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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

# THE MOTHER LODE COUNTRY

## CALIFORNIA

A Reconnaissance Study to Assess
Needs and Opportunities for National Park Service
Participation in Historical Preservation Efforts

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# THE MOTHER LODE COUNTRY, CALIFORNIA:

# A RECONNAISSANCE OF PRESERVATION NEEDS

## I. INTRODUCTION

a. Authorization. In connection with the current effort to identify suggested areas that would be desirable to round out the National Park System by 1972, the Division of National Park System Plan and Natural Landmarks Surveys requested the assistance of the Western Regional Office in making "a preliminary reconnaissance of the scope of the National Park Service's involvement in the preservation and interpretation of the mining story in the California Mother Lode country." By a memorandum of August 9, 1966, Mr. Chester C. Brown, Chief, Division of National Park System Plan and Natural Landmarks Surveys, approved the Regional Office suggestions for participating in the survey and authorized reimbursement of expenses.

b. Purpose. The discovery of gold in California in 1848 and the great rush to the California mining districts that followed were events of major significance in the development of the United States. This phase of the country's history is not adequately represented in the National Park System.

The purpose of this study is to identify historic properties related to the gold rush story that may be considered for possible addition to the National Park System; to identify other ways and means by which the National Park Service may contribute to the preservation of the major sites and scenes required to adequately commemorate and illustrate the gold rush; and to suggest possible methods by which the National Park Service, in cooperation with the State of California and other agencies, can assist in interpreting the mining story in a unified and meaningful manner.

The suggestions made in this report are preliminary. They may be reassessed during more comprehensive studies at a later date to determine fully their suitability and feasibility.

c. Survey personnel and procedure. This study was conducted by Dr. John A. Hussey, Regional Historian, Western Region, National Park Service. A field reconnaissance along the entire length of State Highway 49 -- a distance of about 334 miles -- and along numerous Mother Lode Country side roads during the periods October 25 - October 31 and November 3 - November 4, 1966, formed the core of the study. This field work was supplemented by library research, by consultation with State agency officials, and by a personal acquaintance with the Gold Country extending back for at least forty years.

State agency personnel consulted (in addition to several park supervisors and rangers) were:

1. Division of Beaches and Parks

   John H. Michael, Supervisor of Interpretive Services

   H. Lee Warren, Landscape Architect, Reservoir Development Planning

   Richard L. Humphrey, Regional Supervisor of Development

   Allen W. Welts, State Park Historian

2. Department of Public Works

   Harry D. Freeman, Deputy Director and Chairman, Interdepartmental Committee on Scenic Highways (consulted by correspondence).

d. Definition of area studied. The auriferous rocks and soils of the western Sierra Nevada slope occur in a broad belt extending from about the Fresno River on the south (with some out-croppings still farther south in Kern County) to beyond Quincy, in Plumas County, to the north. In this great gold-bearing region James Marshall made his epoch-making discovery in 1848. Here were located the bulk of the great placer fields which drew men to California by the hundreds of thousands. Here were the richest of the quartz mines which were the schools for the pioneer miners of all the West and which sustained production after the placers were exhausted or shut down. Here was the true heart of the California gold rush. Known to geologists as the "Sierran Gold Belt," and sometimes called the "Mother Lode Mining Belt," this area is the subject of this study. It is the Gold Rush Country. It is the Mother Lode Country.

It should be noted, however, that there is not universal agreement as to what area should be encompassed by the term "the Mother Lode" or "the Mother Lode Country." Strictly speaking, the Mother Lode is a narrow belt of gold-bearing quartz veins extending for about 120 miles through the Sierra Nevada foothills from Mariposa on the south to Georgetown on the north. Hence some writers have taken great pains to distinguish the Mother Lode mining region associated with this restricted series of veins from the "Northern Mines" which lie, partly at least, north of the main lode.

But this attempt to separate the Northern Mines from the Mother Lode seems only to add more confusion to an already unsatisfactory situation. Very early in the gold rush the terms "Northern Mines" and "Southern Mines" were used to designate the diggings supplied, respectively, from Sacramento and Stockton. Parts of the Mother Lode vein system were in each of these districts. And the term "Northern Mines" was expanded very soon to include diggings opened in the Shasta-Trinity-Klamath regions which were entirely disconnected from the Sierra mining belt.

Thus the attempt to apply the name "Northern Mines" to the section of the Sierran Gold Belt north of the Mother Lode proper runs afoul an earlier and firmly entrenched nomenclature which applies to something else. It seems preferable to follow present-day popular usage and the terminology adopted by the Golden Chain Council of county chambers of commerce along the gold belt by describing all the western Sierra mining region by the name of its best-known section, calling it the "Mother Lode Country."

## II. SUMMARY OF FINDINGS

The California gold rush was an event of outstanding historical significance for the Nation and the world. The physical resources for the effective commemoration and illustration of that event still exist but, except for a few key sites preserved by the State of California and a scattering of others maintained by local governments and private individuals, they are rapidly disappearing or are threatened by pressures often beyond the control of their owners. And the broad historic and natural scenes so vital to a proper understanding of the individual sites are being altered on a vast scale by a variety of development projects.

Existing and presently proposed preservation measures in the Mother Lode Country apparently will be inadequate to achieve the required degree of conservation. Overall regional planning, cooperative participation at all levels of government, and the expenditure of large sums of money will be necessary to accomplish the huge effort which alone will result in saving enough sites and a sufficient sample of the historic landscape to convey an adequate visualization of the gold rush.

Under existing legislation the Federal Government will be involved financially and otherwise in the preservation of historical values in the Mother Lode Country. But in addition to funds, the great need is for technical assistance and broad vision in preparing an overall preservation plan and for administrative assistance in carrying such a plan into execution.

The National Park Service could greatly advance the cause by providing the needed planning assistance to a state or regional preservation agency or authority. The active participation of the Service in administering Mother Lode sites probably also would be required to make a large regional project or plan financially practicable. This participation would be most effective through the establishment of a National Parkway running the length of the Sierran Gold Belt, but costs and other considerations cast serious doubts upon the feasibility of such an undertaking. A Nez Perce-type National Historical Park seems to offer a more practicable solution although it would be far less effective than a parkway.

The possibilities for both the National Parkway and the Nez Perce-type Park should be studied in detail with a view to determining specific site and route opportunities, probable costs, and the degree of state and local participation that might be anticipated. But action must be prompt, or the possibilities for an effective program will have vanished forever.

## III. HISTORICAL SIGNIFICANCE OF THE CALIFORNIA GOLD RUSH

James W. Marshall's discovery of gold at Coloma in California on January 24, 1848, inspired the first great international gold rush in the history of North America. There had been earlier rushes, like that to Zacatecas during the sixteenth century and that to the southern Appalachians earlier in the nineteenth century; but the headlong migration into California between 1848 and about 1858 far overshadowed all its predecessors -- and all its successors. It changed the face of the American West and influenced life in many distant parts of the globe. It was an event of major significance in the development of the United States.

When Marshall picked up his first nugget there were only about 14,000 Europeans in California, and they were virtually isolated from the Atlantic seaboard. Two years later there were nearly 100,000 residents, and California was admitted to the Union as a full-fledged state without having passed formally through territorial status. By 1852 there were about a quarter of a million people in California, and the region was linked to the rest of the nation by steamship lines, a host of sailing ships, and by several narrow corridors of overland travel and settlement. The Pacific Coast had been firmly linked by population, sentiment, and communications to the Union, a condition which might have taken years to accomplish had it not been for the gold mania.

From California eager prospectors swarmed out to new mineral fields in Australia, British Columbia, Nevada, Colorado, Idaho, Arizona, and other parts of the world and, particularly, the Far West. As one keen observer has said, the California rush "set the basic pattern for the miner's frontier" everywhere in the West.[1] In the words of another authority, "the foothills of the Sierra Nevada was in fact a basic school in which the Far West studied the fundamentals of a new profession."[2]

The lessons learned in California enabled the miners to overcome difficulties encountered in extracting ores elsewhere in the West, thus encouraging the earlier settlement of large sections of the open country between the Missouri frontier and the Pacific Coast. With the mines to provide markets, farmers and merchants trailed along into the wilderness, establishing a more permanent basis for settlement. Freighting and stage lines, river boats, and pack trains multiplied; and in 1869 a transcontinental railroad was completed, all the results of demands created by this rising

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1/Archibald Hanna in the Foreword to The California Gold Rush, by Ralph K. Andrist (New York: American Heritage Publishing Co., Inc., 1961), 8.

2/Rodman W. Paul, Mining Frontiers of the Far West, 1848-1880 (New York: Holt, Rinehart and Winston, 1963), 57.

tide of economic activity. The rapid expansion of the mining frontier bought disaster to the western Indians, however, for the miners in their mad scramble paid scant attention to native rights, even when they were guaranteed by treaty.

The huge outpouring of gold from the California mines -- 1852 with an estimated production of $81,294,700 was the top year -- increased the money supply over much of the world, but due to a rapidly growing population and other causes the inflation was relatively mild. Another effect of California gold was to place capital in Western hands and thus lessen the usual frontier dependence upon the East and Europe to finance development.

Since there were no legal precedents for settling many types of disputes which arose in the California gold fields, the miners devised their own mining law, much of which was adopted throughout the West. The miners also had no precedent for the Sierra land and climate in which they found themselves, for the hard work, camaraderie, crime, and excesses of the mining camps. Vastly impressed by the "elephant," a number of them described what they saw for publication, thus enriching American literature and adding a few "classics" to the Nation's heritage. Truly has it been said that gold was the cornerstone of Western development.

The national significance of the California gold rush has been given official recognition by the United States Government. After a systematic study of the entire Western mining frontier, the following sites associated with the Sierran Gold Belt excitement have been declared by the Secretary of the Interior to be eligible for the Registry of National Historic Landmarks: Coloma, Columbia, Old Sacramento Historic District, San Francisco Old Mint, and Sutter's Fort.

## IV. ASPECTS OF THE GOLD RUSH MERITING COMMEMORATION

In the broad view the California gold rush was a relatively simple movement. In essence it consisted of a sudden discovery followed by a vast influx of miners who soon defined the extent of the gold region; the development of new mining techniques, legal machinery, and social, economic, political, and cultural expedients to meet the demands of the gold camps; the exportation of these developments and of the "rush" psychology to other parts of the West and the more distant world; the economic and political influence of California gold and increased population; and the gradual decline of gold mining. But when examined in detail, it proves to be rather complex, with numerous subthemes which must be considered if the whole is to be understood.

Although geologists, historians, and other scholars have quite adequately treated most aspects of the gold rush, popular interest has largely been focused upon three principal topics: the discovery of gold, migration by land and sea to the mines, and life in the gold fields. By far the greater part of the literature on the California gold excitement is concentrated upon these subjects. Existing preservation projects, museum exhibits, and commemorative plaques reflect the same emphasis, although to a lesser degree.

In planning any system of sites or interpretive media to illustrate the broad story and significance of the California gold rush, it will be at once recognized that this popular interest, somewhat unevenly focused though it may be, has been and continues to be of immense value in preserving and commemorating a most important aspect of national and world history. But it will also be recognized that there are additional topics, of no smaller intrinsic interest, which should be illustrated and commemorated if the whole picture is to be presented.

Among those additional subjects that require adequate presentation by site preservation and other means are the following:

a. The geologic setting. The geologic history of the Sierran Gold Belt was the basic factor in the extent and development of California Mother Lode Country Mining. Mining methods changed in response to the different types of gold-bearing formations encountered -- and exhausted.

b. The geographic setting. Much of the character of the California gold rush resulted from the land in which it occurred -- isolated, hot and dry in summer and cold and wet in winter, abundantly watered in the north and less favored in the south, and beautiful in a way that grew on the wealth-mad gold seekers and held many of them long after hope of riches had vanished.

c. Types of mining.

1. Simple placer mining methods. The first type of mining employed in California was for the "free" or "placer" gold found in stream deposits, gravels of old river beds, and other places where the metal eroded from quartz veins had been deposited. The gold pan, cradle, and long tom introduced by miners from Georgia and Mexico were soon supplemented by such California innovations as the sluice box. Shafts and adits were driven into ancient river channels, a method known as drift mining. The damming and diverting of rivers to permit the extraction of the gold lodged in their beds was another earlier varient of placer mining.

2. Hydraulic mining. The idea of employing water under great pressure to work placer deposits was originated in Nevada County in in 1852 and 1853. It has been termed "one of California's greatest contributions to mining," and has been introduced into many parts of the earth.

3. Dredging. Although attempts to dredge gold from stream beds began early in the mining rush, the first successful operation was begun at Oroville in 1898. As the dredges became larger and more efficient, they appeared on most of California's gold-bearing rivers, and they have been responsible for a vast output of gold.

4. Quartz mining. Gold-bearing quartz veins were first worked in 1849; arrastras and stamp mills, both introduced from other mining areas in the world, were soon at work crushing the extracted ore. However the sinking of deep shafts was not extensive until improved techniques developed by experienced Californians in the Comstock Lode of Nevada were brought into the State. The early stamp mills were so greatly improved in the Sierran mines that they were known as "California stamp mills." They were used throughout the world, and as late as 1911 one authoritative reference work mistakenly attributed the invention of the stamp mill to California.

d. Phases of mining life.

1. Transportation and supply
2. Mining camp architecture
3. Drama, art, literature
4. "Foreign" language and ethnic groups
5. Mining law, crime, justice, public safety

e. Effects of the California gold rush.

1. Disaster for the California Indians
2. Expansion of mining in the West and elsewhere in the world

3. Expansion of agriculture, commerce, transportation, and settlement in the West.

4. Economic effects in the West, the nation, and the world (including the establishment of three new mints in the West).

5. Influence of technological advances in mining upon industry in general (for instance, the effects of the Pelton water wheel upon the development of hydroelectric power; the effects of the mining flume systems upon the public utility business and the development of long distance telephone lines; and the disasters brought to valley agriculture and river transportation by hydraulic mining.)

