

E Clampus Vitus

Grub Gulch Chapter 41-49

1st Annual History Trek

September 11, 2021

Leaving Kurt's Clampground

8:50 AM

Good Morning! Welcome to the First Annual Grub Gulch 41-49 History Trek!

Be sure to keep your hands, arms, and body parts inside the roller coaster car at all times!

We start our trek today at the Raymond Museum. The museum was once the home of Charles Miller, who was the Station Master for the Southern Pacific Railroad, and the agent for the Yosemite Stage and transportation company. In 1885, A. H. Washburn, owner of the Yosemite Stage and Turnpike Company, lobbied his friend Collis Huntington of the SP to create a rail line into the foothills to the site of what would become Raymond. The trip from Borden, Madera, or Berenda to the foothills was often too muddy for Washburn's stagecoaches in the winter, so he felt that a railroad would get his very wealthy passengers to the hills easier, and of course, at less expense to him. At Raymond, the adventurers would disembark the trains and board open stagecoaches for the ten hour trip to the Wawona Hotel in Yosemite, which was also owned by A. H. Washburn. The next day a three hour stage trip would take them the rest of the way to Yosemite Valley.

The Charles Miller house was the first house in Raymond. Mr. Miller filed the homestead for Raymond, and had the town laid out by a surveyor. Raymond was one of only a few towns in the Sierra Nevadas that was established purely to serve tourists, not mining or logging interests. Once the railroad arrived, Raymond became one of the main freight and business centers for the entire area. Merchants received goods from the railroad, and farmers, loggers, and ranchers could ship their products out of the area using the railroad. With rail transport easily available, the granite quarries at

Knowles were established. The famous Sierra White granite was shipped all over the country, and became a major building material in cities like San Francisco and Los Angeles. We have a monument in Knowles, but we won't be visiting that today because it's too hard to get the buses parked and turned around there.

Once the Yosemite Valley Railroad was built in 1907, going through the Merced River canyon to El Portal, the stages to Yosemite from Raymond were doomed. But granite shipments continued to be delivered via rail for a time. By 1938, the section of the branch from Daulton to Raymond was abandoned, and the entire branch was abandoned and removed in 1946.

We have two monuments at the Raymond Museum...one is to the Charles Miller House, and the other is to Hydraulic Mining. We have plans to build at least one more monument here....to Teddy Roosevelt commemorating his 1903 visit to Raymond and Yosemite for a camping trip with John Muir.

Arrive **Raymond Museum**

9:00 AM

Charles Miller House, established 1886

The first house in Raymond. Charles Miller was the Station Master and Stagecoach Agent. He filed the homestead for Raymond, and is a substantial part of Yosemite history.

California Point of Historical Interest, restored by Lynn and Wayne Northrup and dedicated as Raymond Museum in 2008.

Dedicated by E Clampus Vitus Grub Gulch Chapter 41-49, Feb. 15th, 2009

Hydraulic Mining

Hydraulic mining using monitors was popular by large mining operations. More material could be processed daily for significantly less cost and higher profitability than other methods. Monitors larger than this one were common at the Malakoff Diggings near Nevada City and throughout the Mother Lode. A much smaller monitor was reportedly used to tunnel mines here in the Madera County foothills.

Monitor and Plaque

Donated & Dedicated in the year 2016

E Clampus Vitus Grub Gulch Chapter 41-49

Tour Museum

Load bus for trip to **Wildcat**

9:40 AM

Raymond Wildcat Station Monument

The San Joaquin Valley and Yosemite Railroad was incorporated on February 15, 1886 by the Southern Pacific Company. The 21mile track ran between Berenda and Raymond. At this location, a turntable allowed the locomotive to be turned around and watered if needed for the return trip. The first passenger train arrived in March 1886. Tourists would ride the train to "Wild Cat" then continue on to Yosemite by stagecoach. At one time, meat supplies ran out and wild cat carcasses could be seen hanging outside the dining room's kitchen, thus the name Wild Cat Station. It was later renamed Raymond for Mr T. Raymond of the Raymond Whitcomb Travel Association of San Francisco. The Post Office was established on July 9, 1886, and Raymond soon became the main freight depot for the mountain area, due to increased cattle shipments, the Raymond Granite Quarry, and the supplies needed by the Madera Sugar Pine Lumber

Company. The Raymond train was terminated in 1946 when the line from Daulton to Raymond was terminated.

Dedicated on April 19, 1997 by E Clampus Vitus Grub Gulch Chapter ECV 41-49.

