remains here is weathered wood and parts of the old mill. Pipes are rusting into interesting designs, as the wind whips the sand and mud onto them. Borax Smith hired many Chinese, thus chinaware pieces are found all through this area.

The last stop was Candelaria, called the Metallic City, also known as Pick Handle Gulch, which is the canyon into Candelaria. The Chinese workers lived in dugouts in the canyon walls--only the doors were made of wood. In 1880 Candelaria was the largest town in the area. There were 3 doctors, 2 hotels, 6 stores, 3 lawyers and 10 saloons. Water was piped from Trail Canyon in 1882, causing the price of water to drop from \$1.00 per gallon to .05¢ per gallon.

Many, many thanks to Ina Piper for the above information and to the Hansons and Johnsons for a very wonderful field trip.

* * *



Waucoba News

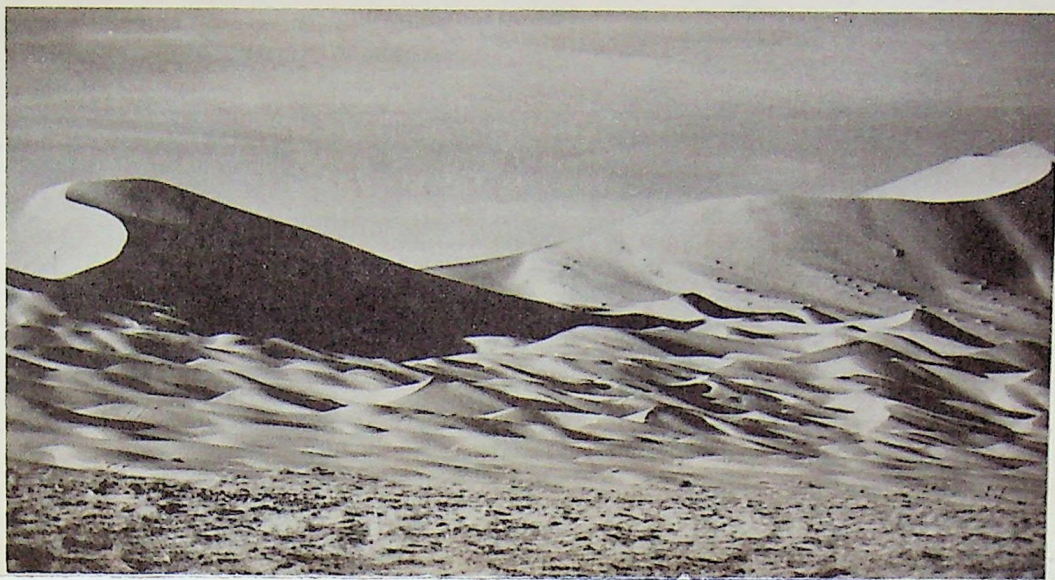
Sponsored by The Bishop Museum & Historical Society, Bishop, Ca. 93514

Volume 11, No. 1
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4 issues per year

Founded and Edited by Enid A. Larson, Box 265, Big Pine, Ca. 93513

WAUCOBA: A Paiute word for "pine tree" - also, highest peak in Inyo Mts., 11,027 ft.

WAUCOBA NEWS Subscription: Send 4 stamped, self-addressed envelopes, Box 265, Big Pine, Ca.



SAND DUNES - EUREKA VALLEY
photo by eal

Dune systems are focal points wherever they occur. Not only are they interesting ecological islands but, regardless of size and form, they have great aesthetic appeal. Those of Eureka and Saline valleys differ considerably, even though they are not far apart in air miles. It is worthwhile to visit both, to enjoy their beauty and to make thoughtful comparisons of their various features.

The principal Eureka Dunes occurs at the low southeast corner of the valley at an elevation of about 3000 feet. The Saline Valley dunes are just north of the saline sink at 1200 ft. el. The Eureka Dunes form a somewhat stabilized ridge almost 700 ft. high, west of and paralleling a precipitous wall of the Last Chance Mts. The Saline Valley dunes are much lower and less stable. They occupy a roundish area below the steep east face of the Inyo Mts. The former receives a generous amount of any precipitation caught by the Last Chance Mts., and, due to the massive form of the high ridge, retains it through the dry months. The moisture is fed gradually to the dune borders. This supports numerous perennials, as well as annuals, and extends the blooming season well beyond that of the surrounding desert. The Saline Valley dunes, close in the rain shadow of the Inyo Mts., receive little precipitation, and their low, widely spread form allows ready evaporation.

Differences in elevation, precipitation, and capability for water storage have resulted in decided ecological differences. The rich flora and fauna of the Eureka Dunes is in great contrast to the sparse populations found on the dunes in Saline Valley.

Swallenia alexandrae
photo by eal



Most famous of the Eureka Dunes plants are the 2 endemics: Swallenia alexandrae the Eureka dune-grass and Oenothera avita ssp. eurekensis, the Eureka primrose. The dune-grass forms dark accents almost to the summit of the highest ridge. It grows from rhizomes or spreads by seeds. Leaf-blades are short and rigid. This coarse grass is valuable as a sand stabilizer. The Eureka primrose, also a perennial, is common throughout the sandy perimeter of the dunes and on the lowest slopes. Its lovely white flowers are typical of the white evening primroses, but this plant has developed the ability to resume growth from old shoots which may become buried by sand. Thus a "mother" plant may be surrounded by a circle of offspring. ---Mary DeDecker

PLANT LISTS

Lists of plants for the Eureka and Saline sand dunes will appear in the Spring issue of WAUCOBA NEWS.

"The Eureka Dune-grass usually occupies widely spaced hummocks on the Dunes. New hummocks can appear, others disappear, and some are stable. Between April 1974 and Nov. 1976 the losses of established Dune-grass hummocks were greater than the gain in new hummocks. Of the original 37 hummocks I am studying, of all kinds present in April 1974, 26 remained in Nov. 1976, a 30% loss. Only 8 new hummocks appeared. This grass flowers in April; seeds germinate in the autumn. Between Oct. 1975 - March 1976 there was 89.2% mortality of new seedlings."

--Mary Ann Henry, Ridgecrest, Ca.

