

**Desert**  
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The Canyon oak, found in the Pinyon pine belt of the higher desert ranges, varies in size from a shrub to a 60-foot tree. Both toothed and entire leaves are seen on the branch pictured here. Beal photo.

## Oak Trees on Desert Mountains

By MARY BEAL

ALTHOUGH oak trees belong to one of the most important and widely distributed genera in the northern hemisphere, it is surprising to find so many species native to the desert mountains.

The background of the oak's distinction reaches to antiquity when it was prominent in legend and mythological lore. The Druids held it sacred, together with the mistletoe growing on its branches. Oak groves were their temples of worship. The huge Yule log burned during the ancient Yule festival was always of oak, brought in on Christmas Eve with special ceremony.

Its religious significance has faded but the oak's importance continues in its useful contributions to domestic life and industrial development. It supplies valuable timber, the hard close-grained wood having superior durability and strength. Its acorns provide an excellent food for both wild and domestic animals and were a staple for the Indian, being rich in fats and oils. To prepare them for human consumption, the Indian women ground them in a stone mortar to a powdery meal, leaching out the tannin by filtering water through the meal until no bitterness remained. It was eaten as mush, bread or soup. Charles Francis Saunders in his *Useful Wild Plants* gives an interesting account of this preparation and of the gathering of the autumn harvest of acorns, celebrated by ceremonial dances and songs.

The Western oaks have marked differences from those of the East and Middle West but the acorn, with its nut set in a scaly cup, identifies them as *Quercus*, the botanical label of the genus. The desert oak that I know best is the Canyon oak, Gold-Cup oak, or Maul oak.

### *Quercus chrysolopsis*

This mountain Live oak in favorable situations is an imposingly handsome tree, wide-domed and symmetrical. To see it you must follow up the canyons or climb the slopes far up into the Pinyon belt of the higher desert mountain ranges. It is extremely variable in habit of growth, shape of leaf and acorns, and adapts itself to varied conditions of location, being found almost throughout California from the coastal to desert ranges. Sometimes it takes a shrubby, or irregular form; often it is a well-shaped tree 20 to 60 feet high, with a short trunk and horizontal branches that form a broad, rounding, densely-leafy crown. Young twigs are hoary with soft wooly hairs and the new leaves are bronzy or light yellow-green, fuzzy beneath. The thick leathery older leaves, 1 to 2 inches long, are blue-green and polished above, paler and felted underneath with yellowish powdery hairs. The leaf shape varies from broad ovate to oblanceolate, with all gradations between, the margin entire or sharply-toothed, often on the same twig. The slender yellowish staminate catkins droop from the axils of the season's growth, the pistillate flowers solitary or few in a cluster. The acorns mature the second autumn, the nut being ovate, or oblong, about one inch long, and the broad, thick cup fits over it like a fuzzy yellow turban. The wood is one of the most valuable of the western oaks, used chiefly for agricultural implements and wagons.

In the Providence mountains you reach the first oaks at about 6000 feet where the canyon walls are steep. There the trees are inclined to be rather shrubby or irregular. Farther up where the walls spread out into slopes reaching to the top ridges and peaks, the oaks find better footing and more head-room, developing into splendid domes of bright green leafage. I'll never forget my first sight of one of those tree masterpieces, near the top of a long ridge far above me. I couldn't believe my eyes, but it loomed up conspicuously long before I reached the heights of the first outpost of the Canyon oaks. One canyon that slashes into the heart of the range, bends around between the high peaks and broadens into a wide bowl where the oaks are dominant, both shrubby and more stately trees. Its reported locations include northern Mexico and Arizona.

Similar to some of the phases of the Canyon oak, and formerly listed as a variety of it, is the Palmer oak,

### *Quercus palmeri*

An evergreen, rigidly-branched small tree or shrub 6 to 15 feet high, the stiff, leathery, grey-green leaves elliptic to roundish, spinose-toothed and undulate, paler and hairy-felted beneath, an inch more or less long. The acorn's cup is shallow and thinnish but covered with a dense golden wool, the ovoid nut tapering to a point. Locally abundant, often forming thickets, from the chaparral hillsides up to 7000 feet in Arizona, the ranges bordering the Colorado desert on the west, and into Lower California. Arizona has some noble oak forests, especially in the southeastern part. The species that dominates those open park-like forests is the Emory oak,

### *Quercus emoryi*

Very drouth-resistant, the Blackjack or Bellota (everyday names of Emory oak) grows up to 50 feet, a beautiful upright tree with one main dark-barked trunk and rather small branches spreading out horizontally, or occasionally shrubby. The sharp-pointed leaves are green above and below, broadly-lanceolate, with a few teeth at apex or entire. The acorns mature in 2 years. The Bellota extends east through southern New Mexico into western Texas, and northern Mexico. Also common in the same general areas is another large evergreen oak, the Arizona White oak.

### *Quercus arizonica*

Usually a shapely tree, up to 60 feet high, with light-grey, ridged bark and crooked branches, the trunk sometimes 3 feet in diameter, sometimes a large shrub. The dull leaves are oblanceolate to obovate, cordate at base, the veins prominent beneath. The acorns mature the first season.

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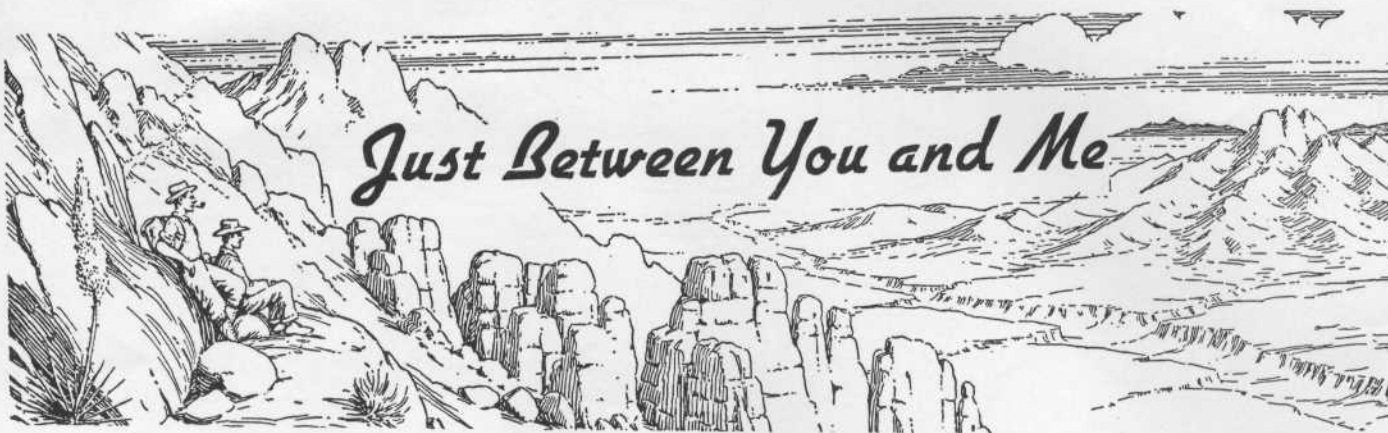
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## Just Between You and Me

BY: D.W. GRANTHAM

The last 2 issues of Desert were a little late in mailing. We apologize for this but it was out of our control. Regretfully, our printer filed for receivership and went out of business. This was done without any warning to their customers and put some of them in a very bad position. As it stands, they locked the front door, let most of their employees go, and simply closed down. We were unable to obtain a return of our printing plates and artwork.

We hope this problem has been solved with the retention of a new printer. The next issue should reach each of you more quickly.

\*\*\*\*\*

I would like to hear from our readers regarding their favorite subjects. If we know there is a large group that enjoy ghost town stories, for example, then we will try to feature more of them.

In the future, we will have Rambling on Rocks as a steady feature. This column will feature articles on rock collecting, minerals, etc.

We also welcome a new contributor, Dr. David Redd. Dr. Redd states that has hobby is lost mines and treasure and he promises us a series of stories that will stir up our curiosity.

\*\*\*\*\*

Our next issue will feature a return to color photography. This is an advancement we have been working toward for a long time. As our list of subscribers grows, so will our color photography. If you know of a relative or friend that would like to read Desert Magazine, ask them to subscribe. The more subscribers we have, the better the magazine will be.

\*\*\*\*\*

Immediately after this issue is mailed, we will be moving our offices from Desert Hot Springs to Joshua Tree. This move will enable us to serve everyone better as we are getting a larger facility. Over the summer months, we will be working on improving our new location. When cooler weather arrives, we hope to have several new features available for our visitors--a small museum type display of historical artifacts, a larger bookstore, some outdoor displays (would you believe one of them will be a trolley car!), with more to come.

We at Desert Magazine feel that there is a lack of preservation of the history of the Desert and are going to try to save and display some of our fast disappearing past.

# MOVING ANNOUNCEMENT

EFFECTIVE JULY 1, 1984,

THE DESERT BOOKSTORE

AND

THE DESERT MAGAZINE

WILL BE MOVING TO A NEW LOCATION AND LARGER FACILITIES AT:

6373 ELWOOD

JOSHUA TREE

(619) 366-3344

PLEASE NOTE CAREFULLY THAT OUR MAILING ADDRESS WILL REMAIN THE SAME.

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## DESERT MAGAZINE BOOK SHOP

### DEATH VALLEY'S VICTIMS

by

Daniel Cronkhite

A descriptive chronology of the deaths, disasters, etc. of the Death Valley region from 1849-1980. Has a photographic section with some graphic illustrations of the harsh results of a mistake in Death Valley and a good number of photo's of Death Valley personalities---Scotty, Dad Fairbanks, Shorty Harris, etc.

77 pages, paperback \$10.00

### THE 20 MULE TEAM AND ITS FAMOUS DRIVER, BORAX BILL

A reprint of an original booklet (4½" x 6") by the Pacific Coast Borax Company. Feature a picture of Borax Bill, 20 Mule Team in Death Valley.

Shipping on this booklet only 75¢  
\$1.50

### A PECULIAR PIECE OF DESERT

by

Lulu Rasmussen O'Neal

The only history we know of that covers the story of California's Morongo Basin and towns of Morongo Valley, Yucca Valley, 29 Palms, etc. Has chapter on the mines, geology, flora and fauna, much more.

Paperback 208 pages \$12.00

### PLACE NAMES OF THE DEATH VALLEY REGION

by

T.S. Palmer

A paperback reprint of a very scarce book. The original printing was limited to 200 copies. Lists names of people, places, things, etc. for the region, gives location, origin of name, earliest known source. A valuable reference work for the Death Valley fan.

\$7.50



# JOSHUA TREE

## NATIONAL MONUMENT

This month, DESERT'S trip is to the Joshua Tree National Monument, located in the High Desert of San Bernardino County, just north of Palm Springs.

During the early 1920's, truckloads of cacti, yuccas, and other shrubs of the desert were being stripped from their native habitat on the Southern California Desert and hauled to Los Angeles where dealers were selling them for ornamental purposes. It became quite a fad--to have rock and cactus gardens planted with desert species. Cactus gardens are still popular, but today they are supplied largely with plants grown by nurserymen. I remember some of these gardens well as my father and mother had one in the front of their residence in Santa Monica.

It was during this early period that the great bajada at the base of the little San Bernardino Mountains in Riverside County (west of Desert Hot Springs), known as the Devil's Garden, was virtually stripped of its luxuriant growth of Yucca, Bisnaga, and Ocotillo. The area has never recovered from the devastation of that period.

One day one of the truck drivers with a load of barrel cactus was stopped by an attractive, stylishly dressed woman who asked many questions.

She wanted to know from whence came the cactus, who had authorized its removal, and where it was going. She went so far as to criticize the driver for vandalizing the desert landscape. Nature, she said, had spent ages creating the desert plants. They belonged to the desert, and no one should disturb them.

But she learned that the man was within his rights. There was no law at that time to protect Desert vegetation.

The woman whose indignation had been aroused was Minerva Hamilton Hoyt, a social and civic worker of South Pasadena. A natural leader, with a deep sense of justice. Mrs. Hoyt was an indefatigable worker when there were wrongs she felt should be corrected.

Born on a cotton plantation near Druan, Mississippi, on March 27, 1866, Mrs. Hoyt grew up in the environment of southern Aristocracy. Her family was active in defense of the south during the Civil war, and her father was a member of the Mississippi State Senate for many years. After completing her advanced schooling at Ward's Seminary in Nashville, Tennessee. She studied music in the conservatories in Cincinnati and Boston.

She was married on September 5, 1891 to Albert Sherman Hoyt of New York. He was a physician and financier.

In 1898, the Hoyts moved to Pasadena, and Mrs. Hoyt immediately became active in social and civic affairs. She was a leader in many cultural movements and organized music and art groups in Pasadena. She was also president of the Los Angeles Symphony Orchestra. She and her husband became acquainted with the desert, and there they found peace and rest from the arduous interests at home.

Her attachment for the desert was such that she referred to it constantly in her lectures, and it was a line often repeated on the lecture platform that the Joshua Tree Club Women selected as an inscription for a memorial plaque to her in the Monument: "I stood and looked--all was peaceful; it rested me..."

Out of the incident with the truck driver and other similar occurrences came the determination to do something about this wilful removal and destruction of desert flora.

