Three Rocks Research

Primary Record

Primary # P-
HRI #
Trinomial CA-
NRHP Status Code 4X - (continued on page 7)

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 83 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

P1. Other Identifier:

P2. Location: ☐ **Not for Publication** ☒ **Unrestricted**

a. County: San Benito County T/R - see P2.b. on page 7 for details.

b. USGS 7.5' Quad: See page 7 **Date** 1969 **T** ____ **R** ____ ____ **¼ of** ____ **¼ of Sec** ____ ; MD **B.M.**

c. Address: _____ City: _____ Zip: _____

d. UTM: NAD 83 - Also see Continuation on page 8.

North Terminus Zone: 10S 698554 mE / 4025969 mN

South Terminus Zone: 10S 708066 mE / 4032773 mN

e. Other Location Data:

This feature, also designated County Road 107, is located in southern San Benito County. The feature is a graded dirt road providing the primary artery between Hernandez Valley and the historic mining town of Idria. Clear Creek road also provides access to other historic roadways and several private land parcels in the region. The northern terminus is at New Idria Road about 1130 meters (.7 mile) west (driving) from the San Carlos Creek crossing located in Idria. The southern terminus is located in Hernandez Valley about 300 meters northwest from the confluence of Clear Creek at the San Benito River. Continued on page 8.

P3. a. Description: (Describe resource and its major elements.)

Clear Creek Road is an historic 19,618 meters (12.2 miles) linear feature roadway constructed of graded soil about twenty feet wide throughout its length. Continued on page 9.

P3. b. Resource Attributes: HP37. Highway/trail; AP13. Trails/linear earthworks

P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing.

Photo 1:

P5. b. Description of Photo:

P6. Date Constructed: H = ca. 1860; P = unknown, see

☒ Historic ☒ Prehistoric ☐ Both

P7. Owner and Address:

California Public Highway or Trail
Continued on page 10.

P8. Recorded by:

Three Rocks Research
40367 W Fig Tree Ln
Fresno, Calif., 93722

P9. Date Recorded:

September 15, 2011

P10. Survey Type: Reconnaissance

P11. Report Citation: See maps and other reference material included on Continuation Sheets.

Attachments: ☐ None, ☒ Location Map, ☐ Sketch Map, ☒ Continuation Sheet, ☐ Building, Structure and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

L1. Historic and/or Common Name: **Clear Creek Road**

L2 a. Portion Described: ☒ Entire Resource ☐ Segment ☐ Point Observation Designation:

Location of point or segment:

This roadway feature is located in southern San Benito County as shown on the Location Maps beginning on page 3. Its terminus locations are described on page 1.

L3. Description:

This is a linear roadway feature constructed of graded soil about twenty feet wide throughout its length. The feature consists of a cut, defoliated and graded way which includes flat surface cuts, hill embankment cuts, fill, areal contouring, drainage, culverts and road-use compaction.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: About 20 feet
b. Bottom Width: N/A
c. Height or Depth: N/A
d. Length of Segment: Not Applicable (N/A)

L4.e. Sketch of Cross-Section (include scale) Facing:

L5. Associated Resources:

Listed on

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The feature is located in the mineral-rich southern Diablo Range within the historic New Idria Mining District.

L7. Integrity Considerations:

The feature construct appears to generally follow its original corridor. During the early years and up until ca. 1972, the road was regularly maintained by area mining companies and San Benito County Public Works. Maintenance became incremental following closure of area mining companies but road use continued as the area's public lands became more popular for recreational use and maintenance became more dependent on public donated work.

L8.a. Photograph, Map or Drawing

L8.b. Description

L9. Remarks:

L10. Form Prepared by:
Ray Iddings
Three Rocks Research
L11. Date: September 15, 2011

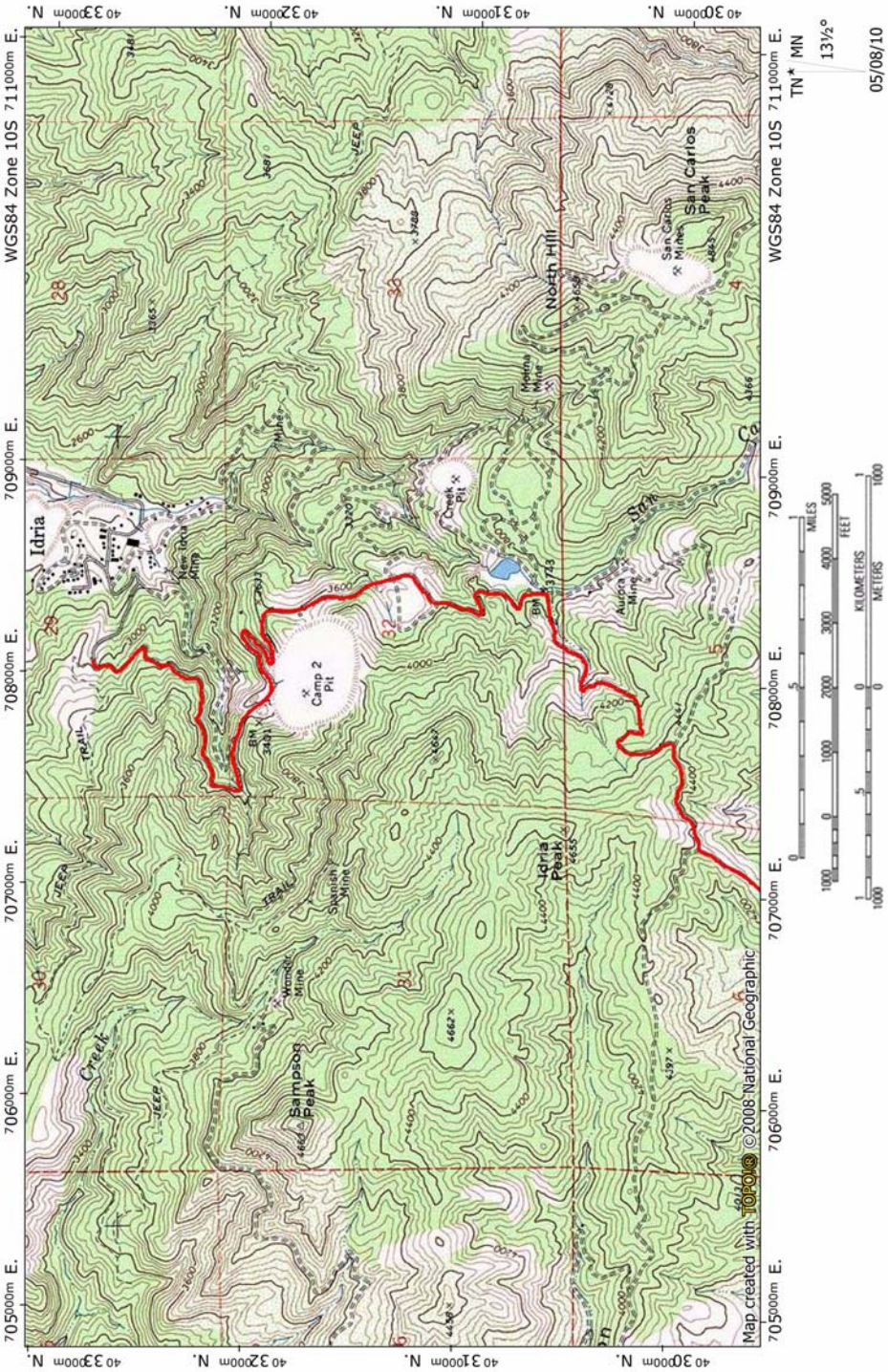
Three Rocks Research

Location Map

Primary #	**P-**
HRI #	
Trinomial	**CA-**

Page 3 of 83 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Figure 1: Location Map, Beginning at Northern-Most Point and extending South, Part 1 of 4



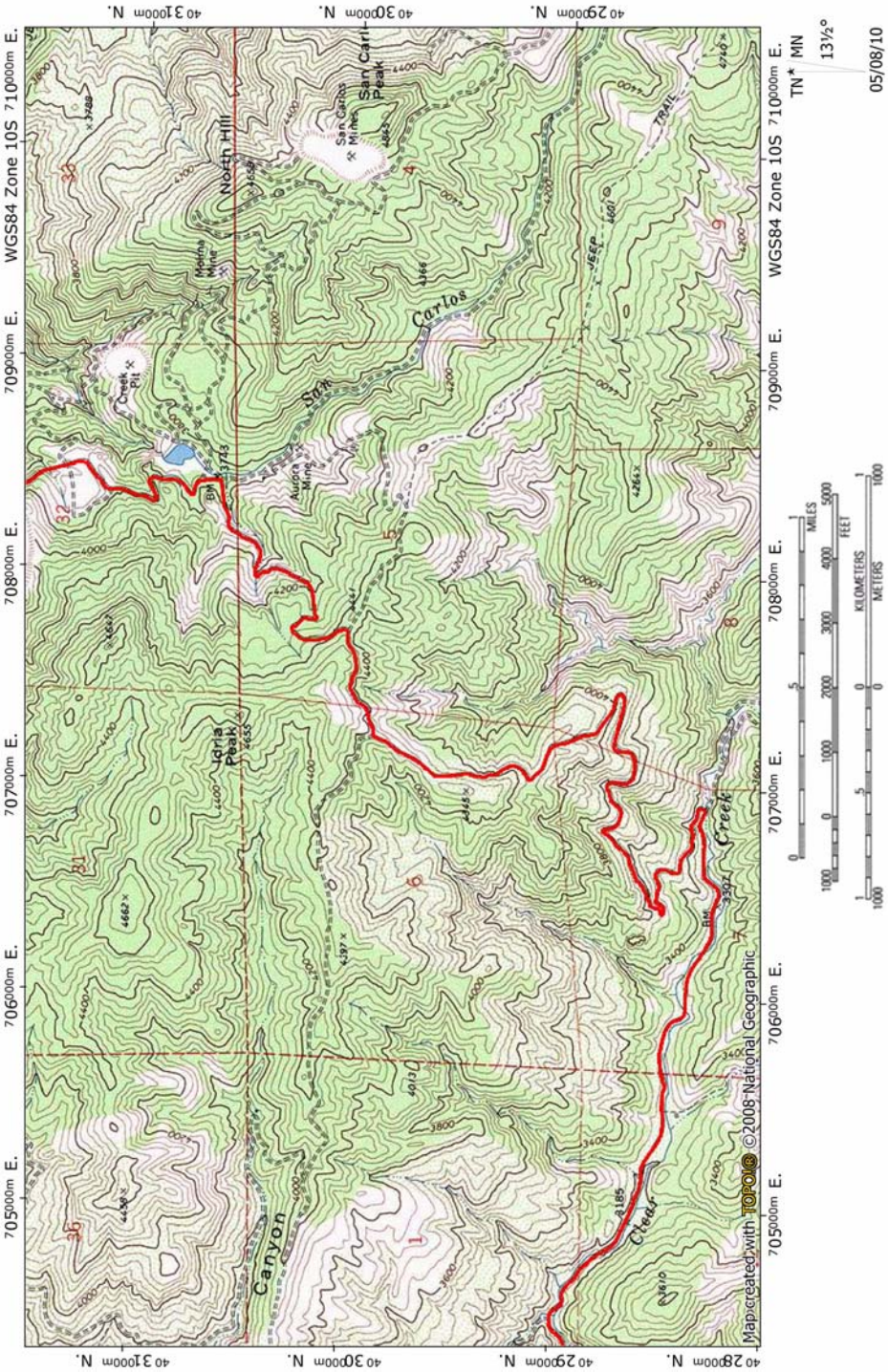
Three Rocks Research

Location Map

Primary #	**P-**
HRI #	
Trinomial	**CA-**

Page 4 of 83 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Figure 2: Location Map, Traversing in Southern Direction, Part 2 of 4



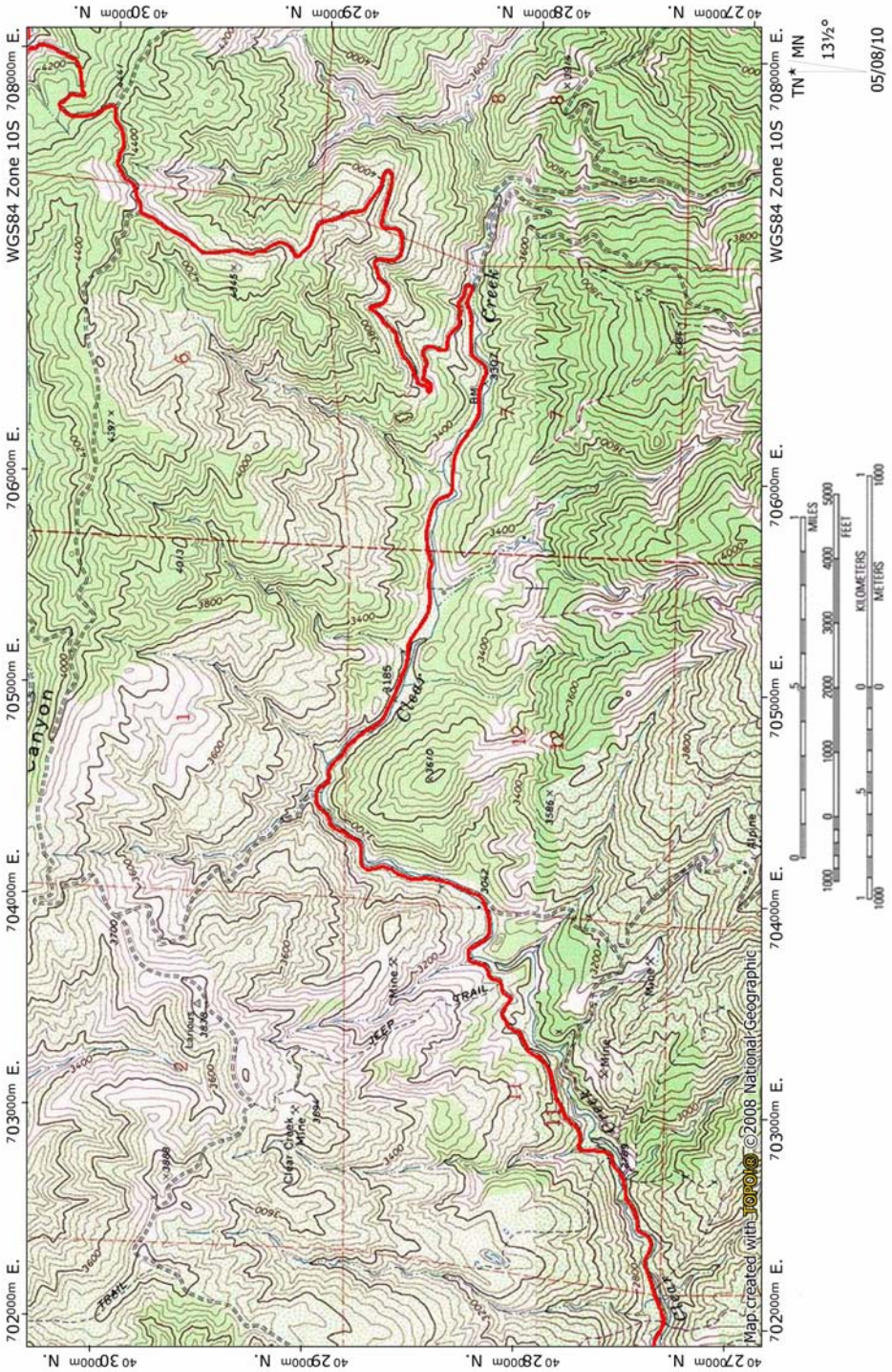
Three Rocks Research

Location Map

Primary #	**P-**
HRI #	
Trinomial	**CA-**

Page 5 of 83 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Figure 3: Location Map, Traversing in Southern Direction, Part 3 of 4