BIRDS OF EUREKA & SALINE VALLEYS

The list of resident species is not large. A resident may be defined as one that is there all year, though these may not be the same individuals. Just about 2 dozen birds fall into this category. They are:

Pied-billed Grebe	Great Horned Owl
Mallard	Say's Phoebe
Ruddy Duck	Horned Lark
Red-tailed Hawk	Northern Raven
Golden Eagle	Marsh Wren
Prairie Falcon	Canyon Wren
American Kestrel	Rock Wren
Chukar	LeConte's Thrasher
Virginia Rail	Loggerhead Shrike
Sora Rail	House Sparrow
American Coot	House Finch
Killdeer	Song Sparrow
Roadrunner	

An additional dozen species come to spend the summer and raise their young. Many of the birds which breed in the nearby higher mountains descend to these valleys in winter.

Over 120 additional species have been recorded as migrants. This list will undoubtedly climb as more observers spend time in these beautiful isolated areas. Migration is lengthy, lasting in spring from Feb. - June, and in autumn from July into late November.

A number of vagrants have been observed in this area also. A vagrant is a bird that does not belong here. It is not in a normal migration route, not a summer, winter, or permanent resident. In this category we can include such birds as the Cattle Egret, Eastern Kingbird, Black-and-White Warbler, Worm-eating Warbler, Rusty Blackbird, and others.

The big attraction in these areas for most species is the presence of water with its supporting food supply. Thus in the middle of these very xeric areas, during migration, we find geese, ducks, gulls, terns, egrets, avocets, herons and other shore birds as well as many other species we would not expect to find on the deserts of Inyo County.

Saline Valley offers the birds a few isolated permanent water sources--a marsh, an overflow of an artesian well, a man-made reservoir, and in stream beds in canyons at irregular intervals water reaches the surface before being lost on alluvial fans.

--Tom & Jo Heindel, Big Pine.

INSECTS

MONARCH BUTTERFLIES in Saline Valley: Marking of individual butterflies in Saline Valley by canyon location is underway this winter. Ambient temperatures at night during December and January have remained above freezing. On warm days these lepidoptera actively fly so that of the total marked individuals few are recovered. These butterflies choose Creosote Bush (*Larrea*), below the mouths of canyons, and cling especially to branches that overhang a free water source. More on this complex problem in the future as evidence for their daily movements, requirements, and migration accumulates. This study is being carried out in cooperation with Dr. Fred Urquhart, Toronto, Canada.

--Derham Giuliani

Research Studies in Progress

In both Eureka and Saline valleys, ecological and distributional studies of plants, insects (especially Coleoptera) and birds are underway. BLM has 3 well-trained naturalists preparing censuses of populations in Saline Valley: Robert Stewart, Ornithologist from Point Reyes Bird Observatory will be making bird identification January - May 1978; Peter Woodman will be working in the New York Butte area, Inyo Mts.; Scott Horton is involved with further wildlife study.

Insect Research is proceeding in its initial phase of making collections along transects in Eureka Valley, and is under the direction of Drs. Fred Andrews and Alan Hardy, Dept. Food and Agri., Sacramento, Ca.

In a comparison of Eureka and Saline valleys, Saline possesses a greater number of insect species because of its diversity of habitats. Yet when their dunes are compared Eureka Dunes supports at least 5 times the number of genera of sand-restricted Coleoptera.

When the tedious and lengthy process of identification is completed by specialists, and habitats of these insects are clearly delimited, lists of species will be reported in WAUCOBA NEWS as the knowledge becomes available.

--Derham Giuliani



DESERT KIT FOX

The Desert Kit Fox (*Vulpes macrotis*) in California is a protected species and cannot be taken except by scientific permit. Capt. Ken Brown, D.F.&G., warden, tells me the fine for taking or possessing any animal, its pelt, or remains, is subject to FINE of \$500.- and/or 6 months in jail. Nowhere in Inyo County is this mammal abundant. The above photo is of a den entrance of this Fox. (Photo by eal.)

--Erid A. Larson



Bishop Museum and Historical Society

P.O. BOX 363

BISHOP, CALIFORNIA 93514

N E W S B U L L E T I N

JANUARY - FEBRUARY 1978

POTLUCK DINNER MEETING

Sat. Feb. 25 6:30 PM Masonic Hall

Bring Hot Dish or Salad to serve 10
Coffee, Bread & Dessert provided.

An interesting evening is being planned by our Program Chairman, Curt Phillips and Pres. Thelma Gibbens.

Mr. Willis Hendrix, of Long Beach, Editor of "The Observation Platform", official publication of the Southern California Chapter, Railway & Locomotive Historical Society, Inc.

Mr. Hendrix's family were Railroad people and his personal interest is mainly in Logging, Mining and Short-Line Railroads rather than larger main lines.

His program, "Tonopah & Tidewater" has been assembled around a huge collection of early desert photos prior to 1912. Also will look at other Railroads of the area with a short group of photos of the C&C in 1950.

LET'S HAVE A GOOD TURN-OUT FOR THIS FEBRUARY MEETING!

RAILROAD PRIVATE CAR "SHASTA" GOES TO SACRAMENTO

Henry Raub, retired Inyo Co. Museum Director, reports from his home in Independence that the Sacramento Trust for Historic Preservation recently purchased his standard gauge railroad private car, "Shasta".

In a three-day trip by lowboy truck, it was moved from the Railroad Museum at Perris, Calif. where it was in storage - on to the Calif. State Railroad Museum in Old Sacramento.

Formerly the Central Pacific Railroad Business Car, No. 109, it was constructed in 1888, which leaves

it the oldest private car of standard gauge in the country. After restoration in the shops, museum staff plans on giving it prominent display position in the reconstructed Sacramento Station that features mainly Central and Southern Pacific Artifacts.

The venerable old woodside car features observation platform, observation salon, hallway off which branches three bedrooms with shower and toilet, kitchen and servant's quarters. It measures 60 ft. in length.

The State Museum also acquired most of Henry's railroad hardware which made up part of a fine collection of railroadiana on his hill-top acreage nine miles east of Bakersfield.

Besides two lengths of track, a small depot, semaphore, crossing sign and a wigwag, Raub owned the Sierra Nevada, a 1900 vintage private car that was purchased by the Perris Railroad Museum.

Except for paper ephemera such as time tables, passes, maps and books, this just about liquidates the mighty Raub empire known as "The aspirin and hypodermic Central Railway", before he started dismantling procedures when he came to Inyo County to assume duties as Museum Director, Mr. Raub observed whimsically.

NEW MEMBERS

Welcome to the following new members to our Society since our last news Bulletin!

Mr. & Mrs. Dave Babb - Bishop
Kenneth W. Cooper - Riverside
Amy Louise Mazza - Arlington, Va
John T. Howell, San Francisco
Donald A Ford - Carson City, Nev.
Iren Marik, Independence, Ca.
Wm. H. Savage, Alhambra, Ca.