It was too late to save the Devil's Garden but to the north, on an expansive plateau fringed with mountains, and still inaccessible(then) to all but the hardiest of travelers, was a na-

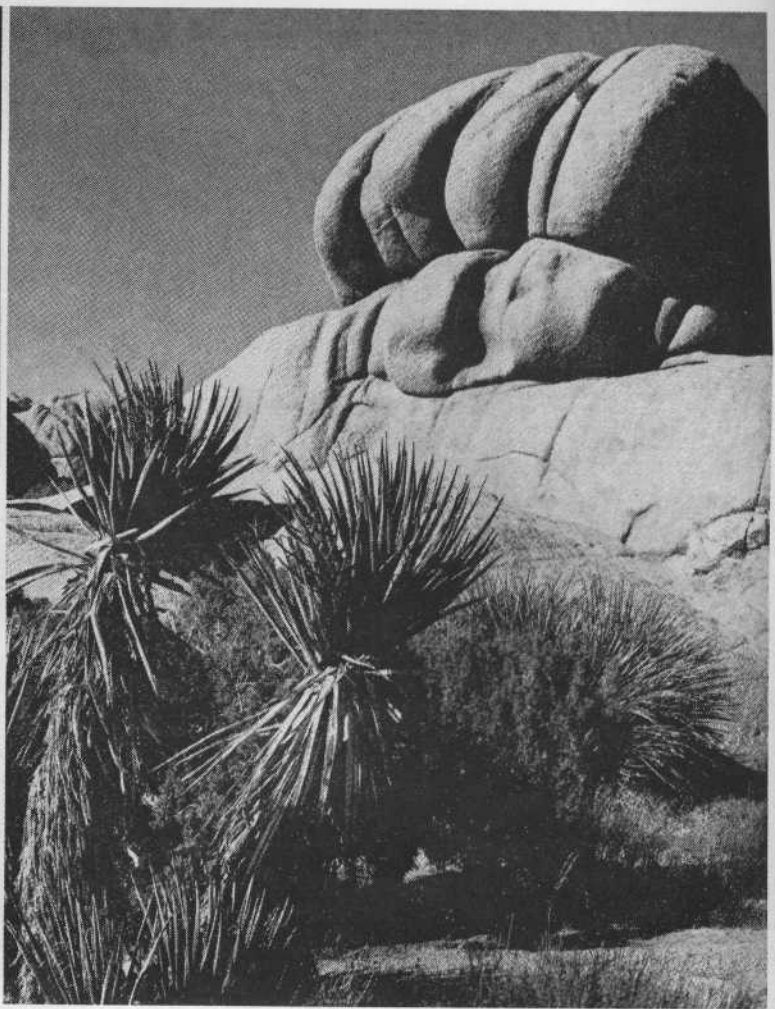
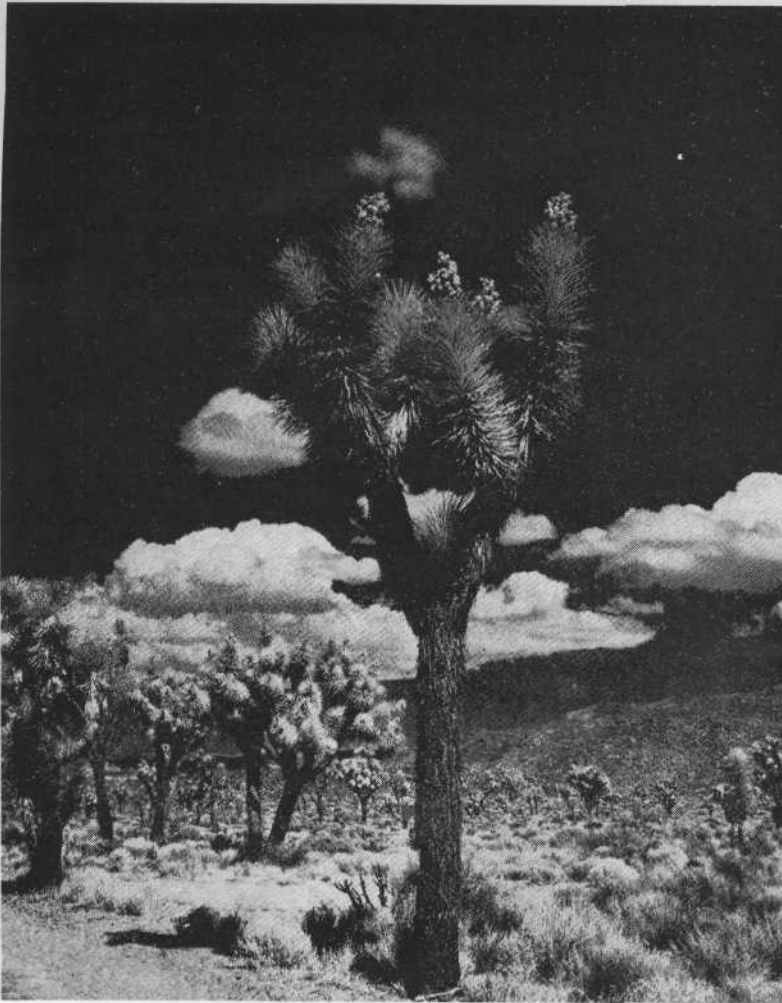


*Mrs. Albert Sherman Hoyt. Her love for the desert lead eventually to the presidential decree setting aside 840,000 acres of desert wilderness as the Joshua Tree National Monument.*

tive forest of Joshua Trees and other Upper Sonoran Zone vegetation growing among some fantastic rock formations.

Thus was born the idea of this months trip, the Joshua Tree National Monument. Mrs. Hoyt organized the international Desert Conservation League.

The purpose of the league was to arouse interest in the values of the desert all over the world, and to conserve them. She prepared exhibits of the flora and fauna and scenic rock formation of the desert and largely at her own expense arranged for the showing of these exhibits in New York, Washington D.C., Boston, Mexico City, and even London.



*The Joshua Tree forests and the Wonderland of Rocks within the area set aside as Joshua Tree National Monument are now accessible with good roads and equipped with spacious camp grounds for visitors.*

Mrs. Hoyt have lectures whenever she had the opportunity, using illustrated slides to show the natural beauty of the area she was seeking to preserve. She was awarded medals and citation, and her work attracted widespread interest.

In 1935, she took her crusade to Washington D.C.---to secure the setting aside of 830,000 acres to be known as the Joshua Tree National Monument. It was largely through her personal efforts, and the interest she aroused, that, on August 10, 1936, President Franklin D. Roosevelt issued the order establishing the Monument. The area was later reduced to its present day size of 557,000 acres, due to

the desire of mining interests and owners of land within the proposed Monument.

What Mrs. Hoyt and her International Desert Conservation League did was to succeed in preserving one of the last and best areas of natural desert vegetation and environment.

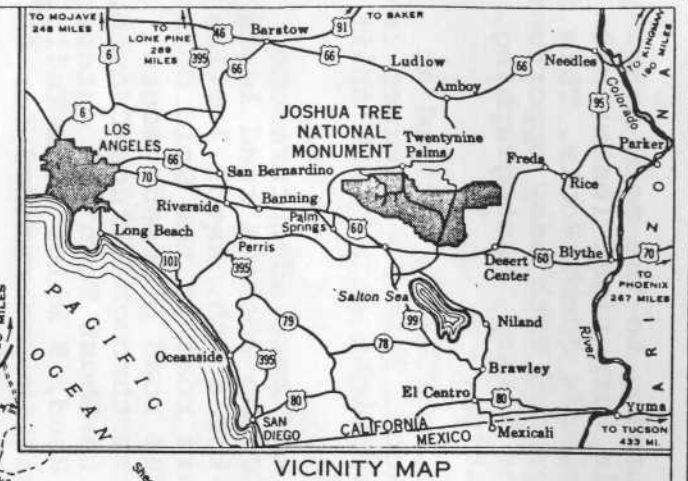
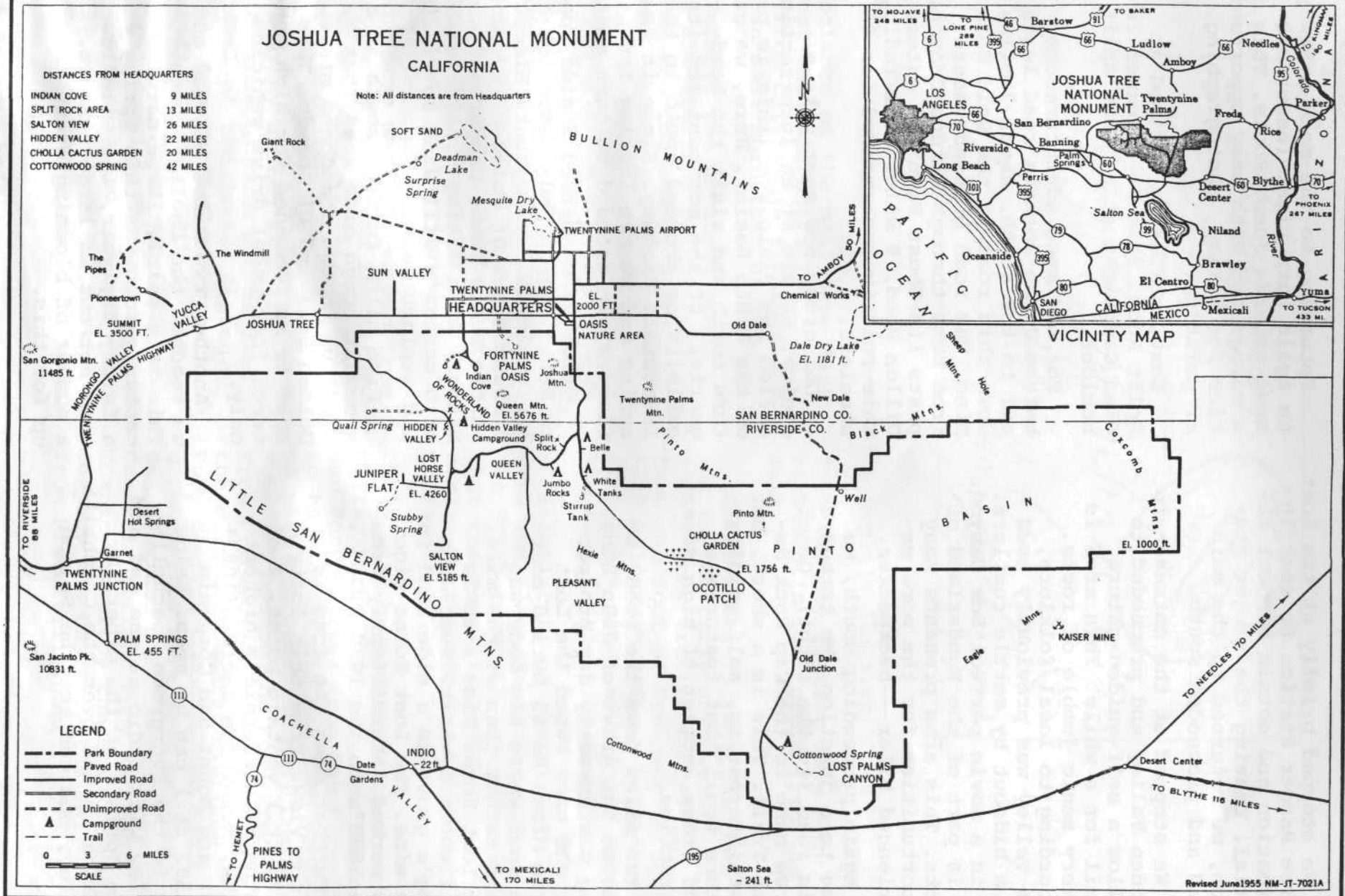
To visit the monument today, take Interstate 10 East from Los Angeles to its junction with Highway 62 (approximately 7 miles North of Palm Springs). Turn Northeast on 62 and proceed about 25 miles to Park Blvd. in Joshua Tree, Cal. A right turn, a few miles, and you are at the western entrance to the Monument. We decided to use this entrance because we planned to return by Interstate 10.

# JOSHUA TREE NATIONAL MONUMENT CALIFORNIA

## DISTANCES FROM HEADQUARTERS

INDIAN COVE	9 MILES
SPLIT ROCK AREA	13 MILES
SALTON VIEW	26 MILES
HIDDEN VALLEY	22 MILES
CHOLLA CACTUS GARDEN	20 MILES
COTTONWOOD SPRING	42 MILES

Note: All distances are from Headquarters



We stopped briefly at the Lost Horse Ranger Station to seek information and obtain handout material. Leaving the ranger station, we returned to the main road and proceeded south.

We stopped at the entrance to Hidden Valley and proceeded to follow a self-guided nature trail for a while. This area is a very scenic jumble of rocks. According to local folklore, the valley was previously used as a hideout by cattle rustlers. It is a movie perfect Box Canyon. It is part of the Wonderland of Rocks. This area presents many opportunities for the more experienced hiker---backpacker.

Again proceeding south, we came to a junction. We turned on this road (to the right). Quickly we came to the Cap Rock Nature Trail. This is a short, but most interesting, self-guiding nature trail that features a good cross section of high desert vegetation.

Two miles down the road, we reached the grave of John Lang. Lang was an early day prospector who once owned the Lost Horse Mine. He is buried near the spot where his body was found rather than at the mine. The Lost Horse Mine site is well worth a visit. Near John Lang's grave is a side road to the mine. The Lost Horse Mine was worked intermittently from the 1880's to the 1930's.