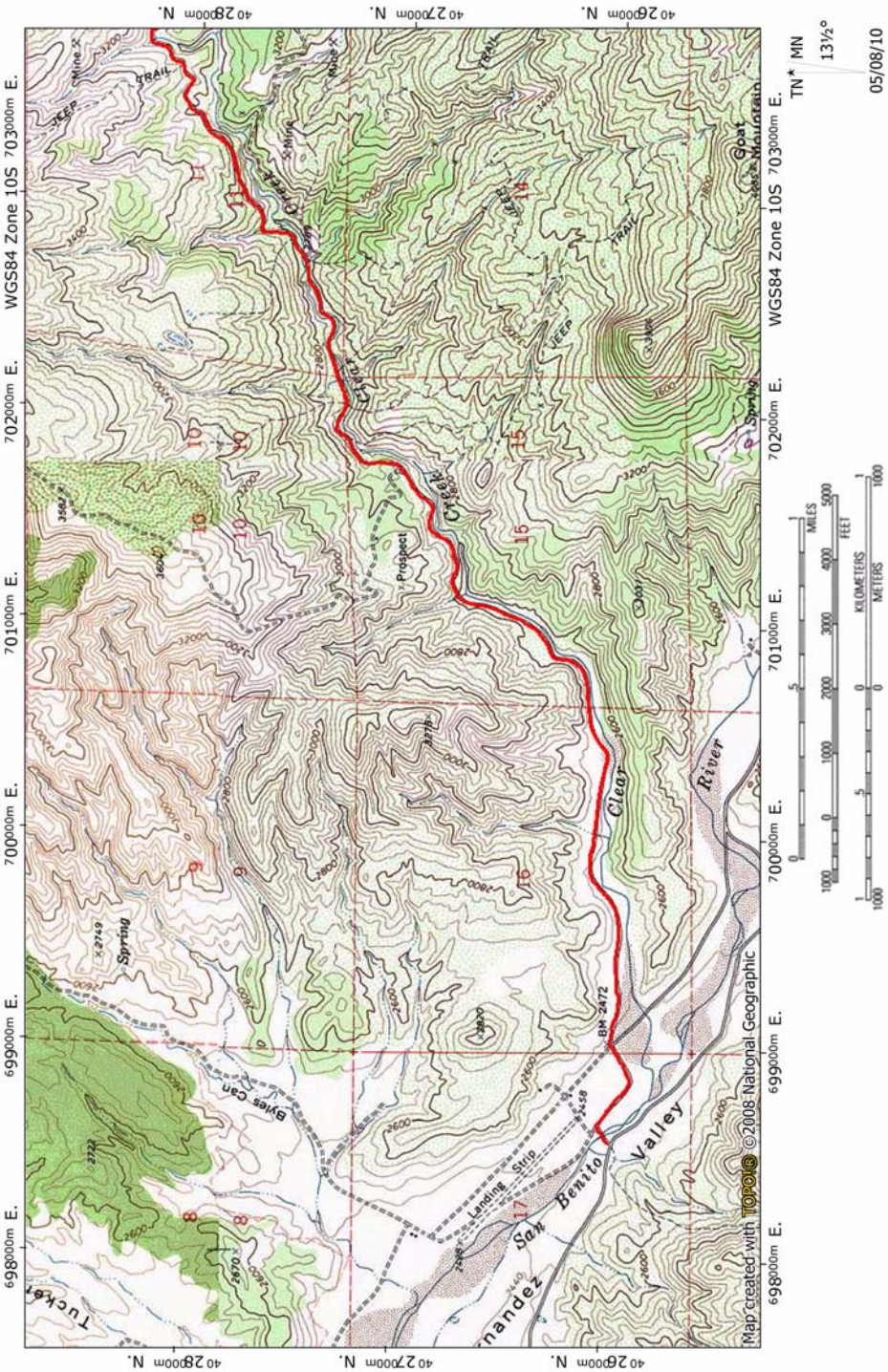
Three Rocks Research

Location Map

Primary #	**P-**
HRI #	
Trinomial	**CA-**

Page 6 of 83 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Figure 4: Location Map, Traversing to Southern Terminus, Part 4 of 4



NRHP Status Code (continued from page 1)

National Register of Historic Places (NRHP) Status Code is designated 4X, "may become eligible as a contributor to a district that has not been fully documented." This status code is selected because the described feature is an element of a yet to be documented historic district associated with the New Idria Quicksilver Mining District. The New Idria Quicksilver Mine became the world's forth largest mercury producer and was the catalyst for many significant technological advances in mining and milling technology. Additionally, discovery of the Aurora Silver Mine and the Picacho Mine, the two earliest mines in the district, were possibly associated with Joaquin Murrieta, an early California personality who became an important cultural symbol of California's transitional period during the 1850s. The landscape also contains and preserves many prehistoric sites and natural features that were perceived by early Native inhabitants as sacred places. This feature may be eligible for listing with the National Register of Historic Places because the district still physically and symbolically preserves a gamut of significant cultural and heritage elements that have not yet been fully researched or documented.

P2.b. USGS 7.5' Quad and Township / Range (Continued from page 1)

This feature is shown on the Hepsedam Peak, CA, 1969, 7.5' U.S.G.S. Topographic Map, and on the Idria, CA, 1969, 7.5' U.S.G.S. Topographic Map. The list below provides an aliquot part description for the Section, Township (T), Range (R) traverse of Clear Creek Road based on the Mount Diablo Meridian.

- Beginning at about center of NE quarter of the SW quarter of Section 29 (T17S, R12E), extending south to,
- The NE quarter of the SE quarter of the SW quarter of Section 29 (T17S, R12E), extending southwest to,
- The SE quarter of the SW quarter of the SW quarter of Section 29 (T17S, R12E), extending southwest to
- The NW quarter of the NW quarter of the NW quarter of Section 32 (T17S, R12E), extending east to,
- The NW quarter of the NE quarter of the NW quarter of Section 32 (T17S, R12E), extending east to,
- The NW quarter of the NW quarter of the NE quarter of Section 32 (T17S, R12E), switching back to southwest to,
- The about center of NE quarter of the NW quarter of Section 32 (T17S, R12E), switching back to east to,
- The NW quarter of the NW quarter of the NE quarter of Section 32 (T17S, R12E), extending south to,
- The NW quarter of the SW quarter of the NE quarter of Section 32 (T17S, R12E), extending south to,
- The NE quarter of the NW quarter of the SE quarter of Section 32 (T17S, R12E), extending south to,
- The NW quarter of the SW quarter of the SE quarter of Section 32 (T17S, R12E), switching northeast to,
- The SW quarter of the NW quarter of the SE quarter of Section 32 (T17S, R12E), turning south to,
- The NW quarter of the SW quarter of the SE quarter of Section 32 (T17S, R12E), extending south / west to,
- The SE quarter of the SE quarter of the SW quarter of Section 32 (T17S, R12E), extending southwest to,
- The NE quarter of the NE quarter of the NW quarter of Section 5 (T18S, R12E), extending southwest to,
- The SE quarter of the NW quarter of the NW quarter of Section 5 (T18S, R12E), extending south to,
- The NE quarter of the SW quarter of the NW quarter of Section 5 (T18S, R12E), extending west to,
- The NE quarter of the SE quarter of the NE quarter of Section 6 (T18S, R12E), extending southwest to,
- The NW quarter of the NE quarter of the SE quarter of Section 6 (T18S, R12E), extending south to,
- The NW quarter of the SE quarter of the SE quarter of Section 6 (T18S, R12E), extending southeast to,
- The NE quarter of the NE quarter of the NE quarter of Section 7 (T18S, R12E), extending southeast to,
- The NW quarter of the NW quarter of the NW quarter of Section 8 (T18S, R12E), switching west to,
- The SE quarter of the NE quarter of the NE quarter of Section 7 (T18S, R12E), extending west to,
- The SE quarter of the NW quarter of the NE quarter of Section 7 (T18S, R12E), extending southwest to,

- The NW quarter of the SW quarter of the NE quarter of Section 7 (T18S, R12E), extending southeast to,
- The NW quarter of the SE quarter of the NE quarter of Section 7 (T18S, R12E), extending to,
- The about center of the SE quarter of the NE quarter of Section 7 (T18S, R12E), and switching west to,
- The SE quarter of the SW quarter of the NE quarter of Section 7 (T18S, R12E), extending west to,
- The SE quarter of the SE quarter of the NW quarter of Section 7 (T18S, R12E), extending northwest to,
- The NE quarter of the SW quarter of the NW quarter of Section 7 (T18S, R12E), running west to,
- The SW quarter of the NE quarter of the NE quarter of Section 12 (T18S, R11E), extending northwest to,
- The SE quarter of the NW quarter of the NE quarter of Section 12 (T18S, R11E), extending northwest to,
- The NE quarter of the NE quarter of the NW quarter of Section 12 (T18S, R11E), extending northwest to,
- The SW quarter of the SE quarter of the SW quarter of Section 1 (T18S, R11E), extending southwest to,
- The NE quarter of the NW quarter of the NW quarter of Section 12 (T18S, R11E), extending south to,
- The NW quarter of the SW quarter of the NW quarter of Section 12 (T18S, R11E), extending southwest to,
- The SE quarter of the SE quarter of the NE quarter of Section 11 (T18S, R11E), extending southwest to,
- The NW quarter of the NE quarter of the SE quarter of Section 11 (T18S, R11E), extending northwest to,
- The SE quarter of the SW quarter of the NE quarter of Section 11 (T18S, R11E), extending southwest to,
- The NE quarter of the NW quarter of the SE quarter of Section 11 (T18S, R11E), extending southwest to,
- The SE quarter of the NE quarter of the SW quarter of Section 11 (T18S, R11E), extending southwest to,
- The NW quarter of the SE quarter of the SW quarter of Section 11 (T18S, R11E), extending southwest to,
- The SE quarter of the SW quarter of the SW quarter of Section 11 (T18S, R11E), extending west to,
- The SE quarter of the SE quarter of the SE quarter of Section 10 (T18S, R11E), extending southwest to,
- The NE quarter of the NE quarter of the NE quarter of Section 15 (T18S, R11E), extending northwest to,
- The SE quarter of the SE quarter of the SE quarter of Section 10 (T18S, R11E), extending southwest to,
- The NW quarter of the NE quarter of the NE quarter of Section 15 (T18S, R11E), extending southwest to,
- The NE quarter of the NW quarter of the NE quarter of Section 15 (T18S, R11E), extending south / southwest to,
- The NW quarter of the SW quarter of the NE quarter of Section 15 (T18S, R11E), extending southwest to,
- The NE quarter of the SE quarter of the NW quarter of Section 15 (T18S, R11E), extending west / southwest to,
- The NW quarter of the NE quarter of the SW quarter of Section 15 (T18S, R11E), extending southwest to,
- The NE quarter of the NW quarter of the SW quarter of Section 15 (T18S, R11E), extending southwest / west to,
- The SE quarter of the NE quarter of the SE quarter of Section 16 (T18S, R11E), extending west to,
- The SE quarter of the NW quarter of the SE quarter of Section 16 (T18S, R11E), extending west to,
- The SE quarter of the NE quarter of the SW quarter of Section 16 (T18S, R11E), extending southwest / west to,
- The NE quarter of the SW quarter of the SW quarter of Section 16 (T18S, R11E), extending west to,
- The NE quarter of the SE quarter of the SE quarter of Section 17 (T18S, R11E), extending southwest then northwest to,
- The SW quarter of the NE quarter of the SE quarter of Section 17 (T18S, R11E), extending northwest the southwest to,
- The NE quarter of the SW quarter of the SE quarter of Section 17 (T18S, R11E), to connect with Coalinga Road.

P2.d. UTM: (Continued from page 1)

See “Major Universal Transverse Mercator Points” on page 52 for points along the Clear Creek Road traverse.

P2.e. Other Location Data (Continued from page 1)

Driving instructions for accessing this feature are from King City, Hollister, and Coalinga are provided below.

From King City to Bitterwater

From King City take the Bitterwater Road north 15 miles (24 km) to Highway 25. Turn northwest (left) at the intersection of Highway 25 and continue north for another 2 miles (2.3 km) until you reach the junction of Highway 25 and Coalinga Road (County Road 109) at UTM 679935mE / 4031026mN. Turn southeast (right) onto Coalinga Road.

From Hollister via Bitterwater

From Hollister take Highway 25 south for 38 miles (61 km) until you reach the junction of Coalinga Road (County Road 109) at UTM 679935mE / 4031026mN and continue straight onto Coalinga Road. Note, that Highway 25 take a sharp right turn and Coalinga Road goes straight.

From Bitterwater to Clear Creek

Continue on Coalinga Road for about 16 miles (27 km) to reach the junction of Clear Creek Road at UTM 698547mE / 4025966mN. The stone Raymond Eade Memorial located on the northeast edge of the junction.

From Coalinga to Clear Creek

From Coalinga, turn right on Gale Road, then turn right on Derrick Road. Turn left on Los Gatos Creek Road and drive about 30 miles (48 km) to reach the junction of Clear Creek Road at UTM 698547mE / 4025966mN. The stone Raymond Eade Memorial located on the northeast edge of the junction.

From Hollister to Idria

Leave Hollister by traveling highway 25 for 10.5 miles (17 km) to Paicines. Turn east (left) on Panoche Road (San Benito County Road 98) and continue for 31 miles (50 km) until you come a “Y” where New Idria Road veers to the southeast (right). Follow New Idria Road (San Benito County Road 107) for 21 miles (34 km) until you arrive at the ghost town of Idria. Drive through the town and follow up the hill for about .1 mile (650 feet) to a “Y” in the road at UTM 708427mE / 4032563mN. Note, at this point you may take either road, however, the upper road is recommended, so turn north (right). Continue east on New Idria Road for .25 mile to the junction of New Idria Road and Clear Creek Road. Note that New Idria Road continues straight through an agricultural gate and Clear Creek Road turns south (left).

P3.a. Description (Continued from page 1)

The following provides a description of the feature beginning in Hernandez Valley and ending at the northern terminus near Idria. The feature fords the San Benito River (749 meters elevation), then traverses adjacent to Clear Creek for about 10,198 meters (6.4 miles) to an elevation about 1032 meters, then ascends a steep grade for about 3,956 meters (2.5 miles) to an elevation about 1349 meters, then descends the north slope of Clear Creek Grade for 5,464 meters (3.4 miles), ending at an elevation of about 911 meters. Table 1, below, list the major feature located along the traverse of Clear Creek Road beginning from Hernandez Valley.

