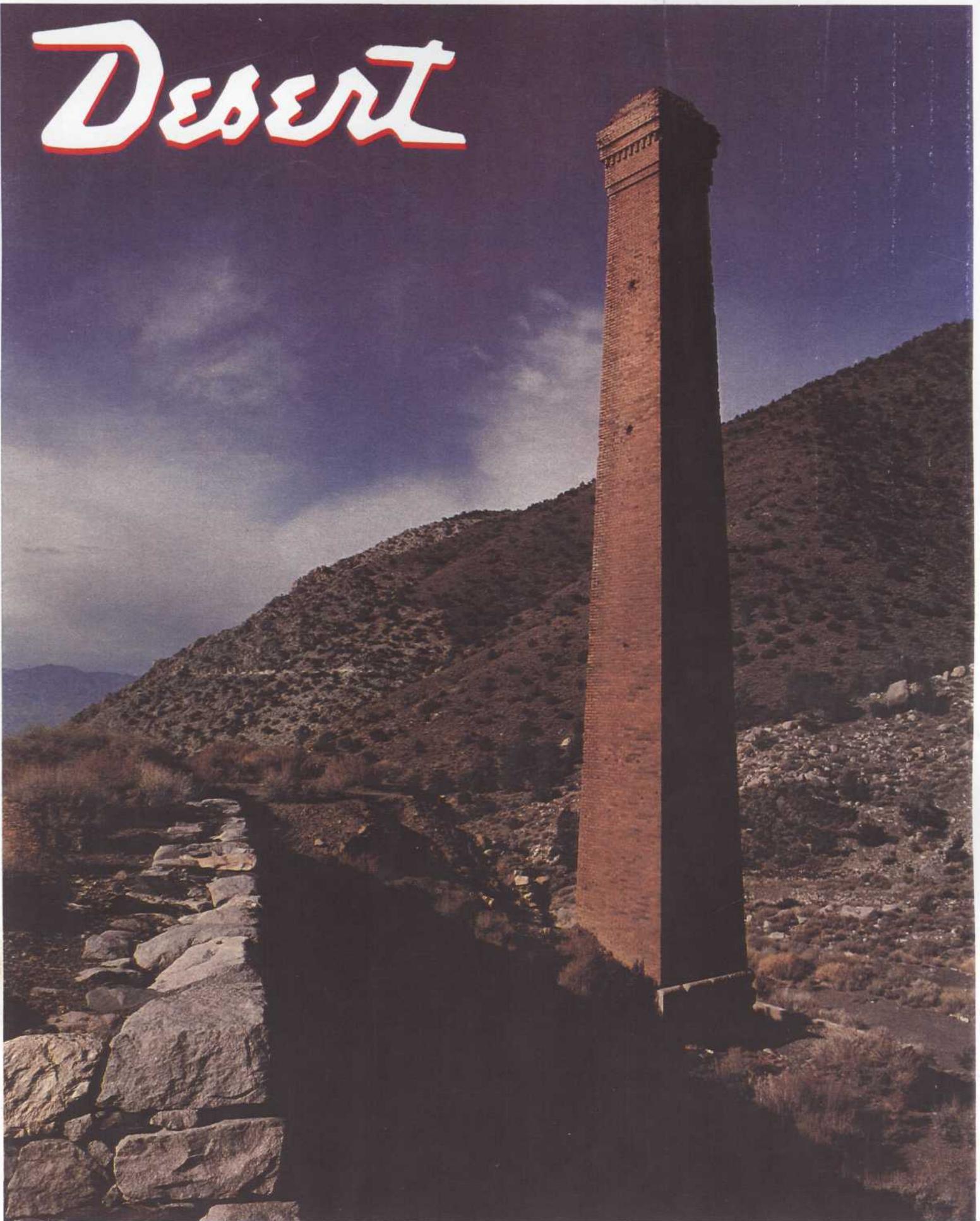


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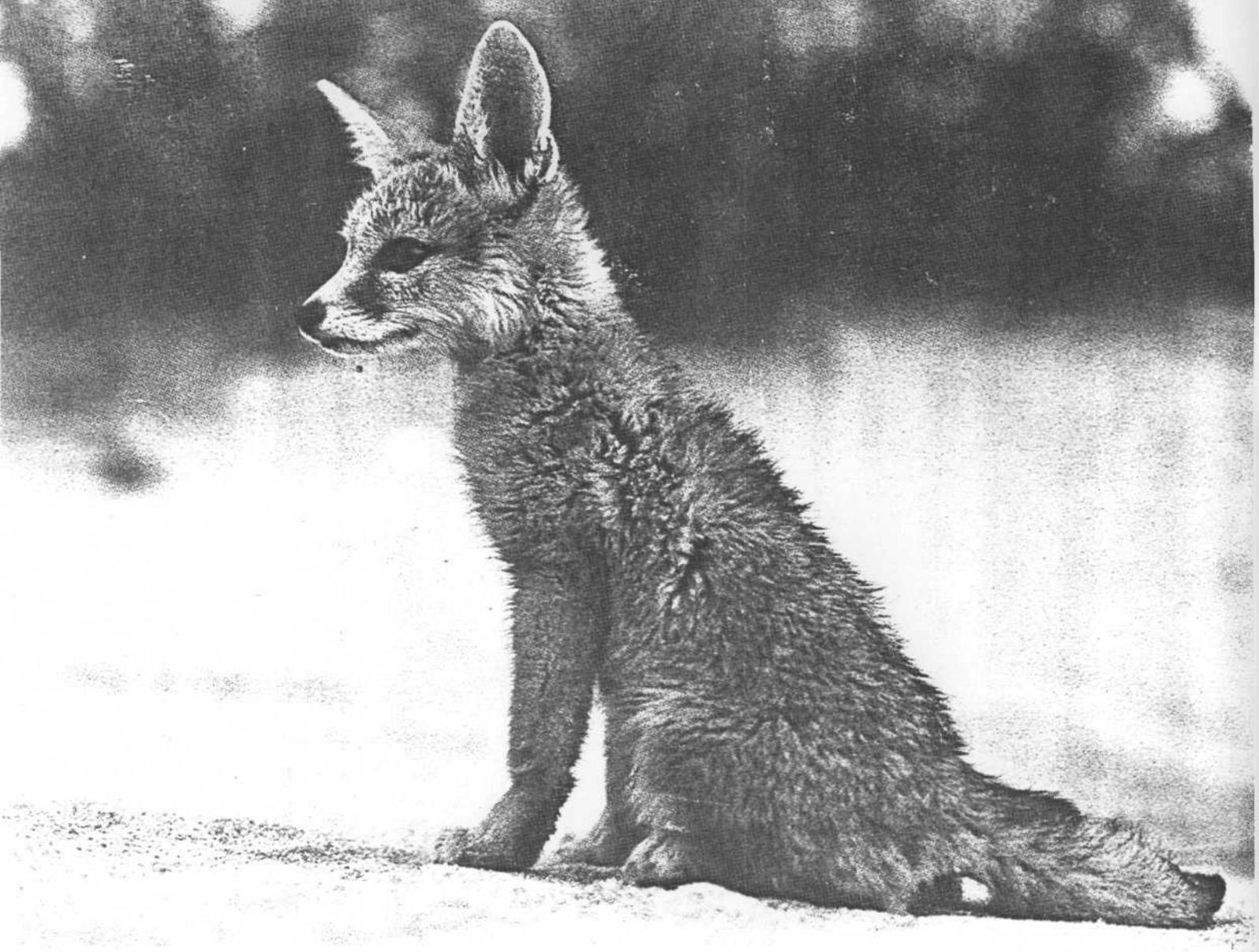


Photo by George Service

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Death Valley Scotty

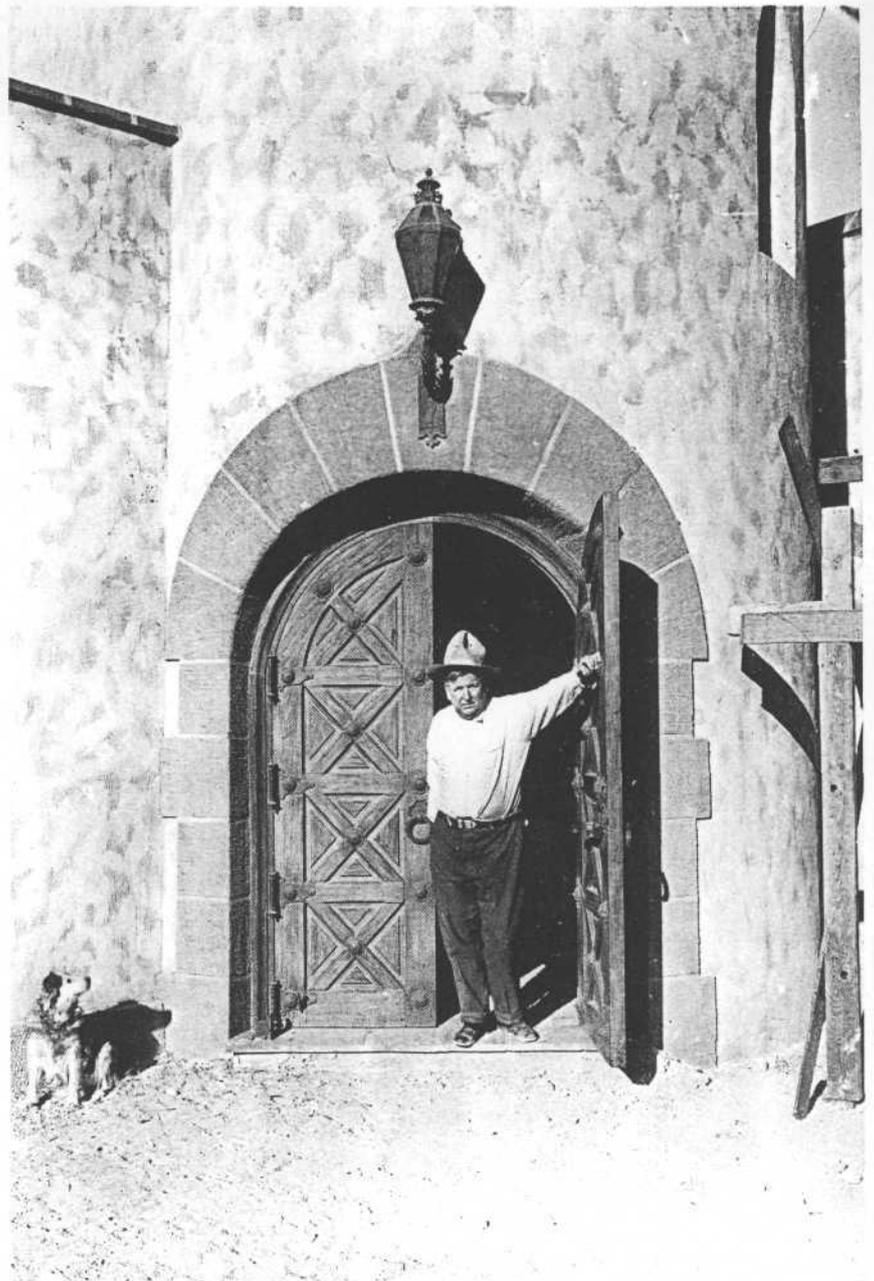
Few men become legends in their own time - Walter Scott did. Newspapers gave him the nickname of Death Valley Scotty and heralded his exploits in headlines all over the world. He was good copy as they said. His name sold papers. He was the envy of most men because he did the things that they only dreamed about doing.

Scotty was many things; prospector, horseman, adventurer, storyteller, and dreamer. In fact, at times it was difficult to know where the truth ended and fantasy started, which is exactly the way Scotty wanted it.

Death Valley was Scotty's kingdom. He lived as a recluse, prospected at his will, and created a myth about a secret gold mine, the location of which was only known to him and his mule. And neither ever told.

Newspapers spread their first headlines about Scotty in June 1905. Flashing one of his famous rolls of currency, Scotty ordered a special train from the Atcheson, Topeka, and Santa Fe Railroad. He had to get back east in a hurry. With it, he broke the travel time record between Los Angeles and Chicago. His ticket cost \$5500.00.

Prospecting always had its ups and downs, mining its bonanzas and borascas. In early 1900, prospecting had let Scotty down and he was looking for a grubstake. He remembered Julian Gerard, then a vice president of the Knickerbocker Trust



Scotty standing at one of the Castle's Doorways

Company, whom he had met while working for Buffalo Bill's Wild West Show. Gerard agreed to the grubstake, but he insisted upon Scotty signing a written contract that would give each of them a 50=50 claim to any mine that was discovered as a result of the grubstake. Scotty agreed. He would have signed anything to get his hands on money once again.

For the next three years, Scotty claimed to have prospected in Death Valley. He ran the grubstake up to nearly \$10,000.00 before finally notifying Gerard that he was unsuccessful.

In later years, when Scotty had mysteriously (his usual way) come into money, he again visited Gerard and offered to repay the grubstake.

Gerard refused the offer. He contended that he took a chance on a gold mine and no mine made both of them losers. However, Gerard had a natural curiosity as to how Scotty had come into his apparent wealth. Over the next 40 years, Gerard spent more than \$100,000.00 having Scotty followed and investigated, all to no avail. In 1941, he sued Scotty in court, but lost his case when he failed to produce evidence that Scotty actually had a mine.

Albert Johnson was another whose life crossed paths with Scotty. Johnson was the victim of a train accident which left him suffering much pain and with a partial paralysis. At Scotty's urging, Johnson came to Death Valley. Scotty assured him he would regain his lost health.

One of the few existing photographs of Mr. and Mrs. Albert Johnson and Scotty was taken at the Castle during early 1940.

The sun and dry climate worked their miracles. Johnson became a new person. Together, they traveled over the hills, into the valleys, and across the hot desert sands of Death Valley. They shared many a serious thought, and had many good laughs over their campfires. It was around one of their campfires that Scotty revealed to Johnson his dream—to build a castle, a real castle, in the desert that was his world.



Photo Courtesy Nevada Historical Society.

Scotty's whims had always been a source of amusement to Johnson, so why not this one? If his friend wanted to build a castle in the middle of Death Valley, then they would build one. He told Scotty to find someone to draw up plans for a castle, and they would build it here, in the desert they both so loved.

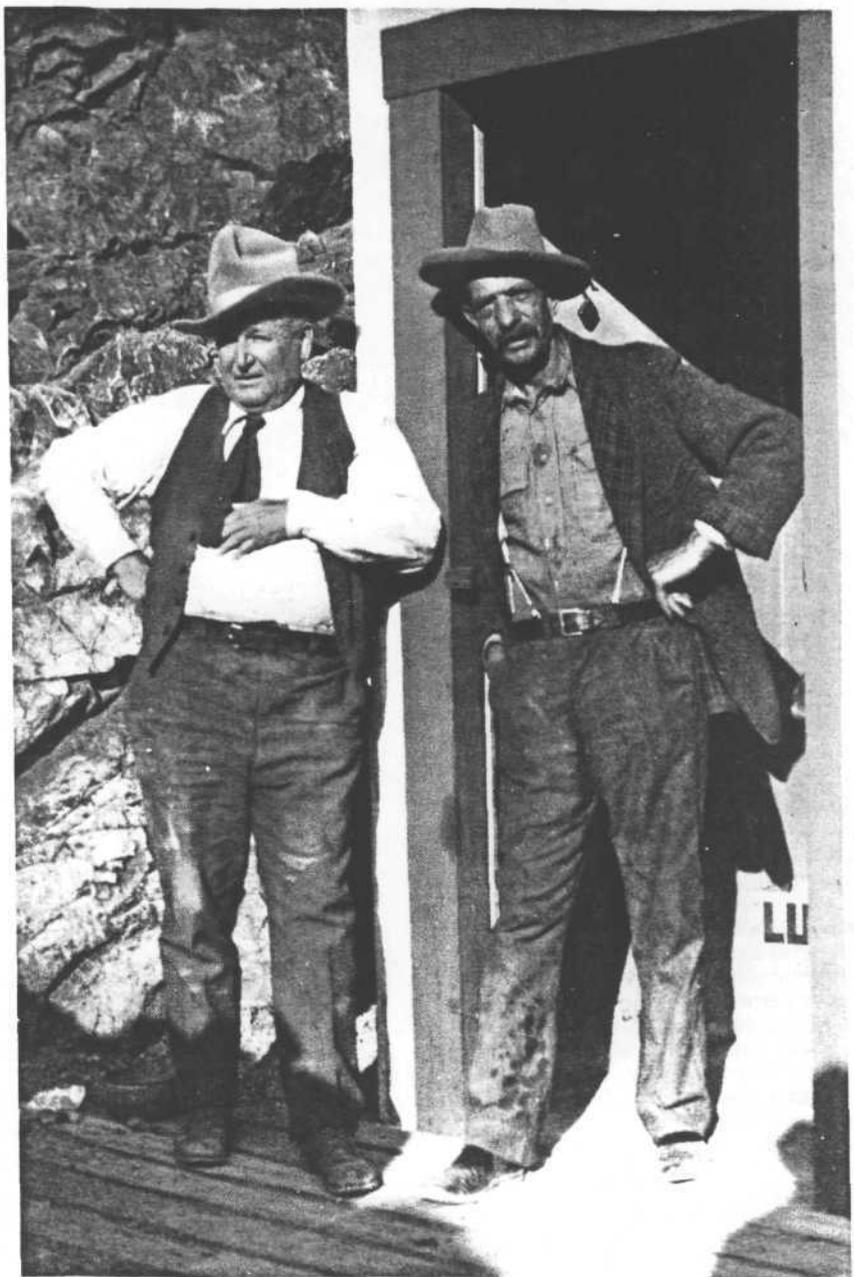
Grapevine Canyon was selected as the spot for the castle. There was ample water, natural weather protection, and Scotty had his cabin here.