Board Bus
Depart for **Savage Monument**

9:55 AM
10:00 AM

Our next stop will be at Hensley Lake, at the Buck Ridge Recreation Area. We will visit the **Major James D. Savage** grave and monument, and we will see where that monument and Savage's trading post were originally located.

As we depart Raymond, you will see the 1886 SP railroad grade, first on the left side of the road, and later on the right side. The railroad wye'd at what is now the intersection of Rd 600 and Knowles Road, where the community park and fire station are located. A spur went up to Knowles to serve the granite quarries that were located there. A cable incline was used to haul the cars up to the granite quarry, due to the steep grade encountered along the way.

The land where the quarries are located was once homesteaded by Luke David, who was mostly interested in the spring that ran there. The land was apparently worthless otherwise, covered with large granite boulders. Frank Dusy, an early pioneer businessman, purchased the land from David, and the locals began calling it Dusy's Rock Pile because they thought Dusy had made a bad investment. Dusy sold the property to F.E. Knowles in 1888, and Knowles organized the Raymond Granite Quarry in the town of Knowles. The McGilvary Quarry was also located near Knowles, and in 1928 the two quarries became one.

Granite from those quarries is very white, the whitest found nearly anywhere in the country, and it was used in the reconstruction of San Francisco after the 1906 earthquake,

and in the construction of many buildings in Los Angeles. The San Francisco City Hall and the US Post Office in San Francisco were built of Raymond white granite.

The Fresno River

Along the way we will cross the Fresno River, where Hidden Dam is located. By the way, the Fresno River doesn't go through Fresno, it goes through Madera. Throughout history it has been an important part of the local community. For centuries, the local Indians used the Fresno River as a source of water and food. When the white men came, they began mining in the river in many locations. Later, the Madera Sugar Pine Lumber Company ran their great lumber flume from just south of Yosemite to Madera through the Fresno River. James Savage established at least three trading posts along the river, one at what is referred to as Fresno Crossing, and another at a location that is usually under Hensley Lake, and a third at the Adobe Ranch.

Major James Savage

After serving with John C. Fremont's California Battalion (Company F) in the Mexican War, and helping James Marshall construct the sawmill where gold was discovered in 1849, Major Savage moved south and opened several trading posts in the mountains between the Tuolumne River and the Kings River. He exchanged gold given to him by the miners and Indians for supplies that were needed by these people. He was on good terms with the local Indians, lived among them, spoke several of their dialects, and was accepted as one of them. He married at least 5 Indian wives, mostly the daughters of chieftains, and he had perhaps as many as 33 wives. It was said that he would take an Indian woman as his wife only if she was pretty. These marriages brought him even more respect and placed in a position of power with the Indians.

By 1850, the Indians were upset at the influx of white men into their territory, who were mostly looking for gold and disrespecting their home. Tensions were high, and a council was held at Savage's trading post on the Fresno River. Several important chiefs attended, and the outcome of the meeting was that the Indians wanted war. This period of history is called the Mariposa Indian War, but it should be called the Madera Indian War because it mostly happened in Madera County. It began when Savage's Trading Post on the Fresno River was attacked, killing three workers.

Because of his friendship with the Indians, Savage was tasked by the California Governor with gathering the Indians who had raided his trading posts, and bringing them back to reservations. He commanded an all-volunteer group of 100 men called the Mariposa Battalion. Most of their sorties centered around the Fresno River area, except for one. During that mission, they followed a group of renegades lead by Chief Tenaya, deep into the mountains. Tenaya was headed for the east side of the Sierras, and Savage's men were in pursuit. On March 27, 1851 Savage's men stumbled into Yosemite Valley, and became the first white men ever to see Yosemite. Tenaya would eventually go back to the reservation at the Fresno River, escape, be tracked down by a second party into Yosemite Valley, go back to the reservation again, leave again, and never go back.

Savage's partner in the Kings River store, Major Walter H. Harvey became jealous of Savage's popularity and prosperity, and Harvey was upset that Savage seemed to be too lenient on his Indian friends. In 1852, this animosity ultimately grew into a fight between the two men, near a place called Poole's Ferry on the Kings River. A violent fist fight ensued, but in the struggle, Savage's pistol was lost from its mounting. Harvey picked it up and shot him five times. Savage died instantly and was buried at that site.

Savage's partner in the trading post at Hensley Lake, and at the trading post where the Adobe Ranch is now located was Dr. Lewis Leach. In 1855, Dr. Leach moved Savage's remains from Poole's Ferry, and reburied him at the Fresno River store. Leach had a 10 foot column of Connecticut granite shipped around the Horn and placed as a monument to Savage at his grave. It stood there for over 100 years, until the Army Corps of Engineers built Hidden Dam, blocking the Fresno River, and creating Hensley Lake. Savage's bones were dug up and reburied at a site just south of Rd. 600, but vandals began attacking the monument and the gravesite. So, once again Savage's bones were dug up and reburied, and the monument moved again, this time relocated at the Buck Ridge Recreation Area.