## V. EXISTING PHYSICAL RESOURCES FOR COMMEMORATING AND ILLUSTRATING THE GOLD RUSH STORY

Thirty years ago -- in most places only twenty years ago -- the Mother Lode Country lay largely as it was when the tide of miners receded during the 1860's, '70's, '80's, and '90's -- the decline was uneven as the placers were exhausted in different localities, as most of the hydraulic operations closed down in the 1880's, and as quartz mines flourished, declined, and were revived. Many old mining camps, though partly deserted, were held together by long-time residents who refused to move. Though on a reduced scale, gold mining continued as a way of life until World War II; and at the close of hostilities a number of the quartz mines, and even a few hydraulic operations, were revived for about a decade. Farmers who had supplied the miners with vegetables and fruit continued to work their picturesque plots long after their major markets had evaporated.

These and other factors tended to keep the gold rush alive along the length of the Mother Lode Country as something more than a dimly remembered legend. And assisting to preserve the setting was a slowing of the forces of change. The 1930's were a period of reduced economic activity. Although many unemployed flocked to the Sierra foothills to pan gold for food, these persons did not build supermarkets or lay out subdivisions. The Sierra Nevada had not yet become popular for mass winter and summer recreation, and the light automobile and truck traffic had not yet created a demand for vastly improved highways. The stage roads of the gold rush, sometimes paved and slightly realigned, still meandered over the grassy, oak-studded foothills on which the scars made by the indefatigable gold hunters were yet fresh. If Mark Twain could have been dropped down into Tuolumne County in 1936 he would have recognized the place instantly.

With the end of World War II this situation changed rapidly. Although the Mother Lode Country has been by-passed by the great waves of immigrants who have swept into California during the last two decades, it nevertheless has received a significant influx both of newcomers and of older residents of the State who are seeking relief from the more crowded areas. Many of the larger gold towns are now expanding, and housing developments are springing up even in rural areas along Highway 49 and other roads.

Perhaps more important than the specific rise in Mother Lode population have been the economic effects of the vast growth elsewhere in California. This burgeoning development has created an imperative demand for the resources of the Sierran Gold Belt -- its timber, its lime, its marble, its sand and gravel, its scenery, its antiquities and "antiques," and,

perhaps most of all, its water. These demands in twenty years have changed the face of the land.

As these new industries, or old industries intensified, brought renewed activity to the Mother Lode, the larger gold rush towns such as Grass Valley, Auburn, Jackson, and Sonora expanded and felt it necessary to modernize. Old stores and hotels dating from mining days received new fronts; some old buildings were demolished and replaced by structures such as service stations which were not part of the gold rush scene. Such features as used car lots, automobile junk yards, and large neon signs blossomed on nearly every main street and approach road. The majority of the large new buildings, such as county courthouses, post offices, and retail stores, have been designed in today's styles.

The result has been to destroy almost completely the effectiveness of the larger towns as potential historical resources for illustrating the gold rush story. It is true that a remarkably large number of fine old mining-days structures are preserved and proudly maintained in these towns; and they are eagerly sought out by tourists and historians. But generally these buildings are so surrounded and isolated by modernized or new structures that the total, overall picture of a gold mining town has been obscured.. In several of these towns, such as Nevada City and Mariposa, there remains, however, the practicable possibility that certain streets or districts could be restored.

The growth of industry in and near the Sierran Gold Belt as well as the phenomenal development of recreation in the higher mountains to the eastward has created a demand for wider, straighter, and faster roads. Highway 49 which traverses nearly the entire length of the Mother Lode Country and the principal trans-Sierra roads which cross it from east to west have been much improved, so much so that the very character of the region they traverse has been altered in many places. Freeways now cut through or pass directly by Nevada City, Auburn, and Placerville. Expressways lead to the outskirts of such old mining towns as Mariposa, Coulterville, and Sonora. Long stretches of the old, meandering Highway 49 have been replaced by high speed roads which plough directly through the countryside by cuts and fills and which effectively inhibit any evocation of the past by those driving upon them.

Additional devastation to the historic scene has been wrought by reservoirs, and projects now authorized and contemplated will further obliterate physical reminders of the gold era. Unfortunately, the river channels and valleys which are so attractive as reservoir locations were also frequently the scenes of the greatest mining activity. Remains and sites of boom towns, of ferries, early bridges, and stamp mills have already been flooded or are scheduled for inundation in the near future. The enlarged Exchequer Dam impoundment on the Merced River will cover the site of Bagby and the foundations of Benton Mills, the historically important pioneer stamp mill erected by John Charles Fremont on the Mariposa Estate. On the Tuolumne River, the next large stream to the

north, the New Don Pedro Reservoir will drown Jacksonville, a good portion of Woods Creek, and about five miles of Highway 49. The Melones Reservoir on the Stanislaus River already has made a lake under the Highway 49 bridge at Melones, and the enlarged reservoir will flood the old mining camp itself. Further north, the Nashville Reservoir will cover miles of one of the most attractive and historic sections of Highway 49, while on the American River the Auburn Dam will drown out long stretches of the Middle and North Forks. The damage done to the historic scene by these reservoirs is more serious than the number of square miles flooded would at first glance indicate, since the artificial lakes, cool and green where once there were rocky canyons and grassy hills, give a completely false impression of the original landscape.

Another factor bringing rapid change to the Mother Lode Country has been the "discovery" of the area by antique collectors, old bottle hunters, treasure seekers, exploiters of historic sites, and plain vandals. Many old stone and brick structures which were in reasonably good condition, though deserted, twenty years ago, have been battered to pieces by persons desiring the building materials, woodwork, or other structural elements. Vandals have knocked holes in walls and otherwise defaced fine old buildings through mere maliciousness or in a search for so-called "hidden treasure" of gold dust, or old coins. Other structures have been cannibalized by collectors or by the creators of artificial "ghost towns" or "pioneer villages." Many fine old gold rush homes and stores have been defaced by the addition of fancy trim, glaring signs, or even dummies suspended from hangmen's ropes, all because their owners felt that the original structures were not sufficiently "authentic" or eye-catching. Although there are many examples of excellent restorations along the Mother Lode, the region has suffered almost as much from its friends as from the thoughtless and the indifferent.

The change in the character of the population and in the regional economy has been reflected in the landscape. The pioneers who guarded the towns and maintained the little mountain farms have largely disappeared. Small orchards and vegetable fields have given way to ranges for beef cattle. Thus the smaller gold settlements have lost their watchmen, and the picturesque ranch buildings of gold rush days are far fewer in number. Many now stand deserted and forlorn, while others have been modernized and are quite changed in appearance.

Everywhere the new and growing population, with its new industries and new interests, is much in evidence. From one end of Highway 49 to the other recently erected signs advertise subdivisions. In many places streets are already laid out, houses are built, and supermarkets are springing up like gigantic mushrooms. These developments appear to be of two major types -- urban homes for industrial and commercial workers near the larger towns, and retirement and country homes in the rural

districts. A "land rush" is under way which is stirring the Mother Lode Country as it has not been stirred since the gold rush. Since this bubble probably will not burst, at least as long as the population and the economy continue to boom, the effects on the landscape are bound to be more pro[illegible] passage of time.

[illegible], the question arises, what is left to illustrate an[illegible]te the gold rush story? Fortunately, the physical resources yet r[illegible]aining are still impressive. With proper planning and prompt action, enough can be preserved to perpetrate the look, the smell, and the intangible "feeling" of the Mother Lode.

a. Existing roads

First in importance, perhaps, are the long stretches of foothill and mountain country traversed by the stretches of Highway 49 that are not yet sufficiently "improved" to alter significantly the character of the scene. Such sections include the following:

1. Mariposa-Madera County line north to Bootjack (about 6 miles southeast of Mariposa).

2. Mt. Bullion (about 6 miles northwest of Mariposa) north to the junction of Highways 49 and 108 (about 3 miles south of Jamestown), except for about five miles at Jacksonville to be flooded by the new Don Pedro Reservoir.

3. North outskirts of Sonora (about 2½ miles north of city limits) north to Angels Camp.

4. Sutter Creek north to Eldorado (except for the section extending about 14 miles north from Plymouth to be flooded by the Nashville Reservoir).

5. Junction of State Highways 49 and 193 (½ mile north of Placerville) north to the Middle Fork of the American River south of Auburn.

6. North outskirts of Auburn (about 4 miles north of city limits) north to Grass Valley, except for areas of intensive development.

7. Nevada City to Sierraville.

While these sections are not without their clusters of modern buildings and while sizeable stretches of expressway are scattered along them, there still exists the possibility of preserving the historic scene along them by roadside controls. Development pressure is likely to be less strong along parts of these segments since they include such rugged terrain as the canyons of the Merced River, Moccasin Creek, the Stanislaus River, Bear River, and the three principal forks of the Yuba River. On the other hand, most of the Auburn-Grass Valley segment seems destined for intensive urbanization and for freeway construction.

Unfortunately, there seems to be no substitute for Highway 49 as the principal north-south route for access to the Mother Lode Country. In many places the terrain would not permit the practicable construction of a parallel road for commercial and high-speed traffic; and the existing Highway 49 links the historic sites and the scenes which the tourist will desire to visit. Therefore, the problem will be to link the salvageable stretches of Route 49 in such a manner as to by-pass the regions of most intensive modern development and to make available the maximum number of significant historic sites lying off Highway 49.

There are a few existing minor roads which might, after further study, prove useful links between Highway 49 segments. For instance, the Jacksonville-Jamestown Road through Stent and Quartz traverses a terrain but little changed since mining days (except for the towns of Stent and Quartz) and permits avoidance of a busy section of State Route 49-108 south of Jamestown. Roads connecting Columbia, Vallecito, Murphys, Sheep Ranch, Calaveritas, and San Andreas could, if moderately improved, provide a more meaningful travel route than the parallel section of Highway 49.

Another category of resources for mitigating the effects of modern construction along Highway 49 and other main State thoroughfares consists of the short sections of the old highways which have been by-passed by the new expressway routings. These cut-off sections are generally kept open to public travel to provide access to ranches and towns now left high and dry off the main highways, and sometimes they extend for considerable distances. The road segments that contain the site of Mt. Ophir in Mariposa County, the town of Mokelumne Hill in Calaveras County, and the old settlement of Pilot Hill in El Dorado County, for instance, are islands of refuge for the traveler who wants to know what the Mother Lode was like before the bulldozer.

b. Undeveloped gold rush towns

Although the larger Mother Lode cities, such as Nevada City, Grass Valley, Auburn, Placerville, Jackson, Sonora, and Mariposa probably can never be restored to a condition which will evoke the past (except for certain buildings and small districts), there are still a number of smaller towns which have been left relatively untouched by "progress." These towns, if judiciously revitalized and restored, could serve both to

communicate the authentic atmosphere of the mining days and to house and feed tourists.

From north to south, the mining camps in which restoration might still be practicable include the following: Johnsville, Sierra City, North Bloomfield, North San Juan, Georgetown, Volcano, Amador City, Sutter Creek, Mokelumne Hill, Murphys, Vallecito, and Hornitos. A few others, such as Coulterville and Downieville, have lost many of their principal pioneer structures to fires or floods but still retain a Mother Lode atmosphere. With architectural controls to prevent them from being developed in the usual subdivision pattern now inundating the larger towns, these places could also serve to enhance the presentation of the gold rush story.

c. Individual sites and structures

Scattered throughout the Mother Lode Country are literally hundreds of historic sites and buildings associated with the gold rush. As has been indicated, many of these are located in the towns and cities which have survived as active communities to the present day. But many more now stand alone, or with small clusters of companions, to makr where bustling mining camps, now almost completely obliterated, once thrived or where groups of miners once tunneled and toiled for gold. The sites may now be marked only by crumbling adobe walls, by deserted mine headframes, by telltale mounds of turned earth, by the stone fronts and rusting iron shutters of long deserted stores, or simply by historical markers.

Many of these smaller sites are impressive as they exist today, and they largely carry their owner messages. Such structures as old Bayley House near pilot Hill, the Pioneer Hotel at Sheep Ranch, and the old Butte Store south of Jackson invoke the past as they are, and they would require only a modest amount of interpretation to be understood. Other sites, such as the hydraulic diggings near Gold Run, the old flume on the North Bloomfield Road just north of Nevada City, or the water ditch at French Corral perhaps would not be recognized by the average tourist as being of gold rush origin and might require a more detailed and imaginative type of interpretation.

One type of site appears to require special mention. This is the old quartz mine. Evidences of abandoned shafts and mills are encountered almost everywhere along the Mother Lode and its northerly extensions. The weathered pile of tailings is the ubiquitous symbol of the quartz mining era. Much rarer, however, is the well-preserved mine complex of underground workings and surface structures still sufficiently intact to illustrate the rather complex processes of extracting and reducing ores. Among the more obvious mines convenient to Highway 49 and suitable.

(after rehabilitation and installation of safety features) for interpretive use are the Mariposa Mine on the outskirts of Mariposa, discovered in 1849 and marking the southern extremity of the Mother Lode; the Josephine and Pine Tree Mines, on John C. Fremont's Mariposa Estate; the Kennedy Mine near Jackson, open to the public and famous for its picturesque tailing wheels; and several of California's richest mines in the Grass Valley-Nevada City vicinity.

As a group, the individual sites illustrate nearly every phase of gold rush history. Preserved in their proper setting and interpreted in a coordinated manner, a selected number of these sites would be indispensable for any meaningful attempt to present the Mother Lode story.

Even if a significant segment of the historic scene, a representative number of mining towns, and an ample scattering of minor historic sites were to be preserved, the commemoration and interpretation of the gold rush would lack real meaning and impact unless the four or five sites of major importance -- the scenes of the key events of the mining period -- and the outstanding surviving examples of mines and mining communities -- could be saved and made accessible to the public. Fortunately, the California State Park System already includes the best of such sites. Marshall Gold Discovery State Historic Park, Columbia State Historic Park, Malakoff Diggins State Historic Park, and Plumas-Eureka State Park preserve the site of the initial Sierran Gold Belt discovery, the finest existing mining town, the most impressive evidence of hydraulic mining, and perhaps the most complete example of a quartz mine with its attendant mill, bunkhouse and miners' homes.

Supplementing these major Mother Lode Country sites are the not-distant Sutter's Fort State Historical Monument and the authorized Old Sacramento State Historical Park, both intimately associated with the gold rush. These six state parks illustrate the principal phases of the mining story, and they must form the backbone of any project to commemorate and illustrate the Sierran gold rush. They will be considered in more detail in the next section of this report.

In summary, there still exist enough physical resources to permit an effective presentation of the gold rush story. But these resources are far fewer than they were twenty years ago, and they are disappearing rapidly.