Mr. Ben F. Edwards, Jr. already a member of our Society took out a LIFE MEMBERSHIP in memory of his late wife, Carol Edwards.

We sincerely thank all of these people for their interest in us.

It is with sorrow that we announce
the passing of

LOIS C. CLEMAN

Jan. 18, 1978

Past President & Director Emeritus
BISHOP MUSEUM & HISTORICAL SOCIETY

&

Founder & Former Administrator
LAWS RR MUSEUM & HISTORICAL SITE

* * * *

Interment in Ellensburg, Wash.
Cleman family plot
Jan 21, 1978

* *

Those wishing to honor her memory
may do so by contributing to the

CLEMAN MEMORIAL FUND
c/o Laws Museum
P.O. Box 363
Bishop, Calif., 93514

In the next issue of the Bulletin,
there will be a detailed account of
Mrs. Cleman's most interesting life
and achievements. How it came about
that she came to Bishop and was so
vitally interested in preserving
the local culture.

CONDOLENCES

Most sincere sympathy to the
families of the following deceased
members and friends -

Lois C. Cleman	Ada K. Cleland
Mrs. Kate Boyd	Jimmie Young
Dee Jones	Nellie Salazar
Fern Wall	Bertha Taufer
Leon Lay	Mary Beatty McQueen

CLEMAN MEMORIAL FUND

The Cleman Memorial Fund is a
separate Trust set up by Mrs. Lois
Cleman at the time of the passing
of her husband, Clarence Cleman.
This remains an open fund and it's
original intent was for the further
development of the Library & Arts
Building and Department of the
Laws Museum.

Trustees appointed in 1972
were: Mrs. Mildred Symons,
Mr. John Runkle, Mr. Verne Summers,
Mr. Curtis Phillips and the late
Howard Zimmerman.

Any funds given to this trust
will be wisely used as a tribute
to the memory of Mr. & Mrs. Cleman,
to whom we all owe so much.

We thank the following contri-
butors to date - and a list will
be sent to the Cleman family and
posted in the Library & Arts Bldg.

Mr. & Mrs. A. H. Trail
Mr. & Mrs. Tom Wonacott
Mr. & Mrs. Dudley Boothe
Mr. & Mrs. Horace Albright
Mr. & Mrs. Joseph Doctor
Mr. & Mrs. John Abrams
Mr. & Mrs. Larry Calkins
Mr. & Mrs. H. N. Clement
Mrs. Elma Rae Crosby
Mr. & Mrs. Howard Way
Mr. & Mrs. Robert Kennedy
Mrs. Winifred Deibert
Mr. Lloyd Davidson
Mrs. Helen Davidson
Women's Improvement Club
Mr. & Mrs. Chester Cleman
Mrs. Frances MacIver
Mr. & Mrs. Charles Sharp
Mrs. Laura Lutz
Mr. & Mrs. Dee Cook
Mrs. Gussie M. Wood
Mr. & Mrs. Warren Clark

WOMEN'S IMPROVEMENT CLUB

Our congratulations and good
wishes to the Womens' Club on their
75th Anniversary of continuous
Service to the Bishop Area.

The Womens' Club has been a
faithful supporter of the preser-
vation and restoration efforts
of the Museum Society group and
have been most helpful in many of
our projects

JULY 4TH CELEBRATION 1978

At a meeting of the Board of Trustees held in December, it was voted to again hold a special fund raising July 4th Celebration at the Laws Museum!

Since everyone enjoyed last year's first attempt at a good entertaining afternoon and evening, this year's Celebration will be patterned much the same as last.

Committee Chairmen and Volunteer workers are urgently needed to help put on this great event! Please look over the following committees and see what you would like to help with:

- Advertising
- Sign Making
- Street Banner
- Badges
- Parking Attendants
- Policing Grounds
- Grounds Committee
- Transporting Chairs & Tables
- Serving Helpers at Barbeque
- Program & Stage Show
- Extra Greeters
- Information Booth
- Tickets & Finance
- Sanitation & Clean-up

Any organization that would like to participate and has a good idea to present may call our President, Mrs. Thelma Gibbens or the Laws Museum. There will be notices of meetings in the near future.

Last year we had - Flag Raising & Band Playing, Continuous Stage Show with 395 players, Can Can Dancers, Native Indian Dancers, Soft Drink Concessions, Cake and Ice Tea, Ice Cream Cups, Local Handmade Jewelry booth, Local Art Show, Membership booth, Hand Craft Exhibits, Demonstrations of Spinning and Weaving, Raffle tickets on Painting, Horseshoes, and a fine Barbeque. Any new ideas would be most appreciated.

ELEGANCE ON C STREET

VIRGINIA CITY'S

INTERNATIONAL HOTEL

Richard Datin, our friend and C&C authority, Railroad Buff, who has been working with us since the Museum came to be - has just completed a new book, bearing the above title. Virginia City's famed Hotel, The International, was to the Comstock, what the Palace Hotel was to San Francisco.

Fifty-two pages of nostalgia about this old Hotel, including rare photos and original artwork by the Author recreate the history of this memorable old hotel.

This book will be available at the Laws Museum soon for \$3.25.

C V P 3

Our Local TV people - CVP3 are to be commended for their efforts in taping the stories of Pioneer people and recording it for posterity. However, they need help!

With limited finances, they have only so many tapes to work with and then they have to start erasing them and using them over again. At this time they are running low and will need more.

We would not like to see these historical tapes destroyed. They have taped many - among them some of our members - Mr. Gus Cashbaugh, Mr. Louis Arcularius, Mr. Arlie Brierly, Mr. Lawrence Taylor, Mrs. Mary Gorman, Mrs. Gladys Jewett and many others.

Not only are they faced with the cost of equipment, but they have to purchase expensive insurance before they can move into their newly appointed studio.

The price of a tape is around \$15. Wouldn't you like to help?

Contact Mr. Allan Schultz 873-7485

ART

Local Artists are invited to bring out more paintings now that we will be open full time again!

We have sold several this winter for local artists.

MARCH 1st, MUSEUM RESUMES
FULL SCHEDULE

It will be nice to have the Museum open on full schedule again, and not have to explain to "droppers by" that we are not open - but they may tour the grounds. Except for the worst stormy days, there are always people who come out expecting to find the Museum open!

We welcome guests back to the Museum after a long stormy wet winter.

Volunteer Greeters are needed to serve in the Exhibit buildings, preferably on a regular basis, whether it be one day a week or more.