Table 1: Major Feature along Clear Creek Road (Beginning at Hernandez Valley)

Feature	Distance Meters	Distance Miles	Elevation Meters
Oak Flat Camp Ground	2573	1.6	783
Upper Larious Canyon Road (Jade Mill)	1136	0.7	833
Old Picacho Road (Monterey Group)	1187	0.8	856
Clear Creek Mine Trail	1191	0.8	938
Picacho Road	511	0.3	942

Table 1: Major Feature along Clear Creek Road (Beginning at Hernandez Valley)

Feature	Distance Meters	Distance Miles	Elevation Meters
New Idria Road	979	0.6	961
Indian Flat	1135	0.7	988
Small's Camp Road	1485	0.9	1031
Upper Larious Canyon Road (East)	3431	2.1	1339
Aurora Cutoff (South)	525	0.3	1349
Mexican Lake Road	1349	0.8	1145
Mexican Camp, P-35-000386	970	0.6	1123
Upper Camp Road	1668	1.0	1026
New Idria Road	1478	0.9	911

P7. Owner and Address (Continued from page 1)

Note that an early California law, enacted in 1883 defines a highway as:

> In all counties of this State public highways are roads, streets, alleys, lanes, courts, places, trails, and bridges, laid out or erected as such by the public, or if laid out or erected by others, dedicated or abandoned to the public, or made such in actions for the partition of real property. (California 1883:6, repealed California 1941:1029)

The people the state are owners of all lands within the state. The presumption is that they own all lands which have never been granted by them, until the contrary appears (Wendell v. Jackson 1831:635, referencing Chancellor Reuben Walworth). Yet, ownership and administrative authority of many ancient and historic trails, roads and ways passing over public or private lands is not clearly defined and often remains ambiguous. Many of these ways were established during the prehistoric era by the aboriginal people, continued in use during the Spanish and Mexican Periods, were protection of the *Treaty of Guadalupe Hidalgo* and later perfected under California's *Act Granting to Roads and Highways a Right of Way over the Public Lands of this State* (1866), and section 8 of the federal *Act granting the Right of Way to Ditch and Canal Owners over the Public Lands, and for other Purposes* (1866, U.S Revised Statues § 2477). The *Treaty of Guadalupe Hidalgo* attempted to preserve property ownership, which should include aboriginal trails and ways; the statutes authorized construction of highways over public lands. However, neither the treaty, nor the statutes attempt to define ownership or administrative authority. An early court decision, in the case of State v. Bachelder stated that:

> United States has but proprietary interest in lands within the borders of the state, the sovereignty being in the state, and the rights attaching to such interest do not differ from those of any other land-holder in the state, except, as provided by the constitution of the United States, and the terms of the compact between the general and state governments at the time the state is admitted into the Union (State v. Bachelder 1861 5 Minn. 223; 80 Am. D. 410).

Although federal agencies often attempt to assert owner or administrative authority over these public way, the United States Constitution (article 1 section 8 and ninth amendment) prohibits such federal ownership, hence delegating this subject to the states or the people (tenth amendment). *The Federal Land Policy and Management Act of 1976* assigns certain administrative duties to federal land management agencies, however, the law exempts all preexisting rights.

Although the ownership of some historic and prehistoric public ways remains ambiguous, the follow agencies maintain administrative duties associated with these ways or with the lands under or along these ways:

Owner Address

San Benito County Public Works
3220 Southside Road
Hollister, CA 95023-9633

Bureau of Land Management
Hollister Field Office
20 Hamilton Court
Hollister, CA 95023

California State Lands Commission
100 Howe Ave Suite 100 South
Sacramento, CA 95825-8202

Historic Legal Context for California Roads and Highways

This section discusses both the legal and common opinion held during the 1800s regarding roads and highways. This period, particularly the latter 1800s, early 1900s, is the era contemporaneous with the historic genesis and construction of the subject area roads and highways. While many of the roads, highways and trails in California might trace their legal existence from the well established principle of *immemorial usage* (State v. Wilson 62 Me. 10), the legal right of way for the construction of highway over public lands was codified in 1866 by the California Legislature's passage of *An Act granting to roads and highways a right of way over the public lands of this State*, which stated:

> Whenever any corporation, company or individual shall, in accordance with the general laws of this State, lay out and construct any road or highway over any unoccupied public lands of this State, or over any lands that the State by donation of Congress, otherwise, may hereafter acquire, such corporation, company or individual, and their respective assigns, are hereby granted the right of way for such roads or highways over such public lands. This act shall apply to roads heretofore as well as hereafter laid out and constructed. (California 1866:855)

This was followed by the Federal Legislature's passage on July 26, 1866 of *An Act granting the Right of Way to Ditch and Canal Owners over the Public Lands, and for other Purposes.* The federal law, Section 8, stated:

> And be it further enacted, That the right of way for the construction of highways over public lands, not reserved for public use, is hereby granted. (U.S. 1866:253; Revised Statute 2477, U.S. 1875:456)

Highways are arteries of travel, commerce and communication. They are the *way* we travel to go there, or to come here. Highways are as an important tool in building of cultures, as cultures are in building highways. Highways are the way by which we exchange ideas and materials; they are the physical path for travel, commerce and communication (Brew 1950). According to Angell and Durfee (1857:3) in their early book, *A Treatise on the Law of Highways*:

> Highways are of various kinds, according to the state of civilization and wealth of the country through which they are constructed, and according to the nature and extent of the traffic to be carried on upon them-from the rude paths of the aboriginal people, carried in direct lines over the natural surface, passable only by passengers or pack-horse, to the comparatively perfect modern thoroughfare.
>
> Highways are public roads, which every citizen has a right to use.

“Highway” is a generic term referring to any passage, trail, road or street, which every citizen has a right to use. In earlier years the term was clearly understood to refer to all kinds of public ways, whether they “be carriageways, bridleways, footways, bridges, turnpike roads, railroads, canals, ferries or navigable rivers” (Kent 1826:432; Wait 1885:296; Kripp v. Curtis 71 Cal. 62, 11 Pac. 879). This definition was well understood by early Americans as the concept was inherited from English Common Law. By nearly all traditions, early America was English and their natural instinct was the recurring use of English ways and manners. When matters of trade and transport of commerce came to debate their instinctive recourse was to the English Common Law and the basic Road Law of 1555 (Pawlett 1997:3).

The general legal philosophy followed by the common people migrating into California during the 1800s is reflected in Kent's 1826 Commentaries on American Law:

> Every thoroughfare which is used by the public, and is, in the language of the English books, “common to all the king's subjects,” is a highway, whether it be a carriage-way, a horse-way, a foot-way, or a navigable river. (Kent 1826:432)

The opinion of common law is still shared in current California Civil Code § 22.2, which states that:

> The common law of England, so far as it is not repugnant to or inconsistent with the Constitution of the United States, or the Constitution or laws of this State, is the rule of decision in all the courts of this State.

This “highway” definition was codified in California statute until 1941, as follows:

> § 2618. In all counties of this State public highways are roads, streets, alleys, lanes, courts, places, trails, and bridges, laid out or erected as such by the public, of if laid out or erected by others, dedicated or abandoned to the public, or made such in actions for the partition of real property. (California 1883:6, repealed California 1941:1029)

Additionally, the width of public highways was defined during the same period:

> § 2620. The width of all public highways, except bridges, alleys, and lanes, and trails, shall be at least forty feet. The width of all private highways and byroads, except bridges, shall be at least twenty feet; provided however, that nothing in this Act Shall be so construed as to increase or diminish the width of either kind of highway already established or used as such. (California 1883:6)

Although early California statute declared that “Every road within this State shall be deemed a public highway, which is so declared by … the Court of Sessions of the County” (California 1850:200), later court decisions reasoned that it “is not necessary that the board or supervisors should cause a road to be recorded as such, to render a strip of land dedicated to the public as a public road a legal public highway” (Blood v. Woods 95 Cal. 87, 30 Pac. 131; also see Plummer v. Sheldon 94 Cal 533, 29 Pac. 949; Patterson v. Munyan 93 Cal 124, 29 Pac. 250-1; People v. Power, 38 Cal. App. 181). The overwhelming majority opinion of courts held that the 1866 Congressional grant for the construction of highways was an absolute grant, *in praesenti*, and an express dedication for a right of way for a road over the land belonging to the government not reserved for public use. Acceptance of such grant occurred, *in pais*, by public use of the right of way without need for any formal action (McRose v. Bottyer, 81 Cal. 122, 22 Pac. 393; Montgomery v. Somers, 50 Or. 259, 90 Pac. 674; Okanogan County et al. v. Cheetham, 37 Wash. 682; People v. Power, 38 Cal. App. 181; Sprague v. Stead, 56 Colo. 538; Streeter v. Stalnaker, 62 Nebr. 207; Van Wanning v. Deeter, 78 Neb. 284, 112 N. W. 902; Wallowa County v. Wade, 43 Or. 253, 72 Pac. 793; Wells v. Pennington County 2 S.D. 2).

It is within this legal context that the majority of the public highways, be they dirt roads or simple trails, within the subject were created.

Historical and Cultural Context

Area roadways follow natural historic corridors through a cultural landscape created by early settlers, prospectors and miners that began migrating into this region soon after Spanish conquest of California. Evidence of early settlement in the region are found around waterways and the valleys along the San Benito River, Los Gatos Creek, White Creek, Arroyo Leona, Cantua Creek, San Carlos Creek, Silver Creek, and in Hernandez Valley and Larious Canyon. Cantua Creek area became famous as the hideout rendezvous for several California's notorious outlaws, beginning with Joaquin Murrieta (Latta 1980). The evidence of this cultural landscape exists in the form of homestead sites, mine sites, historic and prehistoric village sites, roadways, area geographic names, and other features. While the earliest historic settlers were people of Spanish or Mexican descent, such as the solder Guadalupe Cantua or the outlaw Joaquin

Murrieta, others, such as Augustine Hernandez and Juan Larios, were farmers and vaqueros with Native American pedigree reflecting the possibility that many the early settlers were descendants returning to their cultural homeland. Like all of California evidence of prehistoric occupation is scattered throughout the entire landscape as village sites, trails, camps and sacred places.

Many of the early roads throughout this region followed aboriginal trail corridors that supported prehistoric commerce and travel between Vallecitos Valley, Cantua Canyon, Hernandez Valley, White Creek, Los Gatos Creek, Larious Canyon and Joaquin Rocks. These trails were followed by the historic settlers and later improved to facilitate wagon access and eventually graded, contoured, drained and maintained to support truck and automobile travel. Although there are stories suggesting aboriginal mining and quarrying (*Daily Alta California* 12/18/1855:2; *San Francisco Bulletin*, 12/31/1858; *San Francisco Bulletin* 2/3/1860; *Daily Alta California* 10/05/1860; Thorpe 1922:264), historic mining began in 1851 (*Daily Alta California* 9/26/1851:2; Tenney 1854:488; *Monterey Sentinel* 11/10/1855:2; McElrath 1858:246). The Aurora Silver Mine and the Picacho Silver Mine were officially located by Tomas Salgado, Jesse Smith, Julian Urzua, William Hunter and James Hunter in November 1851 (Evarts 1869:177). Although they failed to find silver, their effort marks the beginning of commercial mining operations and industrial ore processing in this region, which necessitated repeated trail use and oxen roads. Stories of their work quickly spread, attracting other prospectors leading to discovery of quicksilver (Mining Claims Records of Fresno County 4/20/1854 2:64; *Daily Alta California* 7/10/1854:2) and establishment of the New Idria Mining Company (Fresno 1858:206; *Sacramento Daily Union* 1/28/1858).

Typical of many mining towns, the community of New Idria grew rapidly. New Idria mine quickly developed into the world's fourth largest quicksilver mine. The surge in area population and wealth attracted additional industry and commerce, and an influx of prospectors, which lead to the discovery of many new mining claims. By 1860 two hundred men are employed at New Idria where five furnaces are operating. The population of the immediate neighborhood is about three hundred persons (*Sacramento Daily Union* 4/19/1860:1). Henry Pitts, one of the original New Idria claimants, and Thomas Edwards discover another cinnabar deposit nearby at the “upper springs of Los Gatos Creek” (*Sacramento Daily Union* 2/13/1860; *San Francisco Bulletin* 6/20/1860:2).

Area population growth is reflected by the need for Congress to establish post roads in the area. The United States Committee on Post Offices and Post Roads receive a petition from the citizens of Monterey County and New Idria for establishment of a mail route from San Juan to New Idria and for a post office at New Idria (Senate 1861:24) and a post road is established June 2, 1862 (Congress 1863:413). The post road between San Juan and Picacho is established in 1868 (Congress 1868:14). By 1869 a postal delivery contract was let for delivery of mail from San Juan by New Idria to Picacho and back (*Sacramento Daily Union* 1/16/1869) thus evincing the public highway between New Idria and Picacho (see Dickey v. Maysville *et al.* Turnpike Road Company 1855 regarding mail delivery on public ways). A portion of this route followed Clear Creek Road from the Aurora Mine to Clear Creek where the mail route may have branched off following a direct southerly route, or it may have continue to follow Clear Creek another 2.5 miles to where the Monterey Group had already completed a road to the Picacho Mine (U.S. Senate 1870:16).

The Clear Creek Mine began working a quicksilver claim on Clear Creek in 1866 (*Daily Alta California* 12/31/1866) and became the first mining claim in the nation patented under the United States Congressional act, *An Act granting the Right of Way to Ditch and Canal Owners over the Public Lands, and for other Purposes*, passed on July 26, 1866 (generally called the Mining Law of 1866; *Daily Alta California* 8/1/1868:1; verified GLO records 7/14/1868, CACAAA-103314).

From their simple beginnings as aboriginal trails facilitating commerce, social intercourse and communications between early settlements in the region, these travel corridors developed into graded roadways. The stage made regular scheduled runs between this area and San Juan by 1867 (*Daily Alta California* 6/28/1867). As time passed, the number of farms and ranches increased as more people move into the region. The local mining industry was a major market for the goods and services of the area farmers and ranchers. During the 1870s many of the roadway were sufficiently

improved that area farmers made regular deliveries of livestock, feed, fruit and vegetables over the highways that cross the steep mountainous terrain between the area settlements and mining camps (for examples, *Pacific Rural Press* 7/11/1874:20; *San Benito Advance* 2/17/1877; *San Benito Advance* 3/3/1877).

Social and commercial interchange was common between the small communities of New Idria, Picacho, Cantua, Hernandez Valley, and many small mining camps. The small Del Monte Hotel was located in Hernandez Valley near Clear Creek Road, a general store, school and post office is located nearby (*Fresno Weekly Expositor* 4/30/1873; *San Benito Advance* 3/3/1877). The town of Idria also had a school, post office, general store and a hotel, and there was a post office and store at Picacho. The stage runs tri-weekly to New Idria and Picacho (Crofutt 1882:207). The Slack's Canyon & Picacho Mine Stage (*San Benito Advance* 2/16/1878) runs through Hernandez Valley, to the Picacho Mine then continues to Slack's Canyon.

