

# The Donner Summit

# Heirloom



History and stories of the Donner Summit Historical Society

October, 2019 issue #134

## Where Exactly Did the First Wagon Trains Go? III - The "Vertical Rock"

More Adventures of the MHRT\*

In our August, '19 [Heirloom](#) the article "Where Exactly Did the First Wagon Trains Go II" followed a group from OCTA (Oregon California Trails Association) as we explored an alternate route up Donner Pass which posited that initial wagon trains going up Donner Pass went north of the Donner Summit Bridge up to the level of Lake Angela, instead of using the south side of the pass as is generally accepted. We'd previously played with that idea in the October, '11 [Heirloom](#).

Coming up towards Old Highway 40, following the possible route, we came to the only house in the upper part of the pass, about halfway down from the bridge. If the posited route is correct then the wagons would have gone through that piece of private land which is owned by Bill and Diane Zuendt. Naturally we did not trespass on the property but it did set minds to wondering what kind of evidence might be there of the emigrants passing, if the emigrants indeed did pass. In addition, right next to their house is a "vertical rock" about ten feet high. That of course brings to mind Moses Schallenburger's description of the Stephens Party conquering the summit by taking apart their wagons in order to get over a "vertical rock" about ten feet high. Other emigrants reported doing that too, until Roller Pass was discovered in 1846\*\*. See the quotes on page 3 and the painting on page 2. Imagine having to take apart your automobile to get over Donner Summit – but I digress.

Could the "vertical rock" next to the Zuendt house be that vertical rock or one of the vertical rocks? Here we must say in all fairness, that Summit Canyon, leading up to Donner Pass, has a lot of vertical rocks and different trail experts have their favorite candidates for the exact vertical rock described by Moses.

Evidence of the emigrants climbing above a vertical rock would be pretty good proof of emigrant passage but no one has undertaken the tedious work of looking for evidence. Evidence could be smooth spots on the rough granite and rust marks indicating the passage of iron wheels. Little bits of metal from wagon harnesses, boot nails, old cans with lead solder, ox shoes, etc. could all be good possible evidence.

David Fullerton led the hike described in the August, '19 [Heirloom](#). He's an OCTA member and loves looking for trail evidence. His problem is that he's investigated the trails near to his Sacramento home and now has to travel further and further into the Nevada desert to explore. But that's a digression too, unworthy of this august publication. Donner Summit is close to home though.

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\*The DSHS Mobile Historical Research Team

\*\* wagon trains started using Roller Pass and then Coldstream Pass instead of Donner Pass in 1846.

# Story Locations in this Issue

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the beacon pg 7

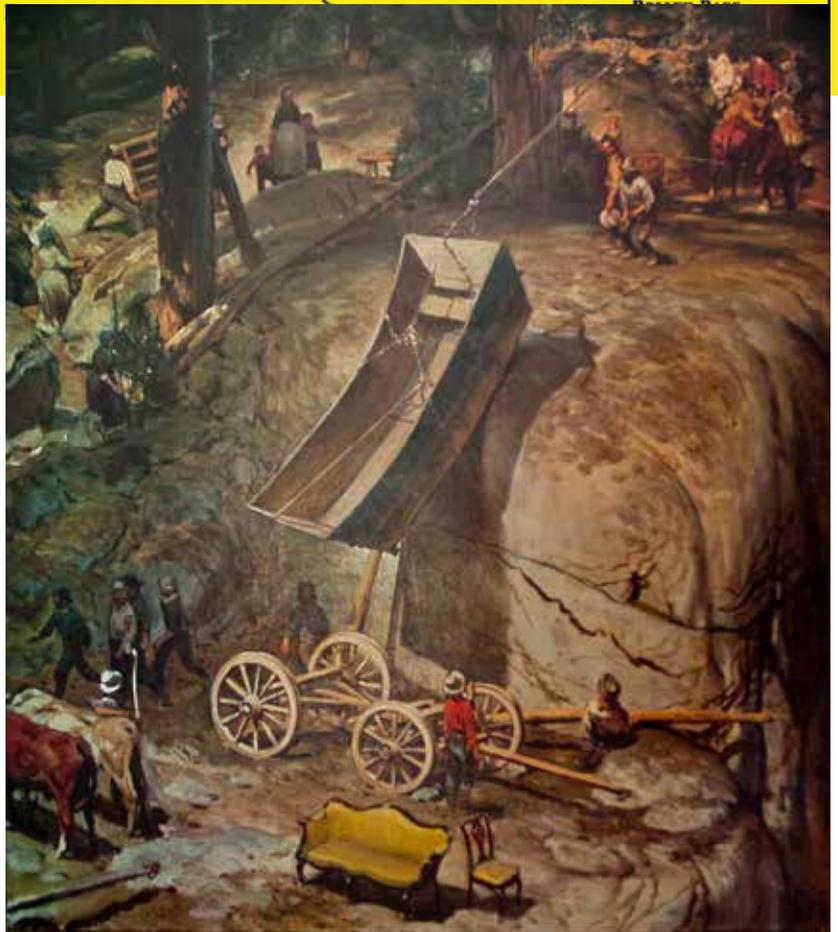
pictures pg 11

## DONNER SUMMIT



Then/Now pg 17

Harold Von Schmidt painting at the Donner Memorial State Park of the Stephens Party's crossing of Donner Pass in 1844



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Unless otherwise noted, the photographs and other historical ephemera in The Heirloom's pages come from the Norm Saylor collection at the Donner Summit Historical Society

The Zuendts are members of the Donner Summit Historical Society and so we have a connection. They were more than willing to allow a group of OCTA trail finders to explore their property as long as the DSHS got to go along. That of course, provides fodder for the Heirloom.

David led the group down to the Zuendt house in early July. There the OCTA experts got themselves properly accoutered with metal detectors of various types, trowels of various types, magnets, gloves, cameras, recording paper, tool belts, etc. It turns out there is not one accepted set of accouterments for proper trail exploration, but everyone was well prepared and work started.

It's not terribly exciting to be left out of trail divining because of one's amateur status and because of not being properly accoutered. It's not exciting at all. Even for those properly accoutered trail finding is tedious work. It's especially tedious when the area being explored was apparently once a dump for old cans. The experts swept their metal detectors back and forth. Beeps of various kinds alerted sweepers to possible metal debris. Real experts can translate the different beeps to different kinds of metal.