Further down the road is Salton View. From this lofty (5185 ft.) vantage point, 2 of Southern California's highest peaks, Mount San Jacinto (10831 ft.) and Mount San Gorgonio (11502 ft.) can be seen. Below you is the Evergreen Coachella Valley with Indio at one end and Palm Springs at the other. By looking up and over the Coachella Valley, one can see the Salton Sea.

Returning to the main highway, we again turn right (east) and head towards Jumbo Rocks. This is a campground with many opportunities for hiking, photographing, or painting.

Next, our group arrived at Split Rock. This is a former Indian Campright at a giant split boulder.

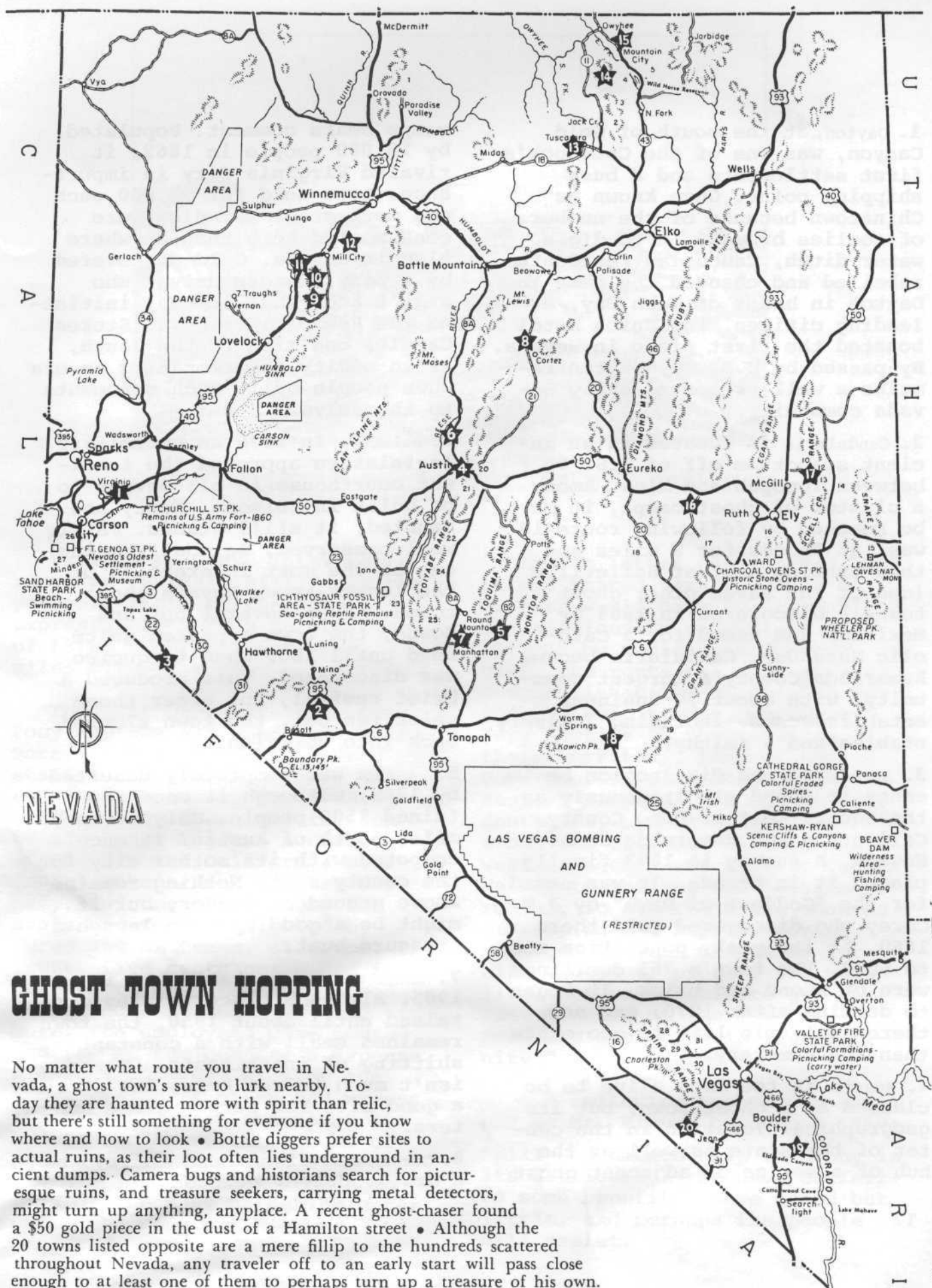
For the more adventuresome, before Jumbo rocks a road leads off to the South. About 7 miles down this road is the Gold Coin Mine. The road proceeds south from here through Berdoo Canyon, pasts its Ghost Town and enters Dillon Road, 9 miles from Indio. This road is recommended for 4 wheelers.

Our group now must make a choice. We are at an intersection, called the Pinto Wye (this is part of the Pinto Basin). Here, we can turn north and visit the headquarters of the monument and its exhibits or proceed south to the Interstate Highway. Since it is spring and we are looking for flowers, we decided to turn south.

Quickly, we passed a side road to Belle Campground, named for an early mining development. Almost 2 miles south of Belle Campground is the White Tanks Campground and Natural Arch Hiking Trail. Those with camera's will want to visit and explore here.

Five miles further south is a somewhat rough side road that leads up to two abandoned mines, Golden Bell and El Dorado. This road is recommended for high centered four-wheel drive vehicles only.

Another two miles of road and we reached the Cholla Garden. This is a fairly large natural cactus garden. As this spring was a fairly dry year, the wildflowers were not out in large numbers. But a number of blooming cactus made up for this.



## GHOST TOWN HOPPING

No matter what route you travel in Nevada, a ghost town's sure to lurk nearby. Today they are haunted more with spirit than relic, but there's still something for everyone if you know where and how to look. • Bottle diggers prefer sites to actual ruins, as their loot often lies underground in ancient dumps. Camera bugs and historians search for picturesque ruins, and treasure seekers, carrying metal detectors, might turn up anything, anyplace. A recent ghost-chaser found a \$50 gold piece in the dust of a Hamilton street. • Although the 20 towns listed opposite are a mere fillip to the hundreds scattered throughout Nevada, any traveler off to an early start will pass close enough to at least one of them to perhaps turn up a treasure of his own.

1. Dayton, at the mouth of Gold Canyon, was one of the Comstock's first settlements and a busy shipping point. Once known as Chinatown because of the number of coolies brought in to dig a water ditch, Caucasian residents rebelled and changed the name to Dayton in honor of John Day, a leading citizen. The Union Hotel boasted the first piano in Nevada. By-passed by U.S. 50, Dayton remains a well-preserved early Nevada community.

2. Candelaria is located in an ancient seabottom off of U.S. 95 between Tonopah and Mina. Among a cluster of ghost camps, it may be reached by following route 10 west at Rhodes for 8 miles and then turning east at Belleville (one of the seven other ghost towns.) Discovered in 1864 by Mexicans and named for a Catholic Mass Day, Candelaria became Esmeralda County's largest community, with about 30 business establishments, including 2 livery stables and a smithy.

3. Aurora earned distinction because it acted simultaneously as the county seat of Mono County, California and Esmeralda County, Nevada. A survey in 1863 finally placed it in Nevada. It was named for the "Goddess of Dawn" by J.M. Corey who discovered gold there in 1860. At its peak, population rose to 6000. The town's 761 dwellings were of stone and brick. It began to decline after 1870, and now there is little left to see other than the cemetery.

4. Austin is too much alive to be classed as a ghost town, but its geographical location in the center of the state as well as the hub of a series of adjacent ghost

camps bears comment. Populated by 10,000 people in 1862, it rivaled Virginia City in importance. Lots sold for \$8,000 each and more stock swindles were consummated here than anywhere else in Nevada. Gold discovered by a pony express driver who didn't know what it was, initiated the Reese River Rush. Stokes Castle, one mile to the south, is an oddity commemorating an era when people built such monuments to themselves.

5. Belmont. In 1876 an optimistic legislature approved the fanciest courthouse in all Nevada to be built in Belmont. Empty and haunted, it still stands. Fairly well-preserved, Belmont remains one of the most interesting of the lesser-known Nevada ghost towns. After several ups and downs, the town appeared quite dead until 1809 when turquoise was discovered. This produced a brief revival, but after those veins ran out, the town slumped back into oblivion.

6. Amador was completely deserted by 1869, although it once contained 1500 people. Only seven miles north of Austin. It once competed with its mother city for the county seat. Nothing remains above ground of Amador, but it might be a good spot to launch a treasure hunt.

7. Manhattan was established in 1905. Although placer mining continued until about 1950, the town remained small with a constant shifting of inhabitants. There isn't much to see here, but it's a good site for purple glass hunters.

8. Cortez was discovered in 1863 by a Dr. I. Hatch. Here George Hearst

invested heavily and founded his fortune. The peak population of Cortez reached 1000, made up mostly of Mexicans and Chinese. Burros were imported at one time to form a continuous string three miles long to transport water from the nearest spring. Only a cemetery and a few picturesque mill ruins remain.

9. Unionville is the town Mark Twain described in "Roughing It." The community at first consisted of two settlements so close together that they were called Arabia and were believed to be the richest silver mines in the world. Later the name was changed to Dixie. And then, still later, Union men arrived and won a local war thus raising the Union Jack and changing the name once again to Unionville. The community consisted of a two-mile long Main Street lined with adobe and stone buildings. Population reached 1500 before the mines closed in 1861. The oldest schoolhouse in Nevada still stands here.

10. Star City was the center of a district organized in 1860 about 10 miles north of Unionville in a deep canyon below lofty Star Peak. It was a particularly elegant town for its time and in 1865 was populated by 1200 residents. However, by 1881 it was already a ghost town. Only a few abandoned shacks and a chimney remains but it should turn up some interesting relics underground.

11. Humboldt City was established after Indians sent white men into the area searching for gold and silver. By 1863 500 people resided in 200 houses. The town was particularly noted for its nice gardens and a babbling brook that ran along every street. There were two fashionable hotels and the usual amount of saloons and stores, some remaining in fairly good condition today.

12. Dun Glen settled in 1862, was named by a nostalgic Scotsman named J.A. Dun, Twenty-eight miles northeast of Unionville, it was the rowdiest of the Humboldt circle of towns. Surrounded by towering mountains sparsely forested with stunted cedar, it had a population of 250 people who lived in houses of adobe and wood. Industrial interests shifted from mining to stockraising. One distinctive feature about Dun Glen in spite of its raucous reputation, it was the only town in Nevada to stop work on Sundays or maybe it was because of! Very little remains today, but there should be many bottles.

13. Tuscarora was one of the most prosperous of early Nevada towns. Founded in 1867 by men searching for placer mines, it was named by a sailor who had once served on the U.S. Tuscarora. Treasure hunters should note that the original town was 2½ miles southeast of its present location, but was moved in 1875. The present location had 3000 inhabitants in 1876. Indians gave the residents much trouble and a fort was built in 1868 to afford protection. Nearby was a hot spring, once of great curiosity. Although the prototype of a Western stage set in its day, Tuscarora was unique in that its citizenry behaved so well they made do with a lock-up rather than a jail. The town also boasted an opera house with a tilting floor that could be leveled for dancing or tipped to form a stage. After the mines closed in 1884, thrifty Chinese employed by the Central Pacific R.R. removed a \$100,000,000 of overlooked gold. The mines were never thoroughly worked out and now only await pumps to boom again.

14. Cornucopia, 65 miles north of Carlin was the center of a discovered in 1872 by Mart Durfee.

In 1874 the town set a lively pace and contained 1000 inhabitants who polled 400 votes. There were 5 stores and many other buildings, among them a 30-room hotel and \$8000 saloon erected by L.I. Hogle. Hopes ran high, but were soon shattered when the mines produced barely \$1,000,000. Cornucopia may be reached by 4-wheel drive only via Route 11 to Deep Creek 68 miles north of Elko, then over 8 miles of steep trail into the Bull Run Mountains. Because the rich minerals lay on the surface of the ground only, the town collapsed after six years. It remains quite well preserved due to its difficult location.

15. Mountain City, originally known as Cope Town, was instituted when a tired mule driver stopped to rest and happened to pan for gold in the Owyhee River. At one time the town held many buildings, but some were subsequently moved and by 1881 only one of the 12 hotels continued in business. In the late '70s its population reached 2500. Since its original demise, the town has revived three times--with placer gold, a silver ledge, and later, copper discoveries. It now caters to sportsmen for hunting and fishing and may be reached 83 miles north of Elko on Route 43.

16. Hamilton was the center of a cluster of towns and had a population of 15,000. It once boasted of 101 saloons, 59 general stores, and the finest hotel of its day which was constructed of dressed stone imported from England and hauled around the Horn to San Francisco.

The town burned down in 1885. It may be reached by turning south from U.S. 50 on a gravel road 38 miles west of Ely.

17. Aurum, largest of the Schell Creek group of towns, was promoted by a Dr. Brooks. Its original buildings were buried in a snow slide down the canyon, but many were rebuilt. Soon ranching became more profitable than mining. Aurum was not a rowdy camp, by ghost town standards, so bottle collectors would do better elsewhere, but there might still be some spoils of household relics where the original buildings were buried. Only a few broken foundations remain to mark the town.