Arrive Hensley Lake

10:20 AM

Visit **Savage Monument**

Golden Hills Ceremony

Load Bus

10:40 AM

Depart for **Madera Monument**

10:45 AM

Leaving Hensley Lake, we will pass several historic sites...Savage's Camp, Dennis School, the Hensley Cemetery, the site of Media/Minarets, the route of the Madera Sugar Pine Flume, and the Adobe Ranch.

Savage's Camp was a mining community located around Savage's trading post. It began in around 1853, but was at its peak around 1865-70. Dr Lewis Leach had a drug store and hospital here.

Linnebacker Store was built by William Linnebecker in Savage's Camp about 1862. The structure was made from adobe, had only two openings (the front and rear doors) and

remained in its original location until the dam was built. This store was run by a Chinese man named Man Wo Chan after Linnebacker left in 1864, and is often referred to as the China Store. The land was donated to the Native Sons of the Golden West in 1928. When Hensley Lake was being built, the Madera County Historical Society bought the store and the property is sat on, by paying the delinquent taxes owed on the property. Their plan was to move the store to Borden, where the Chinese Cemetery is located. The store was ultimately removed from its location at Hensley Lake, but no one knows what happened to it or where it went. When the flume went through the area, there was a flume house across the river from the store that was called "China Store."

Dennis School was a small school constructed in 1875, located on Ned Dennis' property in what is now Hensley Lake. In 1919, it was moved to higher ground on the east side of Road 400, well before the lake was built. It is on our list of places to establish a monument.

Hensley Cemetery is on the left as we exit the Hensley Lake area. There was a community here before the lake was built, and this cemetery served that community. The cemetery was originally located lower in the river's flood plain, but when the dam was built, the cemetery was moved and its residents were re-interred at this new location. It sits on the east side of Road 400, just out of sight from the road.

Minarets/Media

In the late 1880's and early 1890's, the people who lived in what is now Madera County were tired of being controlled by those know nothings in Fresno County. They wanted out of Fresno County. But, where would the new county seat be located? At one time, the area known as Borden would have been the most likely site. But Borden had slowly started to decline once the flume was built only as far as Madera. Some people from the valley wanted Madera to be the seat for the

new county. But the mountain people wanted the county seat nearer to them. 1¼ miles east of the intersection of Road 400 and Road 406 (Bates Station Road) they created a town for the explicit purpose of serving as the county seat. This town was first called "Minarets." A post office was established there in 1894. But the name Minarets was already used, so the town became known as "Media," because it was thought that it was geographically in the center of California. When the vote to create Madera County happened, by a vote of 1065 to 567 Madera was selected as the county seat. There was no longer a reason for Media to exist. By 1898 it was gone.

12 mile Flume House

Approximately 12 miles out of Madera was the 12 mile Flume house. Flume houses were places where workers called "flume herders" were located. They worked the flume as lumber was sent down, fixing clogs and helping to make things flow properly. In some places, such as Poison Switch, the flume herders would connect the lumber into big trains. The flume houses were connected by phone lines that would ring when the wood left the previous station. The herders at 12 Mile were mostly there to address any mishaps that might have occurred between there and the China Store flume house.

Adobe Ranch

The Adobe Ranch is one of the oldest ranches in Madera county. At one time, it encompassed over 220,000 acres. In 1850, James Savage had a trading post on the Fresno River otherwise known as the "Fresno River Indian Reservation." Savage and his partners Dr. Lewis Leach, Lorenzo Vinsonhaler, and Samuel Bishop (all of whom Savage's men from the Mariposa Battalion) began a farming operation there. They taught the Indians to cultivate the land, and in return for their work the Indians received wheat, barley, flour,

and sugar. While it was exploitation of the Indians, it was highly profitable for Savage and his partners. For a time during the Mariposa Indian War, the trading post became known as Fort Bishop. Fort Bishop was a place where Savage's troops could store supplies and rest between their missions. Ultimately, Tenaya and the Yosemitees were given permission to go back to their valley for a two week period. They never came back to the reservation, and since they were relatively peaceful, no one chased them down. For a while.

By 1882, the ranch had grown to 6,800 acres. The name comes from the fact that the original building, Savage's Trading Post, was made of adobe. The Adobe Ranch is still a large farming operation, and is on our short list of places where we plan on establishing a monument in the near future.