Beeps uncovered bottle caps, a couple of small spikes, possible pieces of snow tire chains, pieces of modern metal, false alarms, and lots and lots of can pieces. Some were tobacco cans and since the experts were all pretty advanced chronologically, that occasioned that famous joke, "Do you have Prince Albert in a can?"\*\*\* Readers of the Heirloom, being of advanced chronology as well, will know the punch line so we won't take up time and space here.

Around the house, at the bottom of the vertical rock, over the vertical rock, up the hill the experts swept their metal detectors. Trowels came out of tool belts and bits of metal were exposed. A little foundation was found. There was a can dump. There was nothing suggestive of the emigrant era or passage.

It should be noted that proper trail finding etiquette records findings and then leaves artifacts in place with the ground restored to its natural state. We followed proper etiquette.

Not finding evidence does not mean the emigrants or some emigrants did not come up that way; it simply means no evidence was found. It would be nice to have the same exploration of the accepted route, on the south side of the canyon, and try to find evidence there. That side, though, has seen subsequent railroad work, living quarters of Chinese workers, the first transcontinental highway along with the passage of thousands of cars, wagons on the Dutch Flat Wagon Rd., etc. Imagine what all that subsequent activity has left behind after any emigrant wagons passed.

For now we have multiple route possibilities for emigrant trains and the experts have lots to argue about. It is kind of an academic issue though. Emigrant wagons only came up Donner Pass, using whichever route, for a bit more than one year after the Stephens Party blazed the trail in 1844. By later 1846 everyone was using Roller Pass or Coldstream Pass. There we have another argument. How soon was Coldstream Pass used? For that argument you can go to January, '12, November, '11, and February, '12 Heirlooms.

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\*\*\*In case you've forgotten, the rejoinder is, "Well, let him out!"

"After a day's traveling we came to a rim rock ledge where there was no chance to drive up, so the wagons were taken to pieces & hoisted to the top of the rim rock with ropes, the wagons were put together again, reloaded, & the oxen ... were hitched up & we went on."

Benjamin F. Bonney 1845

"You can form no idea, nor can I give you any description of the evils which best us. From the time we left the [Donner] lake ... until we reached the top it was one continued jumping from one rocky cliff to another. We would have to roll over this big rock, then over that; then there was bridging a branch; then we had to lift our wagons by main force up to the top of a ledge of rocks... Three days... found ourselves six miles from the lake... you never saw a set of fellows more happy than when we reached the summit."

William Todd 1845

Schallenberger said, "The snow on the mountains was now about two feet deep...." The party reached the head of the lake and started up. "All the wagons were unloaded and the contents carried up the hill. Then the teams were doubled and the empty wagons were hauled up. When about half way up the mountain they came to a vertical rock about ten feet high. It seemed now that everything would have to be abandoned except what the men could carry on their backs. After a tedious search they found a rift in the rock, just about wide enough to allow one ox to pass at a time." The oxen were led up. Men and cattle then lifted the wagons up the rock face.

From George Stewart's Opening of the California Trail page 102 "Overland in 1844," Moses Schallenburger's reminiscences set down for George Bancroft in 1885 and edited by George Stewart.

# Emigrant Trail Finding Gallery



OCTA (Oregon California Trails Association) explores the possibility of the emigrant trail being on the north side of the Summit Canyon.