18. Reveille, discovered in 1866, was more a camp than a town, since water had to be hauled 12 miles to run the mine. A mill was built at the water source in 1869, but the veins ran out in the '70s and tall hopes died. The site of Reveille may be reached by turning onto Route 25 at Warm Springs for about 26 miles, but it will take a dedicated ghost to find any signs of the old town.

19. Eldorado represented a mining district on the Colorado River which was worked by the Spanish a century before Ft. Mohave soldiers discovered its mines. There were 1500 residents there in 1863. Most of the houses were built of stone. The center of the district now is a pleasant town named Nelson, but abandoned mines are all around the countryside.

20. Potosi is a Spanish word that means "great wealth." Early Mormons learned of this mining district from the Indians and worked it for lead, but some believe the Spanish worked it prior to that. The Potosi camp died and revived several times until scarcity of water and supplies finally forced it into oblivion and it became Nevada's first ghost camp. Only a few stones mark the small town that once existed here. Goodsprings, nearby, is another fading remnant of the district.

# UTAH'S NATIONAL PARKS

BY LAWRENCE GARNETT

When you sit down with your family to plan this year's vacation don't overlook one of the greatest masterpieces Mother Nature ever created---Utah. The Beehive State offers an unequalled variety of scenic beauty and recreational opportunities throughout the state.

Utah is a land of contrasts. Throughout the state snow-capped peaks stand out against arid deserts, and brilliant wildflowers speckle mountain meadows and colorful canyons. But Southern Utah is a scenic wonderland, displaying some of the most rugged and delicate attractions in the world. Within a two-hundred mile circle lie five National Parks, which preserve this natural beauty for your enjoyment. Part of this area is known as Utah's Dixie, an obvious reference.

Arches National Park lies in a region of desert sandstone, deep canyons and unusual plant life. Wind, water and time have carved the world's largest concentration of stone arches within the 115 square-mile park. The most well-known attraction, Delicate Arch, stands 45 feet high and frames the LaSal Mountains and the Colorado River. Many of the arches can be seen from the road, but well-marked trails lead to the more obscure ones. Every sunrise and sunset the features turn many shades of color and never really appear the same.

Capitol Reef National Park is filled with massive gorges, cathedrals, pinnacles and scarps. The park is named for its domed formations, which, capped with white sandstone resemble the nation's capitol building. The domes are part of Waterpocket Folo, a 100-mile long bulge in the earth's crust which contains pockets that catch thousands of gallons of water with each rainfall. The park is the site of many Pre-Columbian Indian ruins and marked trails lead to ancient petroglyphs and artifacts.

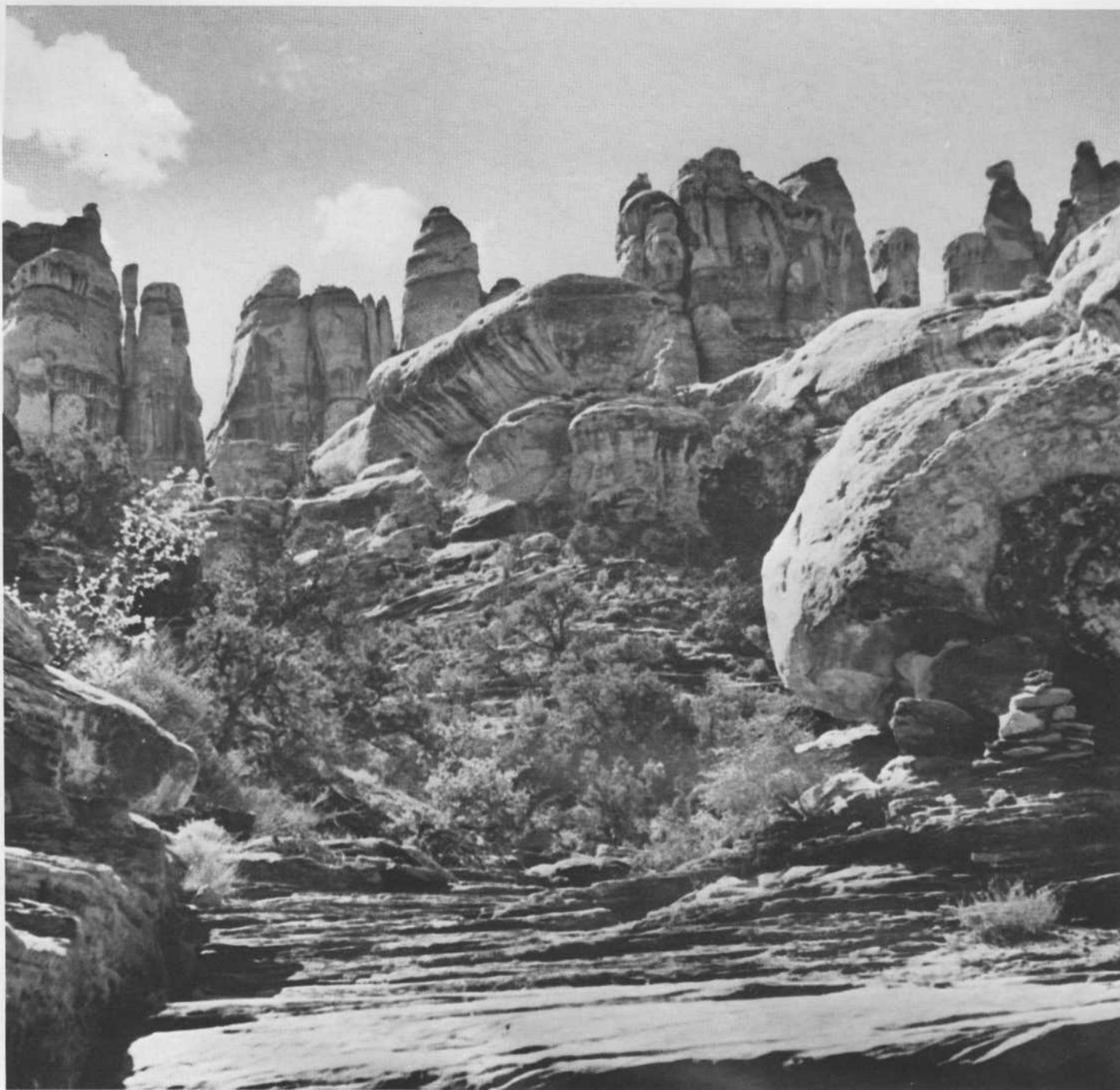
Zion National Park is one of the nation's oldest and combines some of the most colorful, deep and narrow canyons, sheer rock walls and unique formations found anywhere. For millions of years, the wind, rain, frost and the Virgin River have shaped the Navajo sandstone creating thousands of layers of multicolored sheets of rock placed in many different directions. In the winter, there are traces of snow against the red rock with green pine trees sparsely decorating the tall cliffs. Zion is massive and overbearing; the whole canyon seems to be frozen in time. A road has been cut through part of the mountain to include a one-and-a-half mile tunnel that looks like the inside of a medieval castle. The stream flowing along the canyon floor creates a contrast with the green and gold trees and shrubs below and the striking colors of the rocks above. Most of Zion's main formations can be seen from the paved road which winds through the park.



SOUTHERN UTAH IS THE "ARCH" CAPITAL OF THE WORLD. ABOVE IS A LARGE ARCH LOCATED IN MONUMENT CANYON, UTAH. FOR A COMPARISON AS TO SIZE, NOTE THE PERSON STANDING ON THE MESA IN THE CENTER OF THIS PICTURE, JUST BELOW THE LINE OF THE ARCH. ARCHES NATIONAL PARK OFFERS A LARGE NUMBER OF SITES FOR YOUR ENJOYMENT. CAMPING IN THE PARK IS ONE OF THE BEST WAYS TO ENJOY ITS BEAUTY. BE SURE TO LEAVE SUFFICIENT TIME TO VISIT THIS SCENIC AREA.



Bryce Canyon is one of the most delicate and colorful of all the National Parks. Bryce is technically not a canyon but a series of "breaks" in the earth's surface. Within these breaks are twelve large amphitheatres. The breaks plunge down a thousand feet through multi-colored limestone. The canyon is full of burnt orange and red rocks, shaped like spires to resemble mountain castles. Pine trees and sagebrush are mixed in, and in the winter, a trace of snow lies in the cracks and crevices of the formations. Thunderstorms will rearrange sediments and the location of the sun will change the brilliant colors from one moment to the next. Time appears to have stood still leaving the park untouched by civilization. Hiking down into the park is the best way to view the delicate columns, spires and windows which are a maze of reds, pinks and creams.



Canyonlands National Park is a result of the Colorado and Green Rivers cutting almost 1,500 feet into the earth's surface. The many spectacular formations include eroded arches, needles, spires and standing rocks, and cover 257,640 acres. One of the best ways to see the park is by river. Cataract Canyon, where the Colorado and Green Rivers meet, is one of the wildest rivers for rafting in the United States. Other ways to explore this rugged wilderness are by hiking, jeeping or scenic flights. Paved state roads also allow access to the park.

Utah's five National Parks are open year-round. The climate is mild enough to enjoy the parks in any season. Whether you plan to hike, camp, or just explore, the parks offer the visitor a rare opportunity to experience the beauty and diversity that time has created. For those desiring more information, write the Utah Travel Council, Council Hall, Salt Lake City, Utah 84114.

# NEW MEXICO'S INDIAN PUEBLO TOWNS

BY: LESLIE MARPLES



To the casual observer, all Indians are the same. Nothing could be further from the truth however. America has many distinctly different tribes and sub-tribes. A number of these tribes pride themselves on their heritage. An Indian is not an Indian, they are Cherokee, Fox, or Navajo. It is a heritage they guard and hold close to.

In New Mexico, it can be very easy to categorize all Indians as Pueblo Indians. The Pueblo system, however, is a lot like our county and city system--each pueblo is a separate and distinct city, a self-governing unit with its own governor, and a division of a larger county but in this case the county would be considered a linguistic group. This means that the Pueblo's are separate entities by themselves and some are related by the language their citizens speak.

There are 3 major linguistic groups and one of these groups has 3 divisions. They are:

1. ZUNIAN
2. KERESAN
3. TANOAN

- a) TEWA
- b) TIWA
- c) TOWA

Some of these languages are so dissimilar that geographically close Pueblo's have found it easier to speak to lack other in English or Spanish.

The New Mexican Pueblo Indians are farmers, herders of sheep, and grazers of cattle. They are very skilled in such

handicrafts as pottery making, weaving, basketry, jewelry making, and leatherwork. The tourist provides a ready market for their handicrafts and in so doing helps them to preserve their native crafts.

Most of the pueblo towns are located in New Mexico's Rio Grande Valley in the Northern half of the state.

Listed below are the Pueblo towns, their linguistic group, size of reservation, and a guess at how long the area has been occupied by the entity. A visit to one of these pueblo town's is a valuable insight to another culture, one largely ignored in today's world.

Linguistic Group	Reservation Name	Reservation Area In Acres	Estimated Period Of Occupation
Zunian	Zuni	400,000	290
Keresan	Acoma	248,000	1000
Keresan	Cochiti	26,500	700
Keresan	Laguna	412,000	280
Keresan	San Felipe	49,000	270
Keresan	Santa Ana	20,000	280
Keresan	Santo Domingo	67,000	280
Keresan	Zia	90,000	680
TANOAN:			
Tewa	Nambe	19,000	670
Tewa	Pojoaque	12,000	20
Tewa	San Ilde Fonso	26,000	680
Tewa	San Juan	13,000	680
Tewa	Santa Clara	46,000	620
Tewa	Tesuque	17,000	680
Tiwa	Isleta	210,450	420
Tiwa	Picuris	15,000	780
Tiwa	Sandia	23,000	680
Tiwa	Taos	47,000	280
Towa	Jemez	87,000	420

# THE LOST PICACHO POKE

BY DR. REDD

Lost treasure stories, as they go, usually are difficult to locate and harder to pin down with this story, we have a number of easy to determine elements--the locale, the mine, the treasure, how it got there, why it was there, all but exactly where the lost poke is hidden.

This tale takes place rather recently, in the 1940's or 1950's depending on your source. The location is at the Old Picacho Mine near the Colorado River in Eastern Imperial County, California.

I am certain that somewhere in this region lies the site of the first discovery of gold within the present boundaries of California--that it was mined in the Cargo Muchacho-Picacho-Potholes area nearly three-quarters of a century before Marshall found nuggets in the tail-race of Sutter's mill and long before Don Francisco Lopez found the previous metal clinging to the roots of the wild onions in Southern California's Placeritas Canyon in 1842. J. Ross Browne and William P. Blake, early authorities on mineral matters, believed that gold was known along the Colorado river in the 1770s. Paul C. Henshaw, in the California Journal of Mines and Geology for April 1942, writes that mining first was carried on in the Cargo Muchachos and at Laguna Potholes in 1780-81 with the founding of Spanish settlements on the Colorado.

Officials in Spanish Colonial times kept careful records of almost every happening under their jurisdiction. But the mission--pueblos on the Colorado were destroyed by the Indians less than a year after they were established and it is possible that reports of activities there were lost at that time. If so, no documentary evidence of the discovery of gold there could exist today. But present-day members of the Quechan or Yuma tribe have a legend that their ancestors were forced to dig gold "for the padres" until they revolted, killed the Spaniards and threw the gold back into the river.

Circumstantial evidence supports the legend. As Fray Salmeron wrote in an official report in 1629, Spaniards of the Southwestern frontier "out of greed for silver and gold would enter hell itself to get them."