Six Mile Flume House

Six miles from Madera was another flume house known as Six Mile House. The grade of the flume was much flatter here than it had been in the mountains, so it was necessary to establish flume houses closer together to keep the lumber trains moving properly. The six mile flume house was still here until a few years ago when it was burned to the ground by some idiots.

Two Mile Flume House.

Yet another flume house, you can probably guess how far it was from Madera.

Arrive at **Madera Monument**

11:05AM

Madera Monument

Spanish for lumber, the first industry. Once a part of Mariposa and Fresno Counties, this area was traversed by local Indians, fur traders, explorers, and gold seekers. The first settlement in what is now Madera County was 16 miles up the Fresno River where James D. Savage located his store, traded with the Indians, and gathered gold. An early stageline from Stockton to Millerton and Visalia crossed the Fresno River at a point down about twelve miles from what is now the City of Madera, and was another so called Fresno Crossing. The growth of Madera was due to the flume being built by the Madera Flume and Trading Company, later the Madera Sugar Pine Lumber Company. The City of Madera, named by William H. Thurman, began development in 1875 when lumber started arriving at the railhead via the 55 mile long Sugar Pine Flume. The community of Madera was laid out and lots were auctioned. On May 16, 1893, Madera officially became a county of the state of California, with an area of 2,153 square miles. 14 years later, on March 27, 1907, the City of Madera was incorporated.

Dedicated December 5, 2010, Grub Gulch Chapter 41-49 E Clampus Vitus.

Depart for **Madera to Yosemite Stage Route Monument**
11:20AM

As we leave the **Madera Monument**, we need to reiterate that the Madera Sugar Pine Lumber Company flume passed through this area, nearly in the exact spot where that monument is located. It continued down this road until it veered off to the south, and terminated at the mill, which was located near Millview Park. The flume was originally planned to extend to Borden, which was located next to the SP tracks. Borden was the biggest town in the area at the time. But, the

grade from Madera to Borden was uphill, which didn't work well for a gravity flow water flume. So, the flume terminated in what became the city of Madera.

As Madera grew, the town of Borden evaporated. Hotels, restaurants, general stores, and businesses of all kinds soon came to Madera. One of the major hotels in the area was Mace's Yosemite Hotel, located across the street from our next stop. Mace's Hotel was where the stages for Yosemite and other places were boarded. Remember that the people who were going to Yosemite at the time were very wealthy socialites from big cities. They spent a lot of money to go on these trips. So, it was necessary to insure that they had every convenience available to them at the time, like a nice hotel next to the stage stop. Mace's Hotel survived until just a couple of years ago, when it burned to the ground due to the ignorance of the owners. Too many electrical cords plugged into too many plugging strips caught the place on fire.

We will disembark our bus here, visit the monument, and then walk to Courthouse Park. On the way we'll stop at the **Madera County Library Monument**, then go to the park. At the park you are **on your own until 1:40**. Have lunch at the Pavillion, visit the monuments, visit the museum, and be back at the Courthouse steps at 1:40 for our dedication, photo, and Mark Hall Patton's presentation.

We will be sharing lunch today with First Responders, in honor of the 20th Anniversary of the 9/11 attacks in New York. Please be sure to thank them for their service to us.

Madera to Yosemite Stage Route Monument 11:30AM

Madera to Yosemite Stage Route Monument

Established in 1879

Switching from the iron horse to the horse drawn stage after a night at the hotel, which still stands across the street from this monument, at 6:00AM the tourists would load up in open stages to enable them a good view. Stagecoaches by their closed design were unpopular. Each trip to Yosemite Valley would take 2 to 3 days, depending on the load, road conditions, or other delays such as many stage holdups. One woman from whom \$20 was taken said, "I wouldn't have missed it for \$100." It took approximately 72 horses for each trip to Yosemite Valley. Each stage line owned about 600 horses, and had to provide a stage stop to change horses every 7 or 8 miles. In its heyday there were many stages lined up in front of the hotel every morning. In 1886 with the completion of the railroad to Wildcat Station (Raymond) in the foothills and out of the valley mud, the route's busiest days were gone. In 1941, the WPA and the California Public Works completed the then modern highway to Friant. Madera again had a major stage (motorized) line to Yosemite. Madera - Gateway to Yosemite.

Dedicated by E Clampus Vitus Grub Gulch Chapter 41-49, September 25, 1999.

Now we'll head to the **Madera County Library Monument** and **Courthouse Park**.

Madera County Library Monument is on the right side of the street.