C. A. MacNeillede was selected to draw the plans. His sketch showed the approach to the castle over a moat spanned by an arched bridge for foot traffic. Arches and windows were cut deep into the thick cement walls. Hand hewn beams, combined with ornate wrought iron created artistic gates and doorways. Three towers reached skyward above the buildings.

A honeycomb of underground passageways linked together the buildings on the outer perimeter with the main house. When a curious tourist would question Scotty about the purpose of the tunnels, his stock reply was, "Just in case of rain, we can keep dry."

One passageway follows along the side of the moat, or swimming pool, as Scotty called it. Windows were inserted to allow one to view through the world of water, where sun reflected its rays against the colorful tiles.

After five years of detailing the plans, architect MacNeillede and his engineer, Roy Thompson, began their work on the project in 1923. However, a castle does not rise in the hills of Death Valley without problems. They were numerous and their solutions took ingenuity and patience. Two of the greatest problems were transportation of materials and working crews.



Scotty and Adrian Egbert at Egbert's Cabin



Scotty In Front of his Cabin

To keep work progressing, Scotty claimed he had one crew working, one leaving, and another being hired. Transporting materials to this remote spot was another problem. Every stick of wood and sack of cement had to be hauled in from the railroad. The end of the rail line was Bonnie Clair, Nevada, some 50 miles away. From this point, teams and wagons labored with their loads over rough, hot, and dusty roads. In some instances, materials were brought by burro from Barstow, 180 miles distant.

When news came that the railroad was being abandoned and the tracks would be torn up, Scotty ordered 18 carloads of sack cement and enough lumber to finish the job. These materials were stored in the on-site warehouse until needed. Then, Scotty and Johnson purchased the railroad ties from the abandoned line and had them hauled and stored in Grapevine Canyon. This supply of wood would provide winter warmth and cheer to the castle's 18 fireplaces. The crackling fire was for atmosphere and visual comfort, as the castle has a very elaborate heating system built into it.

Furnishings for the castle were purchased, for the most part, in Europe. In some instances, artisans were brought directly to the castle, where they did their work on the premises. Furniture ordered for the castle reflects a classic period, combining durability and comfort in a unique manner. Colors and texture of the surrounding desert seem to flow through the walls and into each room.

Spanish red tiles pave the floors and corridors. They are overlain with hand woven rugs that were shipped from the Spanish islands of Majorca. Draperies are of soft, tooled leather which from a distance resemble a very fine brocade. Hand embroidery is displayed in wall hangings, tapestry and bed spreads. Throughout the castle, the doors are fashioned of wood panels, and each opens and closes with the use of a wrought iron thumb latch, thus keeping the medieval tradition.

The music room is decorated in the style of Spanish Gothic, and resembles a chapel. Its ceiling is paneled with heavy wood beams, and from it are

suspended magnificent chandeliers. Windows are draped in heavy red velvet. Two grand pianos and a pipe organ are available. The organ may be operated either manually or electrically.

The castle had its inception before Death Valley had a tourist season. But when tourists found travel to this remote area was possible, they wanted to see the famed castle. Probably every paper in the country had written about it, so its fame spread wide and far. Eight miles of fencing surrounded the site, but this did not stop them. Roy Thompson, the construction engineer, once remarked that people thought we are running a side show here--90 people arrived here last Sunday to see what is going on.

Work continued on the castle until 1931. At that time, about 80% of the planned construction was finished. Much of the material that was stockpiled is now stored in the passageways under the castle. Included among the materials are the 15,000 turquoise tiles that were to have been used on the swimming pool.



Scotty's Castle in Grapevine Canyon

Tours were finally organized to allow the public to visit the castle, and a few rooms were made available for overnight stays from about 1941. Even so, Johnson and Scotty maintained the castle as a home base for many years.

Death separated the Johnson-Scott partnership in 1948 when Albert Johnson died. Scotty passed away in 1954 at the age of 81. At the time of Johnson's death, as planned, the castle

was turned over to the Gospel Foundation of California and tours of the castle and grounds were conducted under their guidance. Scotty was allowed to remain at the castle.

In August of 1970, the National Park Service purchased the famed castle for \$850,000.00. The purchase included 1,620 acres that surround the castle, plus all the properties that were held by the Johnson-Scott partnership.

Scotty lies at rest on a hilltop above his famed castle. Below him spreads his dream, cast in cement forms--a monument that will keep alive for generations to come the legend that was Death Valley Scotty. Lost, probably forever, is the one secret Scotty never revealed-- Did Scotty have a secret gold mine, and if so, where in this valley he so loved is it hidden?? Truly a living legend for you to ponder -- as Scotty meant it to be.

DEATH VALLEY'S GHOST TOWNS AND CAMPS

By DW Grantham

Death Valley is a land of contrasts - stark beauty and terror, extreme heat and cold, worthless hills of rock and vastly valuable mineral deposits. Since its discovery by white men in the 1850 era, Death Valley, although relatively quiet today, has been the scene of much mining activity and exploration. The valuable resources discovered in the Valley are many -- gold, silver, and borax to name a few. The area has been the location for numerous centers of human habitation, most totally abandoned today. Many of these camps, towns, or stations can be visited today by the devoted Desert explorer. Listed on the following pages are some of the more important settlements in the greater Death Valley area. Happy exploring.

ACME

A siding on the former Tonopah and Tidewater Railroad in the Amargosa River Canyon, north of Dumont Dunes and south of China Ranch. The name is Greek for highest point, leading one to conclude this was the summit on the railroad grade. Little remains.

AMARGOSA

(1) A station on the Las Vegas and Tonopah Railroad in Nye County, Nevada, both station and railroad abandoned. (2) The name used by the Post Office Department for Death Valley Junction from 1962 to 1968. (3) A town in Nye County, Nevada, formerly known as Lathrop Wells. (still active) The name is Spanish in origin, referring to the bitter taste of the water due to high alkalinity.

AMARGOSA BORAX WORKS

An abandoned borax mining and processing camp located 8 miles south of Shoshone near Highway 127.

ARGUS (Inyo County)

A mining town located in Argus Canyon, some thirty miles south of Darwin. Was active until 1899. Site is NOT at the present day town of Argus, San Bernardino County.

ASHFORD MILL

Site of an abandoned mill, just North of Highway 178, 26.5 miles west of Shoshone. Was a processing center for ore from the Ashford Mine, located some six miles northeast. Some ruins remain.

ASH MEADOWS

A former settlement and area east of Death Valley Junction in Nevada. Named for the Ash trees growing there. Ralph Fairbanks had a ranch north of there. Modern improvements are situated in the area now. Was also called Ash Plain.

AVAWATZ

A former mining settlement in the Avawatz Mountains, 18 miles northwest of OLD Silver Lake. Active until around 1910. Site is located within the boundaries of Fort Irwin and access is restricted. Name is Shoshonean for 'White Sheep', referring to the desert bighorn sheep.

BALLARAT

A ghost mining supply camp located in the Panamint Mountain Range, 28 miles northeast of Trona. Was home to

such desert personalities as Seldom Seen Slim, Shorty Harris, and Chris Wicht. Town was named after a gold mining community in Victoria, Australia. Some attractive ruins remain, but are rapidly disappearing. Town was at its peak of activity from 1897 to 1917.

BEVERIDGE

A long abandoned mining camp in the Inyo Mountains 20 miles northeast of Lone Pine. Was a remote location that suffered from lack of a good source of transportation. Mines were active only a short time, mostly 1880 to 1882. Named for John Beveridge, one of the mine owners. Ruins remain as the remoteness has kept visitors away. Location is west of Saline Valley and east of the Owens Valley, almost on top of the Mountain range.

BULLFROG (NEVADA)

A small mining town in Nye County near Rhyolite. Was named by Shorty Harris who said the green color of the ore looked the same as the color of a bullfrog. Town was overshadowed by Rhyolite. Ruins remain. Located just north and west of Rhyolite.

CERRO GORDO

A ghost town in the Inyo Mountains 10 miles east of Keeler. Town is somewhat preserved and worth visiting. The name is Spanish for 'Fat Hill', so referred to because the location was 'fat' with silver ore. The riches from here helped to build the City of Los Angeles as much as did Comstock silver for San Francisco. Was home for Mortimer Belshaw, a mine owner and merchant. Nadeau was active in freighting for Cerro Gordo. It is estimated that over 20 million dollars in silver was produced



Ruins of Ballarat, 1949

here, at a time when silver sold for under a dollar an ounce. Town was active from 1860 to 1895, with periodic revivals. Ruins of a tramway built to transport ore from Cerro Gordo to the railhead at Keeler are still visible. Elevation of the townsite is almost 9000 feet above sea level.

CHLORIDE CITY

A ghost town with some remaining ruins. Was a short lived mining camp. Located 10 miles Southwest of Daylight Pass. Named for the chlorides present in the ore.

CONFIDENCE MILL

A former gold milling site located 12 miles southeast of Ashford Mill. Was used by miners around 1855.

COPPER CITY

A long abandoned mining and freighting camp located on the original road from Daggett to the Panamint Valley. Site is located on the Naval Weapons Center Mojave Range B and access is restricted.

COSO MINING CAMP

A small mining camp active in 1860 to 1862. Was located South of Darwin. Name is Indian for 'fire' or burnt. The area is volcanic in nature. The site of this silver camp is now restricted as it is within the boundaries of the Naval Weapons Center.

CRACKERJACK

Was a mining town in the Avawatz Mountains 3 miles Southwest of



U.S. Post Office, Darwin, Cal. 1968

Avawatz. Was active 1907 to 1908. Named for a mine located nearby. When the mine failed, the town moved to Avawatz.

DARWIN

A semi ghost town located 24 miles Southeast of Keeler. Named for Dr. Darwin French who discovered deposits of Silver and lead in the area. Town was founded in 1875, but the mining activity began around 1860. Access to Darwin is by paved road off Highway 190. Many ruins remain in

the area, however, numerous claims and mines are active, and some buildings are occupied.

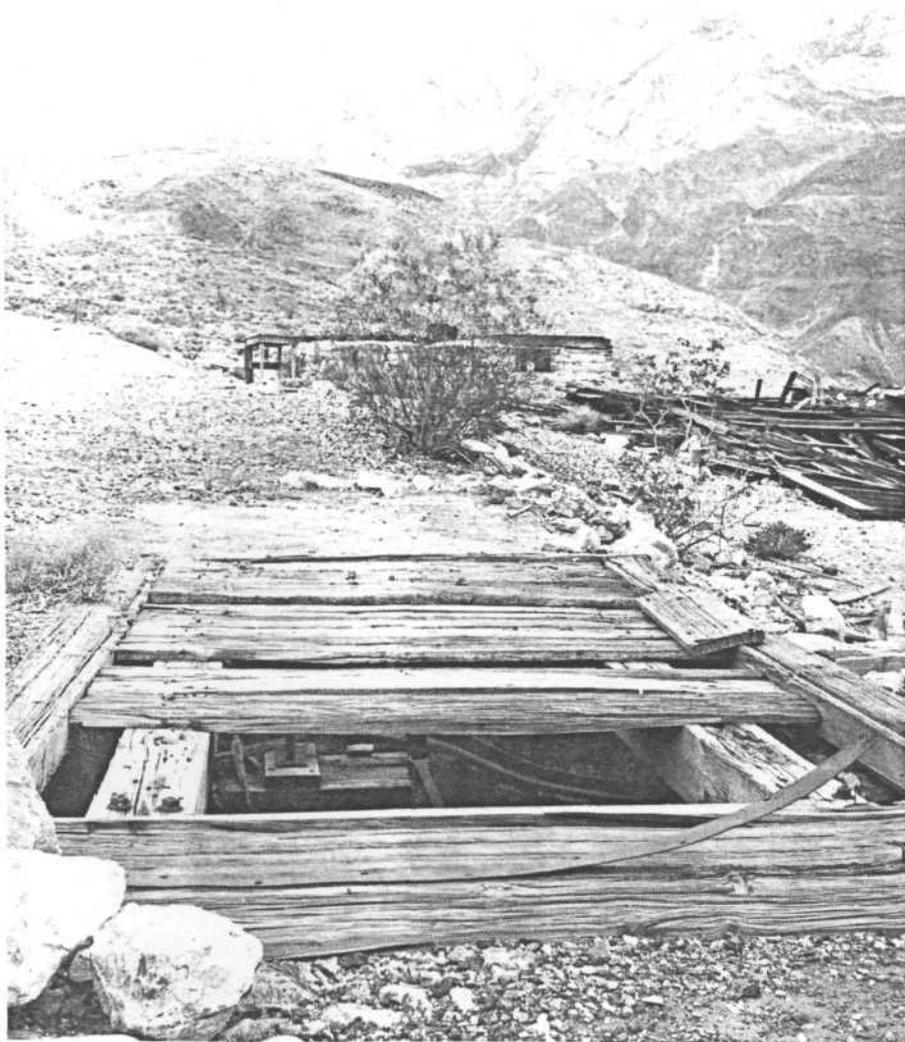
DEATH VALLEY

The original name for present day Death Valley Junction. Was a station on the Tonopah and Tidewater Railroad and Eastern terminus of the Death Valley Railroad. A major shipping point for the mines of the area. In the 1930's, the offices of the Tonopah and Tidewater Railroad were located here. The Post Office moved in

1961 to Furnace Creek Ranch without a change of name and established a new post office at the Junction with the name of Amargosa. The name was changed back to Death Valley Junction in 1968. The Amargosa Opera House located here is worth a visit. Site is 23 miles northwest of Shoshone. Both railroads are abandoned but their rights of way can be followed.

DEVAIR

The name applied to the station at the



Scale for weighing Ore Wagons,
Modock (Lookout), Cal.

west end of the Death Valley Railroad, presently called (new) Ryan. The mine site and buildings remain, but are private property. The name is a shortening of the railroad name, DEath VALley Railroad.

DUMONT

A former siding and station on the Tonopah and Tidewater Railroad located south of Acme and north of Valjean. Site is in ruin with not much remaining. Named for Harry Dumont, an officer of the Pacific Coast Borax Company.

EAGLE BORAX WORKS

A former borax processing plant located 20 road miles South of Furnace Creek Ranch. Was established in 1883 by C.C. Blanch, Isidore Daunet, Myron Harmon, and J.M. McDonald. Was economically unsuccessful, mostly due to transportation costs. Ruins remain, but are private.

EPSOM SALT WORKS

The former mining site and terminus of a Monorail transportation system located in Layton Canyon. Epsom salts were mined there and shipped to Wilmington, California for processing. No ruins remain.

Below: Noonday City now slumbers peacefully at the southern end of the Nopah Range. It was once a bustling camp when rich silver-lead ores were mined from the Gunsight, Noonday and War Eagle properties.





Ruins of the Skidoo Mill—North of the Townsite

EVELYN

A station location on the Tonopah and Tidewater Railroad south of Shoshone. Named for Evelyn K. Smith, wife of Francis Marion (Borax) Smith, president of the Pacific Coast Borax Company. No significant ruins remain.

FURNACE

A ghost mining town located about 5 miles northwest of Greenwater. Was a copper mining site. Name reflects on the intense heat of the area in summer.

FURNACE CREEK

A modern ranch and hotel site as well as location of Park Headquarters for Death Valley. Was formerly known as Coleman and Greenland Ranch. Named for an assay furnace built on the site in 1860. Post Office is named

Death Valley. First established by Texas Bennett (known as 'Bellerin Teck') and named Greenland because of the alfalfa fields grown there.