You may call 873-5950.

OPEN HOUSE

EASTER WEEK March 18th - 26th

The twelfth Birthday of the Laws Railroad Museum will be April 1, 1978. As has been the custom for the 12 years, we observe Easter Week in observance of this anniversary.

Buildings and exhibits are given a freshening up - Spring Cleaning- and rearranged somewhat.

This year, we will be especially proud to display the Locomotive and Box Cars with their new coat of paint.

APPRECIATED GIFT

Dr. Linden A. Rushmer of Reno, Nev. a friend and booster of our Railroad Museum, and leader of the Nevada Heritage Society, wrote to Alice Boothe this past week stating that he renounces any claim to the two C & C box cars that were given to him by Mrs. Cal Rogers for the Laws Museum.

Dr. Rushmer says "This will give the Bishop Museum Society the right to add these items to the Railroad Collection".

This was a fine gesture on the part of Dr. Rushmer and we do thank him and do appreciate this gift very much. These two cars directly behind the Locomotive are the most historically significant of all the cars at Laws.

BISHOP MUSEUM & HISTORICAL SOCIETY

OFFICERS

Mrs. Thelma Gibbens - President
Mr. Curt Phillips - Vice President
Mrs. Barbara Mandich - Corp. Secy
Mrs. Alice Boothe - Admin. Treas.

BOARD OF TRUSTEES

Mrs. Elma Crosby-Russell Johnson
Louis Arcularius Howard Holland
Perry Allen Hazel Cornell
Howard Kunow

LAWS RAILROAD MUSEUM & HIST. SITE

STAFF

Alice Boothe, Admin.
Frank Roush - Res. Caretaker
Wilfred Rodriques - Assistant
Caretaker
Joan Calkins Florence Roush
Helen Davidson Louise Summers
Agnes Perez Minnie Williams
Pat Coles Joyce Duerr
Penny Kennedy Teresa Woodjack
Helen Bogdan Sara Young
Ruth Ray Gussie Wood
Beryl Brown Mary Lou Owen
Jim Saylor

COMMITTEE CHAIRMEN

Bob Dinsmore - Master Plan
Louis Arcularius - Laws Liaison
Curtis Phillips - Program
Elma Crosby - Refreshments
Perry Allen - Memberships
Joan Calkins
Dick Engel - Wagon Shed Plan
Ways & Means - Howard Kunow

COOPERATING AGENCIES

Inyo County Board of Super-
visors.
Bishop City Council
Bishop Chamber of Commerce
Inyo County Museums Department
and many other civic
organizations

Railroad Books

BLACKIE'S R. R. HANDBOOK, Gould	\$ 2.50
CENTRAL & SOUTHERN PACIFIC, Beebe	\$17.50
DINNER IN THE DINER, Hollister	\$ 5.95
GOLD RUSH NARROW GAUGE, Martin	\$ 6.95
HETCH-HETCHY & THE DAM RAILROAD, Wurm	\$13.50
LAST OF STEAM, Collias	\$11.50
LAST SPIKE IS DRIVEN, Arrington	\$ 2.00
LAST WHISTLE, Wagner	\$ 8.50
LITTLE RR's of the World, Shaw	\$ 7.50
MANSIONS ON RAILS, Beebe	\$12.50
MEXICAN NARROW GAUGE, Best	\$ 7.50
MIXED TRAIN DAILY, Beebe	\$10.95
NEVADA COUNTY NARROW GAUGE, Best	\$ 7.50
NARROW GAUGE IN THE ROCKIES, Beebe	\$11.95
RAILROADS OF NEVADA, Vol I, Myrick	\$15.00
RAILROADS OF NEVADA, Vol II, "	\$15.00
RAILROADS OF YOSEMITE VALLEY, Johnston	\$12.50
RIO GRANDE, Beebe	\$12.50
SEARCH FOR STEAM, Collins	\$15.00
SHORT LINE TO PARADISE, Johnston	\$ 5.95
SIERRA RAILWAY, Dean	\$ 7.50
SLIM PRINCESS, Hungerford	\$ 2.25
SLIM RAILS THROUGH THE SAND, Turner	\$ 7.95
STEAMCARS TO THE COMSTOCK, Beebe	\$ 5.95
THE LAST WHISTLE, Wagner	\$ 8.50
THE TRAINS WE RODE, Vol I, Beebe	\$17.50
THE TRAINS WE RODE, Vol II, Beebe	\$17.50
UNITAH RAILWAY, Bender	\$ 9.50
VIRGINIA & TRUCKEE, Beebe	\$ 1.00
NARROW GAUGE NOSTALGIA, Turner	\$10.00
NARROW GAUGE TO THE SILVERTON, Hungerford	\$ 2.25
CROOKEDEST RR IN THE WORLD, Wurm, Graves	\$ 5.75
THUNDER IN THE MOUNTAINS, Johnston	\$ 8.95
SNOWFLOW, Best	\$ 6.00
AGE OF STEAM, Beebe & Clegg	\$15.00
SHIPS & NARROW GAUGE RAILS, Best	\$ 6.00
MATCHES FLUMES & RAILS, Stephens	\$12.95
THE OVERLAND LIMITED, Beebe	\$ 5.95
THE IRON HORSE AT WAR, Valle	\$12.50
WAITING FOR THE 5:05, Lancaster	\$12.50
LIFE ON A LOCOMOTIVE, Williams	\$ 5.95
MAINE TWO-FOOTERS, Moody	\$ 7.95
REDWOODS, IRON HORSES & THE PACIFIC, Crump	\$10.00
STEAM PASSENGER DIRECTORY	\$ 3.00
THE SKUNK RAILROAD, Crump	\$ 1.50
- - - - -	
MYSTERIOUS MONO BASIN, Yongue & Harris	\$ 2.00
N W GLN FIELDS & GHOST TOWN ATLAS	\$ 2.00
NEVADA GHOST TOWNS & MINING CAMPS Paher	\$17.50
ONE HUNDRED YEARS OF REAL LIVING Bishop	\$ 1.95