Recreational, pleasure and scenic travel is becoming common. In February 1887 Mr. Alfred and Lue Williams of New Idria went horseback riding to Hernandez Valley (*Hollister Free Lance* 2/11/1887); since it was 24 miles round-trip we can deduce that they made the trip on Clear Creek Road. A month later, after a heavy storm (*Hollister Free Lance* 3/11/1887), Lena Weeks and Thomas William took a 30-mile round-trip buggy ride (*Hollister Free Lance* 3/18/1877); the distance suggests they took New Idria Road around Sampson Peak. Somebody visiting somebody becomes common reporting in the newspapers. In June 1909, F.B. Dickson of Studebaker Brothers toured the area roads in a Studebaker E-M-F "30" (*San Francisco Call* 6/18/1909).

By the beginning of the twentieth century barns are erected at strategic locations to support work animals in the area. The Nielsen Barn is located on the road between Picacho and New Idria. Another barn is located at Agua Buena Spring near Santa Rita Peak providing an important stop for oil haulage from Coalinga to New Idria. The Idria-Coalinga Wagon Road (Marshall 1910:103) was probably used by Wallace & Charlesworth, a Coalinga engineering contractor, to haul materials for the 1000-barrel oil storage tank they constructed at New Idria in 1906 (*Daily Californian* 8/20/1906:3). Other area industry included the Ice House on Mexican Lake Road and the large Brick Kiln constructed on Clear Creek Road near Hernandez Valley.

Although area mining began waning by the mid-twentieth century, the public roads remain important to area property owners for access. The roads also remain important to small business and hobbyist mineralogist, hunters, off-highway vehicle enthusiast, and weekend tourist who travel the area enjoy the spectacular views and fascinating geology and unique eco-system.

Clear Creek Road

The first description of a road approaching New Idria from the south seems to be an 1860 *San Francisco Bulletin* article (see Figure 5 on page 19), which states:

> The mines can be reached by a line of stages, which leave semi-weekly from San Juan, making the trip through in a day. The route is over a good road, built by the company, who are now working the mines, and leads up the San Benito Creek, nearly to its source, thence ascending to the summit of the mountain ranges, and after following along the ridge of the mountain, some 8 or 10 miles, the road turns abruptly down the side of the mountain two or three miles to the mineral region. (*San Francisco Bulletin* April 25, 1860)

Although Clear Creek is not mentioned directly, the 8-10 mile journey over the ridge from the San Benito River is described, thus leading the reader to believe that the writer is describing the Clear Creek route. The 1866 Land Survey Plat Map for Township 18 south, Range 11 east (T18S, R11E) Mont Diablo Meridian (see Figure 35 on page 41) provides little clarity because it does not show a trail passing along either the San Benito River or Clear Creek. The T18S, R12E 1866 Land Survey Plat Map also does not indicate a trail passing along either the San Benito River. However, both maps show a trail section title "Trail from Clear Creek to Los Picachos," indicating that the primary trail to the Picacho Mine was via Clear Creek, hence suggesting a Clear Creek route.

An 1863 Congressional deposition of Filipe Lazo (see Figure 6 on page 19) associated with William McGarrahan's Rancho Panoche Grande land claim describes the area terrain between New Idria and Picacho to the south:

> Going south, over the dividing ridge, and as far as the Pecacheo mines, the soil is very sterile and barren, nothing whatever growing upon it except here and there a pine tree or bunch cactus.
>
> In this direction, from the Aurora House to top of dividing ridge, is about one-half mile; from the top of the ridge to the north branch of the San Benito is about one and a half mile, and about one mile further, southerly or southwesterly direction, are the Pecahceo quicksilver mines.
>
> From these mines the ground descends to the south branch of the San Benito, distance about two miles.

Lazo's description mentions both a north and "south branch of the San Benito." Traversing south from the Aurora Mine to the Picacho Mine, a traveler first crosses upper Clear Creek, which is Lazo's "north branch of the San Benito," then ascends southerly to the Picacho mine, and then descends "to the south branch of the San Benito." This description, and others provided in the same record, suggests that travel between the Aurora Mine and the Picacho Mine was not uncommon, hence suggesting the historic origin for these routes, including the route section that became Clear Creek Road, which traverses south from the Aurora Mine to upper Clear Creek.

Benjamin and James Flint and Andrew Sargent began mining operations on their claims associated with the Monterey Group on Clear Creek in 1866 (*Daily Alta California*, see Figure 7 on page 20). This claim was located on Clear Creek about 3.5 miles from Hernandez Valley. Part of their claim, the Clear Creek Mine, became the first mining claim in the nation patented under the United States Congressional act, *An Act granting the Right of Way to Ditch and Canal Owners over the Public Lands, and for other Purposes*, passed on July 26, 1866 (generally called the *Mining Law of 1866*) (*Daily Alta California*, 8/1/1868, 20(6712):1; verified GLO records 7/14/1868, CACAAA-103314).

By 1869 a postal delivery contract was let for delivery of mail from San Juan by New Idria to Picacho and back (see Figure 8 on page 21) thus suggesting that a public highway between New Idria and Picacho was already established (see Dickey v. Maysville *et al.* Turnpike Road Company 1855 regarding mail delivery on public ways). A portion of this route followed Clear Creek Road from the Aurora Mine to Clear Creek where the mail route may have branched off following a direct southerly route, or it may have continue to follow Clear Creek another 2.5 miles to where the Monterey Group had already complete a road to the Picacho Mine (see Figure 9 on page 22). Completion of the Picacho Road in 1867 is a clear implication that it connected with the already established Clear Creek Road.

In referring to a journey from Hernandez Valley to New Idria, an 1873 *Fresno Weekly Expositor* (see Figure 10 on page 23) article refers to Clear Creek as "Monterey Creek" near Auguste Burnett's hotel in Hernandez Valley:

> Here we started across the mountains for New Idria, a distance of eight miles. Following up Monterey Creek we passed the Monterey mine. (*Fresno Weekly Expositor* April 30, 1973)

A similar trip documented in an 1877 *San Benito Advance* (see Figure 12 on page 25) story mentions the hay trade between Hernandez Valley and New Idria, and the road leading into Clear Creek Canyon to New Idria:

> Below him is the ranch of Wm. Short, a prosperous and intelligent farmer. In the upper end of the valley is the well-conducted farm of Judge Button, who is not only a successful farmer, but a well-educated gentleman. Each of these gentlemen have on hand from 80-100 tons of good wheat and barley hay, which they find a market at the New Idria Mines, at prices varying from $30 to $40 per ton.
>
> At the hotel kept by Mr. Burnett, a road branches off through a canyon, which leads to the New Idria. Taking this route we shortly begin the ascent of the main outlying ridge of the Coast Range. A ride of 6 miles brings us to the summit. (*San Benito Advance* March 3, 1877)

Clear Creek road continues to support area commerce during the winter of February 1887 when A.T.D. Button of Erie (Hernandez Valley) delivered a load of fruit to New Idria (see *Hollister Free Lance*, Figure 15 on page 27). A week

later, Mr. Alfred and Lue Williams went horseback riding over the same route, making the round-trip in less than 5 hours (see *Hollister Free Lance*, Figure 16 on page 28).

Both the 1878 and the 1882 copy of *Crofutts New Overland Tourist and Pacific Coast Guide* mention freight deliveries and stages runs to Picacho (see Figure 13 on page 26 and Figure 14 on page 27), which would have traveled 4 miles of Clear Creek Road to reach Picacho Road (see Table 2 on page 16):

> From Hollister it is 6.2 miles to Tres Pinos-the end of the track.
>
> From this point large quantities of freight are shipped for the New Idria Quicksilver, Picacho and other mines in the country, to the south and east. Stages run tri-weekly to San Bruno, 25 miles; New Idria, 65 miles; Picacho, 75 miles; fare about ten cents per mile. (Crofutts 1878-9(1):231; Crofutts 1882:207)

Clear Creek Road, although note labeled such, is clearly delineated on the following maps:

Table 2: Historic Maps Showing Clear Creek Road

Map	Reference
1887 Map of the New Idria Mining District	Figure 36 on page 42
1891 Official Map of San Benito County	Figure 37 on page 43
1903 Quicksilver District in Southern Portion of San Benito County	Figure 39 on page 45
1907 San Benito National Forest	Figure 40 on page 46
1915 U.S.G.S. Priest Valley Quadrangle	Figure 41 on page 47
1916 Geologic Map of New Idria District	Figure 42 on page 48
1940 Geologic Map of New Idria Mine Area	Figure 43 on page 49
1940 San Benito County Map	Figure 44 on page 50
1943 U.S.G.S. New Idria Topographic Map	Figure 45 on page 51
1969 U.S.G.S. New Idria Topographic Map	Figure 1 on page 3, Figure 2 on page 4, Figure 3 on page 5, Figure 4 on page 6

Although not clearly shown, Blum's 1896 *The Cyclers' Guide and Road Book of California* clearly show a bicycle route passing over the Coast Range near New Idria (see Figure 38 on page 44). Since the New Idria Road to Clear Creek Road is the only public highway passing over this portion of the mountains, it is reasonable to assume that Blum's reference is to this route. However, as representing travel corridors, this might also include Mexican Lake Road to Wildass Road, or White Creek Road, all leading to Coalinga / Los Gatos Road.

A 1905 photograph (see Figure 17 on page 29) clearly documents a horse-drawn carriage on the graded Clear Creek Road approaching the Boston Mine area. For a brief period around this same this area became the San Benito National Forest (1907) and it was incorporated into the Monterey National Forest by President Roosevelt in 1908, but it was transferred back to public domain in 1910 (Sloan, 1914). Although not a direct reference, R.V. Ayres (1906:7-8, see Figure 18 on page 30), in his report on the proposed forest, makes clear mention of "numerous secondary roads and trails in the hills which serve as cut-offs to the main roads. The entire area is accessible by trail." Because Ayres notes that the "entire area is accessible by trail," is acknowledging the fact that the United State Forest Service recognizes these as public highways. Later, a year before returning the region back to public domain, Raymond Tyler (1909:7, see Figure 19 on page 31) adds:

> The division is pretty well broken up by rough brushy canyons but numerous roads make all parts readily accessible. (Tyler 1909:7)

Again, confessing the United States government recognized the area trails and roads as public highways as defined by the California Highway Code § 2618 of that period. Later that same year (1909), Tyler writes the "no roads or trails have been built in country by the Forest Service." While studying the boundaries of this new forest, John Jones describes the main road providing access to this area:

> There are five main roads which tap this Forest, namely: the San Benito - Hollister Road, Coalinga, Cantua, Emmet, and the King City Roads respectively. In fact this Forest is so well supplied with roads and trails that one can ride or drive easily to any point in it. (Jones 1909:7, see Figure 21 on page 32)

Although not directly referencing the Clear Creek Road, San Benito County Sheriff Jeremiah Croxon, mentions in a news article that "quite a number of men at work on the big furnace at the Aurora mine," (1910, see Figure 22 on page 33) suggesting the existence of roads necessary to facilitate "big furnace" construction. A large revolving furnace was installed at the Aurora Mine with plans to be operated in conjunction with the Monterey Group located several miles south on lower Clear Creek (Bradley 1918:99, Figure 25 on page 35), thus establishing that Clear Creek Road and the Aurora Cutoff were being used to haul ore from the Monterey Group for processing at the Aurora Mine. A final historic reference to the area public highways occurs in the State of California Division of Mines bulletin, stating:

> The mountainous connecting roads are fair to good during the greater part of the year but high water in numerous fords often necessitates long detours during the rainy winter months. Coalinga and King City are the chief supply towns for the southern and western parts. Most of the mines are served by fair dirt roads but except for those near the New Idria mine, few of these are open to travel during the winter. (Bradley 1946:83, see Figure 30 on page 38)

Writing for the California State Mining Bureau in 1914 about San Benito County mining, Bradley and Logan document that Clear Creek Road is a "fairly good road" providing access to the Alpine Mine and to New Idria:

> A furnace for reducing the ore was operated on the bank of Clear Creek, near the junction of the Alpine and New Idria roads, …
>
> A fairly good road reaches the mines from Hernandez, 5 miles distant. (Bradley 1919:654-5, see Figure 23 on page 34)

A year later the same authors document that a large quantity of brick on "lower Clear Creek" (near Oak Flat Campground) and hauled to the Alpine Mine, which would require a maintained quality Clear Creek Road, and Picacho Road:

> Late in 1915 the Alpine Quicksilver Mining Co. burned about 260,000 bricks on lower Clear Creek, to be used in building their new 20-ton Scott furnace and condenser. (Bradley 1917:32, see Figure 24 on page 35)

A short while later the California State Mining Bureau publishes:

> Only a small amount of development work has been done on the Monterey, which it is stated will be equipped and worked in conjunction with the Aurora. … (Bradley 1918:99, see Figure 25 on page 35)

This reference suggest that ore is being hauled from the Monterey Group, located near the Picacho Road junction, to the Aurora Mine for processing, thus implying, in 1918, that Clear Creek Road is a well maintained public highway. The National Automobile Club reports, in December 1924 (see *Oakland Tribune*, Figure 26 on page 36), reports that the "roads in San Benito County are all in good condition," although the "Hollister to San Benito via Idria is not advisable at the present time." This winter-time advisory may reflect muddy conditions over Clear Creek road, but flood conditions on the San Benito River could also make that route seasonally impassible. By 1926, the San Benito Asbestos Company constructs a mill near Clear Creek Road:

> The local address is Hernandez and there is a fair road following Clear Creek from there to the mine. (Laizure 1926:223-4, see Figure 27 on page 36)

According the National Automobile Club, "San Benito Road Good," in 1929, Clear Creek Road between Idria and Hernandez is "passable to automobiles" (see *Oakland Tribune*, Figure 28 on page 37).

In 1939, the California State Mining Bureau again mention:

> Alpine Mine … about 6 mines from Hernandez and … (Bradley 1939:416, see Figure 29 on page 37)

However, in 1946 the California State Mining Bureau expanded their description of area roads to state:

> The mountainous connecting roads are fair to good during the greater part of the year but high water in numerous fords often necessitates long detours during the rainy winter months. … Most of the mines are served by fair dirt roads but except for those near the New Idria mine, few of these are open to travel during the winter. (Bradley 1946:83, see Figure 30 on page 38)

A 1951 report by the California Division of Mines titled "Jadeite of San Benito County," document about the county roads:

> The area may be reached by secondary roads maintained by the county; however, the roads may be impassable after a heavy rain. (Yoder 1951:3, see Figure 31 on page 38)

A 1951 *San Benito Evening Free* Lance story document:

> The Clear Creek Road which is designated by signs along it as "Main Road to King City" … Superintendent C. Hyde Lewis, says any auto will negotiate the road. (*Evening Free Lance* 1951, see Figure 32 on page 39)

The final historic mention of unhampered access to area public highways is made by the National Geodetic Survey as shown in Figure 33 on page 40 and Figure 34 on page 40.

Historical References

Figure 5: Stage Leads Up the San Benito and over the Ridge to New Idria, 1860

The New Idria Quicksilver Mines.