GOLD CENTER (NEVADA)

Northern terminus of the Tonopah and Tidewater Railroad for a period of time. Site is located Southwest of Beatty, Nevada. Was a railroad and shipping town.

GOLDVALLEY

A short lived mining camp at the head of Willow Creek in the Southern part of the Black Mountains. Was active 1908. Site is 25 miles Southwest of Greenwater. No ruins remain of the town. Locally known as the Willow Creek Post Office, but this does not agree with the official records.

GREENWATER

A copper mining town founded in

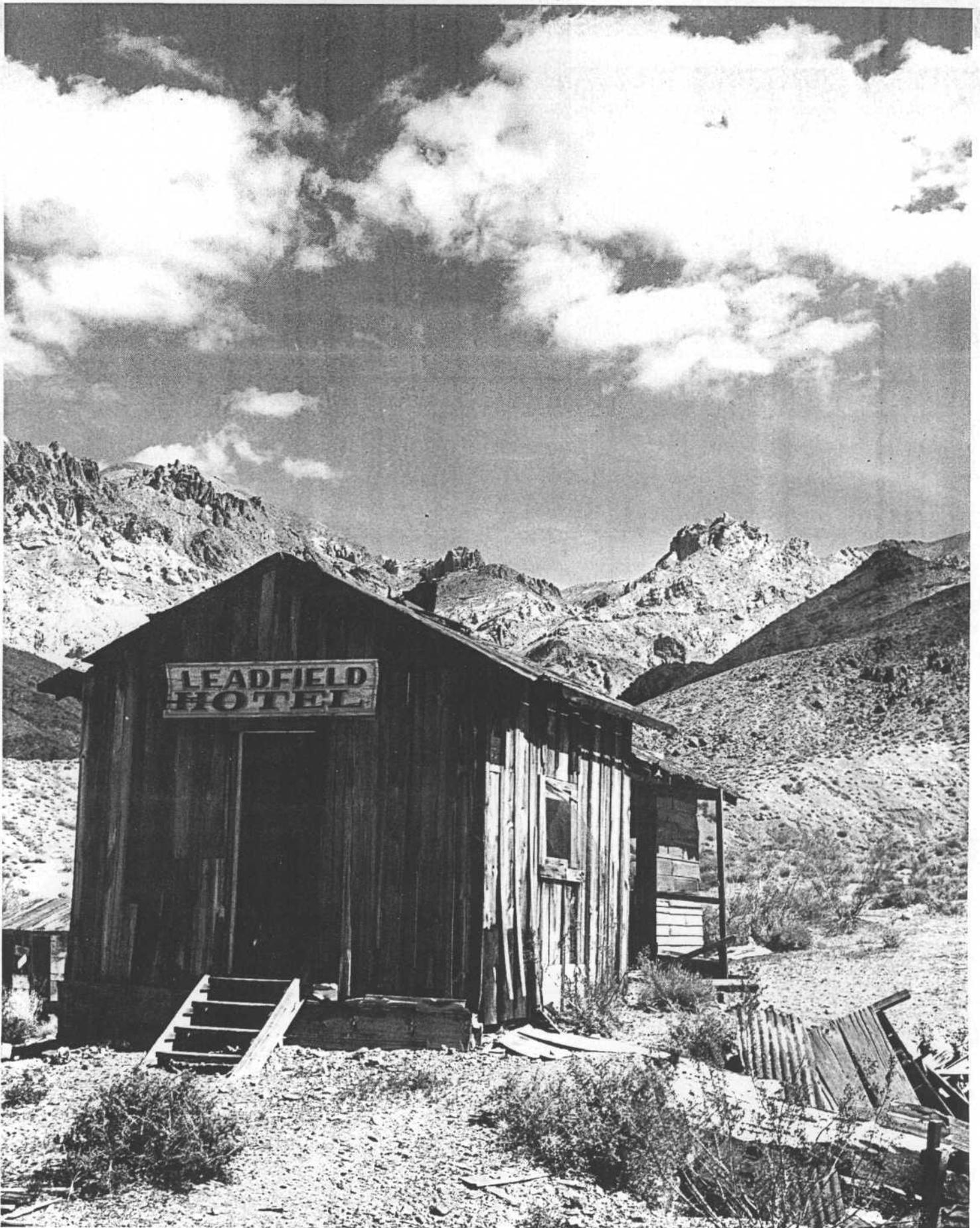
1906. At one time it had a population of 2000 and was known as the 'metropolis' of the desert. It had many stores, a post office, and newspaper. The name comes from the color of the water at the springs which had a greenish tinge. Site was formerly known as KUNZE after a local resident, Arthur Kunze. Town proved to be an economic failure along with the mines and was largely abandoned by 1908. Site is 5 miles Southeast of Furnace.

HARMONY BORAX WORKS

A former borax processing facility located 2 miles north of Furnace Creek. Was formerly known as Coleman Borax Works. Ruins remain.

HARRISBURG

A mining camp in the north part of the Panamint Range at the head of Emigrant Canyon. In 1906, Pete Aguerreberry and Shorty Harris



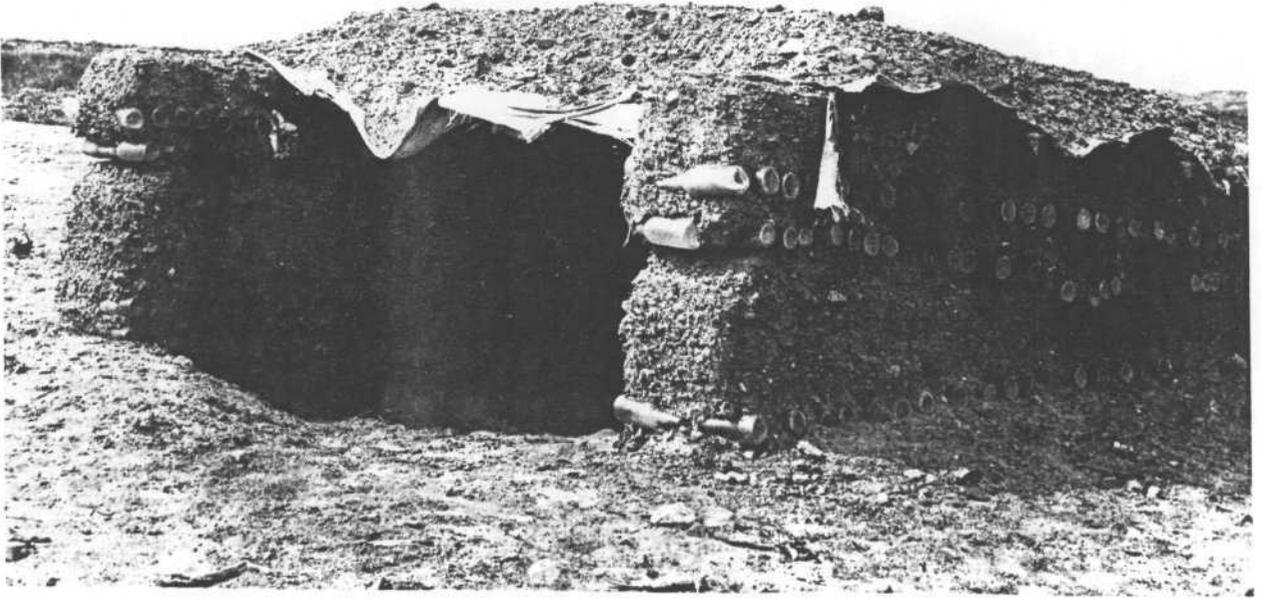
Old Building, Leadfield, Cal.



Above: Rare photo of Skidoo in 1907

Below: One of the attractive structures remaining at Modock

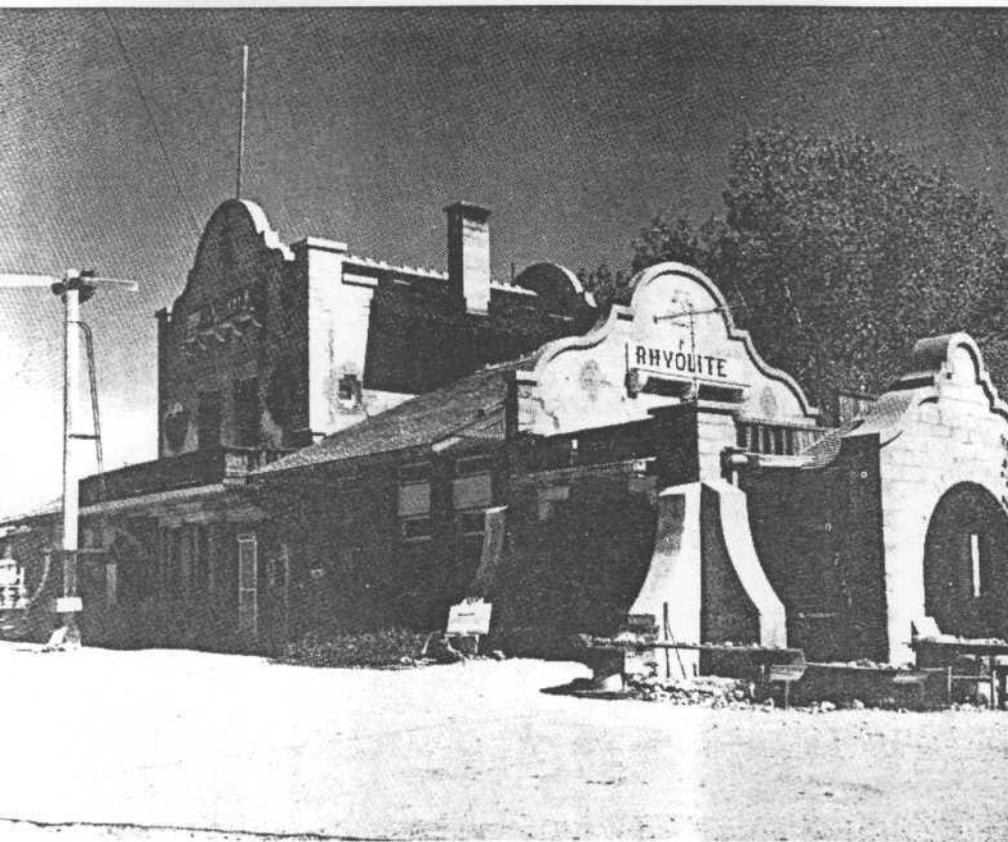




Ruins of a Dugout Bottlehouse near Stovepipe Wells, Cal.



Former Schoolhouse, Darwin, Cal.



The Las Vegas & Tonopah Railroad Station was, in 1908, hailed as the finest in Nevada. The building now houses a museum, momento shop and coffee shop.

KASSON

A short lived gold mining camp. Located 12 miles northwest of Tecopa. Camp was named after the developer of the mine. Was active in 1879. KEANE SPRINGS

Another short lived camp located 3 miles south of Chloride City. Was named for Jack Keane. Camp was occupied in 1906 to 1907.

KEANE WONDER

A mine and camp located on the west slope of the Funeral Mountains, eleven miles north of Furnace Creek Ranch. Named for Jack Keane who, along with Domingo Atcheson, discovered the mine in 1903. The wonder comes in as an expression of the nature of the mine--a wonder. Extensive ruins remain. Was active 1908 to 1914.

KINGSTON

A short lived mining community located Southeast of Tecopa in the Kingston Range. Named after a mail carrier who travelled between San Bernardino and Salt Lake City. Site located 5 miles southwest of Ripley, Nevada.

LEADFIELD

An abandoned mining community located in Titus Canyon near the Nevada state boundary. More money was made on stock promotions than mining. The town was promoted as a 'get rich quick' scheme by C.C. Julian. The name comes from the mineral deposits--lead--only they were too low grade. Julian even had a special train operated over the Tonopah and Tidewater to bring in unsuspecting investors. Town was active in 1925 to 1926. Site has some attractive ruins. Site is 14 miles off Highway 58, six miles west of Beatty. The road through Titus Canyon is restricted to one way traffic.

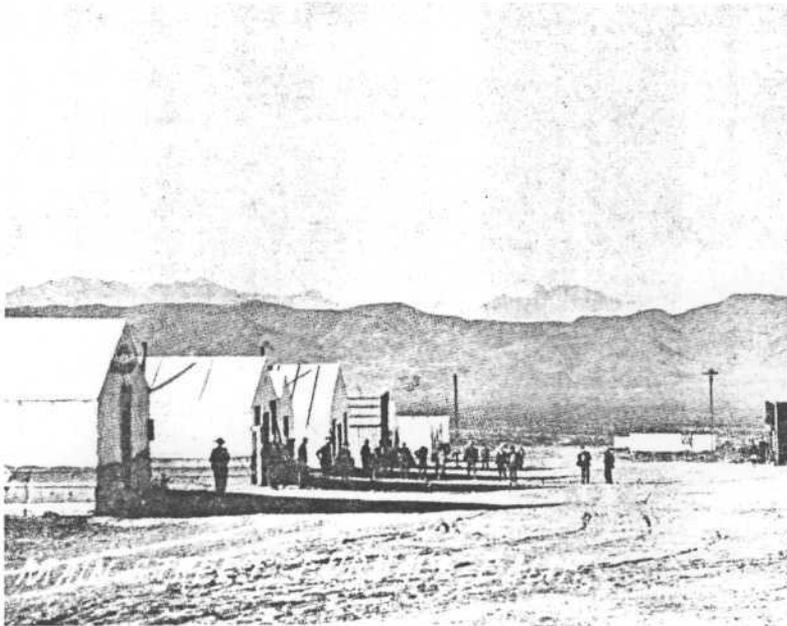
LEE

A gold mining camp located by one of the members of the Lee Family. Located on the eastern side of the Funeral Mountains, just inside the California Boundary. The community was active from 1905 to 1912. Site is located about 14 miles Southwest of Beatty. The Lee family were a group of brothers and their families who lived in the area. They are remembered for their names which were unusual--Philander, Meander, etc.

LEELAND (NEVADA)

A ghost camp and station along the Tonopah and Tidewater Railroad north of Scranton. Named for one of the members of the Lee family. Site is 9 miles northeast of Scranton.

Furnace, the camp of the Furnace Creek Copper Company, whose principal backer was "Patsy" Clark. In early 1907 the one-year-old town consisted chiefly of tent buildings.



discovered the site while on their way to Darwin. The camp was almost called Harrisberry after the founders. This discovery resulted in the establishment of Skidoo as prospectors searched the area for more paying ore.

HOVECK

A mining camp located about 8 miles north of Harrisburg. Was named for Matt Hovic, who was a vice president of the Skidoo Township and Mining Company. Site was discovered by

Hovic, Harry Ramsey, and Bob Montgomery. Was almost named Ramsey No. 2 after Harry Ramsey. On February 9, 1907, the town changed its name to Skidoo. This name came from the use of slang words of the day. The water for the camp came by pipeline from Telescope Peak, 23 miles away. In the vernacular of that time, 23 meant skidoo and that meant 'scram'--get out of here quick. Ruins remain. Site is located about 70 miles north of Trona, off the road through Emigrant Canyon.



Harmony Borax Works. Picture taken 1952

MILLSPAUGH

A long abandoned mining town located in the Argus Mountains, 20 miles southeast of Darwin and 20 miles west of Ballarat. Named for the postmaster, Almon N. Millspaugh. Town was active from about 1900 to 1910. Access to site is restricted as it is within the boundaries of the Naval Weapons Center.

MODOCK

This former mining community is located high up on the mountain about 14 miles west of Wildrose Station. Some very attractive ruins remain. Town was locally called Lookout. Named after the Modock Mine, which was once owned by George Hearst. The name lookout comes from the view--one can look out from the site and see across the Panamint Valley for many miles.

MONTE BLANCO

A deposit of colemanite (borax) located in Furnace Creek Wash that was discovered by Philander Lee and 2 others. Name is Spanish for white mountain, which was how the mineral deposit appeared.



Beehive Charcoal Kilns in Wildrose Canyon

NOONDAY CITY

The name applied to a settlement and group of mines located east of Tecopa. Named for the Noonday Mine. Was the settlement for the Noonday and Gunsight mines. Served by the Tecopa Railroad (abandoned). Numerous ruins and buildings remain, many of them still in use. Some are idle, but not abandoned. Talc mining is present in the area.

PANAMINT (CITY)

A 'boom' silver camp which was active from early 1873 until November 1877, and on and off again active until 1895. Located at the head of Surprise Canyon, south of Telescope Peak, in the Panamint Mountains. The large smokestack still standing has defied the ravages of time. Some other ruins remain in an attractive setting. Site located 12 miles northeast of Ballarat.

PANAMINT SPRINGS

A modern (1938) tourist resort located 20 miles northeast of Darwin, on Highway 190.