1. Could emigrant wagons have come up this - between the rocks?

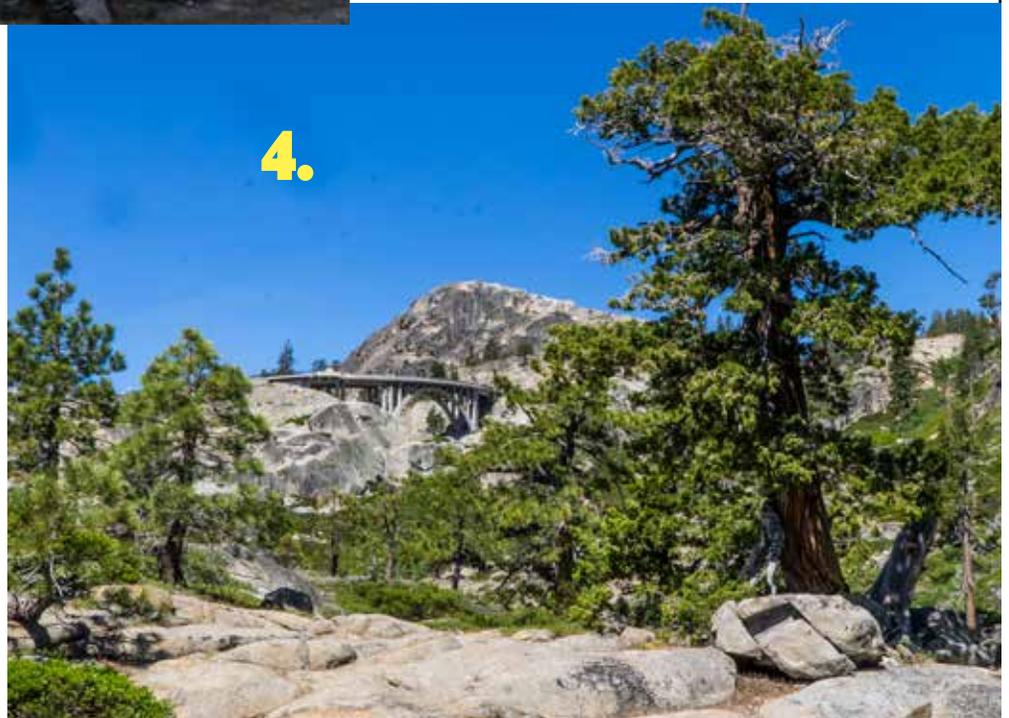
2. Getting ready for trail finding

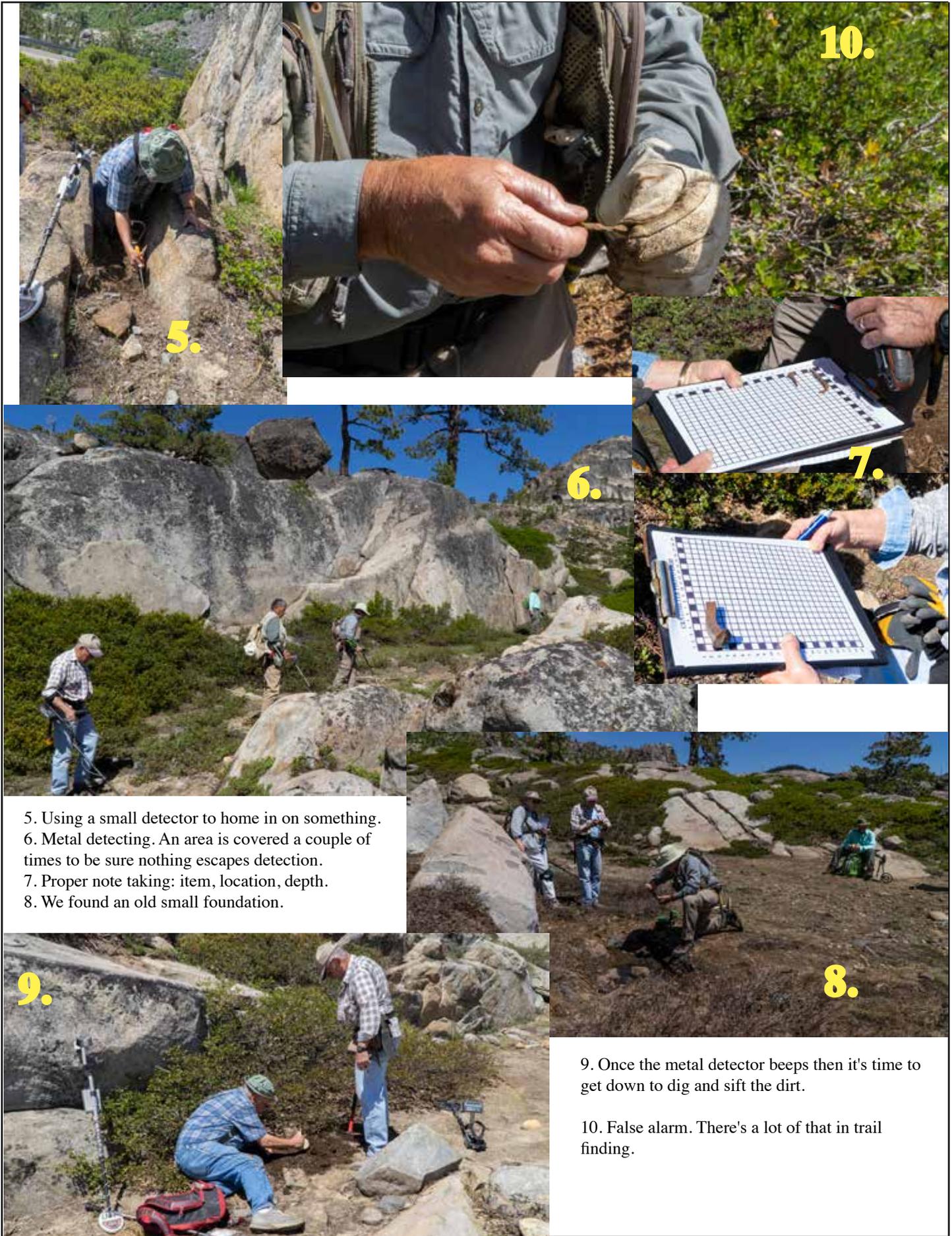
3. Could this be Moses Schallenburger's "vertical rock"?

4. Nice bridge. Mt. Stewart in the background

OCTA members in search of the Emigrant Trail:

Roger Gash  
Jon and Janet Nowlin  
Dave Loera  
Dick Waugh  
David Fullerton





5. Using a small detector to home in on something.  
 6. Metal detecting. An area is covered a couple of times to be sure nothing escapes detection.  
 7. Proper note taking: item, location, depth.  
 8. We found an old small foundation.

9. Once the metal detector beeps then it's time to get down to dig and sift the dirt.  
 10. False alarm. There's a lot of that in trail finding.

Our August Heirloom's lead article was about the superiority of the Donner Lake Route over the Sierra by stage. Here's another article touting the comfort and speed.

Paragraphs added for readability

### **THE DONNER LAKE ROUTE.—**

**A correspondent of the San Francisco Bulletin, writing from Gold Hill (N. T.), September 27th, says:**

This time I tried the Donner Lake or Dutch Flat route, and was delighted with the trip. As this is just opened, I will give your readers some particulars of the line.

You leave Sacramento at 6½ A. M. for Newcastle, at which place you arrive at 8 o'clock; you there take the stage for Virginia; passing through Auburn and some smaller places you arrive at Dutch Flat — which is quite a mining town— about 1 P. M. ; here you dine as quickly as you can and off you go ; you now strike the Dutch Flat road, and a finer road never was made in any mountainous country.

We went dashing along at a rate which you may imagine when I tell you we made 130 miles in 17 hours, or about 7¾ miles per hour, including all stoppages for changes and meals. There is no part of the road that you cannot trot a buggy right along. The only grade of any moment is in going down to Donner Lake from the summit and this is by no means so heavy as Bush street in your city.

The scenery at the summit is magnificent. Bold, craggy granite peaks shoot up on each side as you drive through what we will call the " Silver Gate," on a fine solid level granite road. On one of these high peaks floated an American flag. This is named Grant Mountain.[\*] On the left is another peak with its granite breast bared to the storm of time and strife ; and this is Mount Lincoln. With Lincoln and Grant on either side you can see safety ahead, as before your eyes is the beautiful and placid waters of Donner Lake. Here too is a haven of peace, in the shape of as fine a stopping-place, so far as good meals go, as can be desired. Donner Lake is not so large but is equally beautiful with Lake Tahoe, while it affords more enjoyment to those fond of aquatic sports, being free from the heavy winds of Tahoe.

Leaving the summit, the view of this lake and the mountain ranges beyond is truly beautiful. No one can travel this route and not be pleased. I have crossed the mountains many times, and by every route, and to this I accord the "first premium." The road I understand, cost \$200,000. On the whole route every few miles fine two-story public houses are being built, and in twelve months time, in respect to public accommodation, this route will excel all others. For a great part of the way you drive along at the rate of nine or ten miles an hour. The road is wide enough for two teams to go along, side by side, nearly all the way, is as smooth as can be desired, all the larger stones being raked off. This road runs very close to the Pacific Railroad survey[\*\*] ; so those curious to know whether a railway can cross the mountains can easily satisfy themselves on the subject.

Within sight of the road is the old camp of the " Donner party" who met such a horrible fate in 1847. You can see the stumps of the trees standing ten, twenty and twenty-five feet high, cut off by them at the edge of the snow.

The drivers on this route are a smart, good-natured, accommodating set of fellows, very cautious and temperate.