On February 16, 1775, Father Francisco Garces, adventurous Franciscan missionary-explorer who was camped for the night about 17 miles north and west of present Yuma, wrote in his diary: "The old interpreter whom I have brought is versed in mines, and told me this land indicated much gold, for there was much tepustete de color."

This tepustete or tepostete was the specular iron ore which had been found in the gold placers of Sonora, considered by Mexican miners of the period as a sure sign of the presence of gold. So possibly the interpreter

made a lucky guess when he said this was gold country. But it was was a guess which would have been remembered five years later when Garces and three other missionaries with soldiers and settlers came to set up two mission-pueblos on the river. And when we know that one of the missions---San Pedro y San Pablo de Bicuñer---was actually built upon the rich gold gravels of the Potholes, it is difficult to believe the colonists were ignorant of the values underfoot. And if the colonists were forcing the Indians to work in the placers, it would help explain the violence of the revolt of July 17, 1781, when Garces and his fellow missionaries and many of the soldiers and colonists were killed and the remaining settlers made captive.

Ed Rochester was an expert on the old Indian trails in this part of the desert. At one time or another, he has traced most of them out and has gathered all the information he could about them from his Quechan friends. The main trail up the river, Ed told us, followed up No Name Wash, went just north of Picacho Peak, crossed over to Bear Wash and then entered Indian Pass. This route, providing we allow for a little compass error, seems to meet all requirements of the course Garces followed, and permits him to pass "near the Penon de la Campana (Picacho Peak).

History aside, mining in this area had been going on for many years. In 1878, David Neahr of Yuma erected a mill to process ore from the area. However, even with this development, Pica cho remained a small, not well known mining

community.

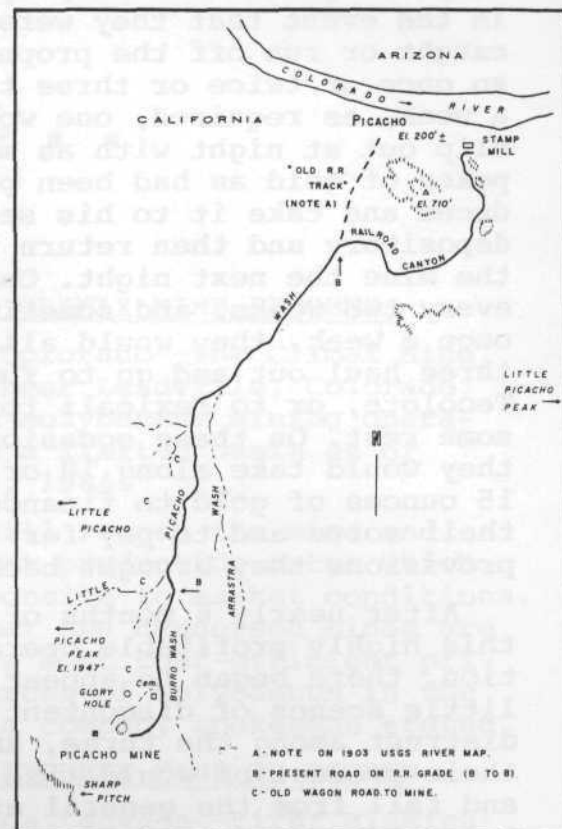
In 1898, the Picacho Golden Dream Mining Company was incorporated and started to work the Golden Dream Mine a little downstream from Picacho. The company built a 10 stamp mill and reportedly had 106 men on its payroll. The site was known as Golden Dream City.

To develop the Picacho mine site, The California King Gold Mines Company was incorporated on January 2, 1899 in Arizona. This company built a 4½ mile railroad and 1000 ton cyanide plant at the site. As the mine contained a large amount of low grade goldore, economics dictated that a large volume of ore had to be brought down to the mill and processed each day. The mill was located 4½ railroad miles from the mine due to the large amounts of water needed in the milling process.

The company existed until July 30, 1904 when torrential rains flooded most of the town and washed out the railroad. The company closed down shortly thereafter.

In 1906, the property was sold by the sheriff to a group of bondholders from New York and Philadelphia. Some of them organized a new company the Picacho Basin Mining Company in 1906. They moved the mill to the mine and opened the Diablo Shaft 750 feet to the Southwest of the Glory Hole. Instead of bringing the ore to the mill by the river water was pumped to the millsite at the mine.

The company closed operations in September 1910 and the mill was dismantled in 1926. Placer operations have been conducted from time to time until World War II and part of the town and original landing has been inundated by backwater from the Imperial Dam. A part of this area has become the Picacho State Recreation Area.



With a predetermined plan, they cached a supply of food and began their operation. It had to be a dry-panning operation, so beforehand a dry-panner was built and taken into the mine through the old caved-in section which is familiar to anybody who has ever visited the mine. Thus they often worked around the clock, sometimes one man, sometimes two, while the third either slept or stood guard against surprise.

During the 1940's or 1950's, three men conducted an "illegal bootleg" operation. My best source says this was in the early 1950's. Anyway, they located some of the richer ore in the tunnels in Old Picacho Mine (Glory Hole?) and started to work the diggings in a bootleg manner.

Some days they recovered as little as an ounce and other days their production would run much higher. Their theory was that all of this gold must be taken.

completely off of the property in the event that they were caught or run off the property so once or twice or three times a week, as required, one would slip out at night with as many pokes of gold as had been produced and take it to his secret depository and then return to the mine the next night. Once every two weeks, and sometimes once a week, they would all three haul out and go to Yuma, Tecolote, or to Mexicali for some rest. On these occasions, they would take along 10 or 15 ounces of gold to finance their sorte and to pay for provisions they brought back.

After nearly 6 months of this highly profitable operation, there began to appear little scenes of discontent and distrust among the three, and their production would rise and fall from the general attitude of one or all. On one occasion, one of them slipped out of the mine loaded down with nearly 600 ounces of dust, that's practically 50 pounds of gold, and when he failed to return on the second night. Another suspected that he had absconded with the whole caboodle and left the mine to search through Yuma and Winterhaven for him. When the first miner returned on the fourth night and explained that the caretaker of the mining property had visitors and that he was afraid of being caught returning, this was accepted as an honest explanation and they proceeded to dry-wash more dirt and wonder about the second miner. A week later, he returned in a refreshed condition and things settled back to normal again.

Finally, around the 1st of July, 1954, the bookkeeper announced that according to his figures, they had taken out a little over 3,000 ounces of gold

and that the project was almost over. They had struck another rich vein and their recovery had run high.

To give a little forelight on what later happened, it must be explained that the area around the Picacho mine is an upheaval of rocks like so much of the West and the mine is situated in a deposit that appears to be sedimentary. While there are rock formations all around for as far as the eye can see the gold is actually recovered from dirt. So, the operation of these three men was merely that of following the underground tunnels and digging and working the dirt through a dry-washer. Apparently, in pursuit of this gold, they had thrown caution to the winds and excavated indiscriminately as they followed rich veins.

Sometime late in July or early in August, 1954, while one of them was standing watch near the entrance, he felt a tremble in the earth, then a whoosh of air and a dull thud. That was all. As he made his way back to their diggings, he learned the inevitable. The entire tunnel had caved in right above their operations. He rushed up to the caretaker's shack, but he was gone. He went back to the mine and realized that the situation was hopeless. Thereupon, he picked up about 100 ounces of gold and a water bag and headed for their old truck which was parked about 5 miles away.

The truck was gone so he started walking toward Winterhaven. Along the way he was picked up by a prospector and given a ride to Yuma. Pooped and scared, he bought a bottle of wine and rented a unit in an old motel and drank himself to sleep. When he finally awoke, he was afraid to report the matter to the authorities for fear of incriminating himself in the gold operation, so he went to Durango (Mexico).

# Mines and Mining . .

## CASA GRANDE, ARIZONA

ASARCO Inc. closed the Sacaton open pit copper mine as of March 31. The closure has been anticipated for some time, and results from the exhaustion of accessible ore reserves minable by open pit mining methods.

Development work on a nearby underground copper ore body at Sacaton was suspended in 1981, due to the low copper prices. The surface milling facilities at the site will be mothballed.

Approximately 190 employees will be affected by the closure. The open pit mine at Sacaton began production in 1974, and normally produced about 21,000 tons of copper in concentrates per year.

## SANTA FE, NEW MEXICO

Quintana Minerals Corp. was unable to find a buyer for its Copper Flats mine and mill near Hillsboro, so the project has been taken over by two banks that had loaned money for the project.

R.E. Lee, executive vice president of Quintana, said the mine and mill had operated well, "and all was fine, but the price of copper was so low we could not carry the facility. We closed it down and waited for things to get better, but, unfortunately for us things got worse instead. It was a good resource and a fine mill, but you can't run something like that at these copper prices. They can make copper cheaper in Chile than we can in the United States."

## CLIMAX MINE REOPENS

Golden, Colorado--The Climax Mine, located near Leadville, Colorado, reopened molybdenum mining operations on a limited basis as of April 18, 1984.

"We will reopen the mine and operate at production rates which are responsive to market conditions. The Climax and Henderson Mines are among the most cost-efficient primary sources of molybdenum in the world," a company spokesman stated.

## GETCHELL MINE TO REOPEN

Winnemucca, Nevada--First Mississippi Corporation has purchased the Getchell Mine from Conoco Inc. for nearly \$5 million, and the company says it will give top priority to developing the mine. The property is located a few miles northeast of Winnemucca, in Humboldt County, Nevada.

"A work program to evaluate reserves and determine mine and mill economics is underway," a First Mississippi spokesman said, "Reserves appear to exceed 750,000 ounces of gold," the company said.

The gold mine had been operated from the 1930s until its closure in 1967. Conoco has completed feasibility studies on reopening the mining operation, including the reprocessing of old waste dumps and tailings on the property. Immediately after it was purchased by the DuPont Company, Conoco had announced that it would be selling all of their mineral properties and be getting out of the minerals business.

# MY FAVORITE ARIZONA GHOST TOWNS

BY MICHAEL BANDINI

**AUSTERLITZ, Arizona:** Located about 7 miles south of Arivaca, or 30 miles west of Nogales. Once a booming, wild border mining camp; now in ruins.

**BLUEBELL, Arizona:** Located 4 miles off of Highway 69 south of Prescott. Ruins of the old Bluebell Mine and tramway are visible. Nearby copper and silver smelter is in ruins. A few residents remain.

**BRADSHAW CITY, Arizona:** Located south of Prescott on the side of Mt. Wasson in the Bradshaw Mountains. Once a city of 5,000; now a ghost. Ruins of the Crown King mine are nearby.

**CALABASAS, Arizona:** Located off Highway 89 and just 6 miles from Nogales. A town with a truly fabulous history. Deposits were discovered and worked as early as 1770s by Spaniards, then Mexicans and Indians. During Civil War it blossomed into a riotous town. Ruins throughout the area and old Fort Mason ruins are nearby.

**CERRO COLORADO, Arizona:** Located about 60 miles southwest of Tucson, or 30 miles northwest of Nogales. This internationally famous town was headquarters for the equally famous Heintzelman Mine interests and was once known by that name.

**CHARLESTON, Arizona:** Located 8 miles southwest of Tombstone, or 4 miles south of Fairbank, on the bank of the San Pedro river. Ruins remain of buildings and the famous old Tombstone Mining and Milling Company stamp mills.

**CHLORIDE, Arizona:** Located 20 miles northwest of Kingman on Highway 93, and then about 4 miles northeast on Highway 62. Buildings remain, old mines, and diggings.

**CONGRESS, Arizona:** Located a short distance from the junction of Highways 71 and 89, 16 miles north of Wickenburg. Ruins of the old Congress Mine, the camp, and lots of diggings remain.

**CONTENTION CITY, Arizona:** Located about 2 miles north of Highway 82 and about 5 miles from Tombstone. A few diggings remain and the ruins of the Contention Mine mill. Inquire at Tombstone or Fairbanks.

**DUSQUESNE, Arizona:** Located about 19 miles east of Nogales on the Bisbee - Nogales border road. Once a riotous city with more than 1,000 permanent citizens. Now ruins and shells of buildings remain.

**EHRENBERG, Arizona:** Located just north of Interstate 10 on the Colorado River. Once a supply center and river port; now adobe ruins.

**GALEYVILLE, Arizona:** Located about 5 miles south of Paradise and often called Rustler's Park and shown as such on some maps. Several unsuccessful mining operations established the town and it later became the headquarters for rustling activities for outlaws. Historic ruins in the immediate area.

**GILA CITY, Arizona:** Located about 25 miles east of Yuma on the Gila river. Once a booming town of over 1,000 people who worked the rich placer deposits. Now a few footings and traces of the placers remain.

**JEROME, Arizona:** Located on Highway 89 between Flagstaff and Prescott. Perched precariously on the side of a mountain. Some residents remain to keep alive this former boom city of 15,000 souls. Homes, stores, hospital, and other facilities stand idle and falling into ruins.

**KOFA, Arizona:** Located about 17 miles east of Highway 95. Turn off Highway 95 is about 25 miles south of Quartzite. Camp is in ruins. Buildings and tramways of famous King of Arizona mine are well preserved.

**LA PAZ, Arizona:** Located on the Colorado river 10 miles north of Ehrenberg. Once had a population of over 5,000 and was considered as site for capitol of the West. Now in ruins.