Madera County Library Monument

Starting in 1901 with a book on lumber, the library moved from place to place until May 1917, when this historic building was built with county funds only. That eliminated strings from grants, an example of home rule. This was the first free library in the state, under the library act of 1911. 100 years of satisfactory service.

*Dedicated E Clampus Vitus Chapter 41-49 Grub Gulch
September 9, 2001.*

Cross the street for the **Madera Courthouse Museum, Madera County Monument, B52 Monument, Zoo Monument**, and lunch at the Pavillion, in whatever order you choose. Meet again at the Courthouse front steps at 1:40 PM.

Madera County 1893-1993

This monument is dedicated to the enterprise and vision of the people of the 1800's from the granite cutters, loggers, and miners in the mountains, to the cattle, sheep, and grain growers ranging the rolling foothills to the farmers, tradespeople, and professionals, the entrepreneurs and day laborers, winemakers and homemakers who sought their dreams in the valley. All contributed to the vigorous present of Madera County. Dedicated by E Clampus Vitus, Grub Gulch Chapter 41-49, May 16, 1993.

B52 Monument

In respectful memory of the seven United States Air Force airmen who flew the Boeing B-52 Stratofortress Serial Number 53-0393 that crashed south of Madera on Sept 17, 1956. Two of the airmen parachuted to safety, while the other five lost their lives.

The citizens of Madera honor:

*Major Benjamin Ostlund
Captain William Veters
Captain Leroy Campbell
Captain Dick G, Richardson
Master Sargent John Brown
Tech Sargent Harvey Fullbright
Tech Sargent Raymond Riggs*

*Dedicated this 17th day of September 2016
E Clampus Vitus Grub Gulch Chapter 41-49*

The **Madera Zoo Monument** is located on the back side of the Courthouse near the bathrooms. Look for the alligator.

Madera Zoo Monument

In the year 1912, a Mr. William King Heiskell built an aviary with its first inhabitants being a green parrot and several species of birds from around the world. The Zoo also had several ponds and water fountains, and a bandstand. Although the zoo wasn't full of many species of animals, there are several stories about a famous parrot named "Polly" and an alligator named "Galahad." Polly was most popular his colorful vocabulary that he learned from his miner friends, and his ability to mimic them.

Galahad - a nine foot alligator spent most of his early years in a small bathtub behind a saloon owned by a Mr Glass, who used to kid with the Chinese and tell them that he was actually a little Chinese dragon.

Polly nearly met his demise when he and another occupant of the park, (a raccoon) had encountered each other, and the raccoon's intention was to have Polly for dinner. The raccoon was banished from the park, and Polly lived his remaining years with Mr. Heiskell's

daughter. After his death, he was sent to a taxidermist, stuffed, and resides in the present Courthouse Museum.

*Dedicated by E Clampus Vitus Grub Gulch Chapter
41- 49 August 11, 2007*

Group Photo, Madera County Mining Monument

Dedication, and **Mark Hall-Patton presentation** at the Courthouse steps. **1:40 PM**

Load bus for **MID** and **Borden Chinese Cemetery** Monuments. **2:25 PM**

Depart For **Borden** **2:30 PM**

Madera Irrigation District Monument

The Madera Irrigation District was formed in 1920. It included a combination of several water districts that had operated in the Madera area along the Fresno River for several decades. The goal of the MID was to build a dam across the San Joaquin River, near the site of the present Friant Dam, and send water to Madera County. After trying to build this dam using their own money, and coming up against the power of the dreaded Miller Lux Land and Cattle Company, they pretty much threw in the towel by 1930. But their actions had raised awareness, and the state and federal governments later came to their rescue. By 1939, the construction of Friant Dam was under way, and MID has supplied Madera County agriculture with water via the Madera Canal ever since. When Hidden Dam was built creating Hensley Lake on the Fresno River, MID was supplied with even more water for the farms around Madera County.

Borden Chinese Cemetery Monument

In 1872, the Central Pacific/Southern Pacific Railroad built their line through the Central Valley. Using 2500 Chinese

laborers, many of the same laborers who had worked on the Transcontinental Railroad in the decade before, CP/SP pushed into what was known as the Alabama Colony. Settled by people from Alabama in the 1850's, the area was a huge farming settlement. The area was originally known as Arcola, but when the railroad arrived and the town was created, the name was changed to Borden by Leland Stanford, President of the CP. When Stanford visited the area prior to the building of the railroad, he stayed with Dr. Joseph Borden, an original Alabama Colony settler. During his stay, Borden showed Stanford true Southern hospitality. This so impressed Stanford that he decided to name the town after Borden.