Sacramento Daily Union October 4, 1864

\*The correspondent is perhaps confused talking about peaks. If on the left is Lincoln then you can't go over the pass with "Lincoln and Grant on either side" if Grant is on the right. The DSHS historical mystery ferreting committee can only say, in attempting to straighten this out, that Grant's Pk. is what is today Mt. Stephens above the Donner Summit Bridge. Indeed, going over the pass through the "silver gate" you have peaks on both sides. On the left are Stephens Pk. and Mt. Stewart and immediately on the right is Donner Pk., then Mt. Judah, and finally, Mt. Lincoln.

\*\*The railroad route had only been surveyed. Track laying would not take place on the summit until 1867.

# What's in your Closet?

One day Hank Goodrich, of Cisco Grove, came in to the DSHS with a conglomeration\* of pictures. He'd worked with Cal Trans and had a collection of pictures all dated 1952\*\*. The subject of the collection's more than 200 pictures was snow removal. Studying these pictures we can see the various aspects of snow removal circa 1952 and see how much better the job is today with modern machinery. But that's getting ahead of ourselves.

Incongruously included in the collection was a rare picture of the airway beacon that used to sit atop Tunnel 6. It has nothing to do with snow removal but it's the subject for this month. Next month, when snow will have begun to fall, we'll go into the subject of snow removal in 1952 AND a particularly interesting picture that was also incongruously included in the collection and is not from 1952. Stay tuned.

We've covered the first transcontinental air route in the [Heirloom](#) a few times and it's the subject of one of our 20 Mile Museum signs. So faithful readers will know the background and those who are new to the [Heirloom](#) can go to the article and picture indices on our website to read past issues of the [Heirloom](#): the air route, the weather station, searching for the concrete arrows, the garage, etc.

Here we have a rare picture of one of the beacons that used to guide pilots through Donner Pass.



Right in the center on the top of the ridge above the snowsheds is the long gone beacon. This is an enlargement done by the DSHS photo enlargement lab.

That's Donner Pk. on the right

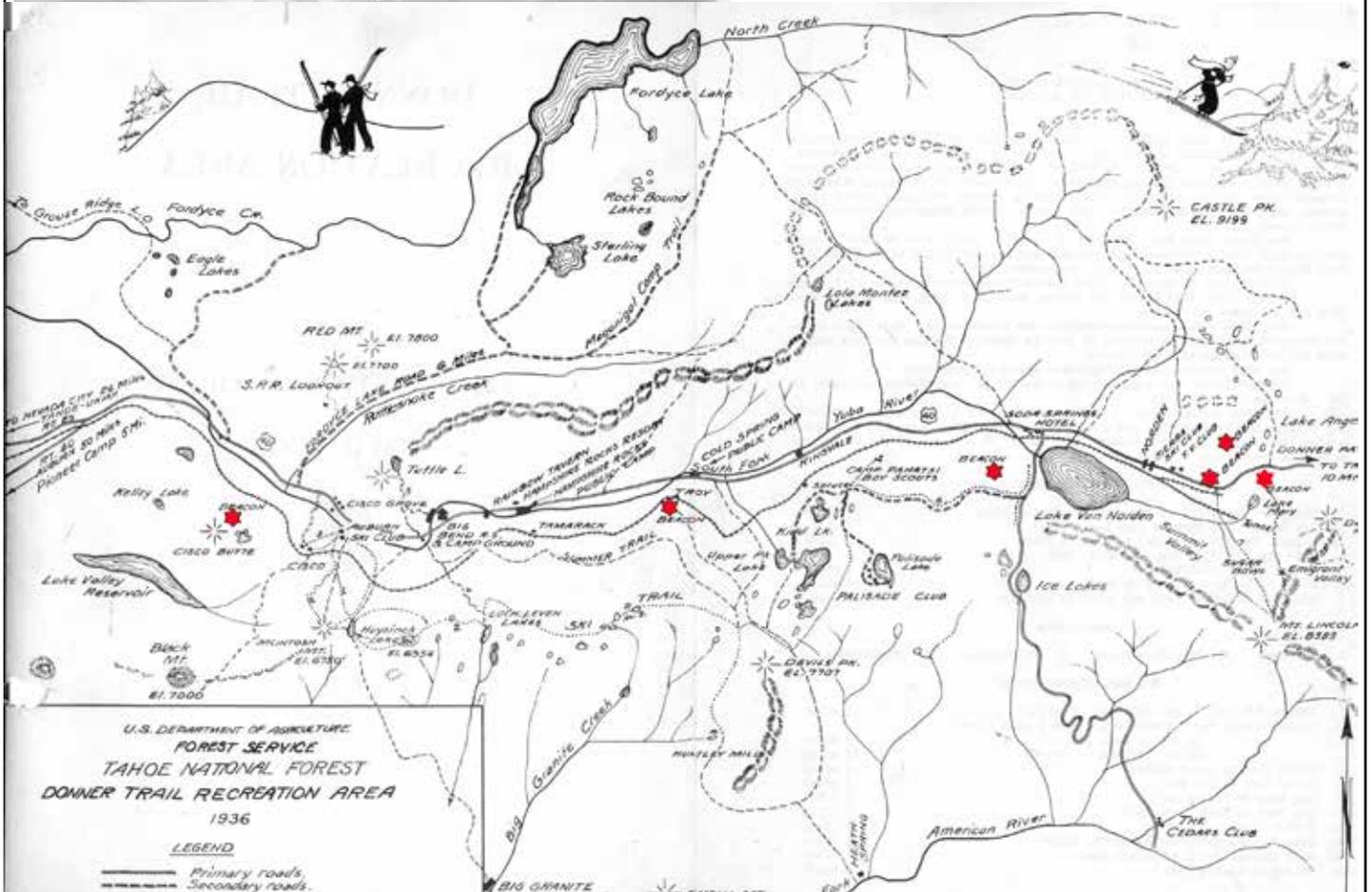
\*this is a technical historian's term for a "wad" of pictures where the pictures are all jumbled and rolled up in a "conglomeration." Norm then separated the pictures and put each in individual plastic sleeves, a task that took him several hours. Now they sit in their own box – pictured on page 10.

\*\* except just a couple, one of which will appear in next month's [Heirloom](#) when we'll be preparing for snow.