Miscellaneous Books

ANCIENT BRISTLECOME PINE, Johnson	\$ 1.45
BACKYARDS OF NEVADA, Ray	\$10.00
BODIE BONANZA, Loose	\$ 8.50
BODIE, Wedertz	\$ 5.95
BODIE, Ghost Town of, Johnson	\$ 2.95
BODIE, Story of, Cain	\$ 4.25
CALIFORNIA BEFORE 1776, Pritchard	\$ 3.00
CALIFORNIA DESERT WILDFLOWERS,	\$ 3.95
CALIFORNIA GOLD RUSH, Caughey	\$ 4.95
CALIFORNIA NEV. GHOST TOWN ATLAS	\$ 2.00
CALIFORNIA SPANISH MISSIONS, Crump	\$ 6.95
CHARM HISTORY & HERITAGE, Reed	\$ 2.75
CITY MAKERS, Nadeau	\$12.50
CLOSE-UP OF THE HIGH SIERRA, Clyde	\$ 2.50
COMSTOCK MINING & MINERS, Lord	\$10.00
DEATH VALLEY & CREEK CALLED FURNACE	\$ 4.95
DEATH VALLEY JEEP TRAILS, Mitchell	\$ 1.00
DEATH VALLEY & BORAX DESERT	\$ 7.95
DEATH VALLEY SCOTTY, Johnson	\$ 8.95
DESERT PEOPLE & MT. MEN, Phillips	\$ 3.95
DEATH VALLEY SCOTTY'S CASTLE,	\$.75
DRY DITCHES, Parcher	\$ 2.50
EARLY MONO COUNTY, Story of, Cain	\$ 4.50
EAST OF THE HIGH SIERRA, Krater	\$ 4.95
EASTERN SIERRA JEEP TRAILS, Mitchell	\$ 1.00
EMINENT WOMEN OF THE WEST, Richey	\$ 7.95
EXPLORING CALIFORNIA BYWAYS V, Leadabrand	\$ 1.95
EXPLORING CALIFORNIA BYWAYS VI	\$ 1.95
FACTS, Owens Valley Reparations	\$ 1.25
FROM THIS MOUNTAIN CERRO GORDO, Likes	\$ 3.95
FARWELL TO MANZANAR, Houston	\$ 5.95
GHOST TOWNS & MINING CAMPS, Nadeau	\$ 7.50
GOLD & WHERE THEY FOUND IT, Martin	\$10.00
GOLD, GUNS & GHOST TOWNS, Chaifant	\$ 6.50
GOLD CITIES, Morley	\$ 6.00
GOLD MINES OF CALIFORNIA, Wagner	\$10.00
GUIDEBOOK TO SO. SIERRA NEVADA	\$ 1.95
HANDBOOK OF CALIF. FIRES	\$ 7.95
HIGH ODYSSEY, Rose	\$ 5.95
HISTORY OF THE SIERRA NEVADA, Faraquhar	\$ 3.95
INYO CENTENNIAL	\$ 3.50
INYO MONO JEEP TRAILS, Mitchell	\$ 1.00
INYO SKYLINE, Hill	\$.50
LAND OF LITTLE RAIN, Austin	\$ 2.45
LAWS, Story of, Hawkins	\$ 2.95
MAMMOTH LAKES MEMORIES, Reed	\$ 3.75
MAMMOTH LAKES SIERRA, Smith	\$ 6.95
MINES OF EASTERN SIERRA, DeDeker	\$ 2.50
MINING CAMP DAYS, Billio	\$ 6.00
MURIETA, JOAQUIN, Nadeau	\$ 6.95
MULLHOLLAND, WM., Matson	\$ 7.50
MONO SKYLINE ROAD LOG, Hill	\$.50
MYSTERIOUS SCOTT, Merrill	\$ 4.50

OTHER FOR-SALE ITEMS

OWENS VALLEY WATER CONTROVERSY	\$ 3.25
PATHWAY IN THE SKY, Roth	\$ 8.50
PIONEERS IN PETTICOATS, Sargeant	\$ 4.95
POEMS IN THE DEEPEST VALLEY	\$ 3.25
RAWHIDE NEVADA, Johnson	\$ 2.00
ROCK DRAWINGS OF COSO RANGE, Grant	\$ 4.15
REMAIN TO BE SEEN, Richey	\$ 8.50
SAGA OF INYO COUNTY	\$18.95
SAGEBRUSH HERITAGE, Robertson	\$ 6.95
SIERRA NEV. WILDLIFE REGION	\$ 3.00
SIERRA NEVADA NATURAL HISTORY, Storer, Usinger	\$ 6.95
SIERRA WHITE WATER, Martin	\$ 5.95
SWING YOUR PARTNER, Reed	\$.95
THOUSAND MILE SUMMER, Fletcher	\$ 6.95
VIRGINIA CITY	\$ 1.50
WATER SEEKERS, NADEAU	\$ 4.95
WET PLATES & DRY GULCHES, Campbell	\$ 1.00
WILDERNESS DEFENDER, Swain	\$10.75
YESTERDAY'S CALIFORNIA, Leadabrand	\$14.95

Books on Indians

CALIFORNIA INDIANS	\$ 5.95
CONFLICT BETWEEN CALIF. INDIANS AND WHITE CIVILIZATION	\$ 6.95
LIFE AMONG THE PIUTES, Hopkins	\$ 6.75
NATIVE AMERICANS, Forbes	\$ 4.95
SURVIVAL ARTS OF THE PRIMITIVE PIUTE Wheat	\$10.00

Rocks & Minerals

ILLUSTRATED GUIDE TO COMMON ROCKS Brown, Allan	\$ 1.95
ROCKS & MINERALS OF CALIF., Brown	\$ 4.95
N W GEM FIELDS & GHOST TOWN ATLAS,	\$ 2.00
WESTERN GEM HUNTERS ATLAS, Johnson	\$ 3.00
ROCK ART, Heizer & Baumhauf	\$28.50
ROCK DRAWINGS OF THE COSO, Grant	\$ 4.15

Hand Made Bonnets	\$ 3.50
Railroad Caps	\$ 2.25
C & C Insignias	\$ 1.25
So. Pacific Insignias	
Postal Cards	\$.10
Railroad Calendars (Color Photos)	\$ 2.95
Railroad Calendars (Black & White)	\$ 1.95
Hand Carved Wooden Trains	\$10.95
Golden Spike Posters	\$ 1.75
Set of 4 RR Etchings	\$ 9.95
Etching (Lithograph) Slim Princess	\$20.00
Color Photos of RR artifacts & area	\$6.95 - \$9.95
Silver Charms - Locomotive, Caboose, Burro, Bells, Gold Panner, Boot, Stoves, Guns, Pack Animal, Horse- shoe, Wagon Wheel etc.	\$2.00 - \$4.50
Pencils - Pens	
Key Chains	\$ 1.50
Posters	\$.65
Indian Dolls	\$ 4.00
Bolo Ties	\$ 4.50

OWENS VALLEY POSTCARD SETS \$ 1.25

Hand Made Rings and Bracelets
By Mr. Frady of Bishop \$2.00 - \$5.50

Bottle Grab Bags \$2.00

Locomotive Belt Buckles \$ 7.95

Anyone wishing any of these items by
mail - please write to

- - - - -
The Laws RR Museum & Historical Site
P.O. Box 363
Bishop, California 93514
- - - - -

All sales plus 6% sales tax and \$1.00
handling & postage chg.