**LOS GUIJAS, Arizona:** Located about 65 miles southwest of Tucson, or 7 miles west of Cerro Colorado on old road. Famous Feernstrom Mill ruins are visible. Once a booming border mining town; now reduced to ruins.

**MAMMOTH, Arizona:** Located on Highway 77 about 44 miles northeast of Tucson. Town was named after famous Mammoth mine. Town is still populated, but many adobe ruins are evident and other ghost camps are nearby.

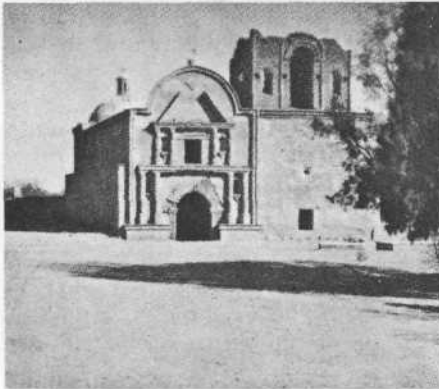
**MCMILLEN, Arizona:** Located 15 miles northeast of Globe, 1 mile northwest of highway. A rich silver camp. Discovered in March 1876 by Charlie McMillen. Some ore was worth \$1900 per ton. Had about 300 residents and a 10 stamp mill.

**MOWRY, Arizona:** Located about 18 miles south of Patagonia on the old trail road. A rich silver and lead mining center. Originally called the Patagonia mine but changed to Mowry when bought in 1859 by Lt. Sylvester Mowry. Mowry lost the mine when jailed in June 1862 as a southern sympathizer. Some say the mine was an old Mexican discovery and was just rediscovered by Americans.

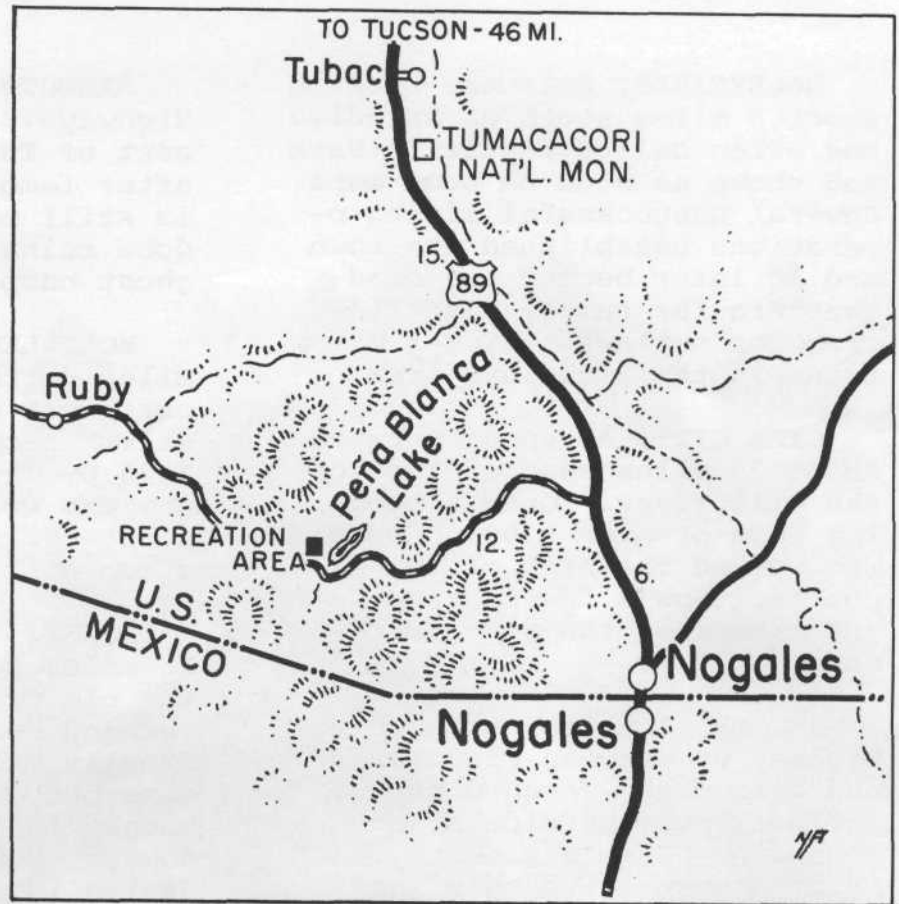
**OATMAN, Arizona:** Located about 17 miles north of Topock on old Highway 66 road. Mines closed 1942. Numerous local residents are giving this town a new shot of life. Today it is an active western town. Weekends are best to visit. Lords say it is the "liveliest ghost town in Arizona". Site is well worth a side trip.

**PARADISE, Arizona:** Located about 35 miles south of the San Simon-Highway 86 junction, or 15 miles northwest of Rodeo, New Mexico(Highway 80). Town was established to supply unsuccessful mining operations and was taken over by outlaws and rustlers. Several dilapidated buildings and a few residents remain to keep the town alive.

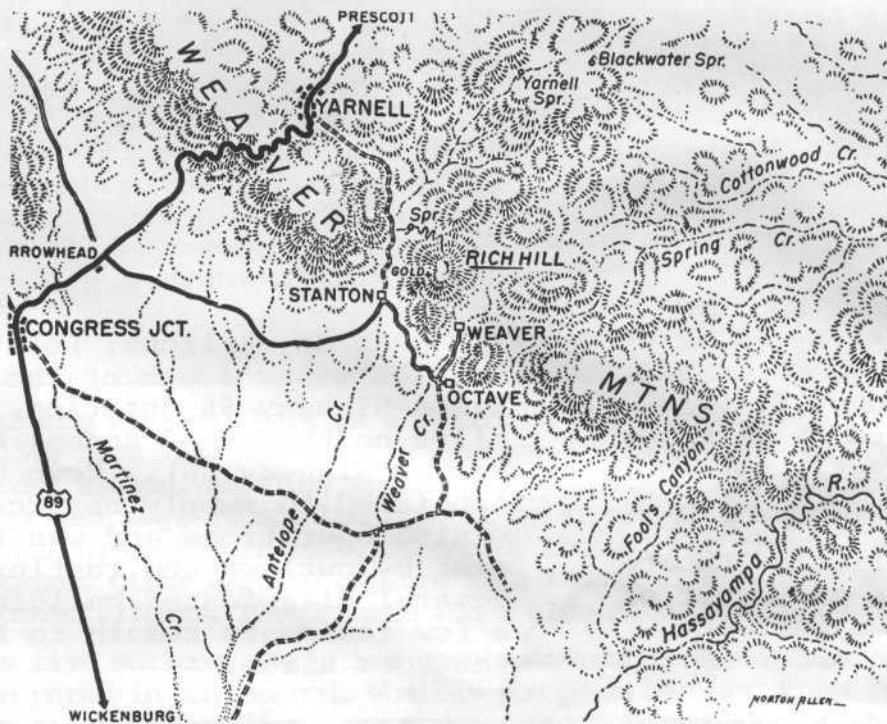
**PEARCE, Arizona:** Located off Highway 181 about 50 miles northwest of Douglas. During the



Historic photo of present Tumacacori Mission.



Map of Tubac Area



Rich Hill and Surrounding Towns

1880's and 90's a booming gold and silver town that produced upward of \$30,000,000 in gold alone. The mine closed in 1918 due to water flooding the shaft. Some good mineral samples can be found in the area.

**PLANET, Arizona:** Located about 15 miles northeast of Parker on the Bill Williams River. Location of Arizona's first copper mine. It boomed briefly, then died. A few ruins remain.

**RICH HILLS, Arizona:** Located about 12 miles north of Wickenburg on an old mountain road. A rip-roaring gold camp in the 1860's. Named when a Mexican youth climbed the mountain east of the gulch and found nugget gold barely beneath the earth's surface. Unsubstantiated reports claim that men used knives to gouge \$100,000 in nugget gold within 3 months of discovery. A few buildings remain in addition to ruins and an unusual cemetery.

**SASCO, Arizona:** Off Interstate 10 at Red Rock, then west for seven miles. Named for Southern Arizona Smelting Company Town was served by Arizona Southern Railroad. Many ruins remain, especially at the Smelter furnace. More remains are here than at many larger ghost towns.

**SWANSEA, Arizona:** A copper mining ghost situated 25 miles north east of Bouse. Many ruins are located here due to the recent nature of the town. Mines were active from 1908-1930. Was served by a branch railroad from Bouse. Many concrete buildings and ruins are here. Town was named for its

namesake in Wales. The old mill is the largest ruin here. See it before the vandals finish.

**TIP TOP, Arizona:** Located several miles off Black Canyon Highway at Table Top Mesa offramp---across the Agua Fria River. Four wheel drive country. Mine was discovered in 1875 and worked until the 1890's. The town had 2 general stores, 6 saloons, 2 restaurants, a laundry, feedyard, assay office, and post office. Some ruins remain in a picturesque setting. Mine ruins are above the townsite on the hill.

**TOTALWRECK, Arizona:** A hard to get to locale, 24 miles east of Tucson on Interstate 10 and then about an hour in 4 wheel drive. Some ruins remain. Was as successful silver camp from 1879 to 1890. Had about 50 houses, a business district, and 300 residents at its height. Numerous mines also dot the area.

**TUBAC, Arizona:** Located on Highway 89 only 22 miles south of Tucson. The first Spanish presidio was established here in 1752. De Anza assembled the colonists who established San Francisco here in 1775. About 100 residents remain, but numerous spectacular ruins remain, some dating back to 1752.

**WASHINGTON, Arizona:** Located a few miles east of Nogales on the Mexican border and Santa Cruz River. Mining activity dates back to pre-historic times and diggings, foundations, and ruins of famous Westinghouse tramway may be seen.

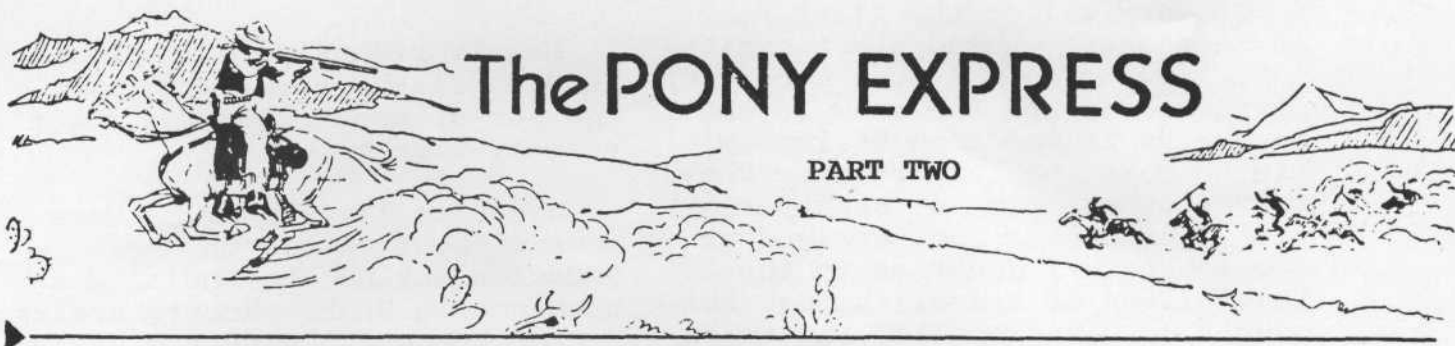
**WHITE HILLS, Arizona:** Located 7 miles east of Highway 93 near Squaw Peak. Old road from Highway 93-466 ends at the town. Several abandoned buildings remain. Silver camp in the northwest corner of the state. This area is best to visit in the cooler part of the year, summer temperature can be excessive.



Weathered Cabin at White Hills



Rock Wall Ruins at Rich Hill



CONTINUED FROM THE APRIL ISSUE

It is doubtful whether many of the men lived up to their pledge, particularly, swearing and fighting, but there was never any question as to their loyalty to the firm that employed them. Finally after months of winter work it was announced that a pony would start from St. Joseph, Missouri and at San Francisco, California simultaneously, on April 3, 1860.

The following is the time table which was adopted from St. Joseph, Missouri to San Francisco, California:

Marysville	12 hours
Fort Kearney	34 hours
Fort Laramie	80 hours
Fort Bridger	108 hours
Salt Lake	124 hours
Camp Floyd	128 hours
Carson City	188 hours
Placerville	226 hours
Sacramento	232 hours
San Francisco	240 hours

From the Alta California, of April 4, 1860, we find the following:

"The first Pony Express" started yesterday afternoon from the office of the Alta Telegraph Company on Montgomery Street. The saddle bags were duly lettered "Overland Pony Express" and the horse, a wirely little

animal, was dressed in miniature flags. He proceeded before four o'clock to the Sacramento boat and was loudly cheered by the crowd as he started. We had forgotten to say that the rider's name was James Randall, an old hand at the business and evidently quite at home as a rider, thought he did get up on the wrong side in his excitement.

The express matter amounted to 85 letters which at \$5 per letter gave a total receipt of \$425. In nine days the news by this express is expected to reach New York."

James Randall took the pony as far as Sacramento. Harry Roff was the pony rider out of Sacramento Eastward. The mail reached Placerville at 6:40 AM the next day and Carson City 8:30PM a distance of 144 miles from Sacramento.

It took seventy-five ponies to make the trip from Missouri to California in ten days.