REILLY

A short lived mining camp located 30 miles southeast of Darwin in the Argus Range. Was active in 1883. Site now in Naval Weapons Center.

RENOVILLE

A small camp located on the present day Baker-Death Valley Highway (127) 22 miles north of Baker and 4 miles west of Valjean. Only a few ruins remain.

RESTING SPRING

Once the location of a ten stamp mill that was abandoned in 1882 due to a lack of fuel. Was previously known as ARCHILETTE and named Hernandez Spring by Fremont in 1844. Once owned by Philander Lee who had a ranch there. Was a stopping place for wagons on the way to Salt Lake City.

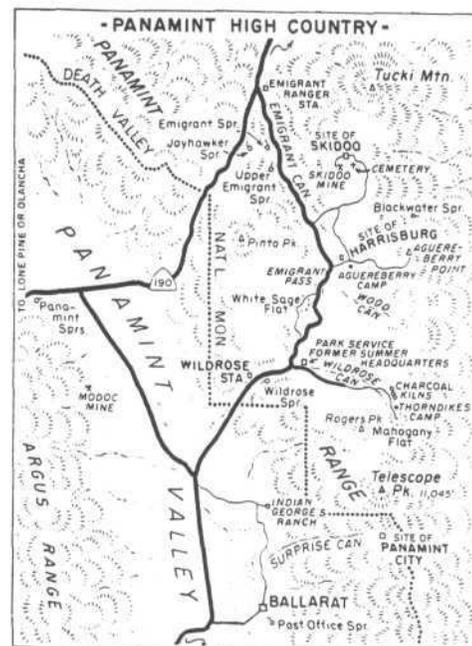
RIGGS

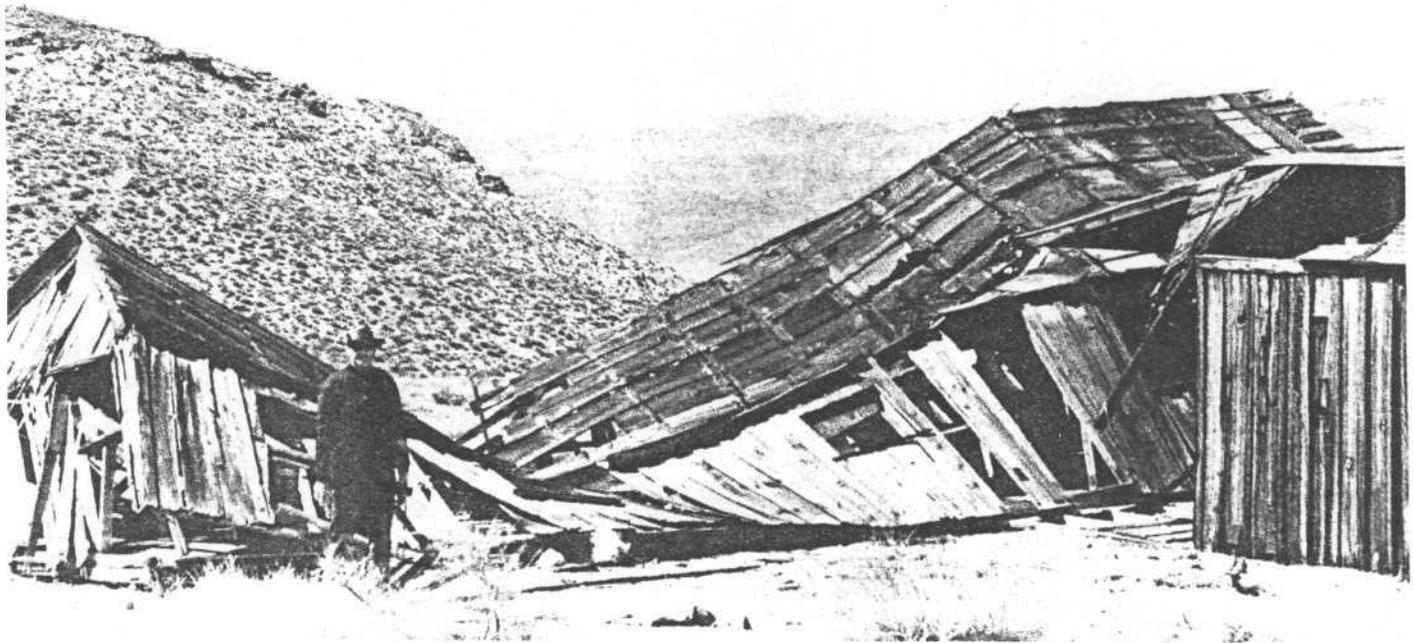
A former station on the Tonopah and Tidewater Railroad on the west side of the Silurian Hills, 8 miles north of Silver Lake and 3 miles east by road. Named for Frank Riggs, owner of a silver mine located 2 miles east of the railroad. Some (few) ruins remain.

RHYOLITE (NEVADA)

A former large mining camp, railroad town, and supply center for the Bullfrog District, Death Valley, and surrounding area. Site is 4 miles northwest of Beatty. Many ruins remain, but town is private property. Was served by three railroads--Tonopah and Tidewater,

Bullfrog and Goldfield, and Las Vegas and Tonopah--all abandoned. Named for the rock common to the area, a kind of lava.





Fallen Building at Chloride City

RYAN

(1) Old Ryan - A borax mining town located at the Lila C Mine, 17 miles east of Greenwater and 41 miles north of Tecopa. Old Ryan was abandoned in 1914 and the buildings moved to new Ryan. (2) New Ryan - Also a borax mining town, located 20 miles west of Death Valley Junction. Saved by the Death Valley Railroad. The mine had its own 'baby gauge' battery powered electric railroad that gained fame years ago for its tourist excursions through the mine. New Ryan closed down by 1930. Many buildings remain and are private property.

Ryan was named for John Ryan, manager of the borax mines for the Pacific Coast Borax Company.

SALINE VALLEY

A deep valley east of the Inyo Mountains. Was the site for salt mining. Ruins of the salt works and tram remain. Numerous mines are located in the surrounding mountains. Located about 22 road miles north of Highway 190, at a point, six miles west of the Father Crowley Monument.

SCHWAB

A short lived mining camp at the upper end of Echo Canyon, 7 miles north of Travertine Springs. Named for Charles Schwab, a promoter and capitalist of the area. The stock sale promotion failed, so did the town and mines. Was active in 1907. Some ruins remain.

SCRANTON

A siding on the former Tonopah and Tidewater Railroad east of the Funeral Mountains and 11 miles northeast of Death Valley Junction. Said to be named after a group of investors who finance a water company to supply the town of Greenwater. They were from Scranton, Pennsylvania.

SHOSHONE

A town and former station of the Tonopah and Tidewater Railroad located 23 miles south of Death Valley Junction and 11 miles north of Tecopa. Was a trading center for the area. Named after the local Indian tribe. Ralph (Dad) Fairbanks was an active merchant here for a time. This is still an active community, although there are some interesting ruins in the area.

SILVERLAKE

There are 2 sites. Silver Lake was a railroad station and supply center for the area. The original site was flooded and so the town was moved to the east side of the usually dry lake. The name comes from the color of the lake. Some ruins remain.

SLATERANGE

A short lived silver mining camp located about 30 miles northeast of Searles. Was active for only a year or two, 1900 to 1901. Camp was named for the mountain range of its location, Slate Range.

SPERRY

A siding on the Tonopah and Tidewater Railroad in the Amargosa River Canyon. Named for Grace Sperry, a friend of Borax Smith's wife Evelyn E. Smith.

TECOPA

A town and former railroad station; 10 miles south of Shoshone on the Amargosa River. Was served by the Tonopah and Tidewater Railroad and Tecopa Railroad. Is still an active community. Numerous mines are in the area, some active. Named for a chieftan of the Piante tribe, TECOPET or TECOPAH.

VALJEAN

A station on the Tonopah and Tidewater Railroad; about 4 miles north of Riggs. Some ruins remain in the area. Named for Eugene Valjean, a construction engineer for the railroad.

WILDROSE STATION

A resting place and trading center for the area. Named for the wild rose that grew in the area. Located about 15 miles north of Ballarat.

ZABRISKIE

A former station on the Tonopah and Tidewater Railroad, 41 miles north of Silver Lake. Named for Christian Brevoort Zabriskie, an official of the Pacific Coast Borax Company. Ralph Fairbanks and his wife once operated the restaurant here. Town was active until about 1920. Few runs remain.

A DEATH VALLEY SIDETRIP - THE WESTSIDE ROAD

By Desert Staff

Once Death Valley captures the visitor in its magic spell, a winter vacation is not complete unless a few days are spent within its friendly embrace. Winter storms may race across the Mojave Desert plummeting temperatures to well below freezing. But Death Valley, wrapped in a blanket of mountains, will be a haven of warmth and magnificence.

It is easy to return to familiar places; the campground you have always enjoyed, the pleasant evening programs at Monument Headquarters and exciting trips to the many spectacular points of interest. This year, why not try something different? Leave the crowds and paved roads behind and "amble down the westside of Death Valley." Though lesser known and seldom used, the Westside Road will bring you to an intimacy with Death Valley not possible along the more well-traveled routes.

It is not paved with asphalt nor elevated above the Valley floor. Instead, the Westside Road wanders across a salt-encrusted playa, rubs elbows with large stands of mesquite, passes briefly to pay homage at the graves of two, beloved early-day residents, then brings the traveler to a campsite at one of the largest springs on the Great Mojave Desert. There is more, much more, to be seen traveling the westside.

Even though well-graded and safe for stock cars and trailers, it is not a road for fast travel. This is as it should be, since too much is missed during "flying low" trips. Pick up any necessary supplies at Furnace Creek Ranch (groceries-ice-butane available). Gas up your "wheels" and explore with us this 70-mile segment of southern Death Valley.

Seven miles south of Monument Headquarters, the Westside Road leads southwesterly across the Devil's Golf Course--actually the bed of prehistoric Lake Manley and the sink of the Amargosa River. During the end of the Ice Age, a 100-mile body of water occupied the floor of Death Valley. When the glaciers began to recede the climate became warmer and drier. The mighty Sierra Nevada Range formed a barrier for moisture-laden Pacific storms and Lake Manley began to dry up.

Salts in the water were slowly precipitated--eventually accumulating to a depth of 1,200 feet. Geological forces tilted the salt beds and erosion began. Violent thunderstorms and tumultuous winds have carved the deposits into sharp, needle-like spires and ridges--almost impenetrable by man or animals.



Graves of Jim Dayton & Shorty Harris

The Devil's Golf Course now enjoys a claim to fame, since a recent survey determined the lowest point in the United States (-282 feet below sea level) to be within its southern terminus. Badwater's long reign as the "basement of the U.S." is over.

Here, in the bottom land of our country, the eyes must raise upward and wide angle lens are needed to absorb the vast panorama. Across the valley floor, the fortress-like walls of the Black Mountains and the Greenwater Range form a natural barrier to Nevada. Immediately alongside, the sunburnt slopes of the majestic Panamints rise skyward to an ultimate height of over 11,000 feet at Telescope Peak. This is a giant land and we are mere specks of movement as we wander southward.

Trail Canyon Road greets us at the edge of the Devil's Golf Course. It is one of the many back-country routes into the colorful canyons and exciting drives in the Panamints. Four-wheel-drive is generally advisable. Exploring these recesses must wait for another time as our journey continues to Tule Springs.

Lying just off the road in a thicket of mesquite, Tule Spring provides sustaining moisture for the birds and animals in this corner of Death Valley. Burro trails lead in from several directions and they are often heard, though they try not to be seen.

Park awhile and view the wide expanse. Imagine what it must have seemed like to the men and women in the Bennett-Arcane party when they camped here in 1849. Lost and short of rations, after following a so-called shortcut to the California goldfields, they elected to remain at Tule Spring while William Manley and John Rogers set out on foot to obtain help in Los Angeles.

Their historic journey and subsequent return has been chronicled many times. However, the impact of their feat is readily felt as you see the vast, unexplored terrain over which they journeyed on foot. One of the '49ers described the Valley as "The Creator's dumping place where He had left the worthless dregs after making the world a little." It is understandable that, to the first white people to cross the deep rift, it seemed to be a Valley of Death.

Three miles beyond Tule Springs lie the graves of Jim Dayton and Shorty Harris--two men who shared the common bond of "loving this desert valley." Most desert enthusiasts have heard about prospector Shorty Harris whose life story has been told by many writers (Desert, Nov. 1971).



This area of crusted alkali is aptly named the Devil's Golf Course.

However, "Who was Jim Dayton?" is often asked.

Jim's early days in Death Valley were spent as a swamper on a borax wagon. His claim to fame stemmed from being the first to drive a 20-mule team wagon. He later became the foreman of the Greenland Ranch (now Furnace Creek). Under his direction the ranch developed into a flourishing oasis of large alfalfa fields, pastures for livestock and a provider of fresh food for the Harmony Borax Company crews.

When the borax mine closed down, the ranch operations were curtailed to alfalfa production with Jim apparently handling the chores alone.

History has two versions of Jim's last journey to the "outside." One story has him leaving the Valley permanently, the other states he was

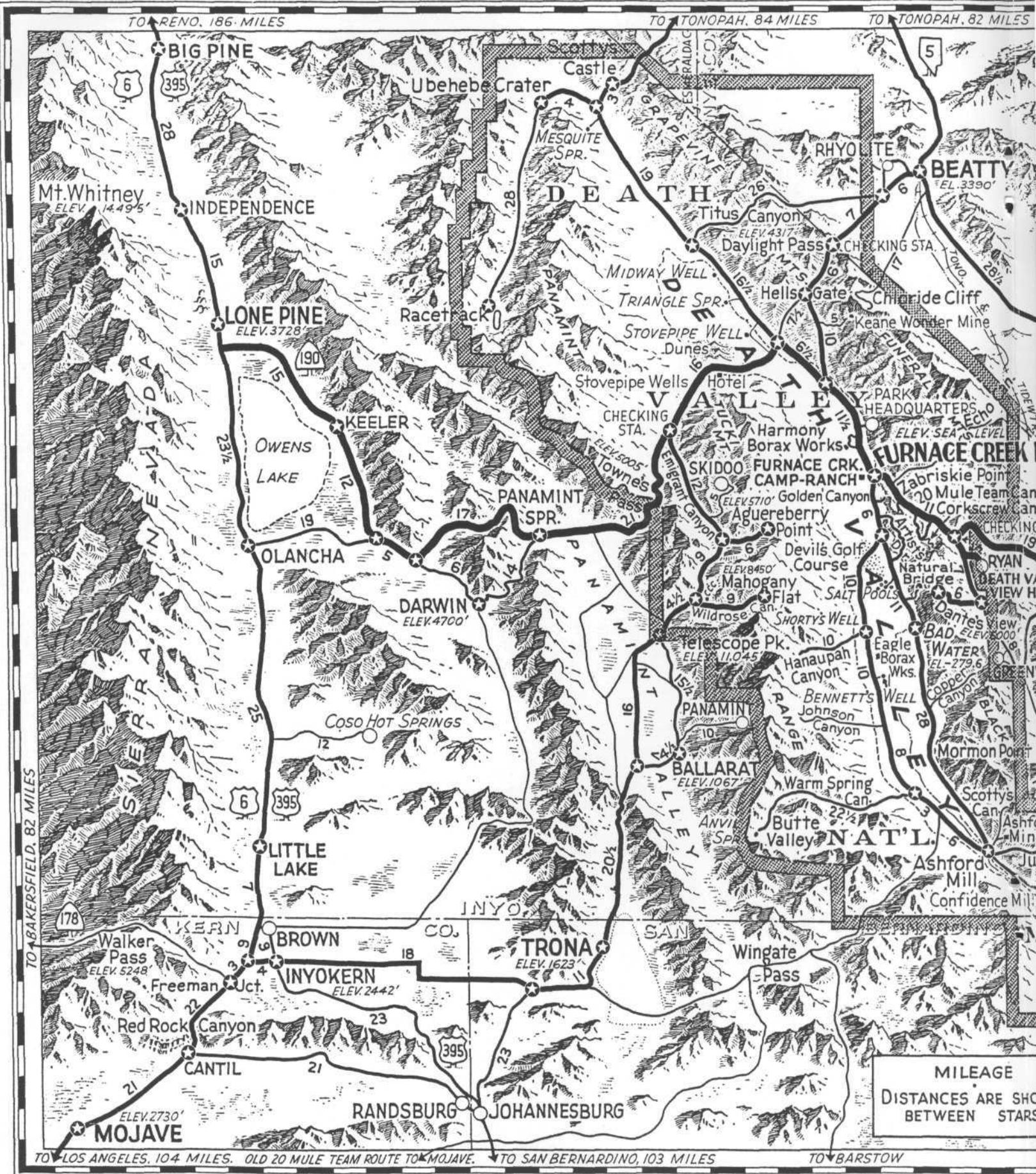
going out for supplies. Whichever be the case, Jim was traveling the Westside Road in the summer of 1899 when felled by a stroke. Two friends found his body beneath a large mesquite, his faithful dog forlornly standing guard. They buried Jim on the site.