The mines of cinnabar, known as the New Idria Quicksilver Mines, are situated, the Pacific *Sentinel* remarks, in the southwest corner of the county of Fresno, in the easternmost range or chain of mountains forming the Pacheco Pass, or more generally known as the Coast Range, about 80 miles in a southeastern direction from the town of San Juan, Monterey county. The mines can be reached by a line of stages, which leave semi-weekly from San Juan, making the trip through in a day. The route is over a good road, built by the company, who are now working the mines, and leads up the San Benito Creek, nearly to its source, thence ascending to the summit of the mountain range, and after following along the ridge of the mountain, some 8 or 10 miles, the road turns abruptly down the side of the mountain two or three miles to the mineral region. These mines were discovered by Dr. William Higgins, Mr. Pitts, Jesse Smith and others, in 1851. Little appears to have been done until several years later. The *Sentinel* c innes:

Reference: *San Francisco Bulletin*, April 25, 1860.

Figure 6: Trail Between Aurora Mine and Picacho Mine, 1863

In the district court of the third judicial district of the State of California, in and for the county of Monterey.

FILIPE LAZO, being duly sworn, deposes and says:

I am of full age. I reside in the village of San Juan. I first went to the New Idria mines with Don Cerito Basso, in the year 1857; helped to build the first furnace which was erected on the grounds of the New Idria Mining Company. I resided there continuously until the last of 1861, or beginning of 1862. I was manager of the reduction works and had charge of the men at work about the reduction works and yards. I am familiar with the country about and adjacent to the mines, and also of the country between San Juan and the mines. The mountains about the mines are very high and rugged, with much chimosal.

In the vicinity of the hacienda there is some little pasturage, but as you rise the mountains and approach the Aurora and San Carlos there is no pasturage. The soil is a white magnesian soil, with chimosal and some pine and cedar timber. Going south, over the dividing ridge, and as far as the Pecacheo mines, the soil is very sterile and barren, nothing whatever growing upon it except here and there a pine tree or bunch cactus.

In this direction, from the Aurora House to top of dividing ridge, is about one-half mile; from the top of the ridge to the north branch of the San Benito is about one and a half mile, and about one mile further, southerly or southwesterly direction, are the Pecacheo quicksilver mines.

From these mines the ground descends to the south branch of the San Benito, distance about two miles.

Reference: U.S. Senate (1878) *Proceedings of the Committee on Public Lands, United States Senate, Having Under Consideration the Memorial of Wm. McGarrahan*, Washington: Government Printing Office, page 713.

Figure 7: New Idria Stage and New Quicksilver Mine on Clear Creek, 1866

From San Juan—Excitement Among Farmers and Others—The New Idria Quicksilver Mines—Staging in Southern Counties, etc.

SAN JUAN, December 30th—5 P. M.—The announcement, yesterday, that two prominent produce commission houses in San Francisco had suspended payment created much agitation among the business men and farmers of Monterey and Santa Cruz Counties, with whom the failing parties have for many years stood in high favor. Their business relations with the people of the southern coast have been such as to inspire confidence in their integrity, and a deep sympathy with them in their reverses, from which, it is hoped, they may recover.

The New Idria mines continue, notwithstanding the storms, high water, and the difficulty of transportation over the roads, to deliver here, at their depot, as usual, large quantities of quicksilver, and the New Idria stages are still making their regular trips. About 450 men are now employed at those mines, besides many others engaged as teamsters.

The Flint & Sargent, a new quicksilver mine, supposed to be even richer than the New Idria, is being prospected by a tunnel, and will undoubtedly be opened and in successful operation by next summer.

Reference: *Daily Alta California*, December 31, 1866.

Figure 8: Stage From San Juan, by New Idria to Picacho Mines, 1869

UNITED STATES MAILS.

CALIFORNIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Nov. 30, 1868.

Proposals for conveying the mails of the United States from July 1, 1869, to June 30, 1870, on the following routes in the state of California, will be received at the Contract Office of this Department until 8 p. m. of February 26th next, to be decided by March 6th following;

No. 14,866—From San Juan, by New Idria (n. o.), to Picacho Mines, 75 miles and back, once a week. Leave San Juan Tuesday at 6 a m; arrive at Picacho Mines next day by 7 p m. Leave Picacho Mines Wednesday at 6 a m; arrive at San Juan next day by 6 p m. Proposals for twice-a-week service invited.

Reference: *Sacramento Daily Union*, January 16, 1869.

Figure 9: *The McGarrahan Memorial*, 1870, page 16.

Affidavit of CHARLES WELSH *in relation to Sturges' Mining Speculation, Possession, and Improvements.*

Charles Welsh, of the city and county of San Francisco, State of California being duly sworn, deposes and says : Early in May, 1867, had returned from Picachos Mines. I was introduced by H. P. Blanchard, of this city, to Mr. Sturges, of Boston, who was an invalid at the Occidental Hotel. I exhibited to said Sturges and left in his possession a map or plan of Picachos Quicksilver Mines and its surroundings, which I made from my observations while there. Mr. Sturges said he perfectly understood it. I afterwards saw Mr. Sturges on the steamer about to leave San Francisco ; it was also in the early part of May. Mr. Blanchard and Roach were present ; the latter exhibited to Sturges a drawing of furnace and condenser for reduction of quicksilver ores. About the 1st of July, 1867, I was engaged by H. P. Blanchard to go to the Picachos Quicksilver Mine—situated in Monterey County of this State, distant some four or five miles south from the New Idria Mines. I reached the said mines about the middle of same month and selected a site for the furnace, and began grading the same and road making until August 24th, 1867, when the first teams drove up the Picachos mountain reached the furnace site at the mine, near the mouth of the large tunnel. I remained on the ground until about 15th September, 1867, when John Roach arrived with help and commenced building his furnace. I then left for San Francisco and returned in the latter part of September, and was in charge of the reduction of ores. I remained there until 4th July, 1868, being sick, and by order from Mr. Blanchard I left. The work was temporarily suspended on 7th January, 1868, by Mr. Cody, aud the engineer taken away. In a few days Mr. Roach and Coles, the engineer, returned to make further trial of the ores which appeared to be too poor to pay expenses.

C. WELSH.

Reference: U.S. Senate (1870) *The McGarrahan Memorial. Correspondence Between President Grant and Secretary Cox. Testimony vs. Memorial, Return of Judge Ogier, Statement of Hon. Jeremiah S. Black, Briefs of Hon. Wm. M. Evarts and Col. D. S. Wilson, Report of Messrs. Williams and Ferry of Senate Committee*, San Francisco: Smyth & Shoaff, Printers.

Figure 10: The Public Highway Between Hernandez Valley and New Idria, 1873

Fresno Weekly Expositor, April 30, 1873

[COMMUNICATED

NOTES BY THE WAY SIDE.

Leaving the New Idria Mine we visited the Cantua and Posa Chine country, which is principally inhabited by stockmen and Mexicans; thence to the Los Gatos, then up the Zapata Chine Creek, which received its name from the fact that a China shoe was found upon its banks in an early day, thence across the mountains into Waltham Canyon, (the first place since leaving New Idria, where anything looked like civilization.) In Waltham Canyon there are number of beautiful fertile valleys. The stock interest is the main business. Here we stayed for a night with our old friend J. G. Crump, who seems much pleased with his new location—being wholly engaged in the stock business. From here we went back through Pleasant Valley and up the Pleasant Valley Canyon to the boundary line between Monterey and Fresno counties, and crossing said line we came to the waters of the San Benito, and past the San Benito quicksilver mine, which is now in a dormant condition. The old furnaces still remain in a good condition and we understand that work will soon be commenced in the mine and the furnaces once more warmed up. Some two miles below this mine the creek of the same name looses its water about the first of June, by sinking, and then rises some three hundred yards below. A short distance from this rise it unites with Monterey Creek and just below the place of uniting the water again sinks and does not make its appearance again for many miles, after which it flows for thirty miles during the whole year. Near the forks of these streams is situated Auguste Burnette's hotel, and the remains of his large new building which was crushed by the heavy snows of last February. Here we started across the mountains for New Idria, a distance of eight miles. Following up Monterey Creek we passed the Monterey mine. There is no work being done on the mine now, and probably never will be again. It was worked for many years by a Baltimore company, who sunk over $200,000 without finding anything under ground, yet the croppings were rich in metal, and near by is the San Benito and Pacheco, all in Montery county, and near the boundary line between Montery and Fresno counties. There is a new mine now being worked, the Mexican, which prospects well. The San Carlos, Aurora, Malino and Idria are in Fresno county and have been worked by the New Idria Company, but the Idria proper is the only one at present worked to advantage. In and around the mine between two and three hundred men are employed. They have just completed a new wagon road leading from the dumps to the furnaces, and may be called the road of many curves. Through the kindness of Super-

Reference: *Fresno Weekly Expoitor*, April 30, 1873.

Figure 11: The Public Highway Between Hernandez Valley and New Idria, 1877

HERNANDEZ—To an individual who delights in the beauty of mountainous scenery, there are offered at San Benito 2 inlets to the grand architecture of nature: one passing through Bitter Water valley to Slack's Canyon, the other following the sinuous course of the creek to Hernandez, thence to Picacho or to the New Idria Quicksilver Mines. Your correspondent chose the latter route, and as he proceeded leisurely, had time to note the progressive spirit of the farmers, who have so lately transformed a vast and comparatively valueless stock range into remunerative gardens, orchards and grain-fields.

Ascending the creek, we come first to the ranch of Mr. Bolivar Smith, who, owing to the sandy nature of his land, has not been greatly hindered by the dry winter, and will soon have a large crop of grain. Just above him is the farm of Mr. Wm. Blosser. The bottom lands of Messrs. Blosser, Smith and Leonard were greatly damaged by the high water last winter, and these gentlemen are seeking, by a judicious use of straw, brush and stones, to confine the water of the stream and guard against a repetition of the disaster. About a mile farther on, we receive a friendly greeting from Mr. Meyer. In addition to a fair field of barley, Mr. Meyer has an extensive range, well stocked with cattle and sheep. The profusion of fresh grass fills his cup of happiness.

We found his neighbor, Alonzo Garner, mounted on a gang plow, taking advantage of the favorable weather. Adjoining Mr. Garner's ranch is that of P.H. Rackliff, who also combines farming with stock-raising. He too was running all available force to make up for lost time. His stock is principally young and thrifty, and is looking well. On his farm, by the road-side, is an excellent sulphur spring. Though it emits no very pleasant odor, it attracts a great number of passers-by, especially in the summer, by its medicinal properties.

At noon we reined up at the home of Wm. Pritchard, one of the first settlers on the San Benito. His large band of cattle have become thin from the scarcity of food, but remarkably free from the "loco" disease. This incomprehensible distemper has this season attacked an unusual number of horses and cattle. Upton Matthis informed us that they and some of their neighbors have received the first severe visitation of the malady.

We observed Mr. Alexander, John Fales, and Seth Taylor preparing to irrigate and cultivate large gardens for vegetables and melons to supply home and the New Idria market. We must not omit the Swiss family, Frusetta, who intend the coming season to conduct a dairy for the manufacture of cheese. About 3 miles above the home of Matthis, we ascend a mountain, and after winding for several miles, around, up and down steep grades, we drop down, as it were, into the pretty little valley Hernandez.

Signed, Harvey

Reference: *San Benito Advance*, February 17, 1877 (reformatted)

Figure 12: The Public Highway Between Hernandez Valley and New Idria, 1877

Southern Correspondence; New Idria

Hernandez Valley is about 6 miles in length and averaged about one in width. Through it meanders the San Benito, abounding in choice salmon and suckers. The soil is a mixture of sand and adobe and apparently very fertile. Where the adobe abounds, as is the case universally, the land cannot be tilled, if not exactly in the proper state. Consequently some farmers in the valley are just beginning to plow. For miles around, mountains rise on mountains, tiring the eye with their somber monotony, and adding greatly by contrast to the beauty and usefulness of this little vale. Descending the mountain, we come to a small school house, the scene, during the past year, of the useful labors of Mr. Martin, a well-known teacher of this county. Turning to the left, we find the resident of Valentine Garner, who has lately removed from Bitter Water Valley. Mr. Garner has a fine farm, well watered and well stocked. Below him is the ranch of Wm. Short, a prosperous and intelligent farmer. In the upper end of the valley is the well-conducted farm of Judge Button, who is not only a successful farmer, but a well-educated gentleman. Each of these gentlemen have on hand from 80-100 tons of good wheat and barley hay, for which they find a market at the New Idria Mines, at prices varying from $30 to $40 per ton.

Reference: *San Benito Advance,* March 3, 1877 (reformatted)

At the hotel kept by Mr. Burnett, a road branches off through a canyon, which leads to the New Idria. Taking this route we shortly begin the ascent of the main outlying ridge of the Coast Range. A ride of 6 miles brings us to the summit. Here we have spread out before us, the San Joaquin valley. Toward the south-east we discern the waters of Tulare Lake; farther to the north those, we presume, of the San Joaquin river, while far to the east rise the snow-covered Sierra.

Figure 13: Crofutts New Overland Tourist and Pacific Coast Guide, 1878

AND PACIFIC COAST GUIDE. 231

yond which is the most magnificent moss view that one could conceive. Sycamore and moss-drooping oaks are very plentiful, reminding one of the appearance of a New England apple orchard after a storm of snow and rain, where all the limbs and boughs are borne down with icicles and snow.

GILROY—is seven and a half miles from Tennant and 80.3 miles from San Francisco; a regular eating station, where trains stop twenty minutes for meals, which are *very good;* price, 50 cents. Gilroy contains a population of about 2,000, most of whom are engaged in agricultural and pastoral pursuits. Tobacco is raised in large quantities, and dairying is made a specialty by many of the people. The principal hotels are the Southern Pacific and the Williams.

Stages leave Gilroy for San Fillipe, 10 miles; Los Banos, 48 miles; and Firebaughs, 80 miles east; fare ten cents per mile. Stages run daily to the Gilroy Hot Springs, a very attractive resort, 15 miles east. From Gilroy it is 2.2 miles to

CARNADERO—a small station where passenger trains meet, and from which a track branches to the left and continues up the Santa Clara Valley, 11.8 miles to

HOLLESTER—a thrifty town of 2,000 inhabitants, most of whom are agriculturists. From Hollester it is 6.2 miles to TRESPINOS—the end of the track.

From this point large quantities of freight are shipped for the New Idria Quicksilver, Picacho and other mines in the country, to the south and east. Stages run tri-weekly to San Bruno, 25 miles; New Idria, 65 miles; Picacho, 75 miles; fare about ten cents per mile.

The original route of the Southern Pacific railroad was from this point, via San Benito Pass to Goshen, in the San Joaquin Valley. From Goshen the road is built a distance of 40 miles this way, to Huron. Whether the link between the two divisions will be completed and *when*, we will *never tell*, till we know. The distance across to Huron is, to San Benito Pass, 60 miles; to Huron, 100 miles.

Returning to Carnadero, we soon come to the great Bloomfield Ranche, which takes in many thousand acres, crossing the valley and over the mountains, on each side. It is the home of Mr. Miller, of Lux & Miller, the great cattle men. At Baden, twelve miles from San Francisco, we pass Mr. Lux's place, the "Twelve Mile Farm." On this ranche are kept and fattened great numbers of cattle, for the market of San Francisco.