# Odds & Ends on Donner Summit



Left is the original picture with a lot of sky cropped out. Above is what one of those beacons looked like. This one sits atop Signal Hill (Donner Ski Ranch). Below is a map of the beacons on Donner Summit - the red stars are the beacons in this map enhanced by the DSHS map enhancement bureau (why it's a "bureau" and not a "department" we don't know). The beacon on the previous page is the one just above "Lake Mary" on the map below



# Odds & Ends on Donner Summit

Of course when people come in to the DSHS with old photos, historical ephemera, or other artifacts our curiosity gets piqued. In the case of the rare picture of the beacon atop Tunnel 6 we had to know if there was evidence on the ground of the beacon's location. That was a job for the Mobile Historical Research Team (MHRT), an adjunct arm of the DSHS.

Unfortunately there's not much there. To the right are two examples of what's at the approximate location of the beacon base according to the picture. That was disappointing but while the MHRT team was reconnoitering, their attention was drawn to the hill just south, which sits right on the shores of Lake Mary. Kids were riding mountain bikes, and from a distance it looked like there was stuff. Off we went.

Down, across the granite slabs and rocks, across the Lake Mary or Old Donner Pass Rd., up the dirt road, up the slabs of aforementioned granite and rocks and indeed, there's stuff\*. As you can see there was a lot of non-beacon activity on top of that hill. What was the stuff\*?

Pat Malberg who provides the proofreading services for the [Heirloom](#) and is the DSHS treasurer, was consulted because she's had a cabin on the shores of Lake Mary since the 1940's (See the May, '09 [Heirloom](#) as one of a number of [Heirloom](#) entries about her and her cabin). It's directly across from the hill with the concrete remains. She must have seen something to identify the various remains. Indeed she did have solution - see page 11. The pictures on the bottom of this and the next page are stuff on the hilltop.



a slab foundation, right, and piers, left, Signal Hill (Donner Ski Ranch) in the background.



\*historical type

# What's in your Closet II?

This paragraph would have been on the first page of this subject but the editorial staff was impatient to get to the beacon picture.

To the right is the box of 1952 pictures all installed in separate plastic envelopes and ready for viewing. The box is sitting on the counter in the DSHS. Since this was taken Judy Lieb, DSHS volunteer, has been annotating the pictures and putting them into their own binder which will join the dozens of other binders in the DSHS containing thousands of Norm Saylor's historic photographs.

So, first, that's an encouragement to visit the DSHS if you haven't so you can peruse old photos. The more important lesson here is that even if you have a "conglomeration" of pictures we'll take them and treat them well. If you want your pictures back we'll copy them and return them. This is how the DSHS collections enlarge and provide more for people to see and more for [Heirlooms](#) and DSHS web pages to display. We'll take your historic artifacts too or just photograph them and write stories.



More piers, Donner Pk. in the background



More piers, Donner Ski Ranch in the background.

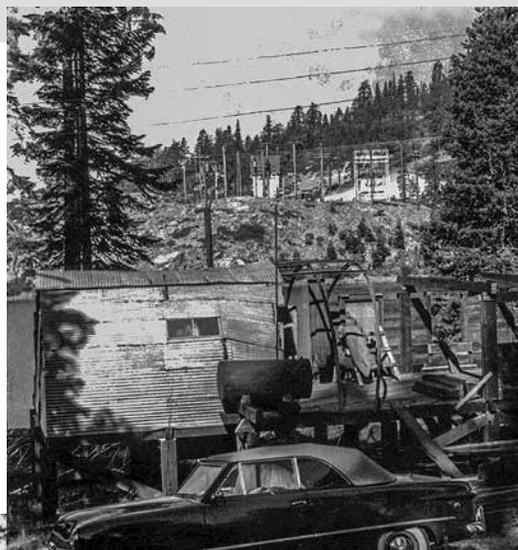


Some much older piers, Mt. Judah in the background.

# Odds & Ends on Donner Summit

You will remember way back on page 9 the MHRT was wondering what all the cement foundation pieces might have gone to that sit atop the hill on the shore of Lake Mary. We checked with Pat Malberg whose cabin is directly across the lake. She did remember specifics and she did have a solution to ferreting out an answer. She went to her collection of pictures given to her by the Dartmouth Outing Club which also has a cabin on Lake Mary (see the April, '09 [Heirloom](#)). Since they are across the lake, Pat thought that perhaps some of their pictures will have clues on the background. Indeed she found one (center right) which sent the MHRT into the DSHS archives because we also have a collection of pictures donated by the family of Johnny Ellis (April, July, August, '09 [Heirlooms](#)).

We too found relevant photographs, including the one Pat had found. The pictures show the concrete was related to power lines. In the bottom picture, taken from up Mt. Judah a way, we also see a small building in amongst the power poles. So we can guess that it was all a PG&E installation. Problem solved. The two-story 'house' was a yellow corrugated metal-covered building with an outside staircase. Pat remembered it as an eyesore, but also as a place for PD&E inspectors and linemen to find shelter, especially in winter.



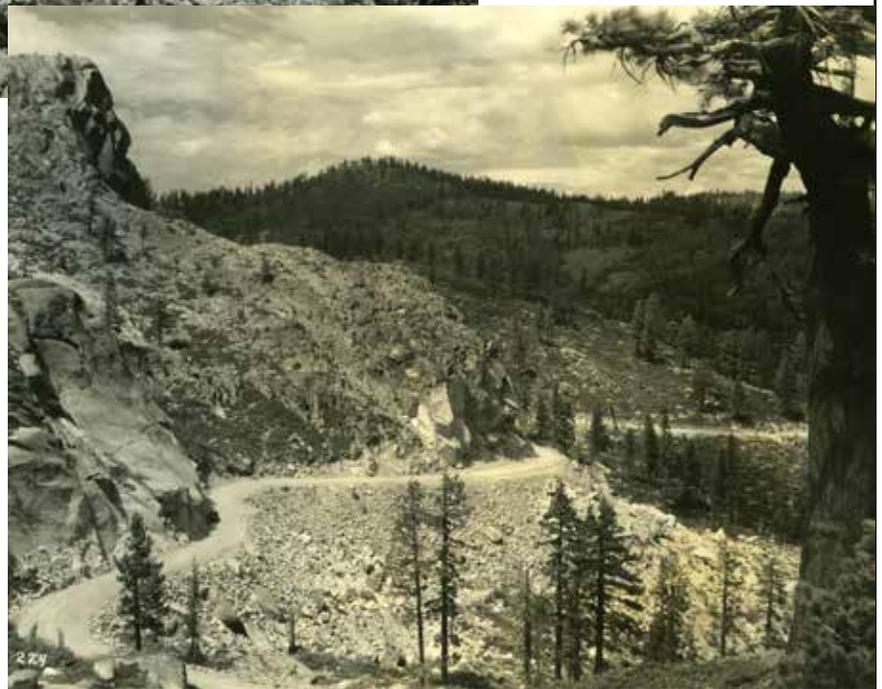
# From the DSHS Archives



It's good to have friends. The California Chapter of the Lincoln Highway Association received news from Cal-Trans about a newly digitized archives in their library. They were considerate enough to share the link with us. Here are the only three photographs on Donner Summit.