The new town boasted a large Chinese population, due to the Chinese workers the railroad employed. Chinese stores and other places of business soon opened. As mortality rates among the Chinese working on the railroad were high, there was soon a need for a cemetery. Chinese were not allowed burial in a white cemetery, so a Chinese man bought one acre of land for a special cemetery just for the Chinese. At the time, land was selling for just one dollar an acre. But the farmer who sold the land to the Chinese man sold it to him for \$100.

The Chinese soon filled the small cemetery with 100 to 200 bodies. An altar was built that would serve as the first portion of the journey the dead person's spirit would pass through on their journey home. Money and food were placed at the altar for the spirits to use on their journey.

The Chinese bodies would not stay in the cemetery. Each body was eventually dug up, and the bones placed in a wood or metal box. The box would then be sent home to China for the dead person's relatives to bury there in their native village. The graves were originally marked with wooden markers, but the elements took their toll on the wood, and many disappeared. There are only a few graves left at the cemetery, as few as 8, or as many as 12. But there could be

more due to the possibility of unmarked graves remaining. The last known burial there was in 1944.

In 1966, the ECV James Savage Chapter 1852 built a monument and placed a bronze plaque near the altar. At the time, there were plans by the Madera Historical Society to move the China Store from Hensley Lake and place it here. But those plans never happened. At some point, the bronze plaque was stolen.

In 1993, the James Savage Chapter 1852 and Grub Gulch Chapter 41-49 placed a large granite rock monument at the west end of the altar, telling the story of the cemetery.

In 2018, a car crashed into the altar destroying it. The brothers of ECV Grub Gulch 41-49 completely rebuilt the altar, and placed a new granite plaque at the monument site to replace the stolen bronze plaque. The granite plaque contains the same verbiage as the original bronze plaque.

Disembark buses, visit both monuments.

2:40 PM

Borden Chinese Cemetery Monument plaque

The Central Pacific Railroad, later Southern Pacific, neared the village of Arcola in the Alabama Colony in 1872, and as it was being built by mainly Chinese labor, established here a Chinese camp of 2,500 men. Leland Stanford named the railroad town Borden, for Dr. Joseph Borden, one of the Alabama settlers. Mortality was high among the Chinese, and this acre cemetery was soon filled. Later, Chinese dispersed into domestic, agricultural, mining, and lumber work. Many originally buried here have been removed to the homeland of their ancestors. Many still sleep here in the homeland of their descendants.

*James Savage Chapter 1852, E Clampus Vitus,
October 10, 1966.*

*Re-Dedicated October 13, 2018 by James D. Savage
1852 and Grub Gulch Chapter 41-49*

Borden Chinese Cemetery Monument granite stone

Borden Chinese Cemetery

This one-acre cemetery was created in 1872 by and for the 2500 Chinese laborers who were building the Central Pacific, later named the Southern Pacific, railroad south from Sacramento. A tiny town, mostly tents, was established beside the tracks and was named Borden for Dr. Joseph Borden, a prominent settler in the Alabama Colony, which surrounded this area. Many of the men originally buried here were, according to custom, later removed and reburied in their villages in China. Those who were not removed were either unidentified or their home villages were unknown. Many of these graves were unmarked.

An E Clampus Vitus plaque was originally dedicated here October 10, 1966.

*Replaced and rededicated April 3, 1993 by James Savage Chapter 1852 and Grub Gulch Chapter 41-49
E Clampus Vitus*

Madera Irrigation District

On January 13, 1920, the Madera Irrigation District was formed to create a large dam on the San Joaquin River near Friant to provide a year round supply of water. In 1921, voters approved \$28 million worth of bonds to build a dam and related infrastructure. Miller & Lux Corp., the powerful cattle ranching company, fought the

District in court, and effectively delayed the project for more than a decade. MID ultimately prevailed. But by 1933, the District and local residents realized that their long awaited water project would require federal funding and that it would become a critical part of a much larger water solution: the Central Valley Project. In August of 1933, Madera County voters cancelled the previously authorized bonds and, four months later, voted in favor of building the Central Valley Project. Friant Dam was built between 1939 and 1942, and the Madera Canal was finished in 1945.

MID acquired Madera Canal and Irrigation Company in 1950. The addition of Hidden Dam and Hensley Lake in 1975, helped MID to supply ample water to 144,000 acres of farmland, using 300 miles of open canals and 150 miles of large diameter pipe.