## VI. EXISTING AND PLANNED HISTORICAL PRESERVATION EFFORTS IN THE MOTHER LODE COUNTRY

Throughout the length of the Sierran Gold Belt the State of California, local governments, and private individuals are attempting to save a representative sample of the most significant physical remains of the gold rush. Due to the large number of these preserved sites it is not practicable or meaningful in this preliminary survey to list them all. Thus, except for State Parks, the following discussion indicates only the various levels at which preservation is being conducted, with mention of outstanding examples. Individual sites are generally mentioned not in order of their historical significance but in geographical sequence, from north to south.

a. State Parks. The California Division of Beaches and Parks in its overall planning has systematically attempted to acquire and preserve the key sites for the commemoration of the gold rush. In achieving its objective it has been remarkably successful.

At the present time, due to administrative emphasis on development rather than acquisition, the Division is not officially making any announcements concerning future plans to obtain additional Mother Lode sites. The attitude seems to be that stated in Part II of the California Public Outdoor Recreation plan, which notes in relation to State historical parks: "The gold rush times are receiving the greatest attention. The present state program is adequate to preserve the flavor of sites, but a more comprehensive program is needed to encourage local or regional interests to commence preservation before the sites and fragments of buildings are scattered and lost." Yet the same plan lists twelve Mother Lode sites or clusters of sites which were recommended by the Division's historical consultant as possessing the highest priority for acquisition.

Because State park acquisition plans are so nebulous at the present time, this study will confine itself to existing parks.

1. Gold Rush sites in the Sierran Gold Belt. The State parks commemorating the gold rush in California preserve highly significant sites illustrating most of the principal phases of that episode. Some of these parks are located within the Mother Lode Country; others are situated elsewhere but commemorate phases of the main rush or its offshoots. The gold rush parks in the Mother Lode Country are as follows:

(a) Plumas-Eureka State Park. Situated in Plumas County near the northeastern limits of the Sierran Gold Belt, this 4,600-acre mountain park includes the extensive underground workings of the Plumas-Eureka Mine, opened in 1851, and several surrounding mines which were consolidated during the early 1870's. With British capital the mines were expanded and put in a high state of production. The large Plumas-Eureka Stamp Mill (1872-1959) still contains ten of the original 48 stamps and is being restored. The mine administrative buildings and bunkhouse are in excellent condition. The associated company town, Johnsville, survives

as a privately owned inholding of about 3/ acres within the park; it is well maintained and complements the sites exhibited by the State. The park staff hopes to continue renovation of the mine structures and plans eventually to open part of the workings to visitors.

Because of its excellent state of preservation, its impressive remains, and its beautiful surroundings, the Plumas-Eureka Mine is outstandingly qualified to illustrate the story of hardrock mining in the Sierra Nevada. The State plans to concentrate its interpretation of quartz mining at this park.

(b) Malakoff Diggins State Historic Park. Situated on historic San Juan Ridge in Nevada County, this new park includes the largest hydraulic mining excavation in the Sierra Nevada and the second largest in the entire State. The Division of Beaches and Parks now administers 2,232 acres at this site, and plans call for an enlargement to about 5,070 acres. In addition to the vast excavation, the park includes the picturesque and well preserved mining town of North Bloomfield.

Studies by the Division of Beaches and Parks and the State Division of Mines have led to the conclusion that the Malakoff Diggins are the most spectacular evidence of hydraulic mining in California. Thus the site appears to be the best possible location to commemorate this phase of the gold rush story. The Beaches and Parks interpretive staff hopes that a monitor can be placed in operation in the old pit for demonstration purposes.

(c) Oroville Borrow Area (Thermalito Afterbay Recreation development). On the west side of State Highway 70 a short distance southwest of Oroville in Butte County, the State of California is developing a large recreation area and wildlife refuge in the expanse left bare by the excavation of soil and rock to build the Oroville Dam. Much of the borrow material consisted of the tailings left from dredging operations along the Feather River. The entire property owned by the State at this site is about 5,600 acres in extent.

From this larger area, the Division of Beaches and Parks hopes to retain about 60 acres of tailings adjoining Highway 70 as an historical exhibit. The piles of tailings at this point are impressive, and the Division hopes to interpret them at a visitor center which would contain a model of a dredge and where movies of dredging operations would be shown. The State does not plan to salvage and preserve the large dredge,

apparently in reasonably good condition, which sits abandoned a short distance from the proposed exhibit area.

Since dredging for gold was successfully conducted for the first time in the Oroville area, a historical monument commemorating this mining method would be appropriate at the Thermalito site. However, the area of tailings to be preserved is rather small to convey an idea of the magnitude of the region devastated by dredging. More impressive tailings fields, such as those still existing near Cherokee, might have greater impact for interpretive purposes.

(d) Marshall Gold Discovery State Historic Park. Within the nearly 143 acres of this park in El Dorado County is preserved the most significant gold rush site, the location of Sutter's sawmill where James W. Marshall discovered gold in 1848. The park includes the heart of the mining town of Coloma, where the gold rocker was first introduced in 1848 and where two years later the first mining ditch in California was constructed. Also within the park are the small cabin where Marshall lived during the middle period of his life and the Marshall grave and monument.

The historical development and interpretive program at the park is extensive. Existing features include a museum with artifacts and exhibits illustrating the gold rush story, outdoor exhibits showing the principal mining methods, rehabilitated and refurnished surviving Coloma structures, and a reconstruction of the John A. Sutter sawmill. Master plans call for land acquisition to provide additional protection for the historic scene.

(e) Indian Grinding Rock State Historical Monument. This yet undeveloped park is near Volcano, in Amador County. About 43 acres in extent, it contains an outstanding collection of bedrock mortars, once used by the Indians for grinding acorns and other foods. In addition to preserving a highly attractive segment of typical Sierra foothill terrain, it possesses high potential value as a location where the impact of the gold rush upon the California Indians may be explained and illustrated. The site, however, is threatened by a recently licensed cement plant.

(f) Columbia State Historic Park. The 240 acres of this park include most of the surviving historic structures in Columbia, the "Gem of the Southern Mines," and the best preserved of the Mother Lode mining towns. Situated in the midst of one of the richest gold producing regions, Columbia flourished from its founding in 1850, and by 1853 it was said to be the third largest city in California. Disastrous fires have wiped out the earliest wooden business structures, but a number of substantial brick buildings from the 1850's and 1860's survive. Although

the city declined with the exhaustion of the placer deposits during the 1860's, it never was entirely deserted. Thus, maintained but off the routes of modern commerce, Columbia still presents the appearance of an 1854-1860 mining town.

The 39 historic structures within the park include hotels, saloons, restaurants, banks, express offices, stores, residences, fraternal halls, churches, fire houses, and a school. Most of these buildings were either already in excellent condition or have been restored by the State and by private owners. Restoration continues, and the State has a program for the acquisition of additional private lands within the project boundaries.

2. State Parks with gold rush associations lying outside the Sierra Gold Belt. The Mother Lode mining activity was not an isolated phenomenon. It began as a result of John A. Sutter's economic projects centered at Sacramento. It received most of its supplies and much of its population from the river ports of the Central Valley. It drew thousands of gold-seekers across overland trails from the East. It developed simultaneously with other mineral producing areas in the State; and it sent forth prospectors who opened new gold fields throughout the West.

Any attempt to illustrate the Mother Lode story would be incomplete without an effort to tie in a representative number of sites associated with these broader phases of the gold rush. An excellent series of such sites is preserved in the California State Park System. The following areas, several of which are of major historical significance, are particularly suited by theme and location to supplement the story which can be told in the Sierra Gold Belt:

(a) Weaverville Joss House State Historical Monument. This beautifully preserved temple, situated in Trinity County, is an eloquent reminder of the part played by the Chinese in the California gold rush.

(b) Shasta State Historical Monument. This park preserves the remains of the town of Shasta, in Shasta County, once a major supply center for the northern mines. Most of the surviving brick buildings are only shells.

(c) Donner Memorial State Park. Site of one of the Donner Party camps during the tragic winter of 1846-1847, this park in Placer and Nevada Counties commemorates the overland emigrants who reached California both before and during the gold rush.

(d) Old Sacramento State Historical Park (authorized). When developed, this park will contain a reconstruction of the gold rush

period Sacramento waterfront, a key transportation and communication center for the Mother Lode.

(e) Sutter's Fort State Historical Monument. In the office of this largely reconstructed fort in Sacramento, James W. Marshall brought to John A. Sutter, his employer, the first gold discovered in Coloma. During the first year or two of the gold rush the fort was an outfitting point for the mines as well as a hospital for ill miners.

(f) Bodie State Historical Park. Located in the high desert of Mono County, the town of Bodie was established as the result of an 1859 strike made by disappointed prospectors from the declining Mother Lode. Well preserved by isolation and a dry climate, it has been termed "almost the prototype of the Western ghost town."

b. State Scenic Roads and Parkways. As the result of legislation passed in 1963 the "preservation and enhancement" of scenic resources along California highways was made an official State policy and program. By the Master Plan for Scenic Highways adopted by the Legislature in 1963 and subject to periodic adjustment, the State Legislature designates those highways which shall compose the State Scenic Highway System. Roads thus included in the Master Plan do not actually become Official State Scenic Highways or Official County Scenic Highways, however, until the roadways and rights-of-way have been designed to meet a series of scenic highway standards and until local jurisdictions have acted to provide scenic protection within designated adjacent corridors.

Potentially this program would seem to hold promise for checking the scenic destruction that is now so rapidly obliterating the historic landscape along roads in the Mother Lode Country. The existing Master Plan (as amended through 1965) includes nearly all of State Route 49, The Mother Lode Highway, in the State Scenic Highway System. The sections of Route 49 specifically so designated are:

1. From Route 41 near Oakhurst to Route 120 near Moccasin Creek.

2. From Route 120 to Route 20 near Grass Valley.

3. From Route 20 near Nevada City to Route 89 near Sattley.

In addition, certain east-west roads crossing the Sierran Gold Belt have been included in the State Scenic Highway System. These include:

1. Route 20 from Route 49 eastward to Route 80 near Emigrant Gap.

2. Route 50 from Route 49 eastward to the Nevada State line near Lake Tahoe.

3. Route 88 from Route 49 near Jackson to Route 89 near Picketts.

4. Route 4 from Route 49 near Angels Camp to Route 89.

5. Route 108 from Route 49 near Sonora eastward to Route 395.

6. Route 120 from Route 49 near Chinese Camp to Route 49 near Moccasin Creek.

7. Route 140 from Route 49 near Mariposa to Yosemite National Park.

8. Route 41 from Route 49 near Oakhurst to Yosemite National Park.

At the northern end of the Sierran Gold Belt, Route 89 from Sattley north to Mohawk, the gateway to Plumas-Eureka State Park, is also in the Scenic Highway System (as is all of Route 89).

In actuality, however, as of June 1966, not a single foot of this extensive road mileage has yet been officially designated as a State Scenic Highway. Scenic Highway studies have been completed or are underway for only two short sections of Highway 49 (approximately from Bassets to Sattley and from Mariposa to Oakhurst). Also under study is the section of Route 108 lying east of the Sierra crest.

It should be noted that a good percentage of recent highway construction in the Mother Lode Country reveals consideration for scenic values. In 1964 the Twain Harte section of Route 108 east of Sonora received honorable mention in Parade Magazine's annual competition to select the best designed scenic highways in the Nation, and in 1965 the portion of Route 88 (the Carson Pass Highway) from Foster Meadows Road to east of Silver Lake was given the top award in the same contest.

Nevertheless, long sections of Highway 49 and other routes in the Mother Lode have been officially included in the State's freeway and expressway systems. The construction thus far accomplished in the Sierra foothill region to bring old highways up to expressway standards reveals that in many places it has not been possible to reconcil the demands for wider, straighter, and faster roads with the objectives of scenic and historical preservation.

In 1965 the State Legislature passed Senate Bill 725 authorizing establishment of a State Parkway System and directing the State Park Commission and the Advisory Committee on Scenic Highways to study the matter and recommend specific parkway routes. The parkways would be "elongated parks" intended primarily for pleasure driving and designed specifically to preserve scenic, historic, and recreation values. They would differ from scenic highways which, while intended to preserve landscape values, are subject in design to the demands of traffic. Thus scenic highways may be high-speed, heavy volume freeways or expressways.

The State Park Commission has studied, or presently is studying, 64 possible parkway routes, totalling 3,890 miles. A number of these potential parkways are in the Mother Lode region, as is shown by the following project names:

Foresthill, Tragedy Springs, Iron Mountain to Donner Lake, Coloma to Georgetown, Columbia to Italian Bar, Moccasin, Big Trees, Oroville to Plumas, and Ione to Michigan Bar.

On January 13, 1967, the Park Commission made its first recommendations to the Legislature by requesting the establishment of four parkway units. None of these is in the Gold Rush Country. It is still too early to predict whether these first units, let alone the ones in the Mother Lode, will ever be built. If the parkway concept is actually put into practice, it could be a major factor, if not the major factor, in preserving a representative sample of the Sierran Gold Belt scene.

Roadside rests, now an integral part of the State's highway system and administered by the Division of Highways except when they are located in State Parks, offer another means for the preservation of historic scenes and structures. As yet this device has been little used in the Mother Lode Country, but its potential value is demonstrated by the small rest spot developed on Route 49 at Carson Hill. The widened highway right-of-way at this point, in addition to accommodating a State Landmark Plaque and a memorial tablet placed on an old ore car, provides an uncluttered foreground for the view of the Morgan Mine "glory hole" that lies beyond on the slope of Carson Hill.

c. County and Community preservation projects. Despite a very considerable interest and pride in local history throughout the Sierran Gold Belt, the counties and towns of the Mother Lode Country, with certain notable exceptions, have not yet become major forces in the preservation of historic sites and scenes. Only a few of the counties are directly involved in protecting historic structures. Mariposa

County, for instance, continues to protect and use its 1854 Courthouse, the oldest such structure still functioning in the State. Amador County preserves two of the Kennedy Mine tailing wheels within a county park near Jackson. Nevada County maintains the Bridgeport covered bridge as part of its road system. And the reconstructed Mark Twain Cabin at Jackass Hill is protected in a small Tuolumne County park.