Here and on the next page we have early pictures of Highway 40, today's Donner Pass Rd. looking east. Then the DSHS photo enlargement lab cropped the bridge picture down to the three automobiles and enlarged it - (next page). Note that the lookout point is not there on the south side of the bridge yet (right of the bridge).

If you want to do some perusing of the digitized collections: <http://cdm16436.contentdm.oclc.org/cdm/> For further information you can contact the Transportation Library and History Center at [library@dot.ca.gov](mailto:library@dot.ca.gov) or 916-654-4601.



The pictures come from the McCurry Collection: "From 1912-1933, the California Highway Commission, and later, the Division of Highways, would occasionally contract with the McCurry Foto Company of Sacramento to take scenic pictures of state roads and highways. This collection features those pictures, which chronicle the beauty of California rural highways. The Pacific Coast Highway, ..."

# From the DSHS Archives

## Died

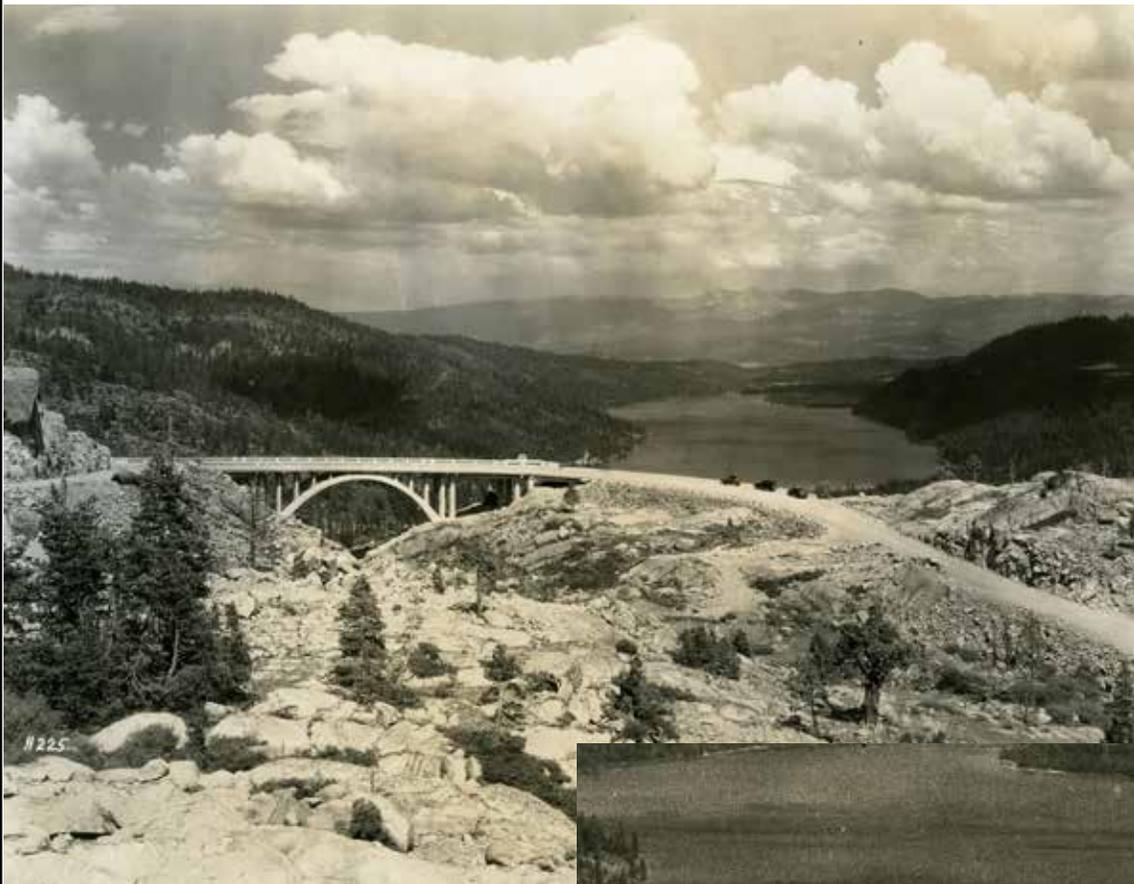
At Tinker's Station, Summit valley [sic], Oct. 19th, Patrick Connor, a native of County Roscommon, Ireland, aged 24 years.

Daily Alta California November 3, 1866

The DSHS primary source perusal team (PSPT) stumbled across the above notice. It reminds us that life was not so great in the old days. The notice leaves a lot to be wondered about though. Who was Patrick? How, why, and when did he come to Donner Summit? What happened to him? Was it sickness, violence, accident? Workers had started on Tunnel 6 and were working from both ends at once by the time of the notice. Was it a tunnel accident? A shootout over gambling? If only people in the old days had more consideration for today's people and written more down. Interestingly the Sacramento newspaper included a note

asking that it be reprinted by a newspaper in New York. Perhaps that's where Patrick's family lived? Was the news reprinted there? Where was Patrick Connor buried?

Save your diaries for future generations' consideration and share your old pictures with the DSHS.



Right: close up of the three autos above. Note there is no lookout point yet on the right.



# From the DSHS Archives

Today we go on to YELP to review restaurants and hotels. They didn't have that option in the old days. You may not want to stay at Tinker's Station after you read this.

## HAS SOME LIVELY TIME [sic]

### Weary Traveler Has Stuffing Hammered Out of Him by Cranky Hotel Man

Lee Butts recently walked from Carlyle, in Meadow Lake District[\*], to Tinker's Station, in Summit valley, a walk of about twenty miles. Result, great weariness and physical prostration. He found James Sheriff in charge of the hotel, and asleep on a bench. It took the combined efforts of Mr. Butts and one or two other men to awaken mine host, and it was an equally difficult task to keep him from fighting someone after he was awake. He finally cooled down sufficiently to show Mr. Butts to a room, but returned fifteen minutes later and demanded four bits for the night's lodging. Mr. Butts was sound asleep, and before he got thoroughly aroused the pugilistic landlord kicked open the door and entered the room. Lee paid the coin, but this did not seem to satisfy Mr. Sheriff. He evidently wanted to chew someone up, and did it. He struck and kicked Mr. Butts several times, and ended by breaking a globe lantern over that individual's head, and kicking him downstairs out into the night. Butts walked to Summit[\*\*], remained there the rest of the night, and upon his arrival in Truckee swore out a complaint and commenced a civil suit for damages. Sheriff pleaded guilty to the criminal charge, and paid a fine of fifty dollars. The suit for damages was to have been tried yesterday, but Mr. Sheriff failed to appear. Report has it that he has skipped the country.