*Dedicated in the year 2020
E Clampus Vitus
Grub Gulch Chapter 41-49*

Load Bus for **Mission Bell Winery** Monuments **2:55 PM**

Depart for **Mission Bell** **3:00 PM**

Mission Bell Winery

In 1870, a farmer named S.A.Holmes planted what are believed to be the first production grape vines in Madera County. In 1881, the vineyard was sold to Madera Vineyard Company, who built a large winery and distilling plant on the property. Capacity of the winery at the time was 140,000 gallons.

In 1896 Italian Swiss Agricultural Colony bought the vineyards and the plant. They brought in vintners from Italy who were very experienced in the production of wine and the growing of wine grapes. They improved the process and by 1901, Italian Swiss became one of the largest producers of wines in America at the time. Of course, during Prohibition, all wine making stopped and the assets were liquidated.

In 1919, Ben and Krikor Arakelian bought the property, changed the name to Mission Bell, and when Prohibition ended in 1933, Mission Bell re-emerged to become a very successful producer of dessert wine. By 1940, they were making over 5 million gallons of wine per year.

Over the years many owners have come and gone. The Petri Wine Company purchased Mission Bell in 1949, and sold it to Allied Grape Growers in 1951. Petri had established a cooperative known as United Vintners. In 1979 the company began producing Inglenook wines at the Madera facility. Inglenook quickly became one of America's favorite brands of wine for both home and restaurant use. Heublein bought the company in 1979, but was soon acquired by RJ Reynolds. Mission Bell then began producing white and red grape concentrates for sale to food and beverage companies. Today, Canandaigua Concentrate, made at Mission Bell, is one of the largest producers of specialty grape concentrates, Kosher and organic food sweeteners, and color concentrates in the US.

In 1987, RJ Reynolds acquired the Almaden Vineyards, and sold Heublein to Grand Metropolitan, a firm from England. In 1994 Canandaigua Wine Company purchased Mission Bell, along with the Almaden and Inglenook brands, and the grape juice concentrate business from Heublein. Canandaigua transferred the production of Cook's Champagne, Paul Masson, and Taylor California Cellars to Mission Bell.

Arrive **Mission Bell Monument**

3:10 PM

Mission Bell
Est. 1919

The original pioneer grape vineyard in Madera County was planted by S.A.Holmes in 1870 and, though often replanted, the vineyard is still in production at the Mission Bell Winery. The vineyard was sold to the Madera Vineyard Co. in 1881. Ten years later a large winery and distillery facility was built on the property, with a cooperage capacity of 140,000 gallons. Italian Swiss Agricultural Colony next bought the winery holdings in 1896 and imported workmen from Italy to improve the growing and processing of grapes into wine.

Krikor Arakelian then purchased the property in 1919 and christened the winery Mission Bell. Shortly before Arakelian's death in 1951, the winery was sold and has passed through several corporations. Mission bell continues to be a major Madera County employer, producer, and supplier of wines throughout the world.

Dedicated in the year 2012
E Clampus Vitus Grub Gulch Chapter 41-49

Load bus for **New Hope Cemetery**

3:20 PM

New Hope Cemetery

We don't actually have a monument at New Hope Cemetery, but we did put up a large sign helping to preserve the atmosphere.

The cemetery was originally on church grounds until the church burned down sometime in the late 70's or early 80's.

The church had been abandoned for quite some time, and there were reports of hippies living in inside it.

The cemetery has burials that are nearly 100 years old. It was mainly for use by members of the New Hope Baptist Church, but ultimately became a sort of Potter's Field for people who were indigent and had no means of proper burial. The last burial was in 1991, but there are many spots still reserved. There are 160 known current residents, some are veterans of the Spanish American War, WWI, WWII, Korea, and Vietnam.

Rumors persist that the church basement was used by Satan worshippers during the time it was abandoned. There is also a rumor that the church was burned down by locals when they found out the Satan worshippers were using the church. Supposedly, in the mid 1980's, Madera County Sheriff deputies found pentagrams on the walls of the basement, an altar with black candles, and small animal bones were scattered on the floor. Since these are not illegal, nothing was done.

About a half mile west of New Hope was a POW camp for German prisoners during WWII. The POWs regularly marched up and down the road in front of the church. They worked in the local agricultural fields until the end of the war.

Arrive **New Hope Cemetery**

3:33 PM

Visit Cemetery

Load bus for **Berenda**

3:40 PM

Depart for **Berenda**

3:45 PM

Berenda

Berenda was originally known as “Berendo”, meaning male antelope. The town was begun when the Southern Pacific came through the area building the railroad. The first buildings were a store and hotel which were built in June 1872. Madera County’s first post office opened in Berendo February 12, 1873, and the name remained “Berendo,” until it was changed to “Berenda” in 1919. However, there are map references where the town is called “Berenda” as early as 1888.