On the other hand, all but one of the thirteen Gold Belt counties support county historical societies. Some of these organizations receive financial assistance from their county governments, and about half of them operate museums. Sometimes these museums are situated in historic buildings which are thus maintained and protected. The Nevada County Historical Society Museum, for example, is in old Firehouse No. 1 in Nevada City. The brick A. C. Brown house, dating from the early 1860's, houses the Amador County Museum in Jackson.

Due to the short time available for this study, the matter of existing zoning laws and historic districts could not be examined. A very few towns -- Volcano, Murphys, and Johnsville in particular -- show evidence of concerted local effort to preserve and enhance the historic scene. Most communities, however, appear to lack either the public sentiment or the legal apparatus to prevent the incursions of inharmonious developments. There is much said in Mother Lode Country promotional literature concerning the heritage of the gold rush and scenic beauty, but it is clearly evident that "progress" is often given first priority without any real attempt to adjust the new developments toward the preservation and enhancement of the environment.

Scattered throughout the Gold Belt, however, are notable examples of historic preservation at the municipal level. Grass Valley, for instance, maintains and displays a large old Pelton wheel in a city park. The Community Hall at French Corral was once a miners' hotel and, later, a school.

d. Private preservation efforts. Despite the large-scale preservation projects being undertaken by the State and the historic structures maintained through county and community programs, the major factor in retaining the scenic and historic atmosphere of the Mother Lode Country has been and still is the cumulative action of the hundreds of individual owners who have held their properties in a relatively undeveloped state or who have sensitively preserved and restored historical values.

Much of this preservation undoubtedly has not been the result of conscious effort. Many owners of old gold rush structures have not desired to renovate them and have given them only enough maintenance to keep them standing and, often, occupied; but by this very neglect the buildings have been saved from destructive modernization. Other ranchers and holders of large tracts have preferred to continue raising cattle or harvesting timber to subdividing; or they have not yet found subdivision sufficiently profitable.

But much of the preservation has been deliberate, conducted by owners sensitive to the cultural and economic values of the gold rush heritage. Conspicuous in most of the surviving mining camps are the handsome old churches, the I.O.O.F. Halls, and the Masonic Halls which once played such prominent parts in community life and which are still, in many cases, in active use. Probably considerations of replacement cost have been important in the continued survival of these structures, but in many instances sentiment has been responsible for their preservation long beyond their real usefulness to the owning organizations.

The phenomenal growth of the tourist trade in the Mother Lode Country has encouraged and made practicable a very considerable amount of preservation and renovation. A number of mining period hotels and other buildings, with or without judicial modernization, have proved suitable for present-day traveler accommodations. Such hostelries as the National Hotel in Nevada City, the Pioneer Hotel at Sheep Ranch, Hotel Leger at Mokelumne hill, the Mine House at Amador City, the St. George Hotel at Volcano, and the Murphys Hotel at Murphys are major factors in preserving the gold rush atmosphere both of the towns in which they are located and of the entire Mother Lode Country. Numerous other old buildings house restaurants, bars, garages, theaters, and other establishments for tourist accommodation.

Another response to the tourist rush has been the preservation of old structures as commercial attractions in themselves or as places to display and sell goods which appeal to Mother Lode visitors. Thus there is a generous sprinkling of "gold rush museums" and antique shops throughout the Sierra foothill region. Sometimes, as with one or two so-called "frontier towns," these are out and out money-making ventures; more often they are operated to provide the means required to maintain and keep open important historic structures or to hold together valuable collections of gold rush relics. The Old Jail at Hornitos and the Lola Montez House at Grass Valley are examples of privately operated historic structures.

In total number of structures preserved and probably in overall landscape effect, the greatest contribution to the saving of the Mother Lode atmosphere is undoubtedly being made by the many individuals who cherish and maintain gold rush homes, and, occasionally, commercial buildings as full-time or part-time residences. Up and down the entire Sierran Gold Belt, in the larger cities, in the smallest hamlets, and in the agricultural countryside, one comes upon these gemlike structures, perfectly restored to their original beauty. Many others have been modernized almost beyond recognition, but at least they are being saved.

## VII. ASSESSMENT OF PRESENT AND PLANNED PRESERVATION EFFORTS

It has been seen that surviving physical resources for commemorating the gold rush story are still reasonably plentiful and that they are sufficiently diverse in character to permit the illustration of most phases of the topic. It has also been developed that there is an active movement on the State, county, community, and individuals levels to preserve historical and scenic values in the Mother Lode Country.

But it has been further shown that changes are taking place in the Gold Belt, that both the historic scene and historic structures are disappearing with ever-increasing rapidity. Unless channeled and controlled, these sweeping developments will leave very little except isolated parks, a few steep undeveloped canyons and hillsides, and a scattering of old buildings to show that the Mother Lode was ever any different in appearance and heritage from the rest of urbanized California. This remnant would be entirely inadequate to convey a meaningful impression of what the gold rush really was.

Are the existing and planned preservation measures sufficient to protect what remains against the almost inexorable forces of change? An appraisal of the situation leads to the conclusion that they are not.

The California State Park System preserves the most significant gold rush sites. At nearly every historical park in the Mother Lode, however, there remains much to be done in the way of inholding acquisition, boundary expansion, structural rehabilitation, and interpretive development. Such measures are costly and are being given first priority in the State Park program. It does not appear realistic, therefore, to anticipate that the hopes of certain preservationists for the acquisition of additional gold rush parks will be realized in time to save any significant portion of the remaining unprotected Mother Lode scene.

The State Scenic Highway Law at first glance appears to offer a means of preserving a representative sample of the gold region landscape. Route 49 and the major trans-Sierra roads crossing it are already included in the Master Plan for Scenic Highways, and when these routes are designated as Official State Scenic Highways they should not only be harmonious with the environment and attractive within their rights-of-way but they should run through wider corridors or bands of land within which scenic values are protected.

However, many miles of these roads have already been reconstructed to expressway standards with such extensive cuts and fills that a restoration of the landscape scarcely appears practicable. Also, establishment, financing and enforcement of scenic controls in the

corridors beyond the rights-of-way will be a responsibility of local governments, some of which apparently have as yet shown little sympathy for strict limitation of roadside development. Further, Scenic Highway studies in the Mother Lode are proceeding at such a slow pace that irreparable harm to presently surviving landscape and cultural values undoubtedly will have been accomplished by the time significant sections of Official State Scenic Highways are established. In addition, the Scenic Highway program offers no real protection from such major landscape threats as reservoirs and freeways. To sum up, the Scenic Highway program offers an opportunity for landscape preservation in the Mother Lode, but it will not assure such preservation. It is still too early to estimate when and if the proposed State Parkway System will be effective in the Sierra Gold Belt.

County and community preservation efforts hold much promise. As the concepts of scenic easements, open space, zoning, and protection of historic districts become better known, it can be anticipated that they will be applied at least in scattered localities. With county historical societies gaining in strength and as the officers of these groups learn more about the ways and means of preservation through membership in such larger organizations as the Conference of California Historical Societies and the National Trust for Historic Preservation, it can be expected that counties and towns will be under increased pressure to preserve their older public buildings and to acquire and save additional private structures.

Here again, however, it takes time to create a climate for preservation whereas the forces of change are moving rapidly. And there are strong anti-preservation forces which are constantly at work in the Mother Lode Country. Generally these forces are economic in nature, as is evidenced by the recent action of the Amador County Board of Supervisors in granting a permit for a large cement plant near Volcano despite protests by preservationists. By the time historic conservation at the county and local level can successfully counterbalance such pressures there may be little left to save.

The prospects for private historical preservation are more difficult to assess. As long as historic sites continue to attract tourists and to be economic assets, it can be anticipated that the presently operating old gold rush hotels and the structures being used as curio shops, antique shops, restaurants, bars, and the like will continue to exist, less of course the inevitable losses due to fire, freeways, and changes of ownership. There undoubtedly will even be a few gains. But as urbanization continues and as land values -- particularly assessed land values -- increase, private owners of small homes in towns and of large rural tracts will find it more and more difficult to stand the financial costs of sentiment. For several years the Conference of California Historical Societies and other preservation-minded groups have been sponsoring legislation to give

historic sites the same sort of tax protection as is now accorded certain types of open space or "green belt" property, but thus far the concept has been rejected by the voters. It probably can be anticipated that a large amount of private preservation will continue but that the total effect and impact will be drastically reduced as restored homes are hemmed in and "drowned" by a deluge of new construction.

In summary, present preservation efforts at all levels will be carried into the future and some of them undoubtedly will be increased, but the results will only be piecemeal and they probably will not hold back or channel the forces of change in time to save that representative sample which alone can truly convey the look and the feel of the gold rush era.

Of the agencies now actively engaged in Mother Lode preservation, only the State of California appears to have the resources and the organization to carry out a program of the magnitude required to save that representative sample. If the existing gold country state parks and several additional ones could be linked by a continuous series of state parkways and scenic roads, and if the State and counties could be induced to save additional sites by acquisition, zoning, historic district ordinances, and by tax relief, the task could be accomplished. But in view of the budgetary problems facing California at present, it is highly unlikely that the State government could embark on such a large-scale project in the immediate future. And tomorrow will be too late.

## VIII. OPPORTUNITIES FOR NATIONAL PARK SERVICE PARTICIPATION IN PROTECTING MOTHER LODE COUNTRY HISTORICAL VALUES.

Thus far this study has attempted to make clear three principal points:

One, an effective commemoration and illustration of the nationally significant gold rush story will not be achieved merely by preserving a disconnected series of historical parks, historic sites, and historic structures. A representative and reasonably continuous segment of the historic landscape along the entire length of the Sierran Gold Belt must also be preserved as a link between, and a setting for, the individual sites.

Two, the historic and scenic resources required to achieve such an objective still exist but are disappearing rapidly.

Three, when realistically appraised, existing preservation measures, even if strengthened in the future, offer little prospect for achieving any such vast design.

It is readily apparent that effective preservation of the Mother Lode will never come about through piecemeal or small-scale planning. Only heroic measures, conceived with vision and applied on a grand scale, will suffice to preserve the unique character of a region about 225 miles long and about 30 miles wide and at the same time provide the necessary room for the commercial, industrial, and residential development which must be accommodated.

To be successful, such an effort would require cooperation at all levels of government - federal, state, and local. Regardless of whether the coordinating and planning agency was at the state or federal level, it is certain the the national government would be heavily involved. Federal water control projects, federally financed highways, and federally administered lands (including parts of national forests) are already important factors in the Mother Lode scene. Federal financing through such measures as the Land and Water Conservation Fund, Open Space and Urban Renewal programs, and the Historic Preservation Act of 1966 undoubtedly would be required. Federal controls concerning the salvaging or protection of historical values in water control projects and highways financed, constructed, or licensed by the national government are already in effect. The Mother Lode Country has been studied by the National Survey of Historic Sites and Buildings, and several sites have already been recognized as Registered National Historic Landmarks.

It is within the context of this need for broad-scale cooperative action and of the already existing federal interest in the region that the possibility of National Park Service participation in Mother Lode preservation must be considered. If the Park Service role is to be

effective, it must be commensurate in size with the vastness of the problem, and it must complement, not supplant, other existing and future programs.

The great need, if the Mother Lode is to continue as a meaningful illustration of the gold rush era, is twofold:

One, there must be an overall agency, authority, or committee to evolve the grand design and to coordinate efforts at all levels of government toward its accomplishment.

Two, there must be additional funds made available beyond those foreseeable from state and local sources and from existing and authorized federal programs.

The National Park Service could assist in meeting both aspects of this need. If the State of California, for instance, should establish a special authority to plan and conduct Mother Lode preservation, the National Park Service could, if so empowered, serve in an advisory capacity. The example of the Great River Road along the Mississippi River demonstrates the effectiveness of Service assistance in establishing basic concepts, criteria, and design standards.

Or, if a state agency is not forthcoming, the National Park Service might itself undertake the role of planning, coordinating, and operating agency. This could be accomplished by the establishment of a national parkway through the length of the Mother Lode Country or of a Nez Perce-type national historical park.

In either case, advisory or operating, the Federal Government, through the National Park Service, might contribute materially in funding Mother Lode preservation (beyond existing historic preservation, open space, demonstration city, and other programs). If the Service role should remain advisory, the financial assistance would be through staff services and, possibly, through the establishment of one or more national historical parks to preserve key segments of the region. If the role is that of primary operation, the authorization of a national parkway or Nez Perce-type national park would involve large federal expenditures. State and local financing would continue to be necessary, but such federal contributions could well be the factor that would make the entire undertaking practicable from the local point of view.

Possibilities for the establishment of National Park System areas in the Sierran Gold Belt can conveniently be considered under three categories:

a. Traditional National Historical Parks. The establishment of one or more sizeable national parks in the Sierran Gold Belt undoubtedly could be effective in protecting a selected number of historic sites and representative samples of the historic landscape. If such parks

could be linked with each other and with existing State parks and other key sites by State Parkways or Scenic Highways, much of the desired degree of protection for the entire Mother Lode could be achieved.

This possibility, therefore, is worth study, but it probably will not offer a satisfactory solution. First, there is the matter of finding locations which would meet the criteria of national significance. It has already been seen that the major gold rush sites (and all of those in the Mother Lode that have been officially determined to be of national importance) are already within State Parks, where they are, in general, being adequately protected and interpreted.

The only real advantage of transferring one or more of the present State parks to federal administration would be the more extensive development which would occur in the event that National Park Service appropriations permitted larger expenditures than the State can undertake. For example, consulting studies have recommended that Marshall Gold Discovery State Historic Park ideally should be expanded to extend from horizon to horizon of the basin in which it sits; but it seems unlikely that this objective can be obtained under State administration. Incidentally, if such an expansion were undertaken under federal auspices, parts of the basin would be ideal for the lease-back and sell-back techniques now being advocated for Point Reyes National Seashore.

Second, if it should be decided that a representative complex of well-preserved mining towns, mines, mills, and typical Mother Lode terrain would have national significance as a representative example of the gold rush region, it probably would be difficult to select boundaries which would encompass a sufficiently illustrative number of well-reserved sites within an administratively practicable unit. The best sites for interpretive purposes are generally widely scattered even though they may be in the same mining district.