Thirty-five years later, at his request, Shorty Harris was laid to rest alongside Dayton. Below the epitaph is written, "To these trail makers whose courage matched the dangers of the land, this bit of earth is dedicated forever."

A half-dozen miles south brings into

Continued on Page 38

DEATH VALLEY AND VICINITY • REGION



ON OF MYSTERY AND SCENIC GRANDEUR

MILES

TO CALIENTE, 141 MILES

DEATH VALLEY

Made a National Monument, February 11, 1933, enlarged March 26, 1937 2,981 square miles, of nearly two million acres. In two states and four counties—Inyo and San Bernardino Counties in California and Nye and Esmeralda Counties in Nevada. Second largest of the United States Parks and Monuments. Over 500 miles of highways, 200 of which are hard-surfaced.

RECOMMENDED MAJOR SCENIC ATTRACTIONS: Dante's View; 20-Mule Team Canyon (auto travel westbound only); Zabriskie Point; Golden Canyon; Artists' Drive (southbound only); Natural Bridge; Badwater; Devil's Golf Course; Furnace Creek Ranch; Dunes; Death Valley Scotty's Castle; Ubehebe Crater.

RECOMMENDED AMUSEMENTS: Baby-Gauge Railroad Sightseeing Tour through the extensive borax workings, an unique, thrilling and educational tour of seven miles, duration, one and one-half hours. Leaves

Ryan at 10:00 A.M. and 2:00 P.M. daily, November 1st to May 1st. Fare, \$1.00.

Golf and saddle horses at Furnace Creek Ranch. Swimming, tennis, badminton, and cocktail room at Furnace Creek Inn.

Tanner Motor Tours available from all points.

A COMPLETE RANGE OF ACCOMMODATIONS

Furnace Creek Inn: American plan, open November 1st to May 1st.

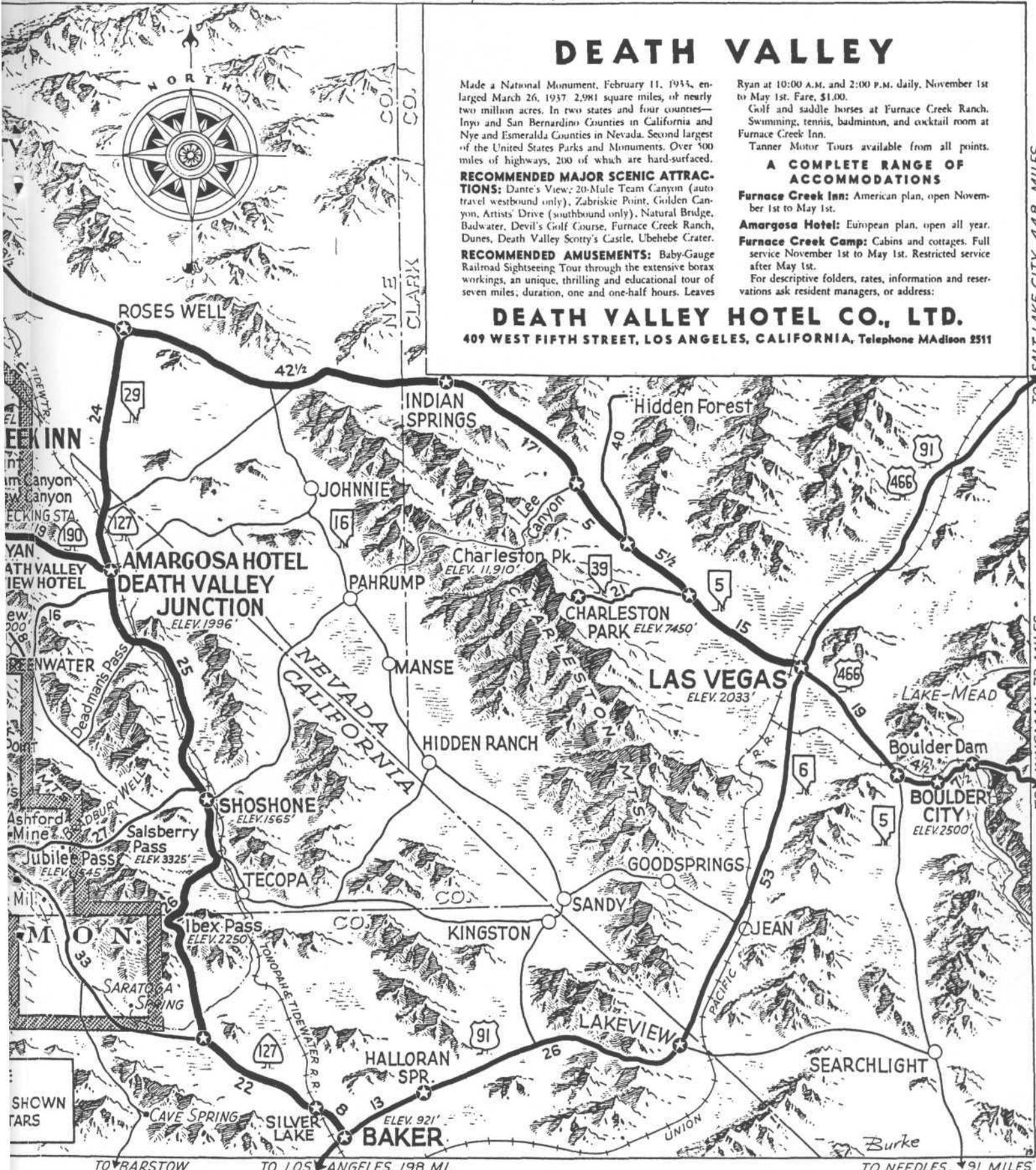
Amargosa Hotel: European plan, open all year.

Furnace Creek Camp: Cabins and cottages. Full service November 1st to May 1st. Restricted service after May 1st.

For descriptive folders, rates, information and reservations ask resident managers, or address:

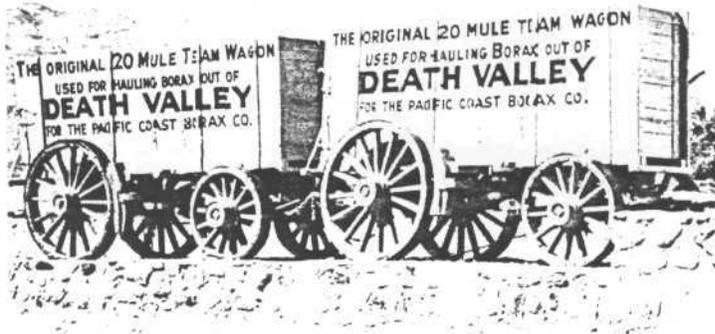
DEATH VALLEY HOTEL CO., LTD.

409 WEST FIFTH STREET, LOS ANGELES, CALIFORNIA. Telephone MAdison 2511



TO SALT LAKE CITY, 448 MILES
TO KINGMAN, 73 MILES
TO BARSTOW
TO LOS ANGELES, 198 MI.
TO NEEDLES, 91 MILES

Death Valley '49ers National Encampment Program



THURSDAY, NOVEMBER 8, 1984

8:00 A. M. DEATH VALLEY HIKE

The Death Valley Hikers Association extend a welcome to all hikers to join them for their 11th Annual Trek. Meet in front of Stovepipe Wells Village store at 6:30 A.M. Hikers will be transported at 7 a.m. to Goldbelt Springs to begin hike which will cover some rugged country--about 23 to 25 miles in length. Come prepared--strenuous hike. Food required for two days, one gallon of water, good hiking boots or shoes and hat. Camp in Cottonwood Canyon returning to Stovepipe at 3 p.m. Friday. No dogs or anyone under 13 years of age.

6:30 to 8:00 P.M. -- NATURALIST TALK

Visitor Center Auditorium

6:30 P.M. -- FIDDLERS JAM SESSION & OLD TIME FIDDLERS DANCE

Furnace Creek Ranch. Entertainment at Evening Assembly area north of golf course road.

7:30 P.M. -- CAMPFIRE

Stovepipe Wells Village. Our campfire speaker will be Rick McIntyne from the National Park Service, his subject "Death Valley '49." Ken Graydon will sing and play songs of the old West and desert sands. Join Ruth Anderson and Dick Hilleary in the traditional songfest.

9:00 to 11:00 P.M. -- DANCING UNDER THE STARS

Stove Pipe Wells Village. Featuring live Country Western music. Refreshments available.

FRIDAY, NOVEMBER 9, 1984

8:00 A.M. -- GUIDED PHOTO TOUR

To the Keane Wonder Mine. Car pool will form on Highway 190 across from Visitors Center at Furnace Creek. Bring camera and film. Tour will be completed before Noon.

8:00 A.M. -- HISTORICAL BREAKFAST

Stovepipe Wells Village. Featured speaker will be Ray Chesson who came to Bennett's Well to die but became summer caretaker at Stovepipe Wells instead. Mr. Chesson, for many years a feature writer for the Las Vegas REVIEW JOURNAL, will relate his experiences in Death Valley during the 1950's. There will be an auction of historical items.

8:00 A.M. -- HOOTENANY BREAKFAST Furnace Creek Golf Course. For the 16th year our performers will be in tip-top shape for an old-fashioned HOOTENANY HOEDOWN. Featured will be the Reinsmen, Ken Graydon, and others. Bring folding chair.

9:00 A.M. -- 49er GOLF TOURNAMENT

Furnace Creek Golf Course. Participants must be '49er members and are asked to sign up 8:00 A.M. at Pro Shop where '49er memberships

will also be available. 18 hole Mens and Ladies Medal play combined with 2 person best ball. Posted handicap. Entry fee includes golf, trophies and prizes.

9:00 A.M. -- KEANE WONDER MINE

AREA TOUR

The Keane Wonder Mine dates from the early 1900's. A cable car system brought ore down from the mine to the valley floor. Tour starts at point north of main entrance to Visitors Center on Highway 190 at 9:00 A.M. Stovepipe guests can join tour at rest stop at intersection of Mud Canyon & Scotty's Castle roads at 9:30 A.M. Wear good walking shoes and clothing with sun protection. Bring lunch and plenty of water. Car pool if possible.

12 NOON -- Arrival of Riders of the 13th Desert Trek

Stovepipe Wells Village. Sponsored by the Death Valley '49ers. 25 riders leave Indian Wells and Trona trekking over the Slate Range into Panamint Valley, riding through the Big Horn Sheep country of Goler Wash, Butte Valley, and Anvil Spring Canyon. Other campsites are at the Eagle Borax ruins, Devil's Speedway and Pupfish Springs. Their noon arrival is an exciting event providing many photographic opportunities.

12:30 P.M. -- ARRIVAL OF PONY DRAWN COVERED WAGONS

Furnace Creek Ranch Entrance. Pony drawn covered wagons will travel 50 miles in five days starting at Ashford Junction passing the site of Eagle Borax Works. The selfcontained wagons will be home for riders of all ages.

12:30 P.M. -- DESERT PICKIN' AND FIDDLER SESSION

Stovepipe Wells Village.

1:30 P. M. -- ARRIVAL OF RIDERS OF THE 23rd ANNUAL DEATH VALLEY TRAIL RIDE

Entrance to Furnace Creek Ranch. Co-sponsored by the Equestrian Trails, Inc. and Death Valley '49ers, Inc., 125 riders will cover the 125 mile historic route from Ridgecrest by way of Indian Wells Valley to Death Valley. The ride will follow the famed 20 Mule Team Borax Wagon route. The five and one-half day trip will be climaxed by an 18 mile ride from Eagle Borax Works to Furnace Creek Ranch. The trail riders will group for 30 minutes in a staging area in front of the main entrance to Furnace Creek Ranch.

2:30 P. M. -- QUICK DRAW

Inside patio of the Visitors Center. Featuring Invitational Artists producing a painting to be auctioned off upon completion.

3:00 P. M. -- ARRIVAL OF DEATH VALLEY HIKERS AT STOVEPIPE WELLS VILLAGE

6:30 to 8:00 P. M. -- NATURALIST TALK

Visitor Center Auditorium at Furnace Creek Ranch.

7:00 P. M. -- GRASSY GREEN PICKIN' CO

Park area north of Golf Course Road, Furnace Creek Ranch. Limited to guitars, mandolins and banjos. Trophies, cash prizes, and a special grand award of an Alvarez Tree of Life inlaid guitar.

7:30 P. M. -- CAMPFIRE

Across from Stovepipe Wells Village. Featuring the 6th Annual Desert Liars' Contest and the annual community sing. Come in good voice, armed with your best desert or other type lie. There will be Ruth Anderson at the piano, song sheets, prizes for the most bodacious liar and Ron Miller with his gut-bucket blues.

7:30 P. M. -- CAMPFIRE, TEXAS SPRINGS

"Abigail in 1849", an entertaining subject presented by Karen Gustin of the National Park Service. The popular Reinsmen along with Ken Graydon, will entertain us with western and desert songs. Join in the traditional songfest.

9:00 to 11:00 P. M. -- DANCING UNDER THE STARS

Stove Pipe Wells Village, featuring live country western music, refreshments available.

9:00 to 11:00 P. M. -- SQUARE DANCING UNDER THE STARS

Furnace Creek Ranch near the tennis courts. Square dance under the stars to the calling of Bob Johnson of Buena Park. Fun level dance.

SATURDAY, NOVEMBER 10, 1984

8:00 A. M. -- PHOTOGRAPHERS' BREAKFAST

Stovepipe Wells Village. 'Techniques of Good Photography.' Neil L. Shipley, APSA, will relate methods used in photographing birds, insects, animals and landscapes. Photo

equipment and gadgets used will be displayed and explained. The Reinsmen will provide musical entertainment.

8:00 A. M. -- AUTHORS' BREAKFAST

Furnace Creek Golf Course. The 49ers are pleased to present George Koenig, noted historian and author of articles and books about the 49ers routes across Death Valley, Gold Rush towns of the Mother Lode Country and the discover of the 'Lost Death Valley Journal of Louis Nussbaumer.' Mr. Koenig, a past President of the DV 49ers will reveal new information about the 49ers and their travel through Death Valley as described in his newest publication 'Beyond This Place There Be Dragons.' Special musical entertainment.

8:00 A. M. -- EXCAMPMENT HIKE

Borax Gardens Loop. This 6-mile trip will go directly west to the Airport and soon to the dazzling playa to the north. We will work our way into the vicinity of the old borate ore piles still sun-basking in the same position the old-timers left them nearly a century ago. Then we will head due east to the Harmony works where we will have lunch by borax wagon shade. Park Ranger will accompany us for interpretations. See the cottonball borax crystals (ulexite) still in the normally-dry waterways. This jaunt will give one a good idea of what times were like back then. Bring your stout shoes, hat, water and lunch. Meet at curb in front of Visitor Center.

9:00 A. M. -- MINING-MINERAL-ROCKHOUND LAPIDARY SHOW

Outdoor Exhibit Area behind Borax Museum Furnace Creek Ranch. 6th Annual Show. Come to visit and watch. . . mineral collectors at work preparing gems for rings; belts, etc; exhibits of rare mineral collections; artifacts of the Death Valley area; gold panning contests for experts and novices starts 9:00 a.m.

9:00 A. M. -- '49er GOLF TOURNAMENT

Furnace Creek Golf Course. Participants must be '49er Members. Posted and Callaway Handicap. Entry fees include golf, trophies and prizes.

9:30 A. M. -- DESERT PICKIN' AND FIDDLER SESSION

Furnace Creek Ranch Assembly Area north of Golf Course Road. Contestants will entertain. Program will include selection of some competitors for tonight's Old-Fashioned Fiddlers Contest. Break for lunch, resumes at 1:30 P.M.

10:00 A. M. -- GEOLOGICAL TOUR

Geological tour in middle part of the Valley. Starts at sign on main road, north of Visitor Center, ending at Stove Pipe Wells Village in time for the barbecue. Your car.

10:30 A. M. -- QUICK DRAW

Inside Patio-Visitor Center. Featuring Invitational Artists producing a painting to be auctioned upon completion.

12:00 NOON - SPECIAL BARBECUE

Stove Pipe Wells Village Served 12-4 p.m.