Continuing up the valley, which is here narrowed to one mile in width, with low-grass-covered hills on each side, we come to the residence of Senator Sargent, on the right, and a short distance further,

SARGENT STATION—in the midst of a dairy country. Stages leave here for San Juan, south, six miles distant, up a little valley to the left, distinctly seen a few miles further on our way.

Soon after leaving the station, we turn more to the westward, and the little valley is completely crowded out by the bluffs, and we run along on the bank of Pajaro River, up a narrow canyon, and cross the line between Santa Clara and Santa Cruz county, at the point where Pescadero Creek comes in on the right. Continuing up, between high bluffs, we cross a bridge over the Pathro River and are in San Benito county, then dive through a tunnel 950 feet long, and come out into the beautiful Pajaro Valley, which is nine miles long and four wide, a portion of the Aroma Grant, once a very extensive one. The Santa Cruz Mountains are high, on the right, and covered with a dense growth of redwoods. Passing Vega, a signal station, we come to

PAJARO—(pronounced Pad-ro) thirteen miles from Sargent's, and 99.4 from San Francisco.

WATSONVILLE—is one mile to the right from this station, and contains a population of 4,000, and is a thrifty town, situated three miles from Watson's landing, on Monterey Bay, where steamers and other vessels land regularly. It contains two weekly papers, the *Pajaronian* and the *Transcript*. The Lewis House is the principal hotel.

From Pajaro, the Santa Cruz, narrow-gauge railroad connects with the Southern Pacific. This road is 21.15 miles long and runs through Watsonville, Aptos, and Soquel, to Santa Cruz. (See map, page 201.) The lumber business is, next to the agricultural, the most important interest in this section of the country. From Pajaro, our course will be east of south, to the end of the road.

Rolling down this beautiful valley, we come to Elkhorn Slough, over which our road is built on piles for a long distance. To the right, down this slough, is Moss Landing, nine miles distant, between which and a pier, close on our right, a small

Reference: Crofutt, Geo. A. (1879) *Crofutts New Overland Tourist and Pacific Coast Guide,* Geo. A. Crofutt, Chicago, Illinois: The Overland Publishing Company, Vol. 1.

Figure 14: Stages Run Tri-Weekly to New Idria and Picacho, 1882

HOLLESTER—a thrifty town of 2,000 inhabitants, most of whom are agriculturists. From Hollester it is 6.2 miles to TRESPINOS —the end of the track.

From this point large quantities of freight are shipped for the New Idria Quicksilver, Picacho and other mines in the country, to the south and east. Stages run tri-weekly to San Bruno, 25 miles; New Idria, 65 miles; Picacho, 75 miles; fare about ten cents per mile.

Reference: Crofutt, Geo. A. (1882) *Crofutts New Overland Tourist and Pacific Coast Guide*, Chicago, Illinois: The Overland Publishing Company, page 207.

Figure 15: The Public Highway Between Hernandez Valley and New Idria, 1887

New Idria

A.T.D. Button, of Erie, brought a load of fruit over the mountain, last Tuesday.

Warren Croxon and Frank Enos, of Emmet, were here a few days on business. Enos looks decidedly conscious when people ask him why he wears his "good clothes" every day and looks so confoundedly happy. Send us a box of cigars, Frank, when it comes off.

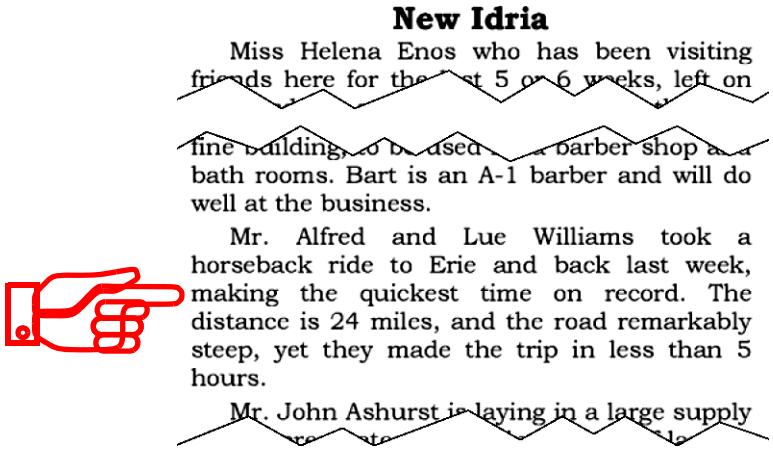
Capt. T.N. Williams returned from the city last night. Mrs. Williams remained in San Jose for a few days.

Marcus and Francisco Gomez, formerly residents of New Idria, now of Lemoore, have been visiting friends here during the past week.

Mr. Henrich Schwergert is putting up a store, saloon and blacksmith shop about a mile North of Hogan's old station. He comes from Grayson where he is well known and respected. The boy say that he keeps "good truck."

Reference: *Hollister Free Lance*, February 4, 1887 (reformatted)

Figure 16: The Public Highway Between Hernandez Valley and New Idria, 1887



New Idria

Miss Helena Enos who has been visiting friends here for the last 5 or 6 weeks, left on

fine building, to be used as a barber shop and bath rooms. Bart is an A-1 barber and will do well at the business.

Mr. Alfred and Lue Williams took a horseback ride to Erie and back last week, making the quickest time on record. The distance is 24 miles, and the road remarkably steep, yet they made the trip in less than 5 hours.

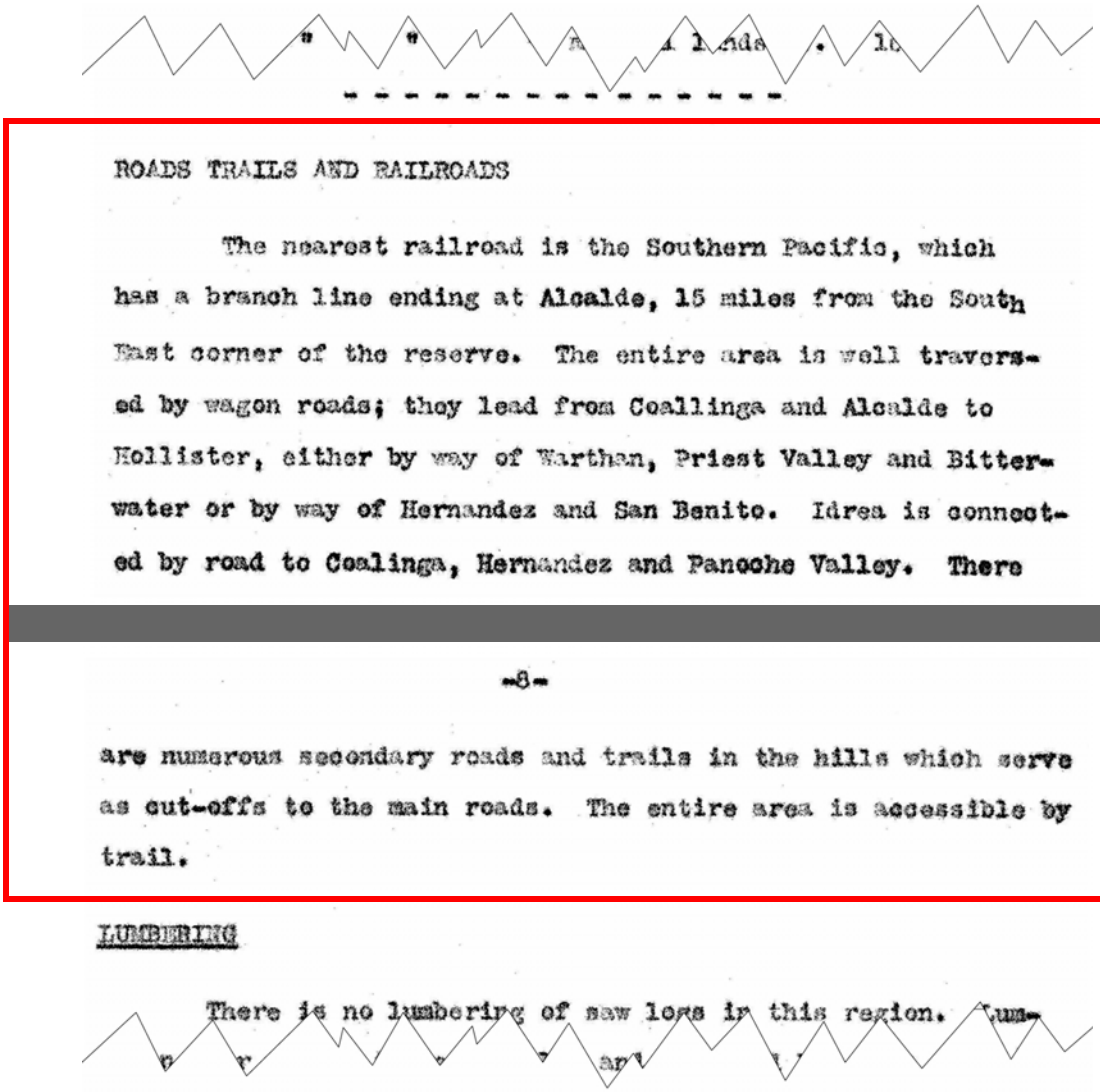
Mr. John Ashurst is laying in a large supply

Reference: *Hollister Free Lance*, February 11, 1887 (reformatted)

Figure 17: Carriage Traveling North on Clear Creek Road Near Boston Mine, 1905

Reference: Anderson, Frank M. (1905) "A Stratigraphic Study in the Mount Diablo Range of California," published in *Proceedings of the California Academy of Sciences*, Third Series, Geology, Vol. II, 1902-1905, Plate XX.

Figure 18: A Favorable Report on the Proposed San Benito National Forest, 1906



ROADS TRAILS AND RAILROADS

The nearest railroad is the Southern Pacific, which has a branch line ending at Alcalde, 15 miles from the South East corner of the reserve. The entire area is well traversed by wagon roads; they lead from Coallinga and Alcalde to Hollister, either by way of Warthan, Priest Valley and Bitterwater or by way of Hernandez and San Benito. Idrea is connected by road to Coalinga, Hernandez and Panoche Valley. There

-8-

are numerous secondary roads and trails in the hills which serve as cut-offs to the main roads. The entire area is accessible by trail.

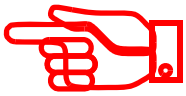
LUMBERING

There is no lumbering of saw logs in this region. Lum-

Reference: Ayres, R.V., (1906) "A Favorable Report on the Proposed San Benito National Forest, San Benito County California." R.V. Ayres, Forest Assistant, Forest Service.

Figure 19: Notes on the Monterey, 1909

The SAN BENITO DIVISION is another chaparral Forest, bearing scrub oak, a little inferior yellow pine, and some small cedar. The pine and cedar on public lands is nearly all cut or else contracted to the New Idria Quicksilver Mining Co., which operates the largest mine of its kind in the United States. The Company is glad to get every scrap of wood it can. Most of the private holdings were lumbered years ago and reproduction is good. I should like to see some yellow pine, particularly Jeffrey, planted on the barren areas of the San Benito. The division is pretty well broken up by rough brushy canyons but numerous roads make all parts readily accessible. San Benito Peak reaches a height of nearly 5000 feet. The grazing files show permits for stock as follows:- 698 head of cattle, 8 horses, and later about 50 hogs. Uses consist of 2 drift fences, 4 roads, 1 agricultural lease, and one permit for the Associated Oil Transportation Co.'s pipe line, which carries oil from the Coalinga oil fields to Monterey.



Reference: Tyler, Raymond, (1909) “Notes on the Monterey.” Raymond Tyler, Acting Forest Supervisor report to District Forester, San Francisco, California. August 23, 1909.

Figure 20: Proposed Addition to the Western Portion of the San Benito Division of the Monterey National Forest

8. ROADS, TRAIL, ETC.

The northwesterly edges of the tract are crossed by the San Benito-Coalinga road, a branch of which turns northeast in Sec. 14 and lead to Hernandez. The Priest Valley road on Lewis Creek runs just below the southern line of the country under consideration. Two mail trails lead across the country from the Hernandez valley to Bitterwater and the Lewis Creek region.

No roads or trails have been built in this country by the Forest Service. The nearest railroad is the Southern Pacific Coast Line, which runs down the Salinas Valley about twenty miles to the west. A telephone line from King City passes within a mile or two of the proposed addition.

Reference: Tyler, Raymond, (1909) "Proposed Addition to the Western Portion of the San Benito Division of the Monterey National Forest." Raymond Tyler, Acting Forest Supervisor, Monterey National Forest, October 27, 1909.

Figure 21: Reconnaissance Boundary Report on the Monterey National Forest, 1909

ROADS AND RAILWAYS:

There are five main roads which tap this Forest namely: the San Benito -Hollister Road, Coalinga, Cantua, Emmet, and the King City Roads respectively. In fact this Forest is so well supplied with roads and trails that one can ride or drive easily to any point in it.

Reference: Jones, John D., (1909) "Reconnaissance Boundary Report on the Monterey National Forest." John D. Jones, Land Examiner, September 15, 1909.

Figure 22: Road via Vallecitos Oil Fields and Aurora Mine, 1910

GREAT ACTIVITY PREVAILS IN VALLECITOS OIL FIELDS

HOLLISTER, Cal., Sept. 3.—Sheriff Croxon, who returned last evening from a trip to Idria, reports great activity in the Vallecitos oil fields.

According to Mr. Croxon, the Range 16 Oil company has shipped to Mendota four carloads of lumber to be used in building their rigs for operation in that field, half of which has already been hauled to the scene of operations.

The new town of Syncline is having a miniature boom. The hotel and store buildings are rapidly being completed, and Mr. Croxon says it will not be long before they are open for business.

He also said there were quite a number of men at work on the big furnace at the Aurora mine, which the owners hoped to have running soon. This is the quicksilver property Mr. Phelan recently purchased from A. Leonard and is distant from the New Idria mines only about one mile.

Reference: *Los Angeles Herald*, September 4, 1910.

Figure 23: Clear Creek Road to Alpine (Picacho) Road, 1914

Flint Group, owned by Thos. Flint, of Hollister, comprises the old mines known as the Andy Johnson, Boston, Fourth of July, and Clear Creek, and consists of 552 acres of patented land in Secs. 2, 11, 12 and 13, T. 18 S., R. 11 E., and Sec. 18, T. 18 S., R. 12 E. The Clear Creek, Boston, and Andy Johnson occupy the northwestern portion of the prominent zone of ocherous, silicified croppings which strike northwest from the Hernandez (Los Picachos) mine. They lie adjacent to Clear Creek, taking in the hills to an elevation of about 3700 feet (barometric reading) and 600 feet above the creek. The Andy Johnson claim adjoins the recently located Capitola on the southeast, where some very rich surface ore is being retorted. These properties have been idle so long that definite data concerning them is not obtainable. The Andy Johnson, according to Mr. Flint, was worked by an open cut and was noted for the amount of native mercury yielded, as much as a pint being taken at times from one spot. The Clear Creek mine was operated through a tunnel 600 feet long, from which underground operations on rather an extensive scale revealed good ore. All these workings caved in years ago. A furnace for reducing the ore was operated on the bank of Clear Creek, near the junction of the Alpine and New Idria roads, but this also has long since fallen to ruin, and definite information concerning the output of mercury from it is not to be had. The mines were closed in the early eighties when the price of quicksilver was so

low as to practically prohibit mining. It is believed that considerable good ore remains in these properties. Most of the ground has not been thoroughly explored, and in view of the good showings of ore in other near by mines on the same series of outcroppings, it appears as though thorough prospecting would be justified on these holdings. The country is mantled by serpentine in deeply disintegrated and rounded knolls, carrying little vegetation except along the little watercourses. A fairly good road reaches the mines from Hernandez, 5 miles distant.