Third, the establishment of sizeable new parks in the Mother Lode Country would be extremely difficult from the standpoints of cost and probably public opposition. Most of the gold belt has long been in private ownership, and this land is now beginning to rise rapidly in price. Many owners see speculative possibilities and might be unwilling to sell at reasonable prices. The National Park Service, as has happened several times recently, might obtain appropriations to purchase based on assessments of acreage, only to find that it would have to pay on the basis of subdivision lots. Also, as at Columbia State Historic Park, many mining town residents would object to selling the structures they have put much effort into restoring; or, if permitted to remain, they would protest against the restrictions unavoidable for residents of historic districts.

If such obstacles can be overcome, however, there are several areas along the Mother Lode which might well be studied further as possibilities for relatively large national parks. These include the following:

1. Mt. Bullion-Hornitos-Bear Valley Vicinity. This area, stretching along both sides of Highway 49 from south of Mt. Bullion northward to the Merced River, with a large salient projecting westward to encompass Hornitos, lies largely within the boundaries of John C. Fremont's Mariposa Grant. Here were opened some of the earliest quartz mines in California, and here occurred one of the classic struggles over California land titles and mineral rights. The town of Hornitos is one of the best preserved of all mining camps; and several of the most famous mines, such as the Josephine and the Pine Tree, are still in relatively good condition and would make fine exhibits. And, best of all, the scenery of this oak-studded foothill country, the typical setting of the Southern Mines, is yet virtually unspoiled.

2. Volcano-Fiddletown Area. Next to Murphys and Hornitos, Volcano is perhaps the most picturesque Mother Lode town not already protected by a State park. It is situated in an attractive valley wooded by the ponderosa pines and oaks of the higher foothills. Nearby is the impressive Indian grinding rock. The road from Volcano to Fiddletown climbs northward over a ridge with historical associations and then turns westward. The country is largely wooded, but openings show where farmers and ranchers once flourished. Fiddletown contains a number of structures from mining days, but present-day emphasis appears to be on modernization.

The quiet atmosphere of Volcano is threatened by a proposed cement plant nearby. The establishment of a national park would be more costly because of this proposal, but the good accomplished for preservation would also be greater.

b. National Parkway. The national parkway has proved itself a highly effective device for preserving and presenting the scenic and historic character of a region. The owned-in-fee right-of-way of such a parkway can be adjusted in width to assure maintaining as much of the roadside scene as is necessary, and it can be expanded to include nearby places of natural and historic interest. The right-of-way lands may be leased under conditions that will foster continuance of traditional agricultural or other uses. Thus the parkway traveler sees a "living" landscape rather than a states exhibit.

This technique is eminently suitable for use in the Mother Lode Country where the primary problem is to save a narrow corridor of the native landscape through a region nearly 250 miles long. By judicious

widenings of the right-of-way the parkway could be made to include a number of the smaller gold rush towns, historic sites, and even mines. The acquired towns and structures, in some instances, could be restored and altered for use as tourist accommodations; in other cases they could serve as interpretive exhibits; and in still others they might simply be parts of a stabilized scene.

In addition to the historic sites and structures within the right-of-way, the parkway should link and provide access to the State Historic Parks and to the best of the sites preserved by counties and communities and by private individuals in instances where firm provisions have been made for permanent availability to the public. In short, the parkway should enable the traveler to reach the key sites illustrating the gold rush through a landscape faithfully reflecting the environment in which the miners lived and worked.

Selecting a route for such a parkway would not be easy. Highway 49 is the only continuous and reasonably direct route traversing the Mother Lode Country. In many places it is also the historic route, lying atop or closely paralleling the pack trails and stage roads of gold rush days. It links most of the chief mining period towns and many of the key historic sites. In certain sections, as along the North Yuba River, geography has made it the only practicable route of travel for all types of travel, parkway or commercial.

Yet, as has been seen, Highway 49 has already been so much "improved" that for long distances it would not be suitable from the design standpoint for parkway use. Also, this route in certain sections is heavily used by commercial and high-speed traffic, a condition incompatable with a national parkway. The development of alternate routes for the local and commercial users would be expensive in any case and almost prohibitive in those places where Highway 49 occupies the most practicable road location. And, Highway 49 by no means provides access to all the sites which should be included in the parkway complex.

For these reasons any continuous parkway through the gold rush country almost necessarily would have to combine portions of the present Route 49 with sections of existing secondary roads and newly constructed parkway. As late as 1965 the official California State Highway Map indicated a proposed route for the Eastside Freeway that would stretch north and south at the base of the Sierran foothills. In general, this freeway would run quite close to the western fringe of the Sierran Gold Belt, and it can be anticipated that it would divert to itself a considerable part of the commercial and high-speed traffic that now uses

Highway 49. But there would still remain a substantial volume of traffic between Mother Lode towns which would continue to use Route 49, and this traffic will increase as the gold country becomes more urbanized. Therefore, alternate expressway routes would still have to be constructed where the parkway would occupy the site of Route 49.

Among the many side roads which should be studied as possible parkway alternates for sections of the present Route 49 are the following:

1. Plumas-Eureka State Park--Mohawk-Graeagle-Bassets (Gold Lake Road).

2. Goodyear's Bar-Forest-Allegheny-North Columbia-Nevada City (with side road to North Bloomfield and Malakoff Diggins State Historic Park).

3. Greenwood-Georgetown-Coloma.

4. Plymouth-Fiddletown-Volcano.

5. Martell to Jackson via Jackson Gate.

6. San Andreas-Mountain Ranch-Sheep Ranch-Murphys-Douglas Flat-Vallecito-Columbia.

7. Columbia-Shaw's Flat-Jamestown-Stent-Jacksonville.

8. Altaville-Copperopolis.

9. Bear Valley-Hornitos-Mt. Bullion.

A detailed study of the problem of a national parkway through the Mother Lode will probably lead to the following conclusions:

1. There is no single road or continuous combination of single roads that would provide parkway access to all the gold region sites a visitor should see to gain an adequate comprehension of the gold rush story. Any single route would necessarily bypass a large number of important sites. Any parkway route would thus have to be a compromise, or the parkway would need to provide numerous side parkways leading to prime sites off the main route.

2. Highway 49 occupies the best potential location for a Mother Lode parkway, but it is in such demand for every-day traffic, has been constructed to such high expressway standards in many places, and is so closely hemmed in by roadside developments for long distances that there is very little practicable chance of employing more than isolated sections of it for full parkway purposes.

3. Existing secondary roads which might be suitable for parkway use are often unduly circuitous and lengthy in proportion to the number of sites to which they give access. Also, most of such roads have considerable existing commercial use, particularly for trucking forest products, and there would be considerable local opposition to closing them to such traffic. Further, many of these side roads, particularly those leading down into river canyons, are narrow and winding, probably too much so for the average tourist; but rebuilding them would destroy their historic character.

4. Building a new parkway route paralleling Highway 49 and avoiding most of the present secondary roads would be unsatisfactory from the interpretation and preservation points of view, because most of the sites to be preserved and visited are situated on the old roads. A new parkway would run largely through undeveloped country devoid of cultural remains.

5. To take over large parts of Route 49 and connecting sections of secondary roads for the parkway and to build substitute, parallel roads for everyday traffic would be tremendously expensive. And, as has been seen, there are localities in which alternate locations for such roads are either nonexistent or prohibitive in cost.

For these reasons, it might be found impracticable to construct a single, continuous parkway the entire length of the Sierran Gold Belt. It might be necessary merely to construct sections of parkway where conditions permit, including loop roads leading off Route 49 to give access to series of important sites and to preserve key historic scenes. Travelers would have to make their way between parkway sections on Route 49 or other roads. Possibly through State and local cooperation, roadside zoning and improved highway design could be applied to these connecting roads, giving them a more parklike character.

c. Nez Perce-type National Historical Park. The recently authorized Nez Perce National Historical Park in Idaho introduced a new concept in National Park System areas. The significance of such a park stems not from the historical importance of any particular site but from the broad significance of an entire region or era which is commemorated and illustrated by a series of sites in a variety of ownerships cooperatively interpreted by facilities supplied and maintained by the National Park Service. Under this concept the National Park Service administers only a fraction of the sites which collectively make up the national historical park.

Like the national parkway, this new type of park seems particularly applicable to the problems encountered in attempting to preserve the Mother Lode Country. It would be more practicable than a parkway from the standpoints of cost and local public acceptance. But it would

also provide far less protection for the overall historic scene.

Under this type of park the Federal Government might acquire a number of the old mining towns and sites which most urgently require protection. Under "sell-back" or "lease-back" arrangements the present life of these towns could continue, but the restoration of individual structures and the maintenance of the historic scenes could be assured. The Federal Government might also, under this type of park, construct parkways to link related groups of sites where such action would foster interpretation and preservation.

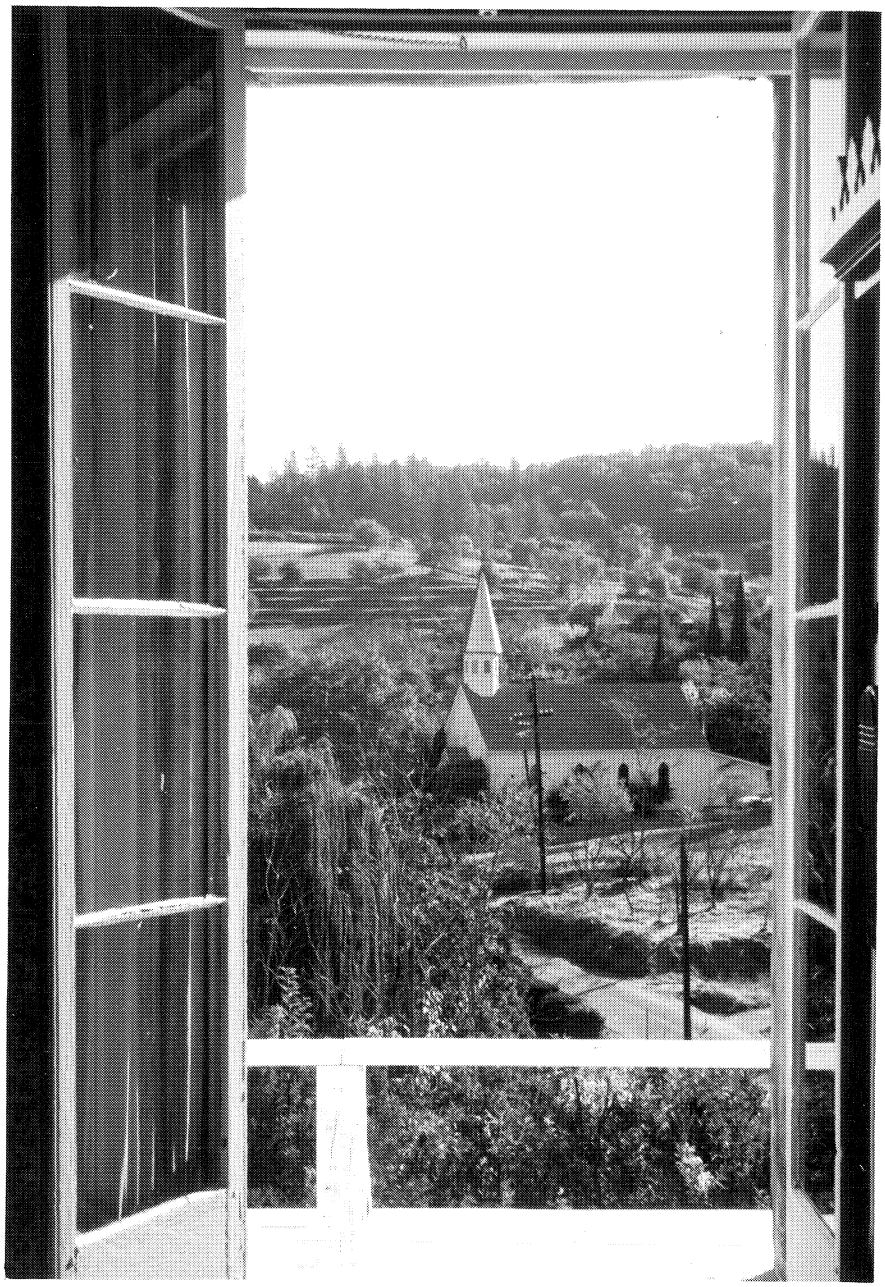
Existing state parks, county-owned sites, and privately owned sites can by cooperative agreement be brought into the national historical park. The National Park Service in such cases would coordinate the interpretive services so that the story presented at sites all along the Mother Lode would make a unit.

The success of such a plan in the Sierran Gold Belt would depend upon the willingness of the State and county governments to join in protecting a belt of typical mining country scene along the roads linking the sites making up the park. This protection could be created by State Parkways, State Scenic Highways, or by the establishment of effective zoning or scenic easements. It perhaps could not be a continuous belt, but it should be sufficiently extensive to prevent the sites from being isolated bits of the gold rush scene surrounded by urban development.

It is apparent that this type of park would require a coordinating authority or agency to create and approve an overall plan for preservation throughout the Mother Lode Country and to obtain State and local cooperation in that plan. The National Park Service might assist and advise such an authority in preparing the plan, but probably it should not be the promotional agency or the one responsible for obtaining state and local participation. The park probably would win more local support if the role of the Service could be confined to providing technical assistance and to operating the park once it was established. The demand for such a park must come from the ground up. It probably could not be successfully imposed upon the region by a central government.

At the present time it appears premature to suggest specific sites which might be acquired by the Federal Government as parts of a Nez Perce-type National Park. Names of yet unspoiled gold rush towns, mines suitable for exhibit purposes, and outstanding individual structures

have been indicated throughout this report. But the selection of particular features can only be made profitably after the probable extent of state and local participation has been determined. Only then can the overall dimensions of the project be established and detailed study of individual sites be undertaken.