1:00 P. M. -- BURRO FLAPJACK SWEEPSTAKES

Stove Pipe Wells Village Area. Over two dozen prospectors, as stubborn as their burros, compete in a unique, hilarious race of man and beast. Around a center pole they go! Pushing, pulling, hootin', 'n hollerin', even carrying the burro if need be! The first burro to eat a flapjack determines the winner. Musical entertainment.

6:30 -- 8:00 P. M. -- NATURALIST TALK

Visitor Center Auditorium

6:30 P. M. -- EVENING ASSEMBLY

Park area north of golf course road, Furnace Creek Ranch. Bring your own chair. 'Traveling with a Camera' by Neil L. Shipley, ASPA. Program consists of interesting and unique nature and pictorial color slides taken while traveling with camera throughout our picturesque southwest.

7:30 P. M. -- DESERT NIGHT MUSIC

Stove Pipe Wells Village. Anyone with a harmonica, guitar, banjo, mandolin, gut-bucket or whatever . . . within hollerin' distance of Stove Pipe Wells, can join in the musical entertainment. Featured during intermission will be the Stovepipe Wells Philharmonic. Fun and prizes.

7:45 P. M. -- 20th ANNUAL OLD-FASHIONED FIDDLERS' CONTEST

Furnace Creek Ranch. Follows Evening Assembly--same location. The best Fiddlers in the West will compete for cash prizes and trophies. Grand Award: an Alvarez Electronic Fiddle as used at the Grand Old Opry.

8:00 P. M. -- DESERT NIGHT MUSIC

Furnace Creek Ranch. The Reinsmen will entertain near entrance to Furnace Creek Ranch.



Encampment Fun In Action

9:00 P.M.-11:00 P.M.--SQUARE DANCING UNDER THE STARS

Join in mainstream plus square dance at Furnace Creek Ranch, calling by Bob Johnston, Buena Park.

SUNDAY' NOVEMBER 13, 1984

7:00 A.M. -- PROTESTANT SUNRISE SERVICE

Desolation Canyon. Services by Christian Ministry in National Parks.

8:00 A.M. -- CATHOLIC MASS

Visitor Center Auditorium. Services by Father Henry Grupa.

8:15 A.M. -- ARTISTS' BREAKFAST

Furnace Creek Golf Course. Watch the creation of a new western painting by leading western artists and development of a portrait by Leslie B. DeMille. Join in the fun and spirited bidding for the western painting begun at last year's breakfast in addition to original paintings being auctioned for benefit of the Death Valley

Scholarship Fund. Entertainment by the Reinsmen and a few of the more vocal artists. Special tribute to Veterans Day.

10:30 A.M. -- CONDUCTED TOUR

Virgil Olsen, National Park Service

Tour to South Valley points. Starts at sign on main road, north of Visitor Center, your car.

7:00 P.M. -- NATURALIST TALK

Visitor Center Auditorium

AN ALBUM OF

DEATH VALLEY

PERSONALITIES

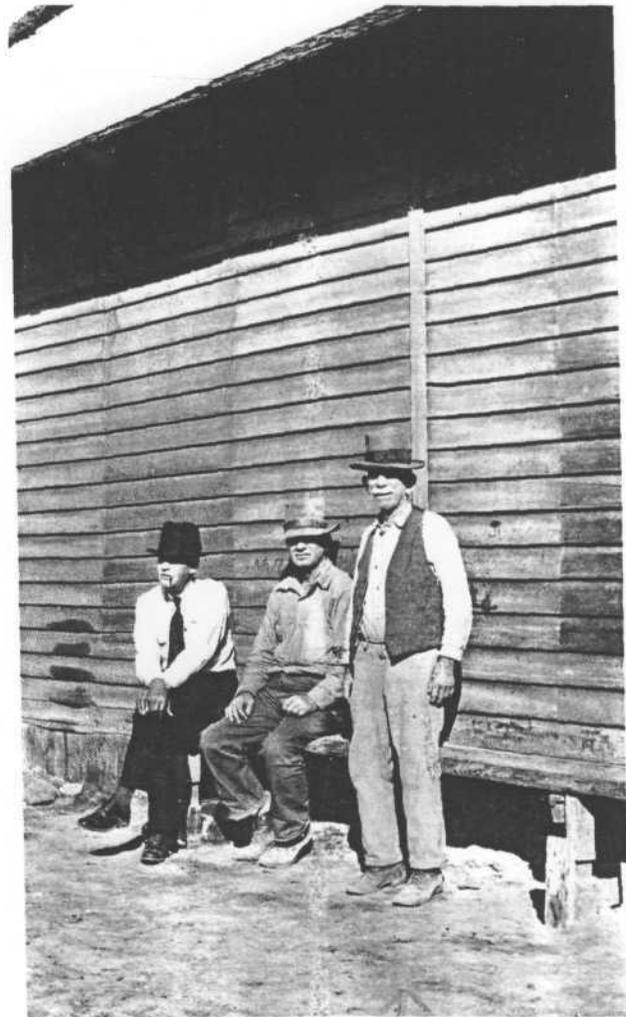
By Desert Staff

JEAN PIERRE (PETE) AGUEREBERRY

Jean Pierre Aguerberry was born on October 18, 1874 near Mauleon, France. He was of Basque parentage. While in his teens, he traveled to California where his older brother lived. He worked in the Bay area, San Joaquin Valley as a sheepherder, and in Nevada with a variety of jobs. He went to many boom towns, but was usually a little late. Grubstaked by Frank Flynn, a ranch owner in Ruby Valley, Nevada and Tom Kavanaugh, a restaurant owner in Goldfield, Nevada, he went prospecting. In the summer of 1905, he left Rhyolite to prospect in the Death Valley area. The elements almost took his life, but he made it to Furnace Creek. There he met Shorty Harris and they decided to travel together to Ballarat. Shorty wanted to celebrate the 4th of July there. Aguerberry found rich ore near their trail. Shorty showed little interest in it. Pete staked 4 claims, the Eureka 1 - 2 - 3 - 4 and four claims for Shorty on the South side of the area. His backers tried to sell the claims, but got into litigation. If not for the lawsuit, Aguerberry could have received \$60,000.00 for his one-third share. Eventually he got clear title and worked the mine for 35 years. Total production was estimated at \$175,000 according to state reports. Pete Aguerberry passed away on November 23, 1945 at Tecopa Hot Springs. He is buried in the Mt. Whitney Cemetery at Lone Pine, California.

"BELLERIN" TECK BENNETT

Bennett was considered to be the first white man known to have settled permanently in Death Valley. His past is still unknown. He settled at Furnace Creek in 1870, claiming title to all the country within his range of vision. He brought in water through an open ditch and grew alfalfa and grain. Named the place Greenland Ranch. The site subsequently became the Furnace Creek Ranch. He sold the ranch, left the Death Valley area, and no trace of his travels thereafter is known.



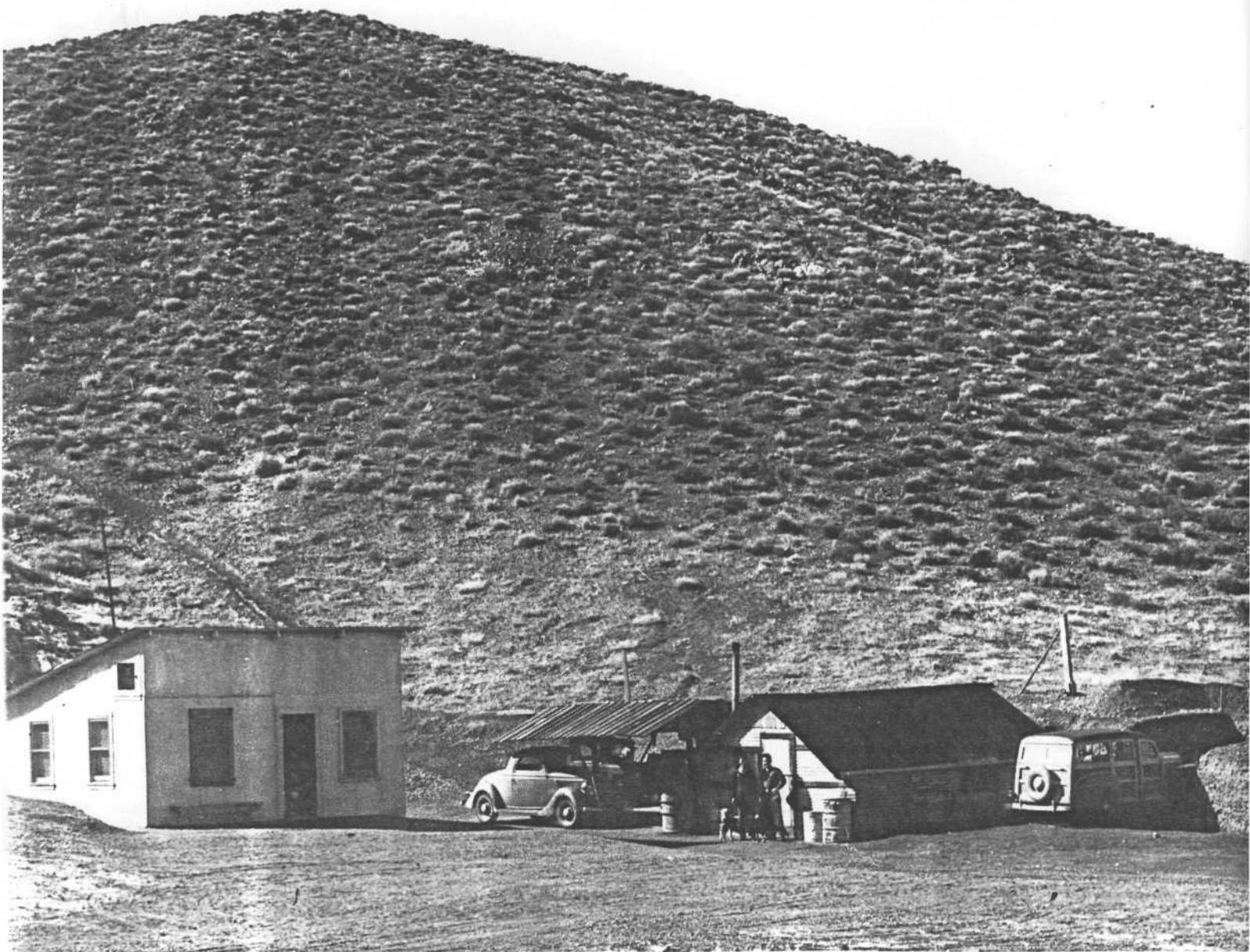
*Shorty Harris, Joe Ryan and
unidentified person on the
"Bench" at Shoshone-Feb. 1932*

JACOB BREYFOGLE

Breyfogle is responsible for one of the most famous lost mines in the Death Valley area, The Lost Breyfogle. The other is the Lost Gunsight. Breyfogle was a prospector and merchant from Nevada. On a trip through Death Valley, he located a rich outcrop of gold ore--in a chocolate colored quartz. Unfortunately, when he found this outcrop, he was wandering around the desert in a dazed condition, suffering from the effects of a head wound received during an Indian attack. He was found and nursed back to some degree of health. But he could not remember the location of the deposit of gold. For a number of years thereafter, Breyfogle and many others hunted for the lost gold. They never found it. Panamint Tom claimed to have found the mine, but lost it again due to a cloudburst that filled the canyon with boulders, removing every landmark. Prospecting, at one time, was called "Breyfogling".

CHARLES AND STELLA BROWN

Charles Brown began his Death Valley career as a deputy sheriff at Greenwater. There he met the daughter of a merchant named Ralph Fairbanks. Her name was Stella and he stayed around long enough to court her although the town was folding. Both Brown and the Fairbanks moved to Shoshone when Greenwater folded. For a while Fairbanks operated a store & cafe there. Brown married Stella and went to work at the Lila C. Borax mine. The Shoshone store grew; soon Charles Brown quit the mine and both he and Stella devoted their full time efforts to the business. Dad Fairbanks decided Shoshone was too large a town for him, so he moved to Baker, becoming a merchant in that town. He owned a store, cabins, cafe, and service station. The Browns did the same thing in Shoshone. In addition, Brown did some trucking for the miners in the area. Charles Brown went on to become a state senator from the area.



Aguerberry Camp, 1941

Both he, his wife, and the Fairbanks are perhaps best remembered for their compassionate treatment of everyone in a hostile land—traveler, Indian, miner or widow, it made no difference. Anyone in need could always find help there.

WILLIAM T. COLEMAN

William T. Coleman's company began mining borax in Death Valley by buying the claims of Aaron and Rosie Winters. They constructed a plant called the Harmony Borax Works and built a road for wagons to use to get the borax to the railhead, 165 miles

away on the Mojave Desert. This road was used by what has become known as the Twenty Mule Teams. Other Coleman discoveries were the hill through Twenty Mule Team Canyon and the Lila C. mine, where a new, richer form of borax called Colemanite was discovered. Unfortunately, the Coleman enterprises ran into financial difficulties and were acquired by another borax producer, F. M. Smith.

ISADORE DAUNET

Even before borax was discovered by Aaron and Rosie Winters in Death Valley, Isadore Daunet had found

borax crystals on the valley floor. Told the stuff was both worthless and common, he forgot the crystals and went back to silver prospecting. Upon hearing the story of the Winters discovery and sale, he returned to Death Valley. After acquiring several working partners, he founded the Eagle Borax Works. Equipped with more enthusiasm than money and technical knowledge, the company began operations. Over very difficult terrain they brought in a huge boiler and twelve 1,000 gallon settling vats. These were used to boil the crude material into a more refined product.



Ralph "Dad" Fairbanks

Transporting the refined product to market was a major problem. The nearest railroad was far (180 miles) away on the Mojave Desert. The company broke even their first year and began to show a small profit the second year. Unfortunately, faced with the problems of a lack of capital, the remoteness of their location, and a divorce, he committed suicide by jumping out of a hotel window in San Francisco in May 1884. Thus ended the saga of Isadore Daunet and the Eagle Borax Works.

JIM DAYTON Spent 15 years as caretaker and foreman of the Furnace Creek Ranch. Due to the remote location, he had to travel to Daggett for his supplies. As a safety measure in summer, he would write the storekeeper and inform him when he should arrive in Daggett. In late July 1898, Dayton started out for Daggett with a wagon and team of horses. He did not arrive near the time indicated in his letter. Frank Tilton and Adolph Navares went searching for him. Near Bennett's Well, they found his remains under a Mesquite tree. Apparently he just laid down and died. Before getting off his wagon, Dayton had set the brake so the horses were unable to move. They died standing up in their harnesses. His dog had survived and was there guarding his masters' body. Dayton was buried at that spot.

RALPH JACOBUS FAIRBANKS

Ralph or "Dad" Fairbanks as he became known visited Death Valley in the late 1890's. He hired Panamint Tom to guide him through the valley. Believing that operating as a merchant was a surer way to wealth than mining, he was looking for an opportunity. He found his first at Ash Meadows. He bought a ranch and raised hay which he sold to the freighters for \$200 a ton. Fairbanks also operated a freighting service as far north as Tonopah and had opened Beatty's first cafe. Later he & his wife, Celestia Abigail Fairbanks moved to Baker where he built a store, cabins, and a gasoline station. The Fairbanks family operated in Baker for many years. He also served as postmaster for a time. He passed away in 1943.

ALBERT JOHNSON

Albert Johnson was an official with the National Insurance Company in Chicago, Illinois. He was introduced to a Walter Scott, who was seeking a grubstake, by a friend. At the time, Johnson's health was very bad. He and Scotty formed a friendship that lasted for many years. He listened to Scotty and his statements about the desert. He sponsored Scotty and travelled west to the desert. The change of climate restored his health. Throughout his life, Johnson supported Scotty, including supplying the money to build the famous Castle.

FRANK (SHORTY) HARRIS

Frank Harris was born near Providence, Rhode Island on July 2, 1856. After a variety of jobs, he made his way west. His first mining venture was a claim he sold for \$15000. He managed to spend the money very quickly. Thus began a pattern that he maintained for many years. He was nicknamed Shorty because he was 5 feet tall. The Bullfrog claim near Rhyolite is credited to him. He sold that and lived high for a month or so. Along with Pete Aguerberry, he claimed 3 sites at Harrisburg which he promptly sold. It is said that Shorty Harris put more mines and towns on the map than anyone else. Perhaps Shorty is best remembered for his tales of mining and adventure. Frank "Shorty" Harris quietly passed away on November 10, 1934. In accordance with his wishes, he was buried in Death Valley alongside the grave of James Dayton. On his grave is written: "Here lies Shorty Harris, a single blanket Jackass prospector".