Truckee Republican  
October 17, 1908

\* Before Truckee became a burgeoning metropolis the eastern end of Nevada County was called the Meadow Lake District in recognition of the mining town at Meadow Lake. For a few years Meadow Lake housed several thousand people. See [Meadow Lake Gold Town](#) book review and article in our August, '14 [Heirloom](#) and then the hike to Meadow Lake in the September, '14 [Heirloom](#) and the hike from Meadow Lake to Phoenix Lake in the October, '14 [Heirloom](#).

\*\* That would be Summit Station at the top of the pass where the Summit Hotel used to be.

**TINKER'S STATION,**  
DONNER LAKE ROAD;  
**TINKER & FENTON,.....Proprietors.**  
Nearest point for the Celebrated Soda Springs.  
A Bar, with the best of Liquors, connected with the House.  
Board per Week.....\$10. | Single Meals.....75 cents.  
Horses and Carriages furnished to Pleasure Parties.  
Twelve miles from Crystal Lake, ten miles from Cisco, and six miles from Pollard's  
Station.

# Book Review

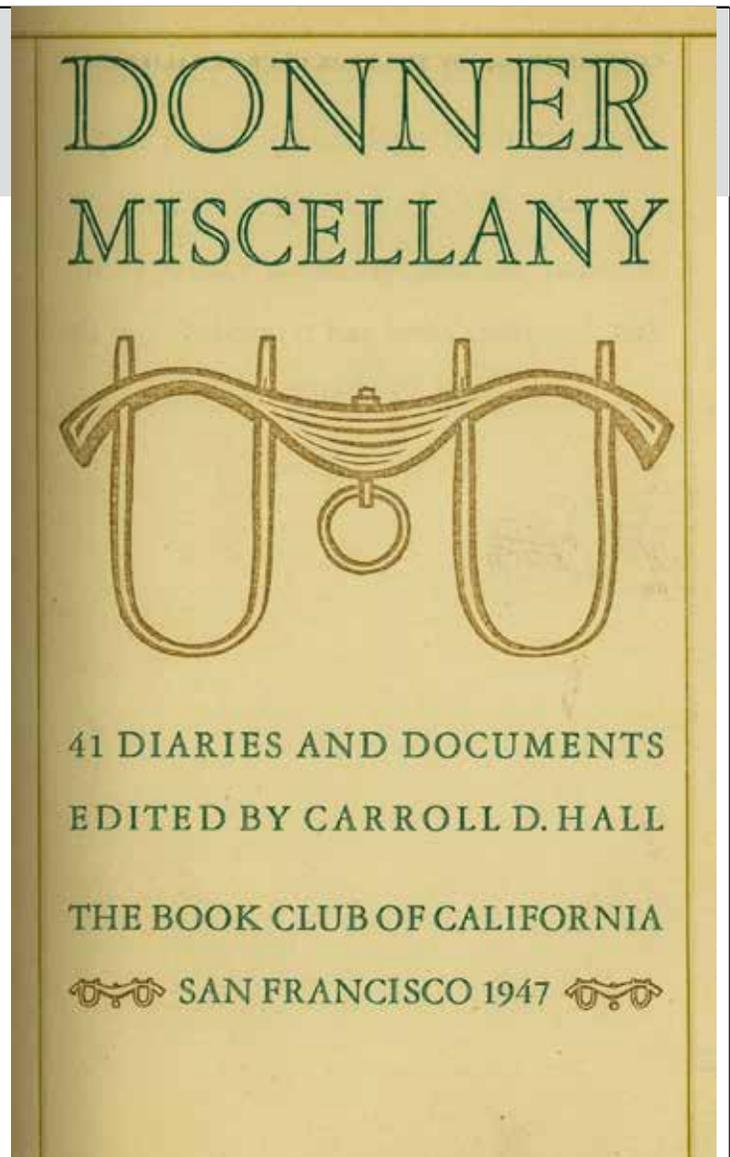
## **Donner Miscellany 41 Diaries and Documents**

Caroll D. Hall, Editor, Book Club of California, 1947  
97 pages

Most readers here know the outlines of the Donner Party and its tragedy. There are a lot of books and articles on the subject all with their own emphases. We've reviewed many (check out the book review pages on our website).

Even though all those books and articles include quotes from original sources they tell the story from a distance, through the authors' points of view, research, and historical frames of reference. The title, Donner Miscellany 41 Diaries and Documents, holds the promise of telling the story through the participants' voices, which would maybe make the story more alive, more personal, more relatable, and more dramatic. Indeed, it's interesting to discover in the editor's remarks that documents were found tucked away inside the Miller-Reed diary and were not authored by Hiram Miller and James Reed. That's interesting and interesting that the editor just stumbled across them "in a pocket in the back of this diary." How did they get there and why were they stored there? Why didn't anyone notice until 1947, Donner Miscellany's publication date?

The documents range from the most mundane to the most dramatic: lists of items purchased by Donner Party members from other group members; notes about money owed; contracts of employment for the Donner Party, and later for rescuers; notes about recovering and selling Donner Family goods; and just daily travel diary entries. Some of those are very mundane, "next day travelled about 16 miles in the rain, bad roads and rainy night." Some of the items fill in details we might have wondered about concerning the aftermath. There is, for example, a letter from Edwin Bryant, who had come to California just ahead of the Donner Party, and who wrote What I Saw in California (April, '13 Heirloom), appointing James Reed guardian to two Donner Family children. Curious people might wonder how the various orphans were taken care of afterwards. This one is interesting



because Reed had almost been lynched by the Party and was banished from the group. Still, in the end, he rescued some of the Donner Family children. Then there are the diary entries that are full of drama – see the sidebars on the next page.