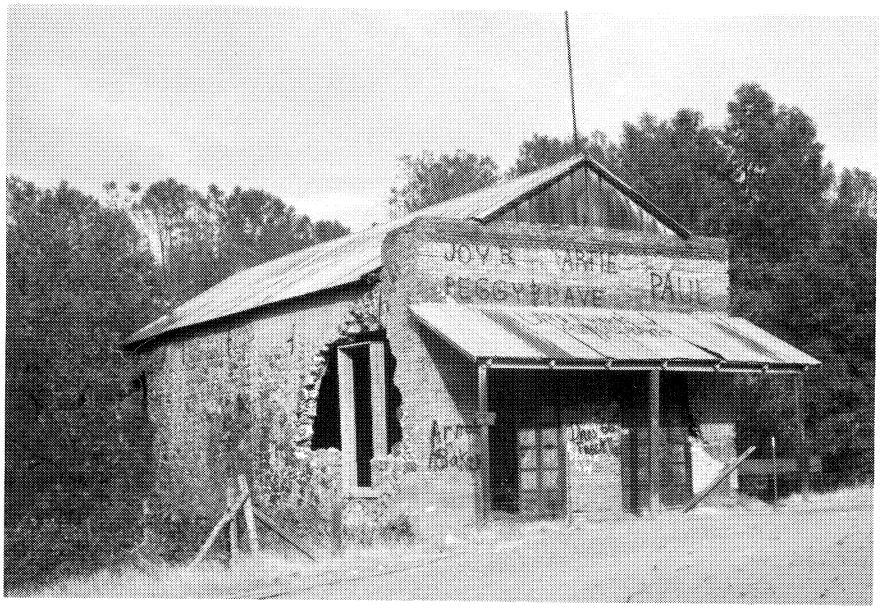


The look, the smell, the "feel" of the gold rush can still be found on the Mother Lode. View of Mokelumne Hill from Hotel Léger.

But old mining towns are rapidly being modernized. The main street of Jackson.

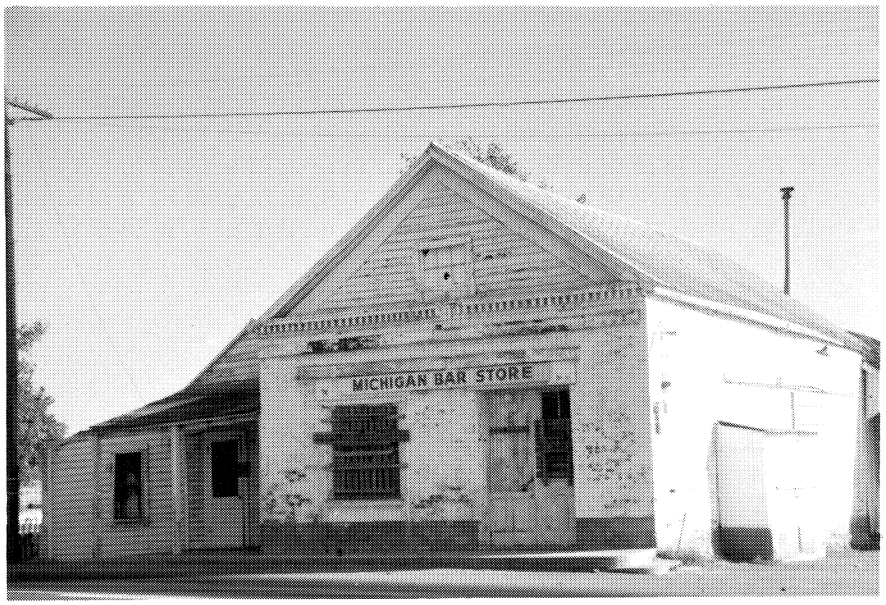
And expressways have replaced the meandering old roads, cutting off contact with the past. State Route 49 north of San Andreas.

Reservoirs are drowning out hundreds of historic sites and miles of historic terrain. Foundations of Fremont's Benton Mills at Bagby, soon to be flooded.

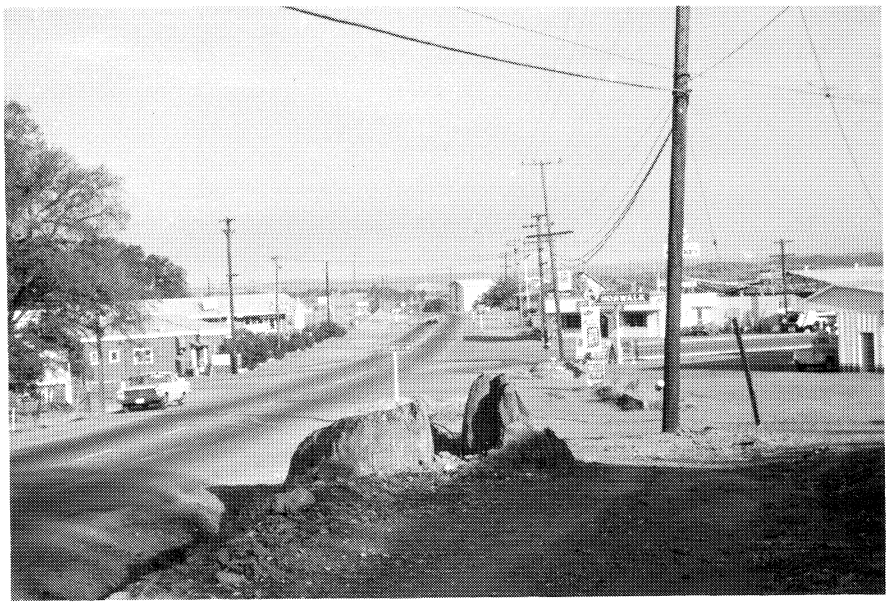


Vandals are rapidly wrecking many gold rush buildings. Remains of Stewart Brothers Store, Timbuctoo.

Artificial "ghost towns" and "pioneer villages" are replacing authentic mining camps as tourist attractions. Reconstructed gold country hotel near Coloma.

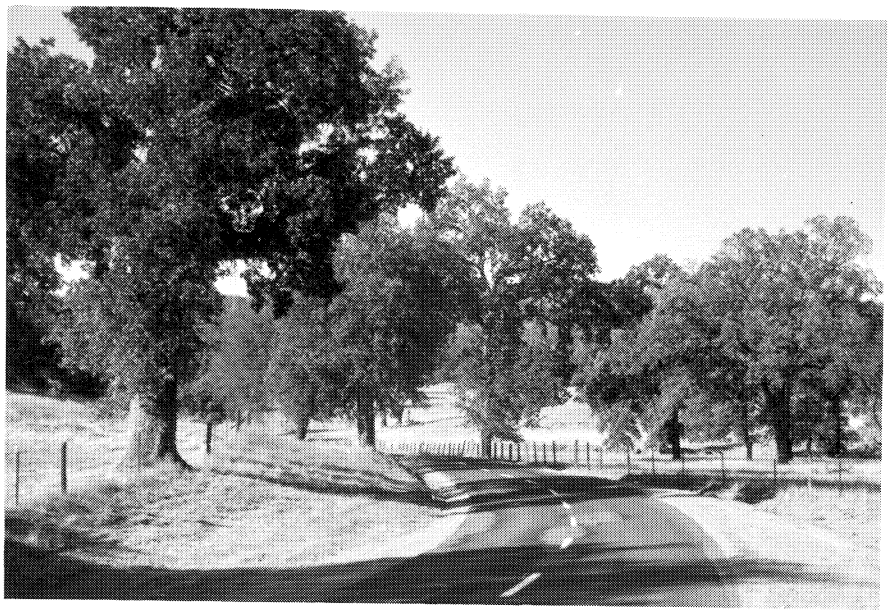



At the same time handsome and historic buildings are permitted to fall into ruin. Michigan Bar Store on State Route 16.



Urban development is overwhelming the countryside near most of the large Mother Lode towns. New shopping area at junction of Highway 49 and Pine Grove Road, south of Sutter Creek.

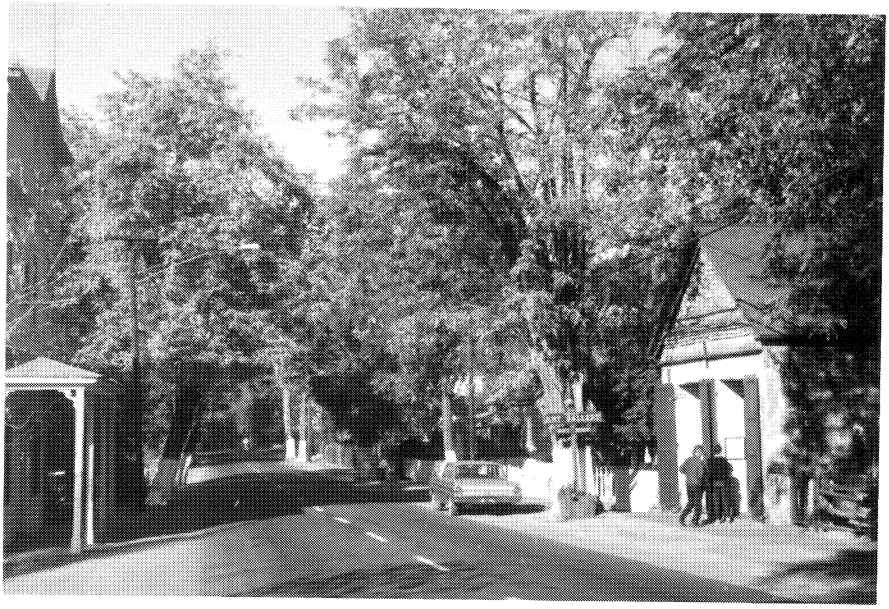
Subdivisions are also changing the character of the rural roadsides. Real estate development on Pleasant Valley Road near Bridgeport.



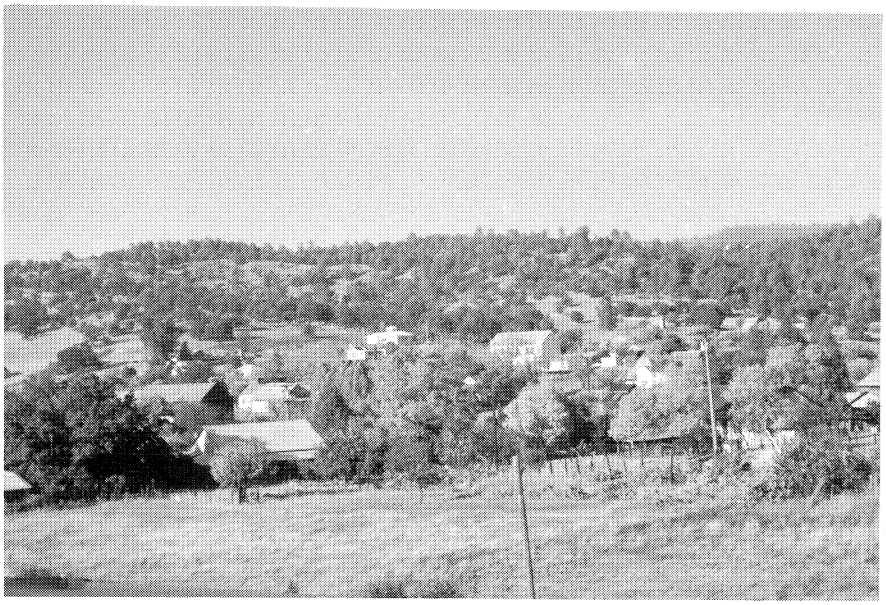
Yet there are still sections of highway which follow old alignments and traverse country little changed since gold rush days. State Route 4 between Altaville and Copperopolis.

Rugged canyons, particularly, still appear about as they did to the miners. Highway 49 descending Hell Hollow northward to the Merced River.

Sections of old highway bypassed by new expressways often provide access to islands of historic landscape. Old Route 49 about 7 miles north of Mt. Bullion.



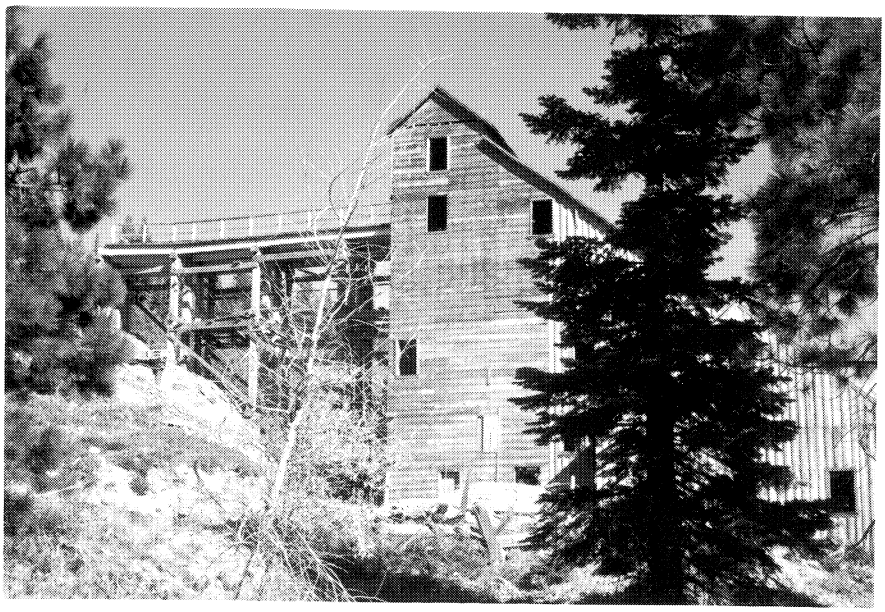
A number of smaller gold rush towns are yet relatively untouched by "progress". Murphys, one of the best preserved Mother Lode settlements.



Some old towns, although they have lost most of their gold period buildings, still retain their mining camp atmosphere. Coulterville from the south.

Scattered throughout the Mother Lode a number of surviving sites and structures illustrate almost every phase of the gold rush. Flume on the North Bloomfield Road north of Nevada City.

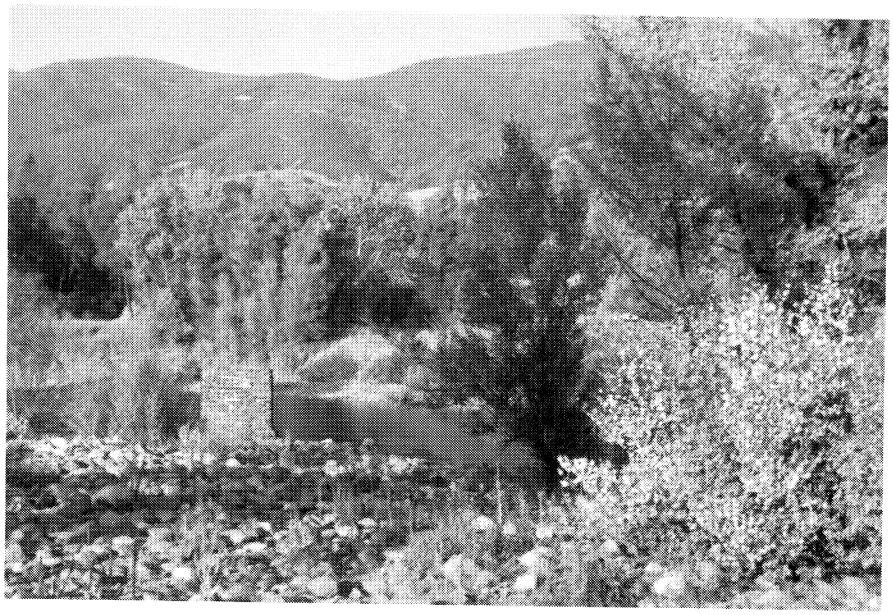
Many of the most famous quartz mines are still in relatively good condition though shut down. The Mariposa Mine discovered in 1849, on the outskirts of Mariposa.