Reference: Bradley, Walter, W. and C.A. Logan (1914) "San Benito County," *Report XV of the State Mineralogist, Mines and Mineral Resources of Portions of California,* California State Mining Bureau, December 1917, Sacramento: California State Printing Office, 1919, pp. 616-673, page 654-655.

Figure 24: Clear Creek Road Supported Local Commerce, 1915

BRICK.

Clay of good quality for making common bricks is abundant along the streams where they course through the younger sedimentary beds. A good deal of this was utilized years ago to make bricks for quicksilver furnaces. Late in 1915 the Alpine Quicksilver Mining Co. burned about 260,000 bricks on lower Clear Creek, to be used in building their new 20-ton Scott furnace and condensers. No production other than for local use of this kind has ever been reported from the county.

Reference: Bradley, Walter W., and Emile Huguenin, C.A. Logan, (1917) "San Benito County," *Mines and Mineral Resources of the Counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, Ventura*, California State Mining Bureau, Sacramento: California State Printing Office, page 32.

Figure 25: Roads Supporting the Aurora and Monterey Mining Groups, 1918

Aurora Group (one time called **Morning Star Mine**), and **Monterey Group** (one time called **Boston**), owned by the Esmeralda Quicksilver Mining Co., Richard Phelan, president; R. W. Gilloghy, secretary; H. T. Hays, engineer; office, 942 Phelan Bldg., San Francisco, Cal. The two groups consist of a total of 38 claims, the Aurora being in Sec. 5, T. 18 S., R. 12 E., M. D. M., and the Monterey Group mainly in Sec. 12, but extending into Secs. 11, 13 and 14, T. 18 S., R. 11 E., 5 miles southeast of Idria, and just north of the Alpine mine. Both groups are within the serpentine area. Only a small amount of development work has been done on the Monterey, which it is stated will be equipped and worked in conjunction with the Aurora. In the latter the principal development is an adit, in between 300′ and 400′ and a raise connecting with the surface, where there are several open cuts. The cinnabar occurs in a vein-filling of chalcedonic silica dark green to white in color. The croppings have a course of S. 15° E. Though said to have been discovered in 1853, it has been worked only at irregular intervals. In 1911 a revolving furnace, similar to a cement kiln (see Photo No. 18), was installed, but owing to mechanical difficulties it was operated only one day. The flue connections leading to the condensers can be seen at the upper end. In October, 1915, the furnace was repaired and refitted, and operated for a few weeks, until severe winter storms damaged the roads from Mendota, cutting off the supply of fuel oil. Operations have not since been resumed except for a short period of prospecting work in the open-cuts in July, 1917. The capacity is stated to be 50 tons per day. According to J. H. Eggers,[1] who superintended the work at that time, the ore was crushed to ½ inch, and passed through the furnace in 9 minutes. This he considers too

Reference: Bradley, W.W., (1918) "Quicksilver Resources of California," *California Journal of Mines and Geology*, Bulletin No. 78, California State Mining Bureau, Sacramento: California State Printing Office, page 99.

Figure 26: The Public Highway Between Hernandez Valley and New Idria, 1924

ROADS FOUND EXCELLENT ON COAST ROUTE

The roads in San Benito county are all in good condition, according to reports received by the National Automobile Club. The road from Hollister to the Pinnacles is in excellent condition. From Hollister to Firebaugh via Mercy Hot Springs is reported in good condition and will remain so until heavy rains, when the river crossing will be bad. The same applies to the road from Hollister to Idria via Panoche. From Hollister to San Benito via Idria is not advisable at the present time.

Reference: *Oakland Tribune*, December 21, 1924

Figure 27: Clear Creek Road to the San Benito Asbestos Company, 1926

San Benito Asbestos Company. This company was organized in 1925, succeeding the California Asbestos Mining Company. Norris K. Davis, 400 7th Street, San Francisco, president. The property comprises six claims having a total area of 120 acres situated in Secs. 10 and 15, T. 18 S., R. 11 E., at an elevation of 3000 feet. The local address is Hernandez and there is a fair road following Clear Creek from there to the mine. The distance is approximately equal from the mine to King City on the west, or southeast to Coalinga, the nearest railroad points, it being about 35 miles either way.

San Benito Asbestos Company Mill

Reference: Laizure, C. McK. (1926) "San Benito County," *Chapter of Report XXII of the State Mineralogist Covering Mining in California*, 22(2)217-247, Sacramento: California State Printing Office, page 223-4.

Figure 28: The Public Highway Between Hernandez Valley and New Idria, 1929

SAN BENITO ROADS GOOD

The road from Mercey Hot Springs, in Fresno county, to Hollister, via Llanda and Emmett, is in fine condition, according to reports received from the Fresno office of the National Automobile club. The entire road is graveled and there are but two small grades.

The road from Big Panoche creek to San Lucas via Idria, Hernandez, Bitterwater, and Lonoak may be described as follows: Big Panoche Creek to Idria—fair dirt with 10 per cent grades; Idria to Hernandez—not a county road, very steep, but passable to automobiles; Hernandez to Smith's Ranch—10 miles, about four miles of mountain road, the remainder good river road; Smith's Ranch to Bitterwater—2 miles grade, passable at all times, a fine summer road; Bitterwater to Lonoak—first class road, all graded and graveled. Lonoak to State highway—10 miles of dirt road, but no grades.

Reference: *Oakland Tribune*, May 5, 1929.

Figure 29: Clear Creek Road and Picacho Road, 1939

ALPINE MINE (Formerly Esmeralda)

Location. M. D. M., T. 18 S., R. 11 E., Secs. 13 and 14, about 6 miles from Hernandez and 40 miles by road from Coalinga in the New Idria district.

Ownership. Harry B. Leonard, Hollister.

Production History. 1912-1914, 1916-1917, 1928, 1932-1936.

This mine, originally consisting of 32 claims, was discovered by Silvester Tirado who sold it to the Alpine Quicksilver Mining Company in 1910. First production was made in 1912, using "D" and

Reference: Bradley, Walter W., (1939) *California Journal of Mines and Geology*, Vol. 35, No. 4. State of California, Division of Mines. Sacramento: California State Printing Office, page 416.

Figure 30: Road Conditions reported in 1946

INTRODUCTION

The highly productive New Idria quicksilver district in southern San Benito County and western Fresno County, is in the southern part of the Diablo Range of the California Coast Ranges. It is about 140 miles southeast of San Francisco and 55 miles southwest of Fresno (see fig. 1). All the deposits described here, foremost of which is that of the New Idria mine, lie within a rectangular area that is about 15 miles long by 9 miles wide (see pl. 8).

Despite its central location, the district is actually one of the more isolated of California mining camps. Idria, all of whose 400 population are dependent on the New Idria mine, is the only town in the district. Tres Pinos, the nearest shipping point on the Southern Pacific Railway, and Hollister, the principal supply town, are 60 and 67 miles northwest of Idria. The mountainous connecting roads are fair to good during the greater part of the year but high water in numerous fords often necessitates long detours during the rainy winter months. Coalinga and King City (fig. 1) are the chief supply towns for the southern and western parts. Most of the mines are served by fair dirt roads but except for those near the New Idria mine, few of these are open to travel during the winter.

Reference: Bradley, Walter W. 1946. *California Journal of Mines and Geology,* Vol. 42, No. 2. State of California, Division of Mines. Sacramento: California State Printing Office, page 83.

Figure 31: Clear Creek County Road, 1951

GENERAL GEOLOGY

The general geology of the area in San Benito County in which the jadeite is found has been described by Eckel and Myers.[6] The jadeite outcrops lie in an oval body of serpentine, 4 by 12 miles, which is rimmed by Franciscan sandstone and Upper Cretaceous Panoche formation (fig. 1). The major portion of the area is barren of vegetation and subject to frequent rock slides, but most of the outcrops of jadeite are obscured by manzanita, spine grass, briar, and poison oak. The area may be reached by secondary roads maintained by the county; however, the roads may be impassable after a heavy rain.

Eight large exposures of jadeite were found in the canyon of Clear Creek (New Idria quadrangle: N ½ sec. 12, T. 18 S., R. 11 E.) and there are, no doubt, many more.

Reference: Yoder, H.S. and C.W. Chesterman (1951) "Jadeite of San Benito County," Special Report 10-C, California, State of California, Division of Mines, page 3.

Figure 32: *Evening Free Lance*, 1951

Rural San Benito County

Reference: *Evening Free Lance*, 1951

OIL WELL

Scarcely a mile from Ashurst's is a rutted dirt trail that winds five miles up Silver creek to the Phenomenon of Panoche—the oil well that runs by itself. Harry Barnett and his Idria oil company drilled only 1200 feet last fall when oil gushed out through the drill pipe. It's still pouring, without any help Barnett got an abandoned well nearby and put a pump on it. It's pumping today, and together, the two wells drop a reported 40 barrels into storage tanks down the hill. Trucks take the crude into Mendota where it goes into a Shell Oil Co. pipeline. Barnett sold his discoveries to Standard Oil for a figure said to be in the neighborhood of a quarter of a million dollars. Other wells are being drilled in the area.

As you start up the final grade to New Idria, the scenes are changed again. This time its a running creek, strewn with boulders and roofed by a conglomeration of trees and shrub.

New Idria itself sits mostly on a plateau, from which ore slag is dumped to create a smooth cliff face, slanting down some 200 feet.

We cut the trip in half at Idria and spent the night. Rooms are available to visitors (men only) in the bunkhouses at $1.50 a night. Bedding is furnished and the accomodations are clean, neat and comfortable. Meals also are available at the cafeteria to visitors. The cost is 61.50 per meal and it will probably be more than you can ever eat. Be on time. Meals are served promptly at 7 a.m., noon and 5 p.m. The food is really good. Ask anybody who's eaten it. For breakfast, we had fruit juice, cold cereal and milk, peaches, fried eggs, sausage, french toast, fried potatoes, plain toast and coffee. Miners work hard and get hungry.

The town of Idria creeps also up the hills that border it on two sides. You see it all as you start up the steep dirt road to go "over the hump" of San Benito mountain. There are several points where you can pull off the road and admire the view. From more than 4,000 feet, Idria looks like a toy village.

PANOCHE VALLEY surprises almost everybody — Looking north [illegible] of barley to the treeless Las Aguilas hills.

NOT SO BAD

The Clear Creek road, which is designated by signs along it as "Main Road to King City," is not as bad as it looks. The grade is steep in places, and the road surface is often sandy but a certain amount of caution will keep you from skidding over the brink. Many folks who make the trip often, including New Idria Superintendent C. Hyde Lewis, say any auto will negotiate the road. But it would be an inconvenient place to have a breakdown.

The sandy road was the only condition that gave us trouble. After spinning the rear wheels uselessly in the loose sand halfway up an incline, we piled several hundred pounds of rocks in the back of the truck. The weight helped the rear wheels take hold and up we went.

The view, climbing from New Idria and descending on the other side to Clear Creek, is nothing less than spectacular in every direction.

To the east, the Sierra Nevada mountains; to the north, Panoche valley and the deep haze that cloaked the hills beyond it on the day we saw it; to the south, broken horizon of mysterious and remote peaks and valleys; to the west, the Pacific ocean—on a clear day, that is.

LAGOON

At the end of the descent to Clear Creek, there was once a lagoon with a diving board, and picnic tables nearby. A rare shaded spot for an outing. But this winter's rains took out the dam and now the only water is in the swift Clear Creek, which will run a six-inch-deep stream the year around. But it's still a beautiful spot, as the families of New Idria miners will testify.

The Clear Creek road, which twists westward to join the Hernandez-Coalinga road to Bitterwater, is a favorite rout for "rock hounds" who sometimes flock over from Monterey and Salinas on week-ends looking for the unusual in stones and gems in the creek. Jade, washing down from deposits up the creek canyon, is frequently found in the creek bed. The road, narrow and slightly rutted, is the only link in this scenic San Benito county circuit that might give the average motorist pause. The road crosses the creek more than a dozen times and, while the ford surface is hard, ruts and a sandy dip could stall the unwary in water.

BUMPY

Here, too, the scenes are changing. Clear Creek has carved a narrow canyon out of the rock earth, lined with pine and cedar. The road follows the creek for about 10 miles, a distance that offers a maximum of

(Continued on Page Fifteen)

Figure 33: Public Roadways used to Access San Benito Bench Mark, 1962

To reach the station from the post office in Firebaugh, go west on N Street for 0.1 mile to State Highway 33. Cross the highway and continue west for 11.0 miles to a crossroads at the Oro Loma Gin. Turn left and go south on Russell Avenue for 5.1 miles to a crossroads. turn right and go west on Shields Avenue for 13.3 miles to Mercy Hot Springs on the right. continue south on the paved road for 7.65 miles to a T-junction. turn left and go east for 1.0 mile to Panoche School on the left. Continue east on the paved road for 2.1 miles to a fork at a sign New Idria Mine. Take the right fork and follow a narrow paved road south and southeast for 21.3 miles to the New Idria Mine Office on the right. Bear left and go southerly for 0.3 mile to a fork at a sign Clear Creek-king City. take the left fork and go up grade on a graveled road for 2.75 miles to a diagonal crossroads at the end of a fence and a sign Clear Creek. Bear slightly left, passing to the left of some buildings in a draw and continue for 4.2 miles to a fork on the point of a ridge. Take the right fork, leaving the main road, and go westerly 1.2 miles to the Station and the microwave building.

Reference: N.G.S. (1962) National Geodetic Survey Data Sheet for San Benito Bench Mark located on San Benito Mountain.