This area was largely an agricultural area. The town was built on land that belonged to Henry Miller of Miller and Lux Land and Cattle Company. Crops such as wheat and barley were also grown in large quantities, and the town soon became a shipping point for the crops and cattle grown locally. Berenda did well, and soon there were all kinds of businesses in town, including a blacksmith shop, many hotels and dining rooms, general stores, and several saloons. When it became necessary for a schoolhouse to be built, Miller paid for it, and donated five acres of land where the school was located.

In 1886, the Southern Pacific Railroad created a branch line that went off the Valley Line into the mountains. The purpose of this branch line was to take passengers to the area now known as Raymond, where they would disembark the train and get on stage coaches for the trip to Yosemite. Prior to the branch line, stages would pick up passengers in Madera. But in the winter, the road to Yosemite through the lower foothills was muddy and impassible. So, the owner of the Yosemite Stage and Turnpike Company, A.H. Washburn, persuaded Collis Huntington and his partners to build a railroad. The SP would promote the line as a vacation route for well to do citizens of New York, Chicago, and other big cities. Berenda was the western terminus of the branch line, and would later become a hub for the movement of agricultural products and the granite from the Raymond quarries, as well as rich tourists.

But by 1907, a new railroad was built up the Merced River canyon, taking tourists all the way to El Portal, which is nearly at the border of Yosemite. This eliminated the need for the dusty 13 or 14 hour stage coach ride from Raymond to Yosemite Valley, and ultimately was the end of Berenda as well. The Post Office closed in 1935. The only remaining building from the early era is the Berenda School, which is in sad condition and we fear for her survival.

Arrive at **Berenda**, visit monument

4:05 PM

Berenda

“Verendo” Spanish for male Antelope

June 1872, A Former Fresno County Sheriff, Leroy Dennis, erected a store and Hotel. Feb., 12, 1873 The first official post office of Madera County opened. Service stopped March, 29, 1919, and USPS renamed the town Berenda “Female Antelope.” The Central Pacific railroad came through and Berenda became a farming community with several hotels, blacksmith shops and saloons. Cattle ranchers Miller and Lux built and donated a schoolhouse. As a gateway to Yosemite, Berenda’s boom days were in the late 1880’s when Yosemite tourism was by stage. After a wet winter in 1885-86, stages crossing wet range lands caused delays for tourism. Henry W. Washburn of Yosemite Stage Co. talked the railroad into building a branch line from Berenda to Raymond, thus creating a new gateway to Yosemite. As the Madera area grew larger and more industrial, Berenda began to shrink. The boom time was over. All that remains are a few buildings and this old schoolhouse.

Monument built and dedicated by E Clampus Vitus Grub Gulch Chapter 41-49 December 15th, 2006

Load bus for **Kurt’s Clampgrounds**

4:15 PM

Kurt's Clampground

In 1854, Kurt Bridwell came to California over the California Trail on the back of an ox. He would have preferred to ride in the wagon, or even on horseback, but no one wanted Kurt in the wagon with them. The horse ran away at the mere suggestion of Kurt as a passenger. It was either walk to California, or ride the ox's back. Kurt chose the latter, and off to Californian he went. Of course, this made Kurt plenty bowlegged, and caused severe blistering of his manly regions.

Kurt and the ox made their way to Hangtown, where they immediately were run out of town. You see, along the trail, Kurt had become affectionate with the ox, and the residents of Hangtown were not as forward thinking as they are today. There was actually a sign as you entered town that said, "No horse thieves or ox fuckers allowed in Hangtown city limits."

Kurt wandered the Mother Lode for months, trying to find one place that would accept him and his new found love. But alas, not one of the camps would accept him and his "Sadie." Eventually, Kurt wandered into Grub Gulch. At this time, Grub Gulch was a place where you might not make it rich, but at least you could maybe find enough gold to stake yourself over for a bit of time. There was a large population at Grub Gulch, a collection of misfits and cast offs from the other camps that was second to none....men such as Deadly Dennis Holschlag, meanest farter in the diggins, Gentleman Jerry Hagaman, lover of all and none too particular at that, and Monkeyballs Wayne Montgomery, a man whose name explains why the crotch of his pants sag.

It was among the people of Grub Gulch that Kurt found kindred spirits who took him into their fold. Kurt, and his

Sadie (who he disguised as a dog) bought property near Raymond, built a house, and established Kurt's Clamground, a place where all are welcome and none is shunned.

Arrive Kurt's Clamground

4:50 PM