HUNGRY BILL

The Son of a Shoshone Indian Chief, got his name from his habit of begging food from the travellers and miners. He was a brother of Panamint Tom. As a boy, he is said to have witnessed the entrance of the first white people into Death Valley in 1849. Johnson Canyon was considered the ancestral home of his people. His brother was born in a cave far up the canyon. Hungry Bill's hideaway (Desert November 1973) was a place he settled to after it was abandoned by a group of Swiss immigrants. They grew fruit and vegetables there to supply the town of Panamint City. Hungry Bill passed away in 1928.

INDIAN GEORGE HANSEN

His Shoshone name was Bah-vanda-sava-nu-kee, which means boy who runs away. Was famous for his attained age and as an observer of the 49er's in Death Valley. Was born at Surveyor Well around 1841. Passed away September 18, 1943 and is buried somewhere in the giant mesquites north of Warm Springs Ranch in Panamint Valley. He lived at Warm Springs which was also known as Old Indian Ranch. Took the name Hansen as he like the sound. Watched the Bennett-Arcane party as an 8 or 9 year old boy. Was afraid of these strange white people, beards, and animals larger than sheep, so he ran away, therefore his name. He claimed credit for the silver discoveries at Panamint City. He showed their location to a group of men in exchange for a job which earned him only \$50.00.



Frank "Shorty" Harris



Seldom Seen Slim (Charles Ferge)

Many people have described Scotty's Secret Gold Mine as Albert Johnson. He died in 1948.

CHARLES FERGE

Charles Ferge is a name almost unknown today. This is because he is better known by his nickname, Seldom Seen Slim. Named because he was of thin build and a desert recluse. He made his home for many years in Ballarat. Slim professed to be a prospector. He lived in Ballarat years after the town folded, becoming one of the towns last residents. He was known for his ability to tell tall tails.

BOB MONTGOMERY

Prominent mining man from Nevada. Operated famous Montgomery Shoshone Mine at Rhyolite. Heard about Skidoo strike and went there.

Bought 23 claims from original locators; was known as a shrewd investor so claims attracted lot of attention. Town almost named after him but he opposed it. Brought water to town--an 8" pipeline at cost of \$250,000--23 miles from Birch Spring at the head of Jail Canyon on the northwest side of Telescope Peak. Was gravity fed and had good pressure due to a large drop in altitude. Unfortunately, while the ore was rich, the deposits were shallow and thus did not last long. The pipeline was sold for salvage during World War I. Montgomery's interest in the Montgomery Shoshone Mine was sold to Charles M. Schwab, then president of Bethlehem Steel Company, for \$2,000,000. The mine was not economically successful. Montgomery was also successful at Skidoo. He paid \$60,000 for the 23 claims and took out an estimated 9,000,000 of ore.

PANAMINT TOM

A member of the Shoshone Tribe and brother of Hungry Bill. Was a guide to Ralph Fairbanks on his first visit to the valley. His name indicates he was from the branch of the tribe that lived on the west side of the Panamints.

FRANCIS M. SMITH

Francis M. Smith or Borax Smith as he later was called, started his Borax mining career as a wood supplier to the Coleman companies. After observing their methods, he and his brother founded Smith Brothers at Teel's Marsh, Nevada to produce borax. He then bought out his brother's interest. In 1886 when Coleman was in financial difficulty, he

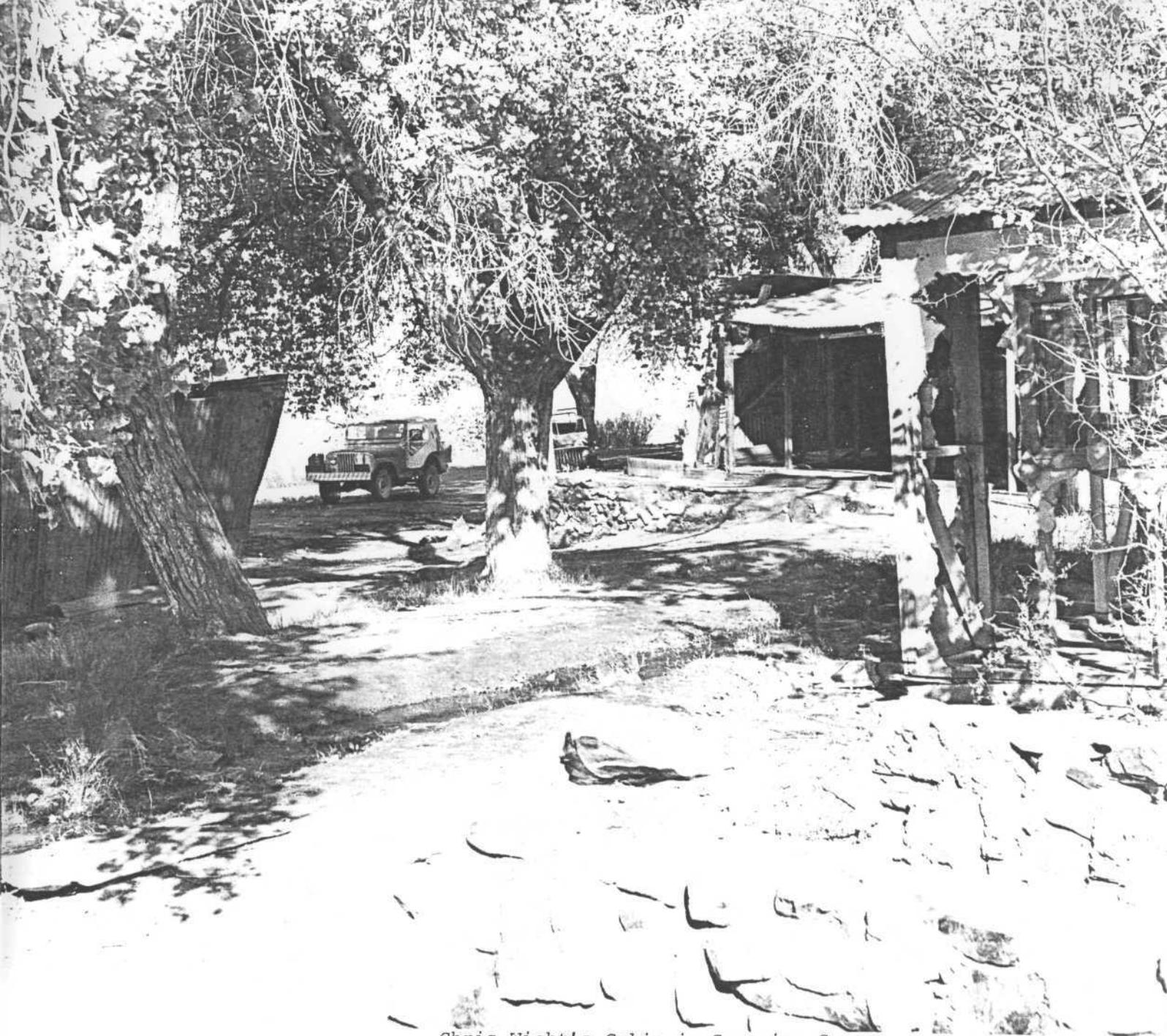


Kadota Fig Tree Growing at Hungry Bill's Hideaway

WILLIAM LEWIS MANLY

Manly was born in Vermont and at the age of 9 moved to Ohio. He continued his westward travels arriving at Salt Lake City in late 1849. There he met some old friends, the Asahel Bennett Family. He joined them on their trip to the California gold fields. They, along with many other travelers, formed a company, The Sand Walking Company, which was actually a wagon train. Later, the train split up over a disagreement on a short cut. Near Mountain Meadows, one party went north and one south. Later the south party split up into groups, the 2 main ones being the Jayhawkers and the Bennett-Arcane group. The groups became distressed in Death Valley and at least one group member died. Manly stayed with the Bennett-Arcane party. Rather than face a certain death, Manly left the party and set out from Death Valley to get help. He managed to travel to San Fernando Valley area of Los Angeles and got food and supplies. During this trip he, along with John Rogers, endured hardships and faced death more than once. Manly was able to return to Death Valley with the supplies in time to save the lives of his friends and escort them out of the valley.





Chris Wicht's Cabin in Surprise Canyon

AARON AND ROSIE WINTERS

bought all of their borax holdings, forming the Pacific Coast Borax Company. First they mined at Borate in San Bernardino County, then moved their operations to Death Valley. In order to transport the borax, they built the Tonopah and Tidewater Railroad and the Death Valley Railroad. Large deposits at the Lila C and new Ryan were mined. Eventually, Smith encountered financial problems and was forced to sell his holdings (1914). The company, now known as United States Borax, has their major mine at Boron, Cal.

Aaron and Rosie Winters settled in the Ash Meadows area around 1875. They made their living by raising and selling cattle. Aaron also did some prospecting, but without success. They invited a traveler named Harry Spiller to spend the night at their place. He told them about borax and how people up north were making a fortune mining it. He suggested that Winters look around for borax. Before Spiller left, he gave Aaron a bottle of Sulphuric Acid and Alcohol to use as a test for borax. When Borax is mixed with Sulphuric Acid and Alcohol and ignited, the borax burns green. The Winters collected some samples and they tested green. They sold their discovery to William T. Coleman of San Francisco and retired.

CHRIS WICHT

Owned a saloon and pool parlor, the most popular one in Ballarat. He had an interest in the Lila C Borax Mine and used money from it to finance his saloon. His pool table was brought around Cape Horn by ship in 1875 and sent from San Francisco to Panamint City. When Panamint City folded, he purchased the table. Was known as a showman and sometimes tended bar in a long swallow tailed coat with derby hat. He once remarked that at its height, he grossed \$65,000.00 in his saloon in one month. He retired to a cabin in Surprise Canyon that had a stream of water running by its door. Passed away October 17, 1944 at the age of 80 and is buried in Argus.

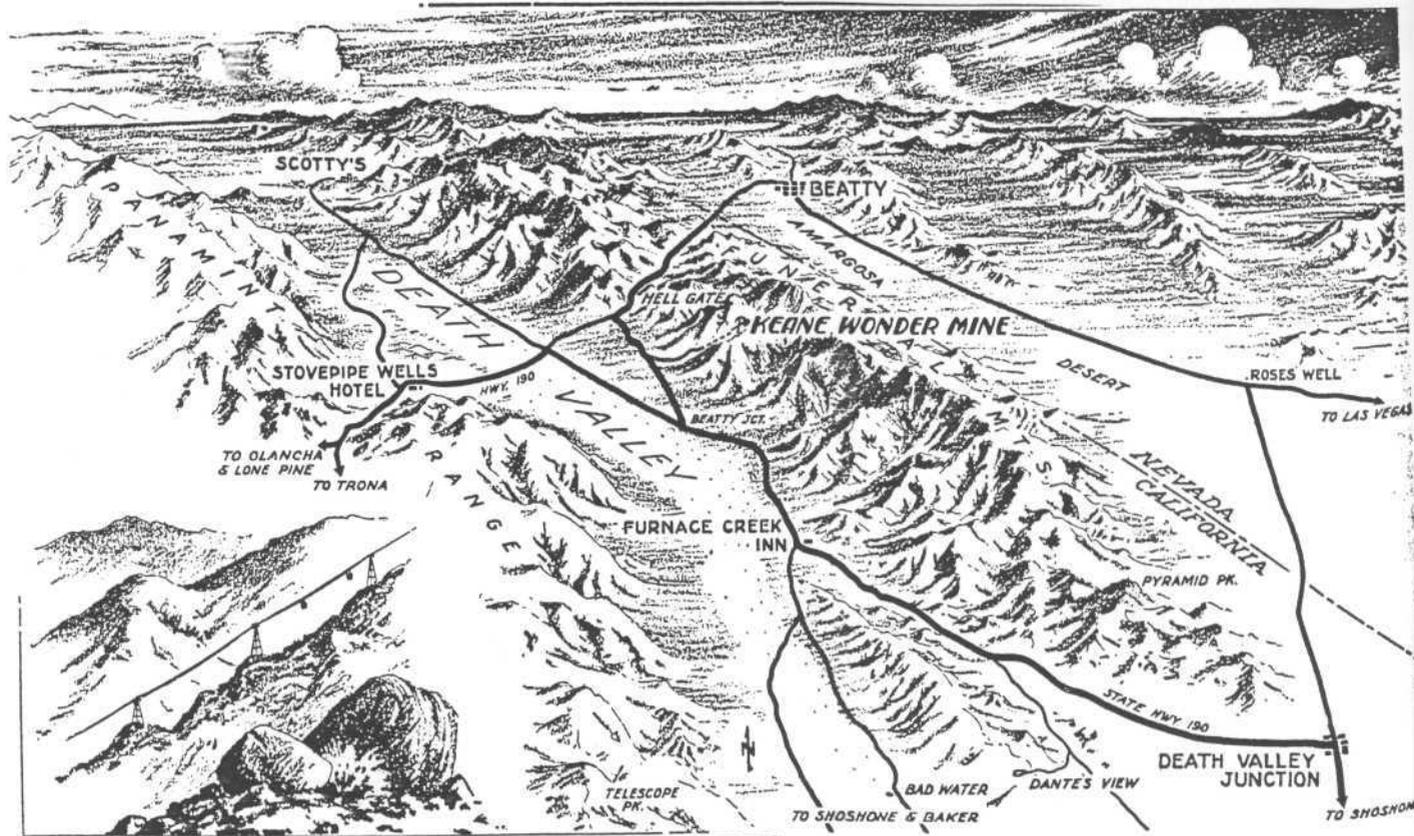
A DEATH VALLEY SIDETRIP

EXPLORING THE

KEANE WONDER MINE

By Michael Bandini

Miners are dreamers and Jack Keane was dreaming of finding the Lost Breyfogle Mine or at least the lost coins of the Jayhawker Party, when he, and Domingo Etcherran found a ledge of paying ore below Chloride Cliffs.





Looking up the Tramway as it climbs a hill

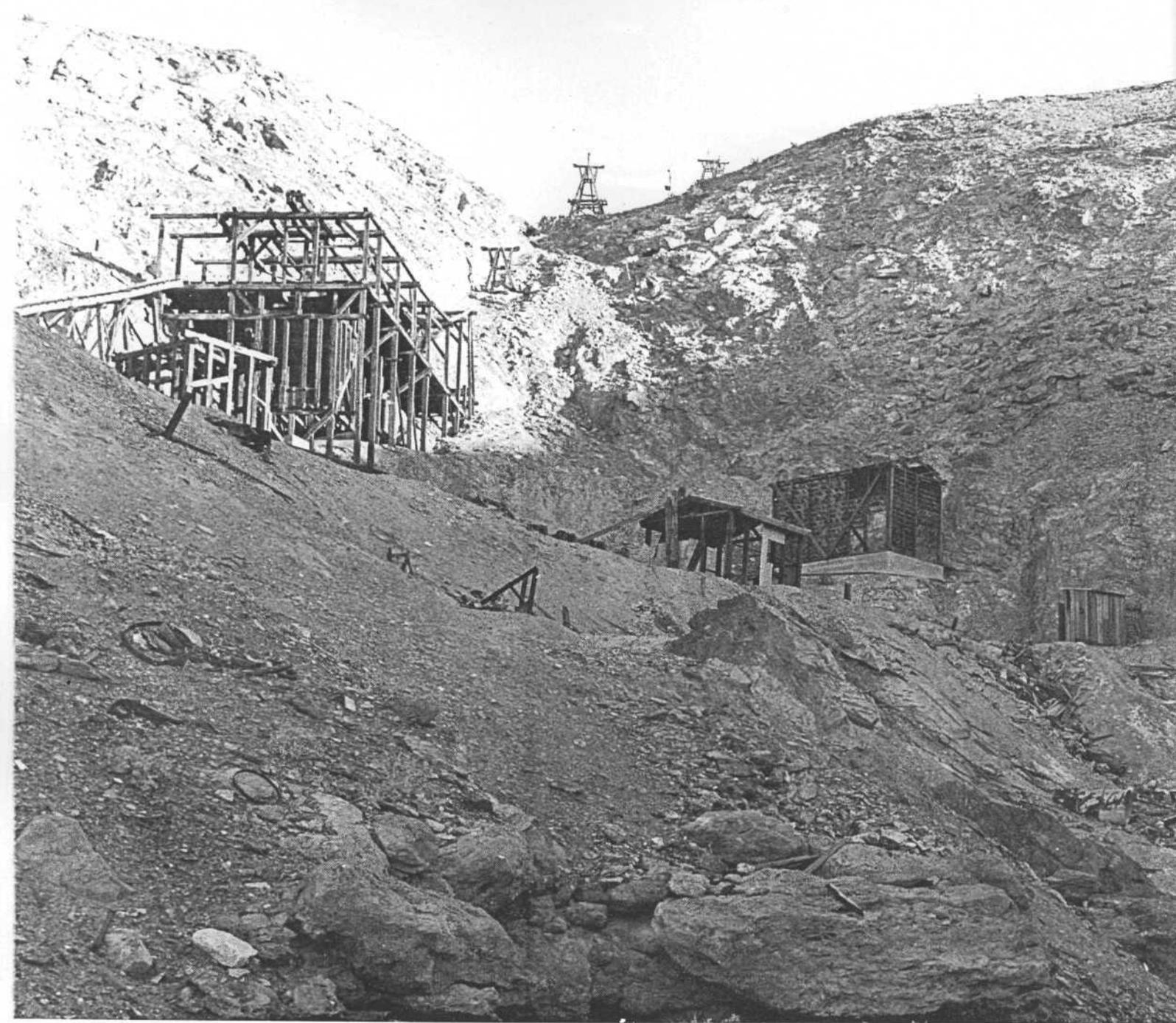
It was a puzzling find. Some of the ore assayed very rich, other not so good, and some sorta poor. But on the overall, they averaged about \$50.00 to the ton. Not too good, but it was a big deposit. If it could be mined and milled inexpensively, then this could be a rich prospect. Then there was the problem of transportation. The mine was located high up on the Funerals and the ore would have to be brought down to a millsite.