One set of documents which is interesting because I've not come across these before, is dated shortly after the group became snowbound. They authorize Milt Elliott to go buy yokes of oxen and horses in California and bring them back either immediately or in the spring to help the party on the final leg to California. At least some of the Donner Party clearly did not immediately understand the gravity of their

“19th at sundown reached the Cabins and found the people in great distress such as I never before witnessed [sic] there having been twelve deaths and more expected every hour the sight of us appeared to put life into their emaciated frames.”

Donner Relief Party Diary, February 19th, 1847

“We had travelled about two miles when one man gave out I waited for him some time but in vain he could go no further I made him a fire and chopped some wood for him when unwillingly left him telling he should soon have assistance but I am afraid he could not live to see it travelled 7 miles” [sic]

Donner Relief Party Diary, February 23, 1847

plight. Some naively apparently thought they might just have to stay awhile and then go on. That shows the lack of knowledge many emigrants had of the Sierra winters but also explains why they did not immediately head up the pass when they arrived as Charles Stanton urged them to.

The list of goods purchased by the rescuers (next page) is interesting as well. It is common sense but perhaps surprising that what was purchased for the Donner Party was not just food. There were clothes too.

Of interest too are documents showing James Reed in California, while his family was trapped at Donner lake. On arrival in California he started petitioning to acquire land in his and his family’s names in a number of places.

Unfortunately the book was written in 1947. Since then other documents have been found and a much clearer picture, in the emigrants’ own words, could have been put together in a longer book. 97 pages does not provide much room. Likewise a bit more commentary from the editor would have provided some needed context to some of the documents. For example the last letter in the book is addressed to James Reed from Justice of the Peace John Sinclair in the summer of 1847. It talks about some controversy having to do with James Reeds’ possessions, left at the Donner Party location at Donner Lake. What that’s about, we have no idea, but the letter is intriguing because Sinclair says Reed’s wife is ready to visit, “I do not know but presume there is some plot between her and a certain lady who as Shakespeare has it ‘rounds apace’ and grows exceedingly lusty...” “Lusty” probably has had other meanings in other times and a little commentary about the letter and its significance that put it in the book would be good.

The documents move the story to more than a recital of events. Here were people just like us the documents say.

“...after a great fatiguing day arrived at the praire now Starved Camp at the head of Juba it was made by the other Compy. who had passed in but a few days previous. Here the men began to fail being for several days on half allowance, or 1 ½ pints of gruel or sizing per day. The sky look like snow and everything indicates a storm god forbid wood being got for the night & Bows for the beds of all, and night closing fast, the clouds still thicking terror dare not communicate my mind to any, death to all if our provisions do not come, in a day or two and a storm should fall on us, very cold, a great lamentation about he cold... My dreaded Storm is now on us commcd a perfect hurricane in the night. A great crying with the children and parents praying crying and lamentation on acct of the cold and the dread of death from the Howling storm... hunger is the cry with the children and nothing to give them freesing was the cry of the mothers with [unclear]... to their little starving freezing children night closing fast and with it the Hurricane increases...” [sic]

March 4 James Reed Diary

## Note:

You have noticed our monthly book reviews. You might want to do some reading of your own.

Stop in at the DSHS. Norm Saylor has a large collection of books for perusing, buying, or checking out.

You might even want to do a review for us.

*Purchased with the funds raised—*

<i>15 Barrels of Flour</i>	<i>2 lbs thread</i>
<i>1 Bbl of Pork</i>	<i>4 papers needles</i>
<i>400 lbs. of sugar</i>	<i>84 yds Flannel</i>
<i>210 do. coffee</i>	<i>30 yds Calico</i>
<i>20 tins ground coffee</i>	<i>30 yds. shirting</i>
<i>17 lbs. tobacco</i>	<i>12 prs. womens stockings</i>
<i>4 Buck skins</i>	<i>12 spools cotton</i>
<i>2 Elk skins</i>	<i>30 yds nankeen</i>
<i>6 frying pans</i>	<i>94½ yds Osnaburg</i>
<i>(small &amp; light)</i>	<i>(for inside Bags)</i>
<i>12 tin pots</i>	<i>6 prs shoes</i>
<i>4 camp kettles</i>	<i>21 Comforters</i>
<i>(2 to Mr. Reid)</i>	<i>24 prs. Pantaloons</i>
<i>2 axes</i>	<i>11 prs. Flannel drawers</i>
<i>2 hatchets</i>	<i>30 Red Flannel shirts</i>
<i>1 shovel</i>	<i>15 prs. Children shoes</i>
<i>1 Tea Kettle</i>	<i>4 prs. mittens</i>
<i>12 Iron spoons</i>	<i>3 heavy Blankets (to Mr. Reid)</i>
<i>50 Gunny Bags for Packs</i>	<i>31½ yds Osnaburg ( do do )</i>
<i>24 Blankets</i>	<i>12 yds. Pilot Cloth</i>
<i>48 Pairs woollen stockings</i>	<i>(for Mocasins etc)</i>
<i>150 yds. brown sheeting</i>	<i>6 prs. women shoes</i>
<i>90 yds calico</i>	

Here is another example of Donner Miscellany, a document noting what was purchased with donations made by Californians for the rescue of the Donner Party..

## Fan Mail

DSHS

You all do such an incredible job on your website, the 20 Mile Museum signs, brochures, [Heirloom](#)... kudos to you all. And truth be told I'm jealous of all that you do. Keep up the great historical work.

Heidi Sproat  
Truckee Donner Historical Society

DSHS

Thanks for all the interesting articles in the [Heirloom](#). It's a great publication!

Kathleen Burdock

You too can be immortalized in the [Heirloom](#). Send your mail to: [info@donnersummithistoricalociety.org](mailto:info@donnersummithistoricalociety.org)

# Then & Now with Art Clark



Here we came across the picture above with the automobile on the old Lincoln Highway, approaching the underpass at the east end of Tunnel 7. The underpass was completed in 1914 enabling cars to bypass the dangerous snowshed crossing so this picture is after 1913. Art Clark then produced the Then/Now. Below you can see Donner Pass Rd., Old Highway 40 in the background.



DONNER SUMMIT HISTORICAL SOCIETY  
Donner Summit Historical Society.org

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If you would like monthly newsletter announcements, please write your email address below VERY neatly.

\_\_\_\_\_



## Take the Scenic Route: Donner Summit's Old Highway 40



Pick up the brochure at the DSHS  
or download it at:

<http://www.donnersummithistoricalsociety.org/pages/brochures.html>

50 interpretive signs along Old 40

<http://www.donnersummithistoricalsociety.org/pages/20MileMuseum.html>