BISHOP CALIFORNIA

YOUR HOST IN THE
Eastern High Sierra
DO IT ALL FROM BISHOP

*Spectacular Scenery
Beneath Blue Skies*

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Towering Trees
Crystal Lakes*

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BISHOP, CALIFORNIA 93514

TELEPHONE: 714-872-4731

LAW'S RAILROAD MUSEUM

"MEMENTOS OF THE PAST"

Narrow gauge railway and train. HISTORY BEFORE YOUR EYES.

BISHOP CITY PARK

Park of lake and stream. Public picnicking, swimming and tennis — or just relaxing in one of the West's most scenic parks.

GOLF

An uncrowded course to please the low handicapper or hacker alike beneath the magnificent SIERRA backdrop.

FISHING

Trout from crystal lakes and tumbling streams await young and old yearning to wet a line.

LOWER OWENS RIVER

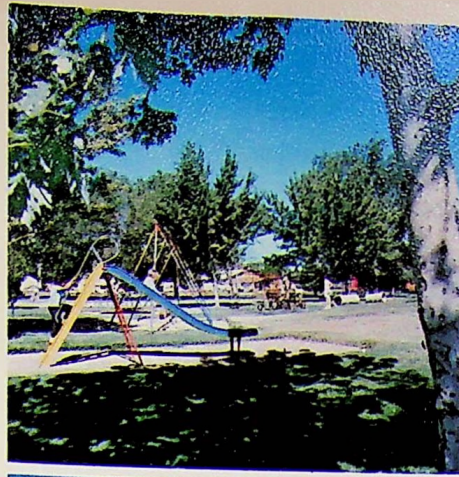
Year around fishing together with such activities as river floating lure young and old.

BACK COUNTRY

Visit the high country on foot or by Pack Train to enjoy exciting fishing, breathtaking mountain vistas. Stay overnight or a week in the beautiful Bishop Basin beyond "Roads End".

WINTER FUN

Skiing Snowmobiling
Cross country ski-touring
Just toss a snow ball.



VISITOR CENTER

BRISTLECONE PINES

"WORLDS OLDEST LIVING THINGS"

Before the birth of Christ or the Roman Empire, these ancient trees spread their roots in the rocky soil of the White Mountains.

PETROGLYPHS

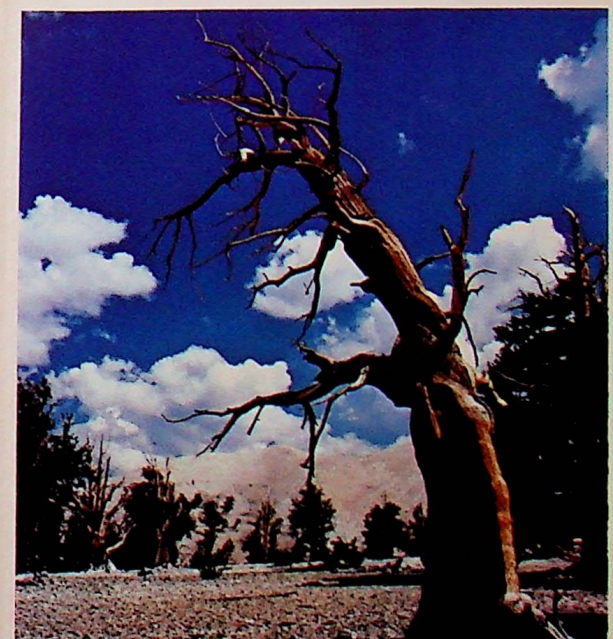
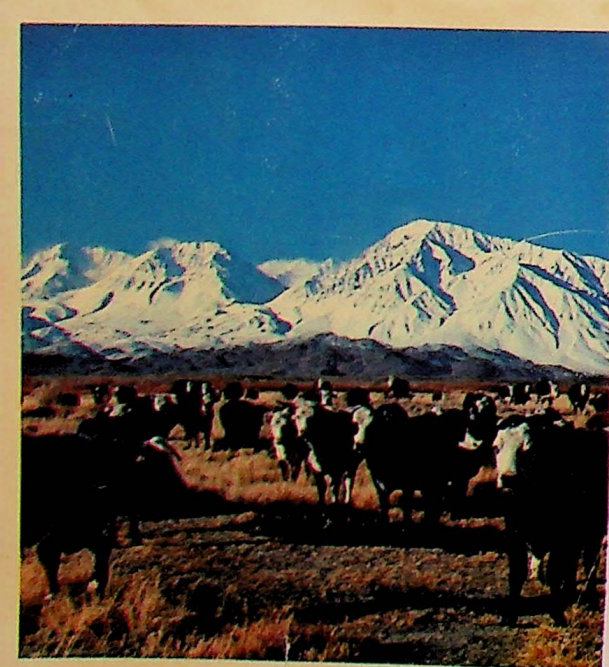
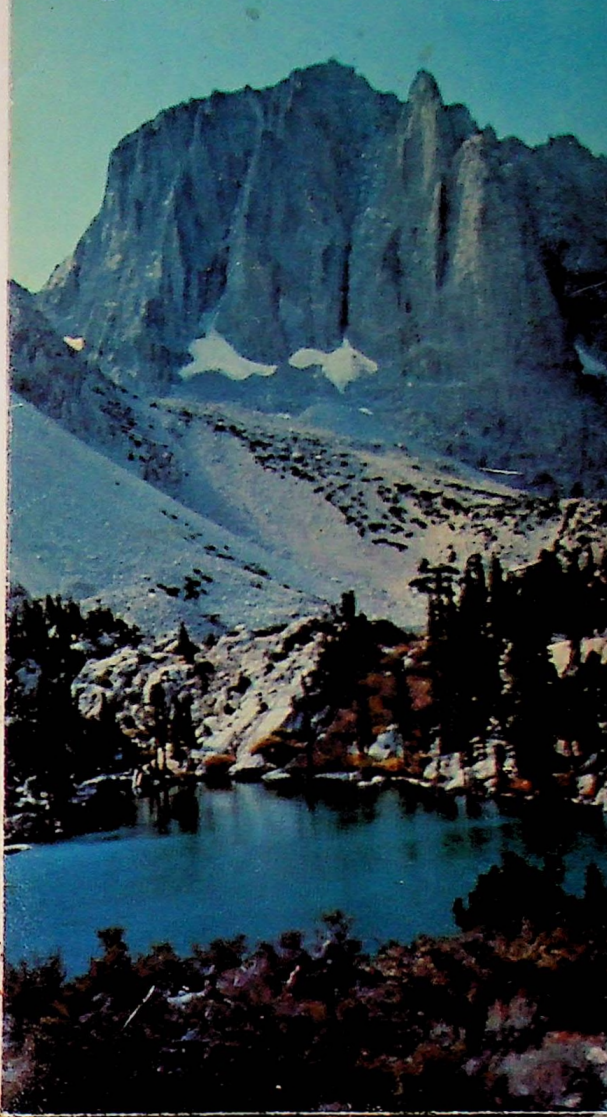
A short scenic loop trip by car from Bishop affords an intimate opportunity to view these ancient Indian writings.