Milling it at the mine site was impossible. The site was too high and far from the surrounding towns. Water was non-existent. Thus the millsite and

camp were located a mile down from the mine. The cost of building a road up the mountain to the mine would cost more than the owners could afford. And if a road was built, they would have to spend large sums on freighting down that road. So a road was out. A railroad could not be built due to the terrain and even greater cost. So the only practical alternative was chosen—a tramway. Construction on a Tramway was begun in 1907. At that time, building anything in the remote vastness of Death Valley was a formidable task. Consider that this was before the era of 18 wheel diesel trucks and railroads. Everything moved over primitive roads by burro

and horse drawn wagon. The closest town was Rhyolite, Nevada, which was 26 miles by a road that was little more than a track.

After completion of construction, there were 85,000 feet of lumber and 50 tons of wire rope and other material shipped to the camp and used. All of this and the machinery and supplies for the mine had to be hauled up the mountain. So the mine owners built a trail from the millsite to the mine, some five feet wide. This was estimated to cost over \$5,000.00. Wooden sleds were built and horse teams dragged the lumber and supplies up the grade to the mine.



The Millsite at Keane Wonder

To the visitor of today, the tramway towers must seem a miracle. They ranged in height from 18 to 30 feet. There were four long spans, the longest 1,280 feet, passing from 300 to 500 feet above the canyon floors below them. The buckets were capable of carrying up to 600 pounds of ore. An automatic loading and unloading system (dump) was built. This endless cable type tram generated its own operating power, through the weight of the loaded buckets going down.

Construction for the Keane Wonder Mine's 20 stamp mill began in January 1907. Steam powered, the equipment generated enough power to drop the

mill's 1,000 pound stamps a hundred times a minute. Water, forever in short supply, was developed, first through a 100 foot deep shaft along with several hundred feet of laterals. After use it was reclaimed and used again. Later, larger quantities of water were obtained from a nearby spring.

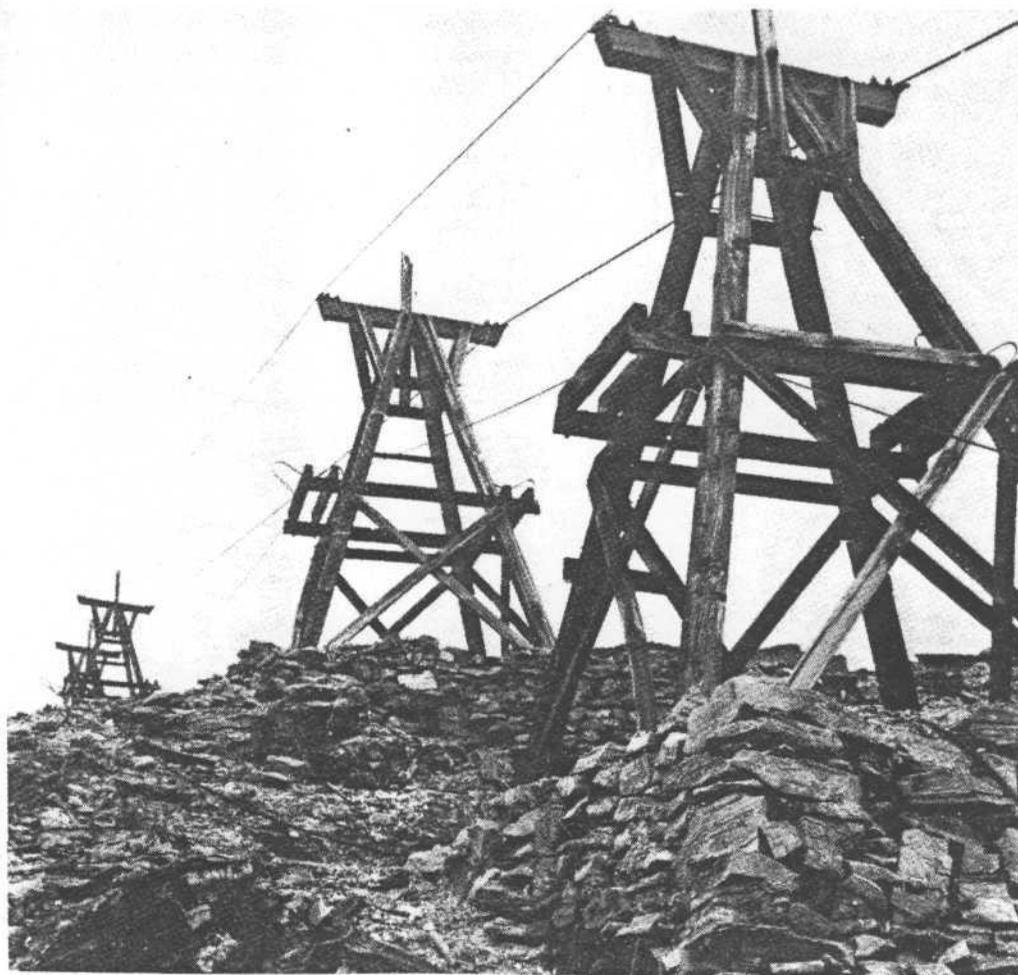
The first production of the mine was \$7,500.00 gold brick produced in 12 days. The camp had the second telephone line to be installed in Death Valley. It also boasted 2 boarding houses, and a post office. Operations were terminated in May 1916, although it was worked in later periods by a series of leasers.

To visit the mine, turn off Daylight Pass Road six miles north from its junction with State Highway 190 (Beatty Junction). This is the Keane Wonder Road. This rock-strewn road travels high up on an alluvial fan of the Funeral Mountains. Above you can be seen the chalky white Chloride Cliffs.

To the right and down over 1,000 feet is the Valley floor. In the spring, the snow-covered Panamints stand out as being from another world on the opposite side of the valley. It is hard for the stranger to imagine the intense heat that covers the valley with regularity every summer.



Above: Upper terminal of the Keane Wonder tramway. Gold was mined, much by open cut quarrying, from light areas beyond structure. Below: Tramway towers located close together where the tram is brought over the rise just above the old mill.



As you approach the foot of the Funeral Range, you will find the crumbling rock foundations of cabins that were once occupied by the miners. Dried up old shoes, soles curled from the desert heat lie among the rusty square nails, broken bottles, and general junk. There are a large quantity of old weathered wooden boards lying about. This is puzzling as wood was expensive and scarce in this country. Abandoned buildings were usually moved to another location or taken apart and used elsewhere. Another tribute to the remoteness of this camp.

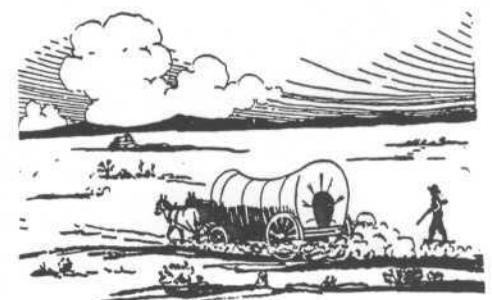
If you climb the short, but steep path to the mill, you will be rewarded with a photogenic shell of the building.

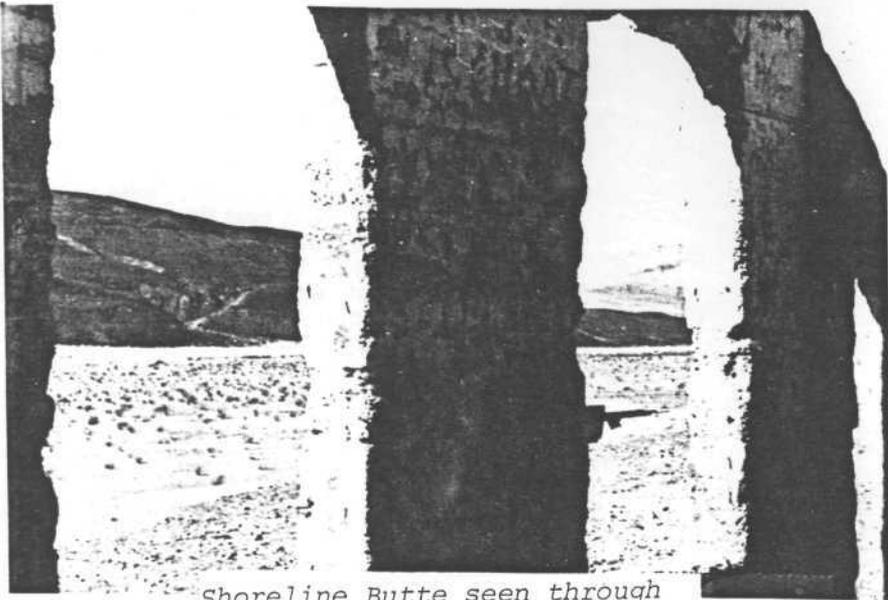
Another path leads back from the mill and up a knoll. From there, one can get a good view of the pipeline that brought water down from nearby Keane Springs to the mill. Today, it lies in disjointed sections, a silent monument to the water transporting powers of man.

Still another path leads past several exploratory mines that were soon abandoned. There are the ruins of a cabin and outhouse nearby.

If time permits, and this is a must for the serious Death Valley student, climb the trail that leads from the mill site up along the tramway to the mine itself. The hike is about a mile. Here, a number of open cuts and shafts are visible. Do not enter the mine as the tunnels are not timbered and considered dangerous.

This Death Valley side trip can be made in a passenger car, but the road to the mill is not maintained and one must check with the Ranger Station before traveling it. A four wheel drive vehicle or dune buggy would have no trouble. Just remember to take along adequate water and dress appropriately.





Shoreline Butte seen through the Walls of the Ashford Mill.



Black Mountains and road to Golden Treasure Mine

Continued from Page 21

view the ruins of the old Eagle Borax Mine--site of the first borax discovery in Death Valley. Though borax has played an important role in the Valley's mining history, this deposit, located in 1875, did not become a valuable operation.

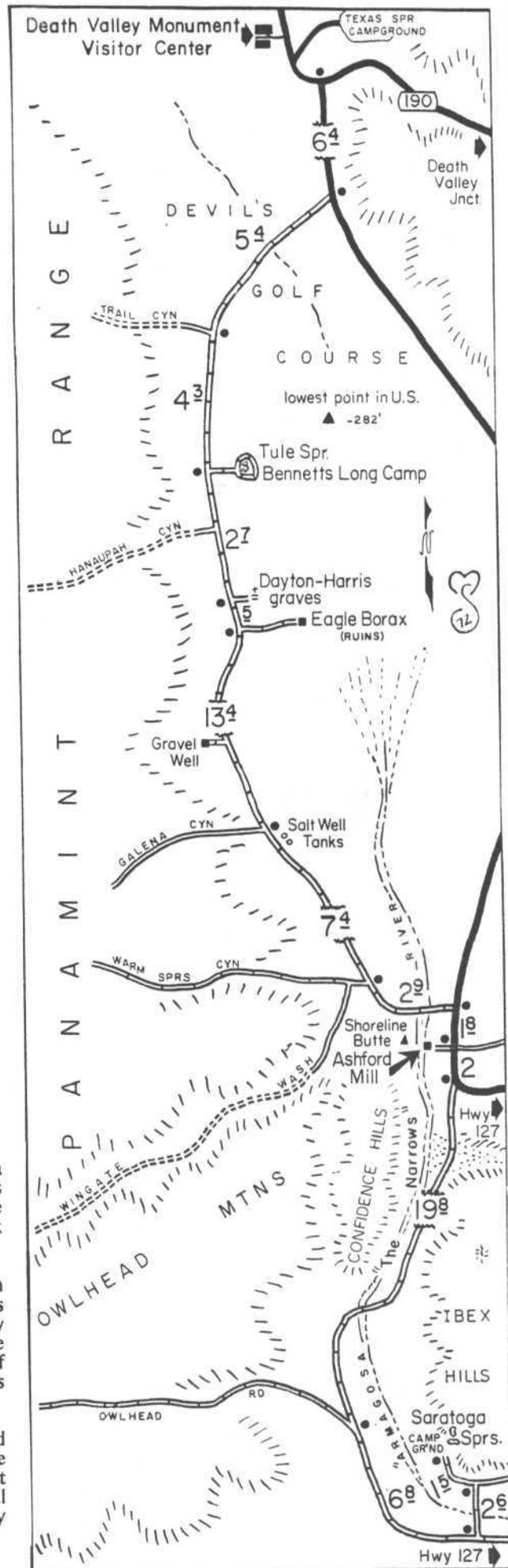
Actual mining wasn't attempted until 1881 when Isidore Daunet erected a crude refining plant on his claim. Only a small amount of ore was shipped. The difficulties of transportation and the impurities in the borax made the venture highly unprofitable.

A short road leads to the ruins which lie among large tamarisk (athel) trees. A marker briefly describes the history of the site.

The Westside Road follows a meandering course over the 13 miles to Salt Well Tanks. Along the route many side-canyon jeep trails look inviting and wait to be explored.

Early morning in Death Valley is an intoxicating experience. The land is bathed in a maze of light and shadow which creates sharp perspective. The clear air is touched with a tinge of winter's chill and the new day seems to promise adventure.

The next ten miles are quickly covered and we briefly join the paved Eastside Road. A mile south brings an excellent view of Shoreline Butte and the several water-level marks left near its crest by receding Lake Manley.





*The Ibex Hills seen across
a mud - cracked playa*

Our first stop is at the ruins of the Ashford Mill—built in 1914 by the Ashford brothers to process the ore from their nearby Golden Treasure Mine. Research shows conflicting stories about the mine and the more romantic one is related on the marker at the site. A 1938 mining report has owner Harold Ashford stating the total production amounted to \$135,000 with \$18,000 of this sold from 1937 to 1941.

The ruins, whose stout walls resemble a fort, are very photogenic. Immediately west, Shore Line Butte rises abruptly from the flat-bottomed

bed of the Amargosa River. To the east, a set of tracks will be seen leading into the Black Mountains to the Golden Treasure Mine.

Two miles beyond the paved road makes a 90 degree left turn, climbs out of the Valley and joins State 127 at Shoshone. We continued south on the graded dirt road.

During the next four miles, the Confidence Hills and Black Mountains crowd closely together and form "The Narrows" of the Amargosa River. Immense, almost vertical alluvial fans spill down from the entrances to

Rhodes and Confidence Washes. They are vivid reminders of the violent thundershowers that often hit Death Valley—washing out roads with swift water carrying large boulders and assorted debris.

The sun-baked mountains retreat a little and the road becomes a gut-rattling washboard. We cross the sandy bed of the Amargosa River (road well-maintained and safe for stock cars and trailers), then travel along the base of the Owlhead Mountains. Our final destination, Saratoga Springs, lies seven miles south



Saratoga Springs

and the turnoff is clearly marked. A good dirt road crosses a hard-baked dry lake then wanders along salt-grass marshes to what is considered one of the most beautiful springs on the Great Mojave Desert. There is a small, unimproved campground in a delightful setting of large tamarisk trees, sand dunes and springs with a background formed by the black and green Ibex Hills.

Swimming is not permitted, but there are opportunities for birdwatching and observing the rare, protected "pupfish" in the pools.

The springs, among the largest on the Mojave, have been a popular camping place since prehistoric time. Nearby petroglyphs indicate its use by the Indians long before the coming of the white man. Early day prospectors rested and, no doubt, soaked their aching bones in the springs. Travelers along the primitive road connecting the National Old Trail Highway with mines in the Death Valley-Tecopa area, found the springs a welcome stopover along their journey to the boom camps. The springs have also provided a base camp for mining activities in the Ibex Hills.

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