California State Parks preserve the most important gold rush sites as well as several fine examples of typical mines and mining communities. The Plumas-Eureka-Stamp Mill (1872-1959) at Plumas-Eureka State Park.

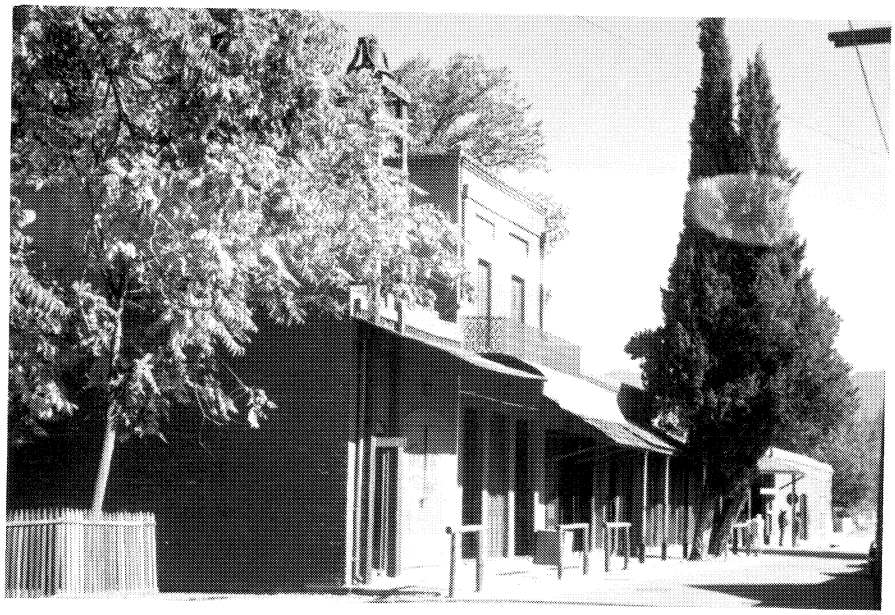
Tailings at proposed State Park historical dredging exhibit, Oroville Borrow Area.

Malakoff Diggins State Historic Park preserves the most impressive hydraulic mining excavation in California.

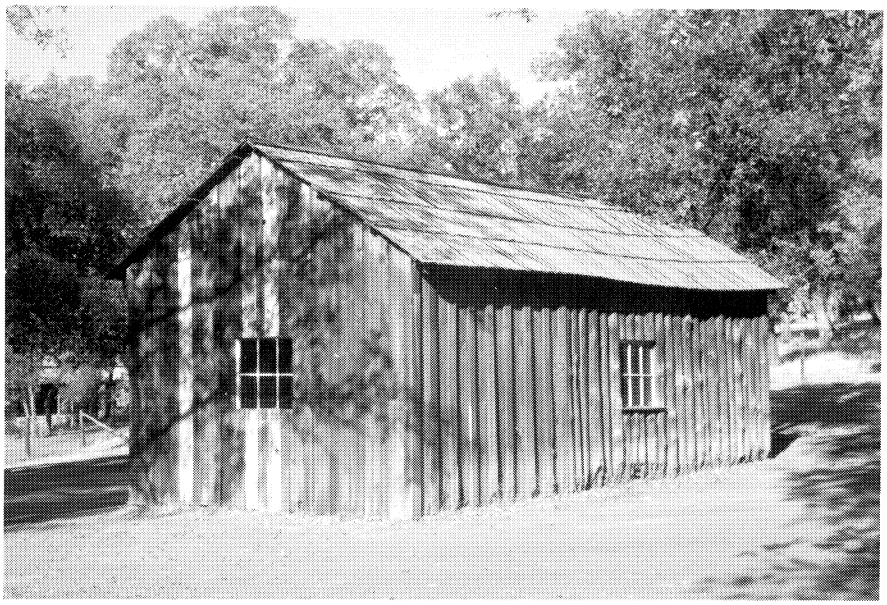


The site of Sutter's sawmill, where James Marshall discovered gold in 1848, is marked by a monument in Marshall Gold Discovery State Historic Park.

Near the original site the State and private donors have reconstructed Sutter's Mill at Coloma.

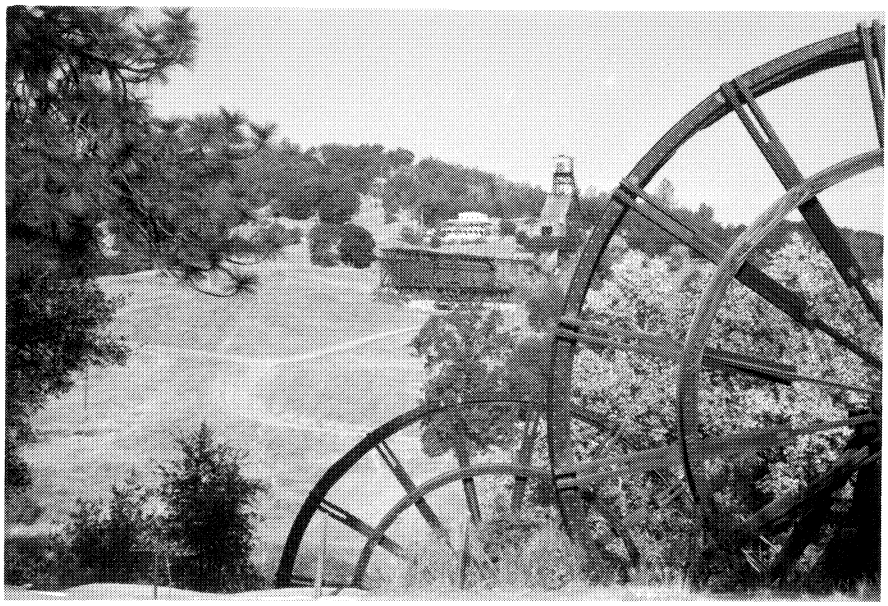


Columbia State Historic Park encompasses the remains of Columbia, the best preserved of the Mother Lode Mining towns. Firehouse and street scene, Columbia.



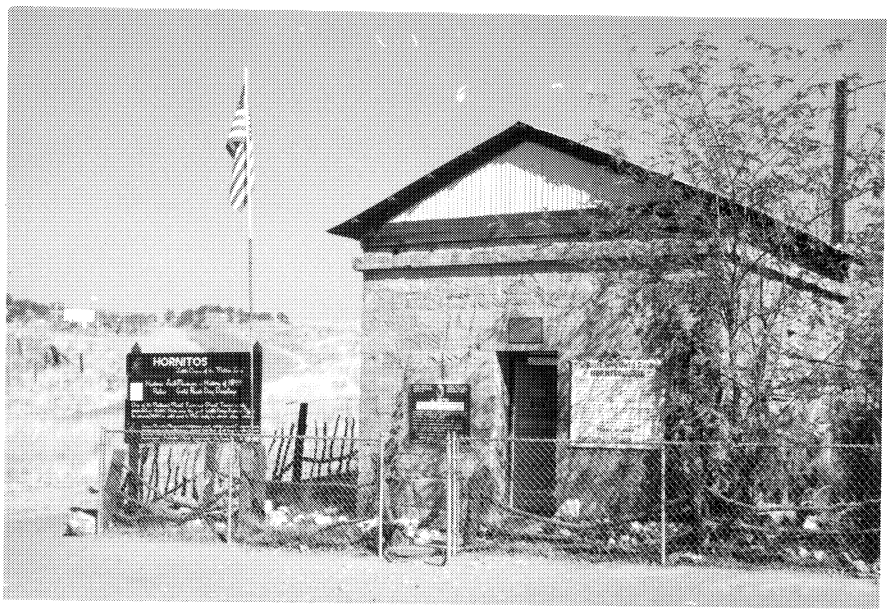
Many County governments and communities in the Mother Lode region are actively engaged in protecting historic sites and scenes. A Tuolumne County park encloses the restored Mark Twain Cabin at Jackson Hill.

At French Corral the Community Hall was once a miner's hotel and a school.



The picturesque tailing wheels of the Kennedy Mine near Jackson are preserved in an Amador County Park.

Perhaps the major preservation effort in the gold region is that resulting from the cumulative action of hundreds of private owners. The Hotel Léger at Mokelumne Hill is only one of a number of hostelries rehabilitated for today's tourist trade.

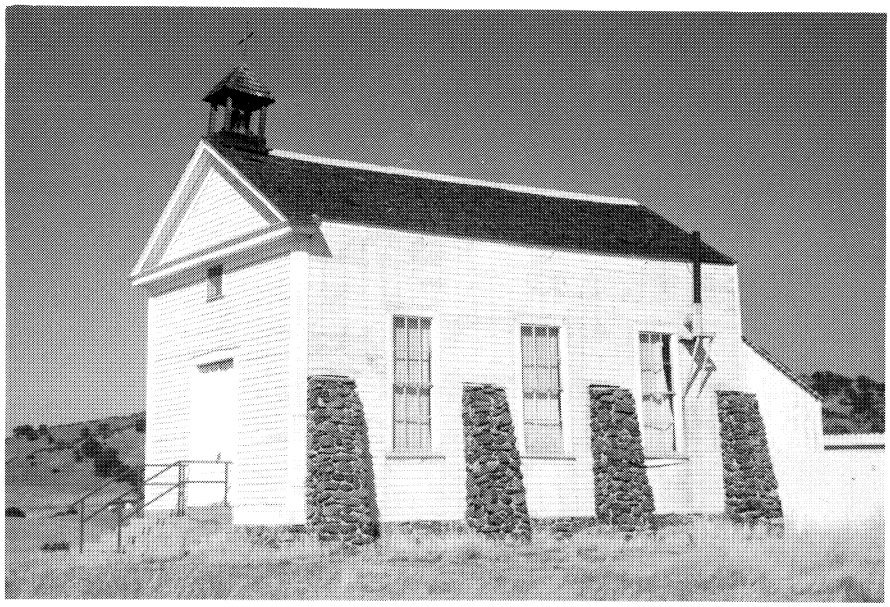



The old hornitos Jail now serves as a privately operated museum.

The Sperry House in Murphys is a fine example of the many mining period homes now carefully maintained by private owners.

Pioneer ranches, like this one on Highway 49 near Sonora, are now much in demand as retirement houses and second residences.

The Mt. Bullion-Hornitos-Bear Valley section of Mariposa County is representative of the type of area that might be suitable for preservation as a national park. View of north end of town of Hornitos.



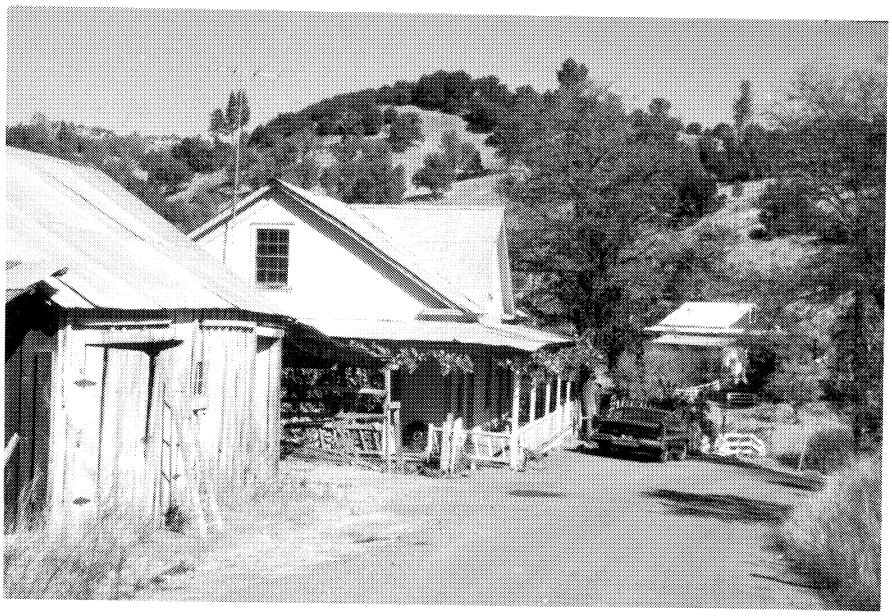
St. Catherine's Catholic Church in Hornitos, one of the many surviving gold rush structures in this still unspoiled town.

The historically important Pine Tree and Josephine Mines are still in fairly good condition on Highway 49 a short distance north of Bear Valley.

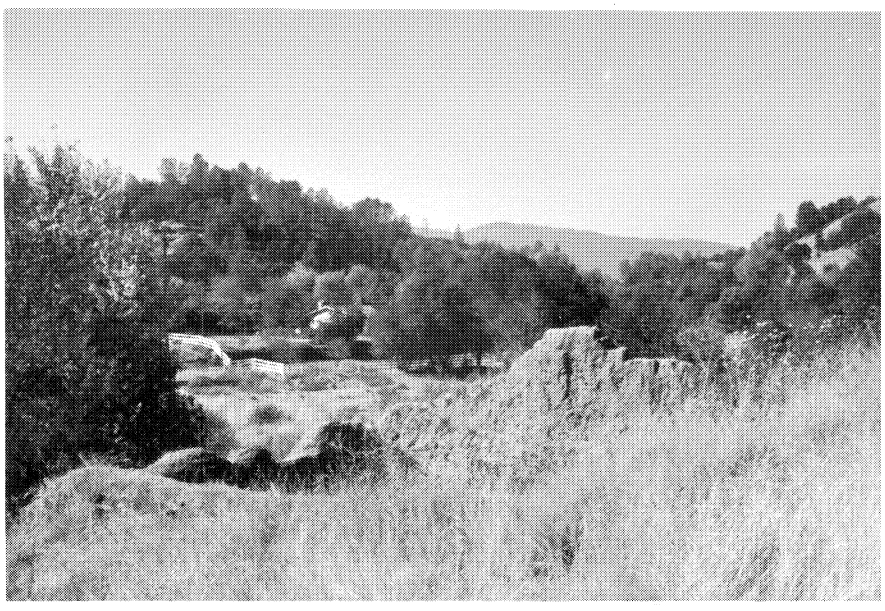
The Volcano-Fiddletown area might also prove to have national park possibilities. The St. George Hotel in Volcano is one of the best known inns of the Mother Lode.