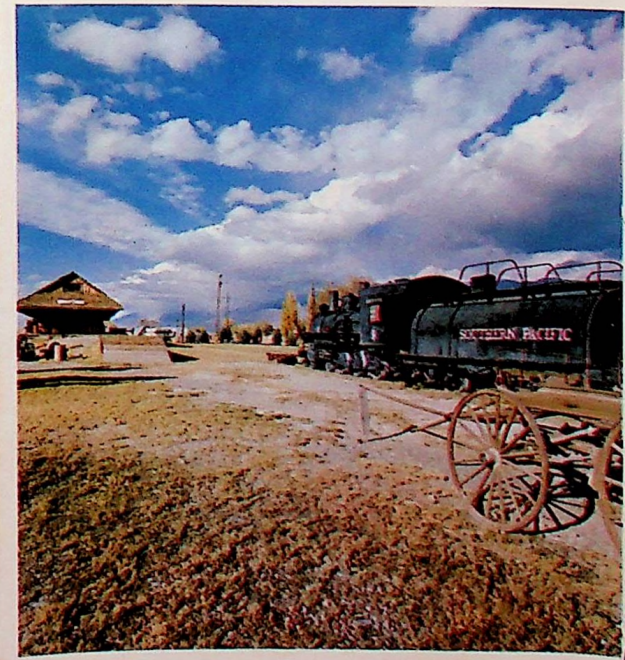
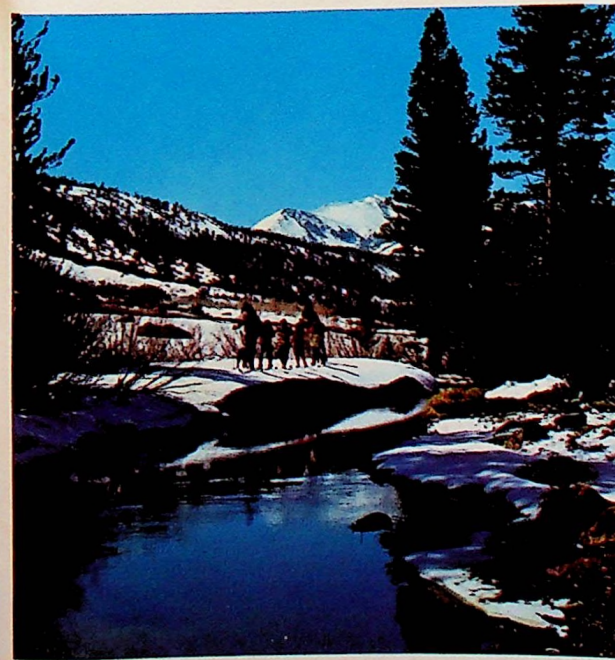
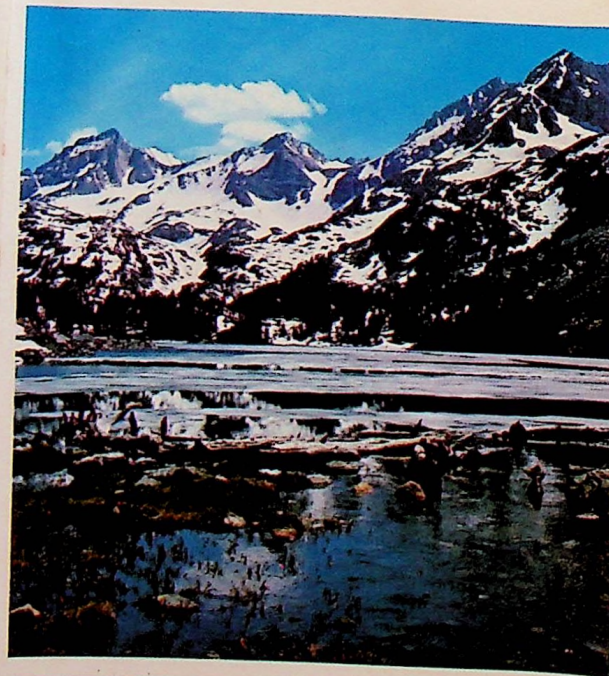
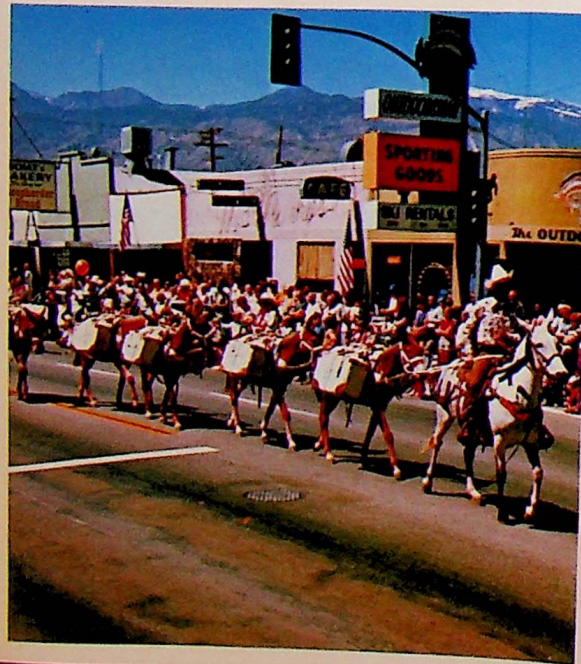
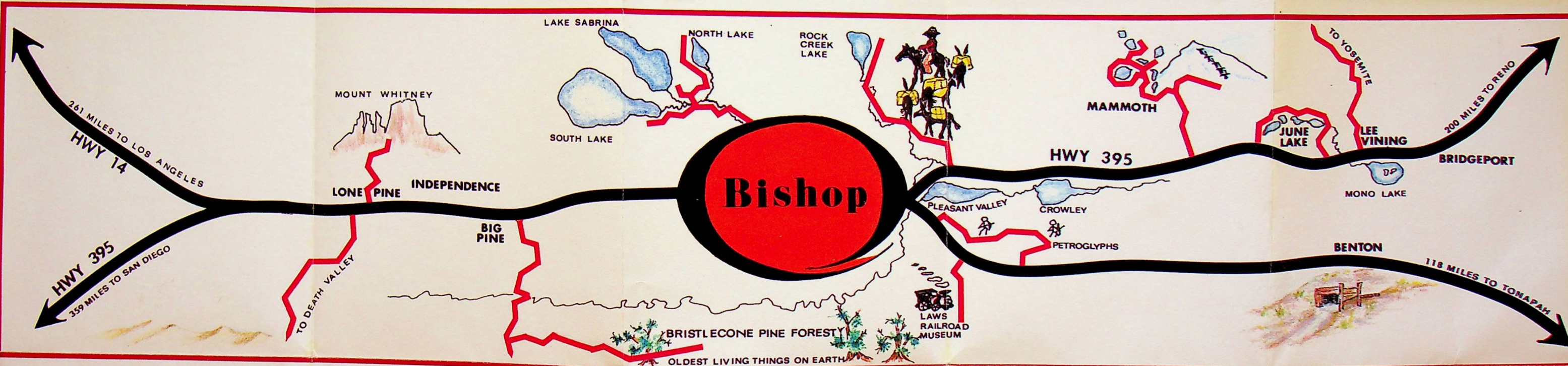
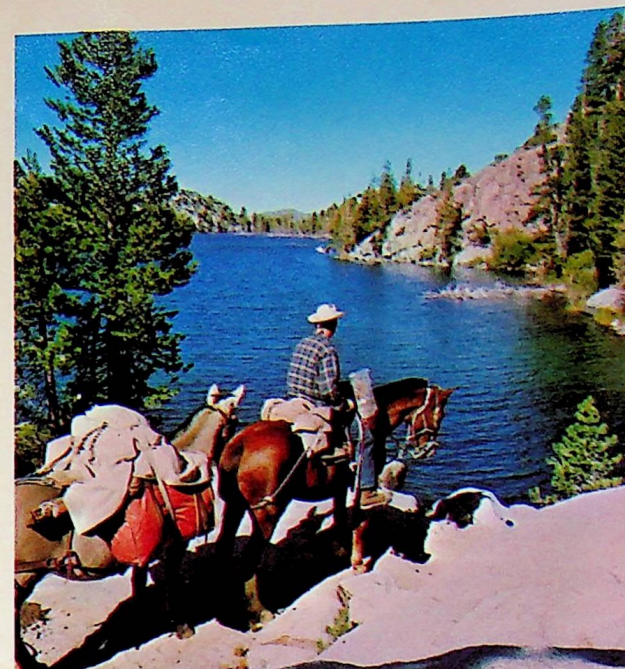
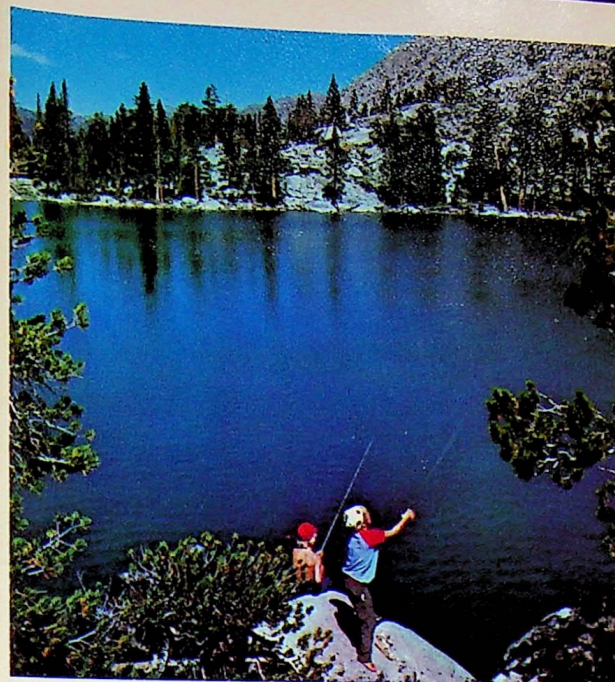
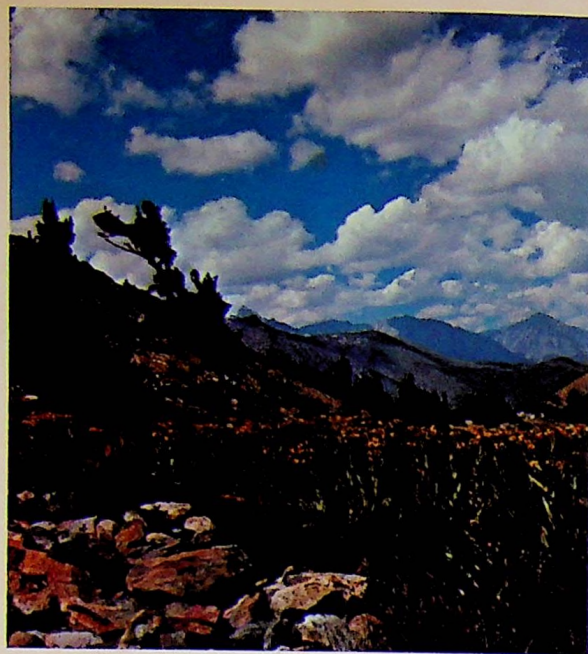
PHOTOGRAPHY

From desert to lofty Sierra peak — scenery to excite and challenge both Artist and Photographer.



Photography by: Bill Kelsey Photography
KELSEY'S SIERRA STUDIOS, Rocking K. Ranch, Bishop, Ca.





*ENVIRONMENTAL ANALYSIS
FOR THE EXPANSION OF
MAMMOTH MOUNTAIN
SKI AREA*



USDA - Forest Service
INYO National Forest
Pacific-Southwest Region