#### Time Made by the Pony.

Left St. Joseph, Mo.	April 3d. 1860.
Arrived, Salt Lake City	" 9th. 6:30 P. M.
" Carson City	" 12th. 3:30 "
" Strawberry Valley	" 13th. 4:35 A. M.
" Placerville	" " 2:00 P. M.
" Sacramento	" " 5:30 "
" San Francisco	" 14th. 12:38 A. M.

Sam Hamilton was the rider who entered Sacramento. The mail was carried to San Francisco on the steamer Antelope.

The arrival of the first Pony at Sacramento caused great excitement. Owing to the poor condition of the roads and the snow in the mountains it was thought impossible to make regular trips by Pony or any other means of transportation. After the Pony arrived at Sacramento all doubt as to the feasibility of travel through the mountains was dispelled and thereafter regular trips were made, generally on time.

An article in the Alta California dated April 14th, 1860, says that "the Pony Express mail arrived in San Francisco twenty-two minutes before one o'clock with sixty letters, the Alta having a good share of them and a little bill of \$65 to pay for their carriage." In other words, the newspaper received thirteen letters out of the sixty delivered to San Francisco. Probably fifteen to twenty letters were left at Sacramento.

Mr. Holladay informed the press that it cost the Company no less than \$70,000 to start the Pony Express and the monthly expense would be \$5,000 at least.

Eighty riders were in the saddle all the time. The average run of each rider was about seventy-five miles.

Occasionally long runs were made without rest. On one occasion during the Indian disturbance in Utah. Robert Haslam, better known as "Pony Bob Haslam," rode one hundred eighty-five miles without rest, only changing horses as they became exhausted. After nine hours rest, he made a return trip, only to find that the Indians had killed or driven off the men from several of the stations along the route. On this trip he rode three hundred eighty miles, resting only eleven hours.

## Pony Express Notice,

.....FOR THE....

**Service Commencing July 1, 1861.**  
**PLACERVILLE TO ST. JOSEPH.**

**THE OVERLAND MAIL COMPANY'S**  
"PONY EXPRESS" will be dispatched regularly FROM  
THE OFFICE OF THEIR AGENCY, AT PLACERVILLE,

On the Arrival of the  
**EXPRESS LEAVING SAN FRANCISCO**  
**Wednesday and Saturday**

OF EACH WEEK.

ALL LETTERS must be enclosed in ten-cent Government  
Stamped Envelopes, and prepaid, at the rate of one dollar for each  
half-ounce or any fraction thereof.

**MESSRS. WELLS, FARGO & CO. HAVE**  
BEEN APPOINTED AGENTS, and letters will be received  
and delivered at their offices.

**WILLIAM BUCKLEY,**  
Superintendent O. M. Co.

Notice of the Overland Mail by Pony From  
Placerville to St. Joseph.

## Pony Express Notice,

.....FOR THE.....

**Service Commencing July 1, 1861.**

**MESSRS. WELLS, FARGO & CO.**

**WILL RUN A**

**Pony Express**

....BETWEEN....

**SAN FRANCISCO AND PLACERVILLE,**

**Regularly on**

**Wednesday and Saturday,**

OF EACH WEEK.

Leaving their office at 3:45 P. M., on these days, and  
Connecting with the Overland Mail Company's  
Pony Express at Placerville.

LETTERS MUST BE ENCLOSED IN OUR TWENTY-  
CENT GOVERNMENT FRANKED ENVELOPES, and  
Charges FROM PLACERVILLE PREPAID AT THE RATE  
OF ONE DOLLAR FOR EACH HALF-OUNCE, OR ANY  
FRACTION THEREOF.

All letters not enclosed as above will be charged at the  
rate of 25 cents each.

Je26 ::

**WELLS, FARGO & CO.**



"PONY BOB"—from a painting by H. H. Cross

The rider is pictured as carrying the news of Lincoln's election as President, riding 120 miles, in 8 hours, 10 minutes using 13 relays of horses. He was ambushed by Indians, shot with flint-head arrows through the lower jaw, fracturing it on both sides and knocking out 5 teeth.

William F. Cody, later better known as "Buffalo Bill," was the youngest rider of the Pony Express. He made a record run of three hundred twenty-two miles without rest.

The cost of maintaining the Pony Express was enormous. Extra horses had to be kept at each station and feed had to be hauled, in some cases, hundreds of miles. Judge Green Majors, son of Alexander Majors, a director of the Central California Overland & Pike's Peak Express Company, informs me that hay and grain had to be freighted by horse and ox teams, at a cost of twenty-five cents per pound for transportation alone; the feed itself costing about as much more. The employees were housed and fed at the Company's expense. All food was very high on the frontier, as it often had excessive freight charges against it. Add to the above the amount of property destroyed and stolen by Indians and you will have some idea of the many hardships under which the Pony Express was operated.

In the latter part of May, 1860 it was feared that the Pony Express would have to discontinue its services on account of the attacks by Indians in Western Utah. The route ran through the country inhabited by the Pah-ute and Shoshone tribes, who were very hostile to the invaders of their territory. Many of the Pony Express stations, on the eastern slope of the Sierra were destroyed, agents killed and the stock run off. Mr. Finney, the western agent, was sent to Carson Valley to inspect the hostile region, to ascertain the chances of keeping the Express moving. He urged General Clarke to furnish troops to protect the mail line, but was unable to get relief because of the lack of soldiers stationed in that vicinity."

The following appeal was sent out by Mr. Finney on June 6, 1860:

"Will Sacramento help the Pony in its difficulty? We have conferred some benefits, have asked but little, and perhaps the people will assist.

Can anything be done in your city towards paying expenses to furnish arms and provisions for twenty-five men to go through with me to Salt Lake to take and bring on the Express?

I will be responsible for the return of the arms, will have the transportation of my own, and can get men here. What is wanted is \$1,000 for the pay of the men, \$500 for provisions and Twenty-five Sharp's rifles and as many dragoon pistols. I will guarantee to keep the Pony alive a while longer."

In response to this reasonable request the people of Sacramento immediately subscribed the \$1,500.

Through the efforts of Senator Milton S. Latham, who brought pressure to bear in Washington, troops were finally ordered to protect the Pony Express route. They were promptly ordered from Camp Floyd and scattered along the mail trail. It was stated in Washington that the cause of the present promptness was a suggestion from Senator Latham that "unless the troops were ordered, the California delegation, late of Charleston, would vote for Douglas."

Delivery of mail from East to West, and vice versa, was now somewhat slower due to the fact that the Pony riders had to be escorted by troops for about two hundred miles. By the 7th of July trips were again made on regular schedule.

During the latter part of September 1860, the opinion of the public was that the Pony Express would have to discontinue its regular service on account of the poor roads and deep snow in the mountains.

Everyone was agreeably surprised when regular trips were made, even under winter conditions.

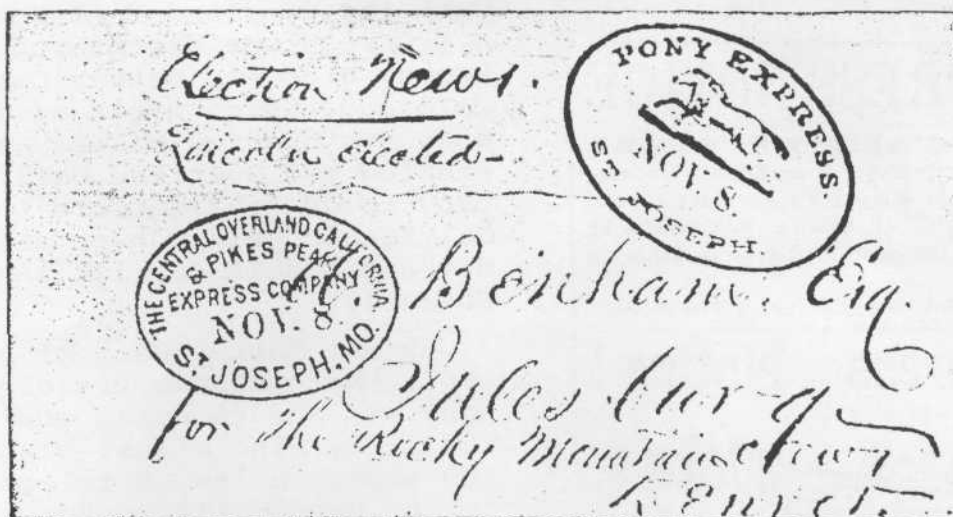
In December a new winter schedule went into effect. Eleven days between telegraph stations, the telegraph now being built as far as Fort Kearney. The Fort is about four hundred miles from St. Joseph, Missouri. Fifteen days from St. Joseph to San Francisco was now allowed for this trip.

In the Sacramento Daily Union, dated November 24, 1860, we find the following:

"The Pony still continues his usual gallop and not withstanding the storms of approaching winter, makes pretty good time. The first of the past week, being made in three days twenty hours from Sacramento to Salt Lake City, about three hundred miles, not very bad time when we consider that a quarter of the distance was galloped through snow three inches deep."

The boosters of the Pacific Railroads and the Telegraph eagerly watched the running time of the Pony Express during the winter months, and the regular time made, greatly influenced the building of these two great enterprises.

The Pony Express was very sparingly patronized by the Eastern business houses and private correspondence, because of its high carrying charges. Over two-thirds of the messages carried were sent by newspapers. It is said that the weekly mail out of St. Louis amounted to about \$100 per week, and a little more from New York. Letters from the Departments at Washington also helped a little; free letters were occasionally sent, although against the rules of the Company.



Envelope Containing News of Lincoln's Election

The balance of the mail from East to West was only a trifle. The mail from California exceeded the Eastern mail more than double.

Perhaps the greatest event since the starting of the Pony Express was the coming election between Lincoln and Douglas. Special arrangements were made by the Company to carry the election news to California in record time. Mr. W. H. Russell gave orders to the Division Superintendent to have an extra rider ready at Fort Kearney. Picked men, who feared nothing, were chosen for the dangerous parts of the journey.

The news was telegraphed from St. Louis, Missouri on the afternoon of November 7, 1861, to Fort Kearney, a distance of 330 miles. On that day a special pony left Fort Kearney at 1PM with the news that Abraham Lincoln was elected President of the United States. The news was carried to Fort Churchill November 14th at 1AM, and from that point was telegraphed to California. The trip by Pony was made in six and one-half days, between Fort Kearney and Fort Churchill.

This was the fastest news ever received in California from the East.

On November 19, 1861, according to the early newspapers, "a little pony trotted unnoticed from the foot of Broadway to the Alta Telegraph office, bringing dispatches eight days later from the East," (election news).

A duplicate of the election news was also dispatched over the Southern Route in the event that the Pony rider did not arrive on time or was killed by Indians.

It will be clearly seen that Wells, Fargo & Company ran their own Pony Express from San Francisco to Placerville and then connected with the Overland Mail Company's Pony. I assume the Pony Express from Placerville east, was still the original Central Overland Pony Express Company. No doubt arrangements were made between the Overland Mail Company and the Central Overland Pony Express Company, whereby the Pony Express Company was to carry the mail from Placerville east.

# PONY EXPRESS NOTICE

**ORDERS HAVING BEEN RECEIVED**  
 from W. H. RUSSELL, President Pony Express Company,  
 I hereby transfer the office and everything appertaining thereto,  
 to Messrs. Wells, Fargo & Co. All letters to be forwarded by  
 Pony Express must be delivered at their office, corner California  
 and Montgomery streets.  
 apl5:34 J. W. BROWN, Agent Pony Express Co.

## Pony Express Notice!

**REDUCED  RATES.**

**THE RATES FOR LETTERS,  
 Per Pony Express,  
 UNTIL FIRST JULY NEXT,**

....WILL BE....

**For Half Ounce and under.....\$3**  
**For each additional Half Ounce or fraction**  
**thereof.....\$2**

Letters must be enclosed in Ten Cent Government Envelope,  
 and Pony Postage prepaid

The Express will be despatched from our office on

**WEDNESDAY AND SATURDAY**

Of each week.

**WELLS, FARGO & CO.,**  
 apl5-lwlp Agents.

The Government compelled the Overland Mail Company to maintain a Pony Express until a more rapid means of transportation was established. Perhaps, rather than organize their own Pony Express, which necessitated the purchase of the Central Overland Pony Express Company, the Overland Mail Company made arrangements with the original Pony Express Company to handle such mail matter that required rapid transportation.

On August 17, 1861, an exploring party was sent out by the Central Overland California & Pike's Peak Express Company to find a shorter route to connect the Pony Express

with the Overland Mail Company. A new road was discovered from Provo, Utah, to Denver City, Colorado, which would save about two hundred miles. This enabled the Overland Mail Company to deliver letters to California, via Denver City, a day and a half earlier than formerly.

By the latter part of August 1861, the distance traveled by Pony was one thousand one hundred fifty-nine miles: six hundred eighty miles of telegraph having been built so far as the Eastern and Western ends combined.

During the latter part of 1861, much difficulty was experienced in sending news to California through Missouri. The secessionists tore down telegraph wires, cut down the poles, burned bridges and generally made things very unpleasant for the telegraph people, the railroads, and the Pony Express. The route was finally changed to the Mississippi River and by stage across Iowa to Omaha, Nebraska.

The telegraph was completed almost to Salt Lake by September 18th, and news was received from the East by Pony in six days. On September 24th the Pony delivered news to California in four days, due to the steady advance of the telegraph. By October 18th, 1861, the Eastern end of the telegraph was completed from Salt Lake City to Omaha, Nebraska, and on the 24th the Eastern end of the line was completed and connected up with New York.