The countryside near Indian Grinding Rock State Historical Monument, about 1 mile south of Volcano, is typical of the Sierran Gold Belt landscape.

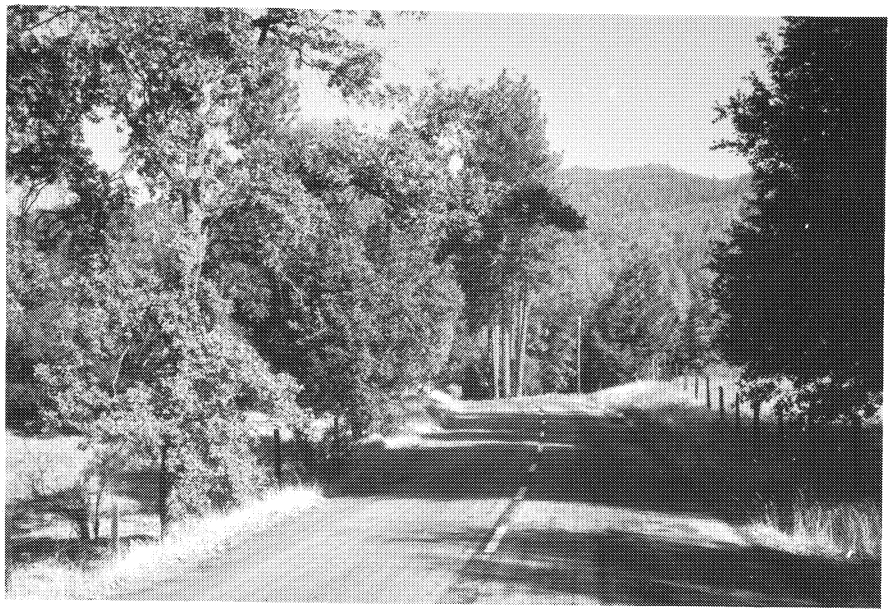
The wooded foothills between Volcano and Fiddletown contain occasional openings in which a few old mining era homes survive.



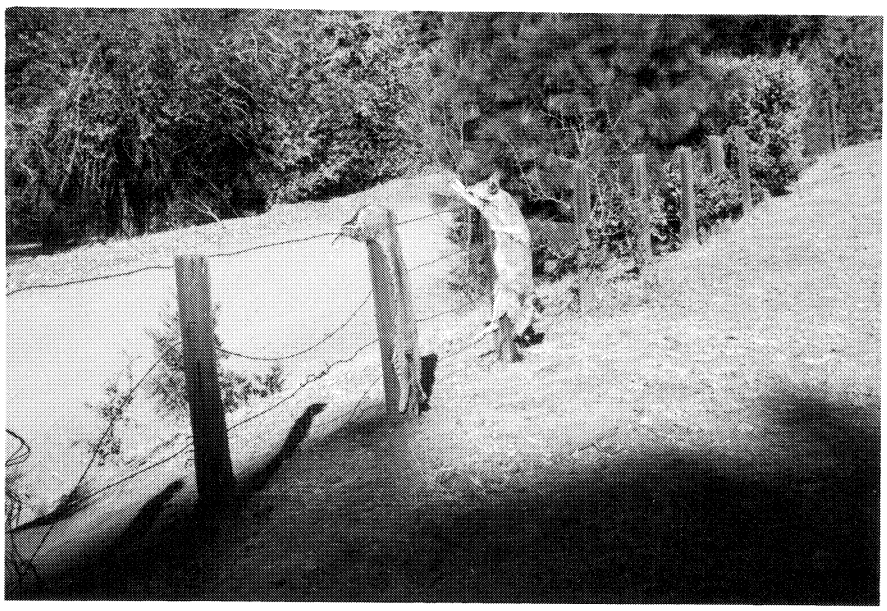
Small mining towns such as Calaveritas, in Calaveras County, could be preserved by cooperative Federal, state and private action through a park of the Nez Perce National Historical Park type.



Adobe ruins at Calaveritas.

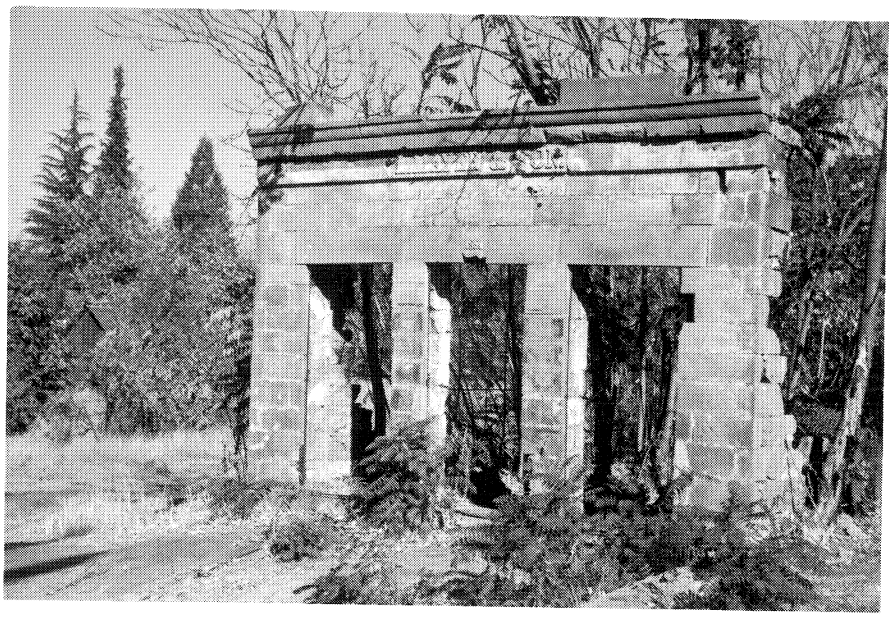


A national parkway could preserve unspoiled roads such as this section of Highway 49 between Mariposa and Oakhurst.

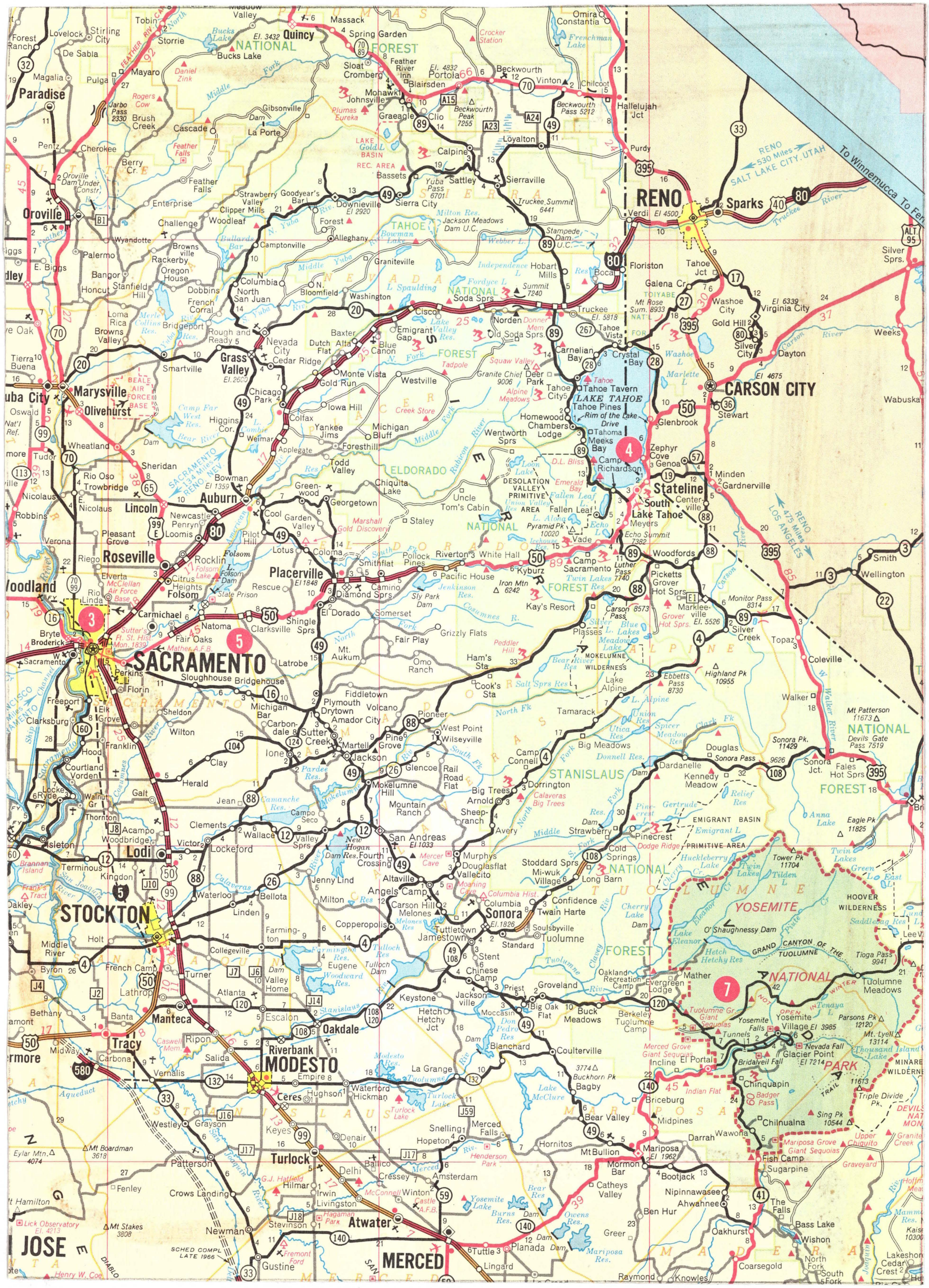


Through the parkway technique the traditional life of the land could continue. Here the skins of a bobcat and a coyote hang on a fence near North Columbia as a warning to other "varments."

A parkway, state or Federal, could protect the roadside scene from billboards and other unharmonious developments.



Spot site protection along and near a Mother Lode Parkway would permit the preservation of such illustrations of the past as the ruins of the L. Mayer & Son Store, erected in Mokelumne Hill in 1854.



Quincy
NATIONAL FOREST
Bucks Lake
Paradise
Oroville
Portola
Beckwourth
Vinton
Chilcoot
Hallelujah Jct
Loyalton
Sierraville
Calpine
Downieville
Sierra City
Goodyear's Bar
Camptonville
TAHOE
RENO
Sparks
To Winnemucca
RENO 530 Miles SALT LAKE CITY, UTAH
Verdi
Truckee
Floriston
Boca
Tahoe City
Crystal Bay
LAKE TAHOE
Tahoe Tavern
Tahoe Pines
Rim of the Lake Drive
Tahoma
Meeks Bay
Camp Richardson
Stateline
South Lake Tahoe
Glenbrook
Zephyr Cove
Genoa
Minden
Gardnerville
CARSON CITY
Stewart
Virginia City
Silver City
Dayton
Washoe City
Galena Cr
Tahoe Jct
Silver Sprs.
Wabuska
Weeks
Marysville
Olivehurst
Yuba City
Wheatland
BEALE AIR FORCE BASE
Grass Valley
Nevada City
Rough and Ready
Smartville
Cisco
Emigrant Gap
Soda Sprs
Norden
Colfax
Auburn
Lincoln
Roseville
Rocklin
Loomis
Folsom
Citrus Heights
Carmichael
Fair Oaks
Natoma
SACRAMENTO
Mather A.F.B.
Perkins
Florin
Elk Grove
Broderick
Bryte
Woodland
Placerville
Diamond Sprs
El Dorado
Shingle Sprs
Pollock Pines
ELDORADO
Georgetown
Coloma
Cool
Pilot Hill
Kyburz
Meyers
Echo Summit
Woodfords
Markleeville
Kay's Resort
Silver Creek
Topaz
Coleville
Walker
Smith
Wellington
RENO 475 Miles LOS ANGELES
Jackson
Sutter Creek
Ione
Plymouth
Drytown
Amador City
Pine Grove
Volcano
Pioneer
West Point
Wilseyville
Mokelumne Hill
San Andreas
Angels Camp
Murphys
Arnold
Big Trees
Dorrington
Sonora
Columbia
Jamestown
Tuolumne
Twain Harte
Long Barn
Pinecrest
Strawberry
STANISLAUS
Dardanelle
Kennedy Meadow
Sonora Pass
Lodi
STOCKTON
Lockeford
Clements
Victor
Acampo
Woodbridge
Manteca
Tracy
Lathrop
Escalon
Ripon
Salida
Riverbank
Oakdale
MODESTO
Ceres
Empire
Hughson
Waterford
Hickman
Turlock
Keyes
Denair
Delhi
Hilmar
Livingston
Atwater
MERCED
Castle A.F.B.
Winton
Newman
Gustine
Patterson
Crows Landing
Westley
Vernalis
SAN JOSE
Lick Observatory
Mt Hamilton
Coulterville
Groveland
Big Oak Flat
Moccasin
Chinese Camp
Knights Ferry
La Grange
Snelling
Hopeton
Merced Falls
Hornitos
Mt Bullion
Mariposa
Bootjack
Catheys Valley
Planada
Le Grand
Oakhurst
Ahwahnee
Coarsegold
Fish Camp
Wawona
Chinquapin
YOSEMITE NATIONAL PARK
Yosemite Village
Yosemite Falls
Glacier Point
Tuolumne Meadows
Tioga Pass
El Portal
Incline
Bass Lake
Wishon
North Fork
HOOVER WILDERNESS
GRAND CANYON OF THE TUOLUMNE
Hetch Hetchy Res.
Lake Eleanor
EMIGRANT BASIN PRIMITIVE AREA
MOKELUMNE WILDERNESS
DESOLATION VALLEY PRIMITIVE AREA