There was no further use for the Pony Express as far as the California newspapers were concerned, although much trouble, due to storms, quite often delayed the news several days.

On October 22, 1861, news was received by telegraph from Atchison "that the President of the Central Overland California & Pike's Peak Express Company had given orders for the suspension of the Pony Express service as soon as the telegraph was completed to the Pacific. By this dispatch it will appear that William H. Russell, president of the Pony Express Company, still had authority over this important branch of the California overland communication, although it was repeatedly stated that his company was only working under a sub-contract with the Butterfield Overland Mail Company or Wells, Fargo & Co., on that section between St. Joseph and Salt Lake City." It was stated in the papers "that it remained to be seen whether Butterfield would consent to abandon the Pony Express. This would raise the question of the contract with the Government to run a Pony Express in connection with the Daily Overland Mail Company."

It was generally supposed that the Pony Express service ended with the completion of the telegraph on October 24, 1861.

The following was published in the Sacramento Union October 26, 1861:

"Wells, Fargo & Company agents of the Pony Express on the Pacific side, received yesterday a dispatch from the East directing the stoppage of the Express from this date."

However, an article in the Alta California dated October 29th says that "there is still no proof of the stopping of the Pony Express" and states "that the Company (Wells, Fargo & Co.) is still selling Pony Express stamps, and that the Express has not been discontinued.

The St. Louis correspondent of the Sacramento Union says:

"I suppose, ere this, the readers of the Union are aware that our old friend the Pony is no more. He expired on or about the 15th of last month (October), I believe, though I am not positive, I endeavored to learn the exact time of his taking off, but could not."

On November 18, 1861, a Pony arrived in Sacramento carrying seventy-eight letters, and still another arrived on November 20th, with one hundred three letters.

As you will note, the last Pony arrived at Sacramento November 20th. Allowing ten to fifteen days time from St. Joseph or four days between telegraph stations, one can readily see that this Pony must have started for California some time in November. This would prove that the Pony Express service could not have been discontinued on October 24, when the telegraph was completed.

On August 1862 it was stated by Wells, Fargo & Company that a Pony Express route was to be re-opened between San Francisco, Carson City and Virginia City and Washoe, Nevada. The rates were ten cents per half ounce. The rate was later changed to twenty-five cents per half ounce.

Continued in the Next Issue--  
The Pony Express In Nevada, its stations, route, challenges and triumphs.

A more detailed look at the historic Pony Express on the Nevada Desert and how to visit the sites today.

# RAMBLING ON ROCKS

## PETRIFIED WOOD ON THE CALIFORNIA DESERT

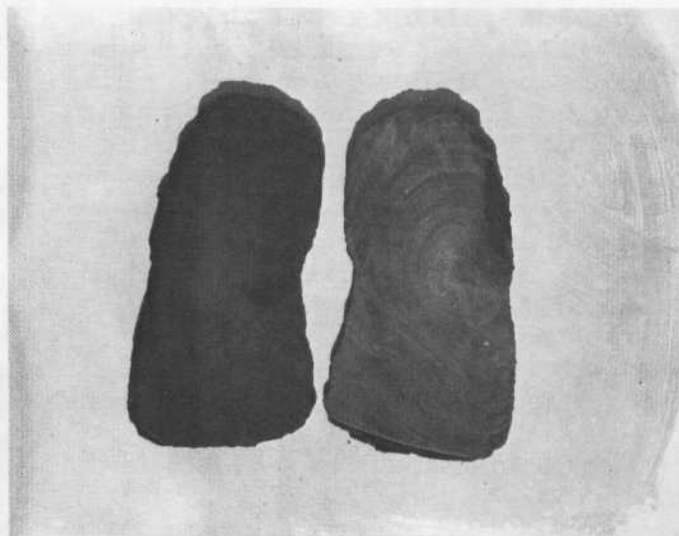
In the October 1983 issue of Desert was an article on the Tonopah and Tidewater Railroad. This article brought a number of letters to Desert asking for more information--especially on the reported source of Petrified Wood in the Tecopa area.

This collecting area is relatively new--it was discovered in 1957. The area is known as upper Sperry, Washington. This country is best visited in the cooler winter months. Besides various locations for the rockhound, historical sites abound.

Two abandoned railways are in the area. The Tonopah and Tidewater Railroad runs north and south to the west of the collecting area. The ruins of a station, Sperry, are in the Amargosa River Gorge. To the north is the roadbed of the Tecopa Railroad, a smaller operation that connected the Noonclay Mines with the railhead at Tecopa.

To the south is the Dumont Sand Dunes, a most interesting and dangerous place to visit. To the north is Tecopa Hot Springs, a good place to relax and allow the natural hot water to soothe the body.

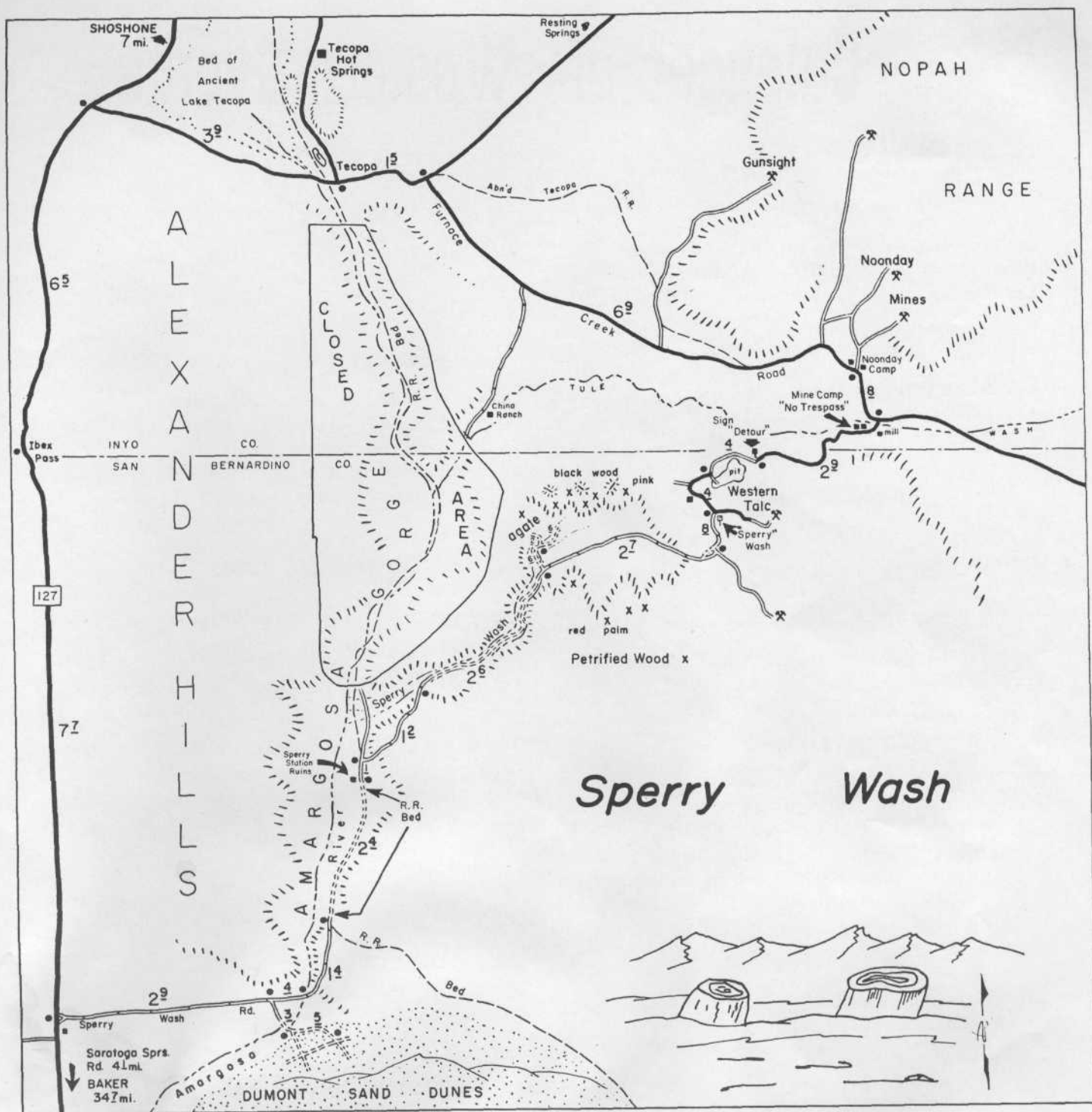
As to the petrified wood, specimens found indicate this vast, now extremely arid region was once covered by a sub-tropical forest of palms, tree ferns and cycads. The petrified wood is beautiful



Petrified Wood Slab

and comes in several colors including red, white and black palm fiber; black agatized roots and limb sections; orange palm; plus pink and tan cycads. Petrified bog, small limb sections and rootlets are found in float. Large logs are buried in soft, clay-like ash. A steel "prod" bar is handy for locating the latter.

A considerable amount of wood has been collected over the past two decades. Even so, a variety of fine specimens can still be obtained by those willing to hike and dig. The various deposits are indicated on the map. Allow ample time for collecting several days at least. Explore the areas well away from the main road. Four-wheel drive vehicles can drive up the wash toward the northern hills where pink, black and orange wood is to be found. Every flash flood changes the wash and in its upper section there are several Channels.



Exploring the eroded hills is necessary. Considerable effort is required to obtain good material, but the rewards make it all worthwhile.

To get to this collecting area, take the Las Vegas Freeway, Interstate 15, north from San Bernardino. At Baker, turn north on Highway 127, the road to Death Valley, 49 miles north of Baker, turn right southeast on Furnace Creek Road towards Tecopa. From Tecopa, drive 8.4 miles to the turnoff to the Western Talc Mine. This is a graded road leading down to the entrance to Sperry Wash. It is a bit rough in places, but rigs with trailers can make it. There are several parking places along dirt tracks. The road going all the way down the canyon is for 4-wheel drive vehicles.

# Calendar of Western Events

## **JUNE 10, 1984**

California State Gold Panning Championships will be held at Bass Lake, California.

## **JUNE 14-JULY 1**

San Diego County Fair, Del Mar, California. Mineral Displays, Carnival, etc.

## **JULY 3-8, 1984**

Prescott Frontier Days, Prescott, Arizona.

## **JULY 4-24, 1984**

Days of '47 Celebrations, Salt Lake City, Utah.

## **JULY 7-11, 1984**

The American Society of Dowsters Fifth Annual West Coast Conference will be held at the University of California. Porter College, Santa Cruz, California. The conference is open to the public.

## **JULY 15, 1984**

Gold Fair and Panning Championship, Auburn, California

## **JULY 20, 1984**

1984 Annual Baker County Mining Jubilee will be held at Baker, Oregon. 15 city blocks are set aside for Jubilee activities.

## **JULY 22-24, 1984**

Kamas Valley Fiesta, Kamas, Utah

## **AUGUST 2-4, 1984**

Wasatch County Fair, Heber, Utah

## **AUGUST 7-12, 1984**

Farmers Fair, Hemet, California. Small old time fair with exhibits, a corn growing contest pitting state against state for the greatest corn crop. Small Carnival.

## **AUGUST 9-11, 1984**

Washington County Fair, Hurricane, Utah.

## **AUGUST 11, 1984**

The Colorado State Gold Panning Championship, sponsored by Gold Prospectors of Colorado will be held along with a mining fair and exhibits at Fairplay, Colorado.

## **AUGUST 20-25, 1984**

Salt Lake County Fair, Murray, Utah.

## **SEPTEMBER 7-12, 1984**

Utah State Fair, Salt Lake City, Utah. Lots of exhibits, handicrafts, fun for the kids.

## **NOVEMBER 3-4, 1984**

Yucca Valley Gem and Mineral Society Show, "It's A Rockhounds World". Community Center, Yucca Valley, California.

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The Pony Express In Nevada  
Desert Visits Laws, California  
A Visit to an Arizona Ghost Town  
Rambling on Rocks



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8½ x 11" Softbound \$9.95

## JOSHUA TREE

Continued from Page 10

We drove another 19 miles south to the site of Cottonwood Springs and its Campground. This spring has a very interesting history especially in relation to earthquake activity. Ask for more information at the Ranger Station.

From the Cottonwood Spring, a hiking trail leads 4 miles east to Lost Palms Canyon. This Oasis is not visited by many and is well worth the hike. It is a good place to hike into in the early morning and spend the day observing the desert and its wildlife.

Our road leads 7 miles south from Cottonwood Springs to the Junction with Interstate 10. It is under 3 hours from here to Los Angeles or an hour to the bright lights and green golf courses of Palm Springs. We all left with the conclusion that Joshua Tree National Monument is a very interesting place to visit and explore.

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## THE LOST PICACHO POKE

Continued from Page 24

Thus, somewhere within a night's hike from the old mine is 3000 ounces of gold a fortune at today's prices. One theory has it that the gold is hidden by the old graveyard. Another has it at a bend in the old road. And yet another story says that one of the buried miners had the location written on a map he carried with him. Anyone who might find a caved in section of tunnel and several bodies would be well advised to check their possessions very carefully.

The one surviving miner never returned to the mine out of fear. His story was supposedly verified by a treasure hunter who interviewed him in the 1950's but gave up the search because the area was too large. Where the poke is remains anyone's guess.

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