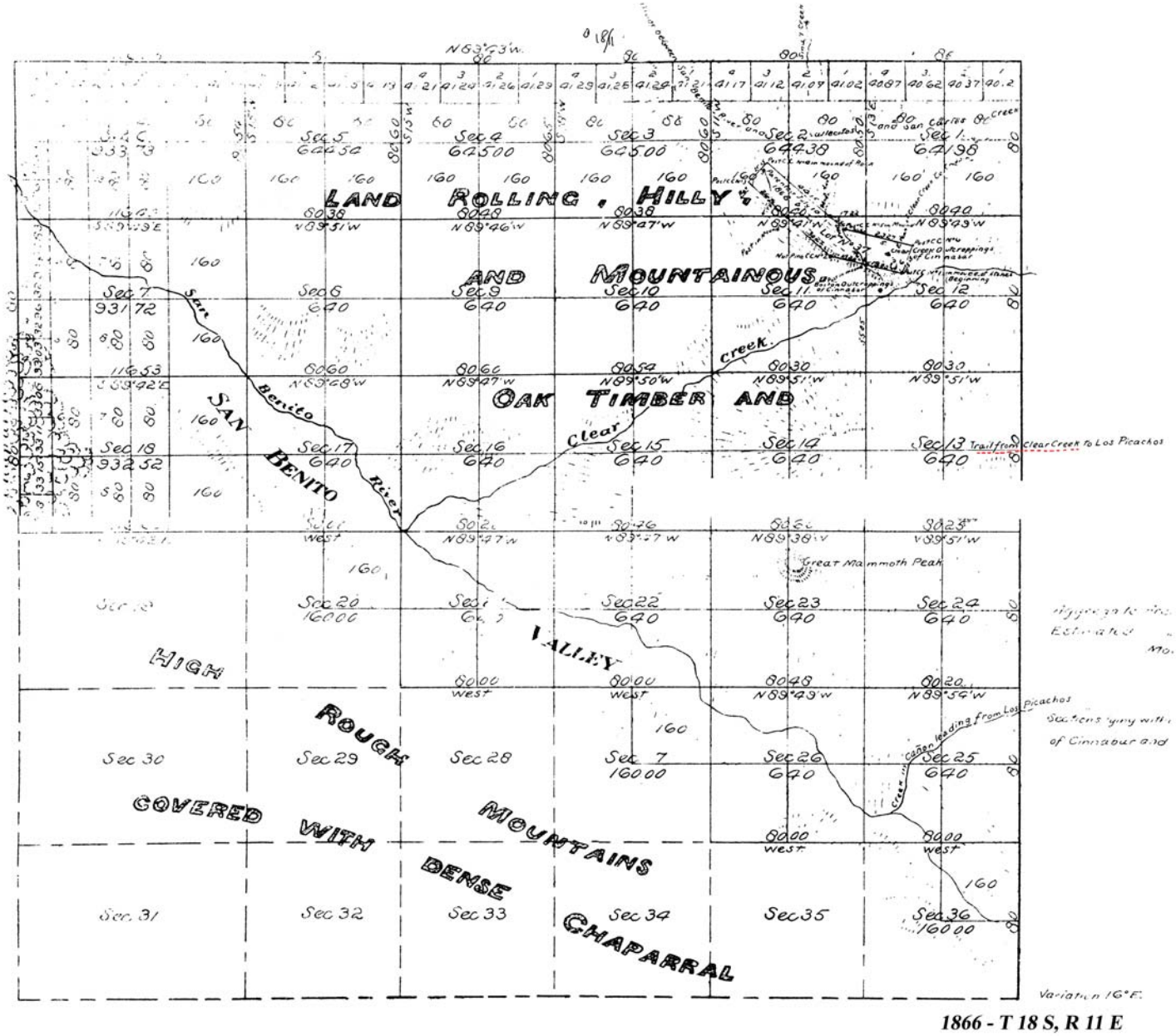
Figure 34: Public Roadways used to Access Larious Bench Mark, 1962

To reach the station from the U.S. Post Office In Idria, take the main road, southerly, winding up the mountain, for 0.2 mile to a fork and sign Clear Creek-king City, just above the mine smokestack. Take the right fork and follow the main traveled road up the mountain for 3.2 miles to a cross road and sign Clear Creek Rd. Turn right, on Clear Creek Road, and go 1.0 miles to a T junction on top of ridge and sign Clear Creek, etc. Turn right for 50 yards, then take left fork and go 0.4 mile to a side road right and sign Clear Creek etc. Turn right, westerly, and go 1.5 miles to a fork. Take left fork, main road, westerly, and go down grade for 1.0 mile to the Azimuth Mark on the right. Continue for 0.3 mile to two side roads on the left on a bare dirt ridge. Continue right, southwesterly, along the dirt ridge for 0.3 mile to a small knoll on the right. turn right and go 0.05 mile to top of knoll and the station.

Reference: N.G.S. (1962) National Geodetic Survey Data Sheet for Larious Bench Mark located on San Benito Mountain.

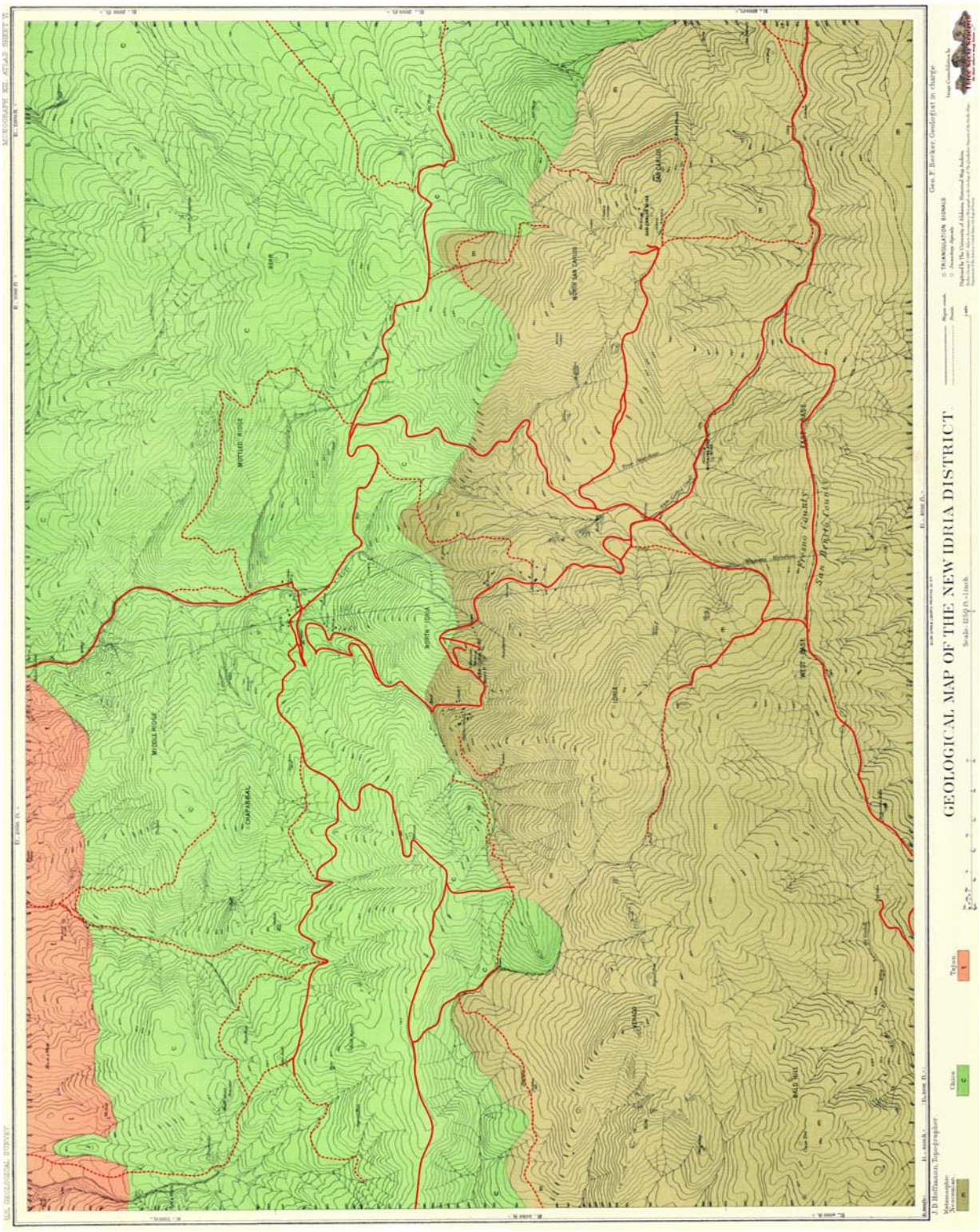
Historic Map References

Figure 35: Trail from Clear Creek to Los Picachos, 1866



Reference: U.S. Survey, 1866 Land Survey Plat Map, Township 18S R12E

Figure 36: The New Idria Area Public Roadway System, 1887

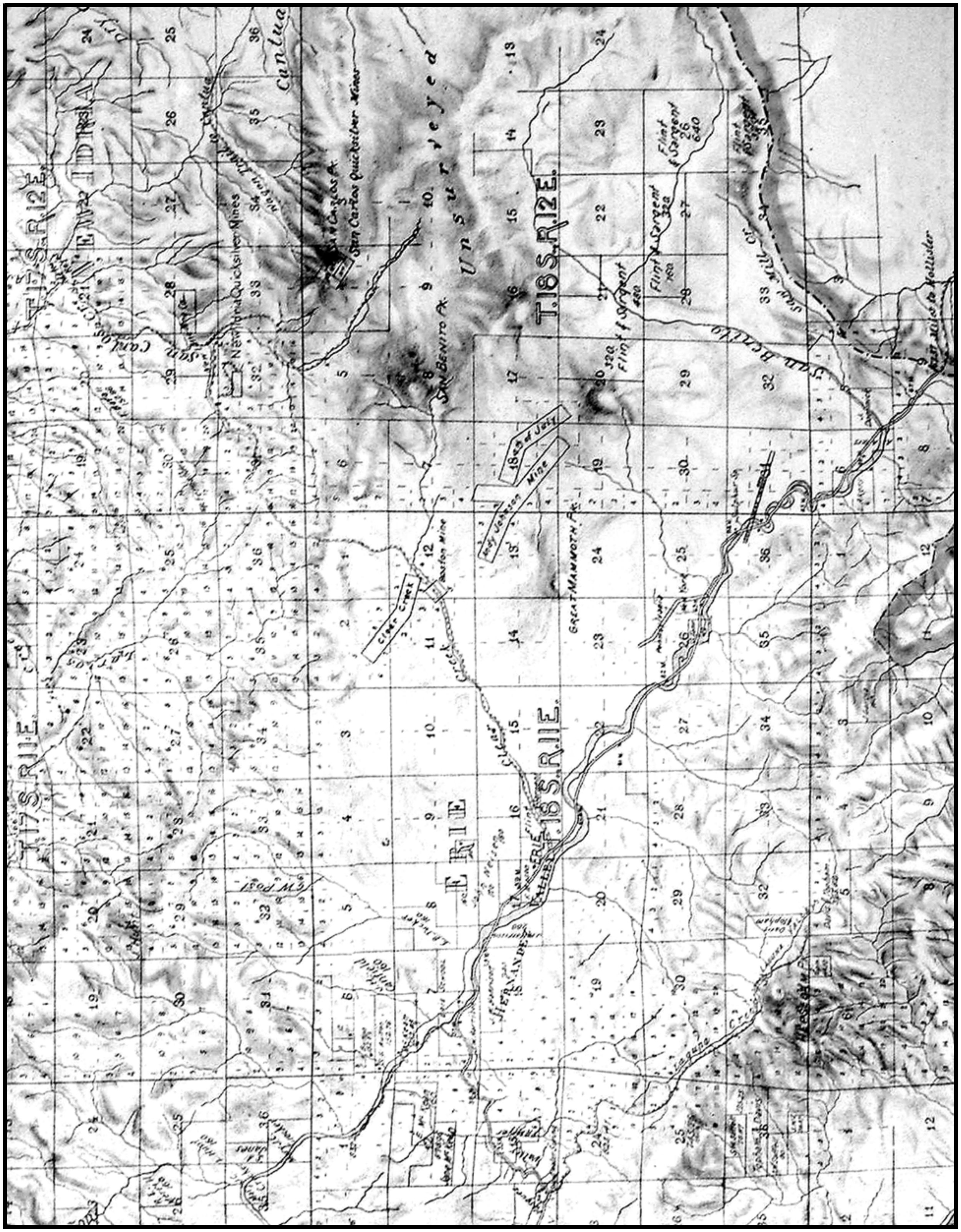


Road and trail routes color-modified for illustration.

Reference: Becker, Geo. F. 1887. "Geological Map of The New Idria District," accompanying George Ferdinand Becker, Geology of the Quicksilver Deposits of the Pacific Slope, with an Atlas, Washington D.C.: Government Printing Office. 1888.

Figure 37: Public Highway Between New Idria and Hernandez Valley via Sampson Peak, 1891

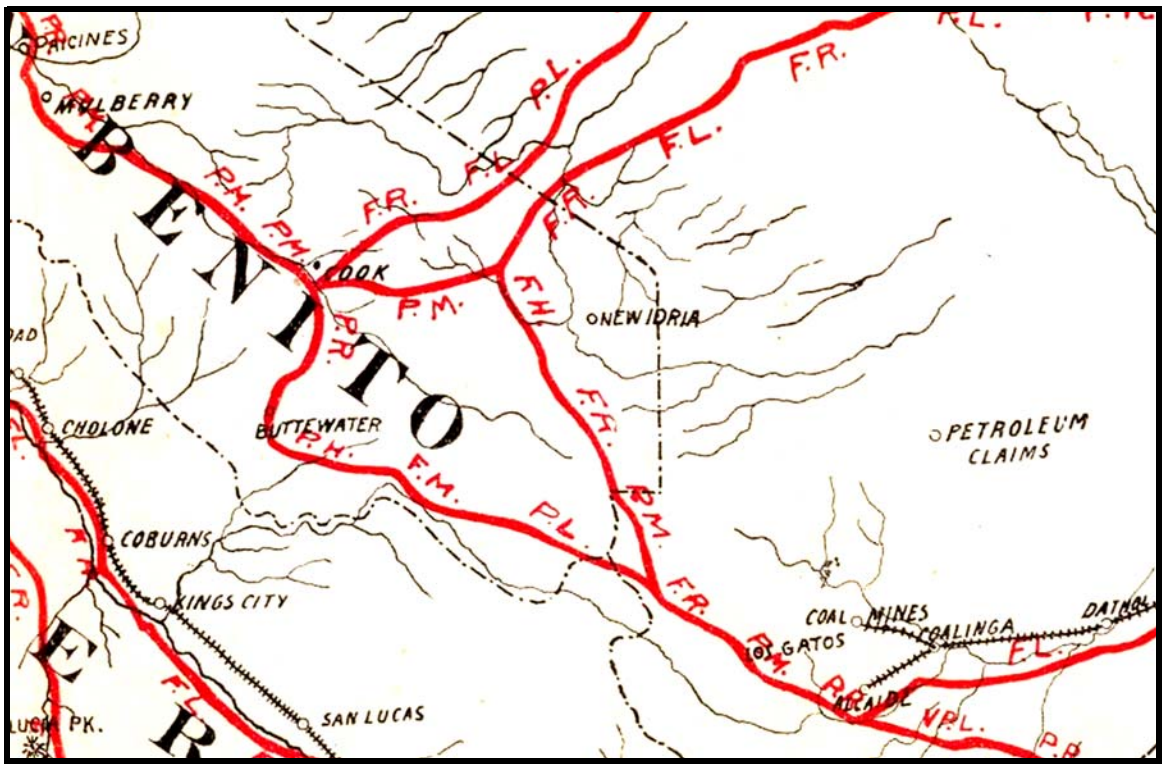
Cropped from map.



Reference: McCray, Vic. T. and Harry W. Official Map of San Benito County California. 1891.

Figure 38: Cyclers' Guide and Road Book of California, 1896

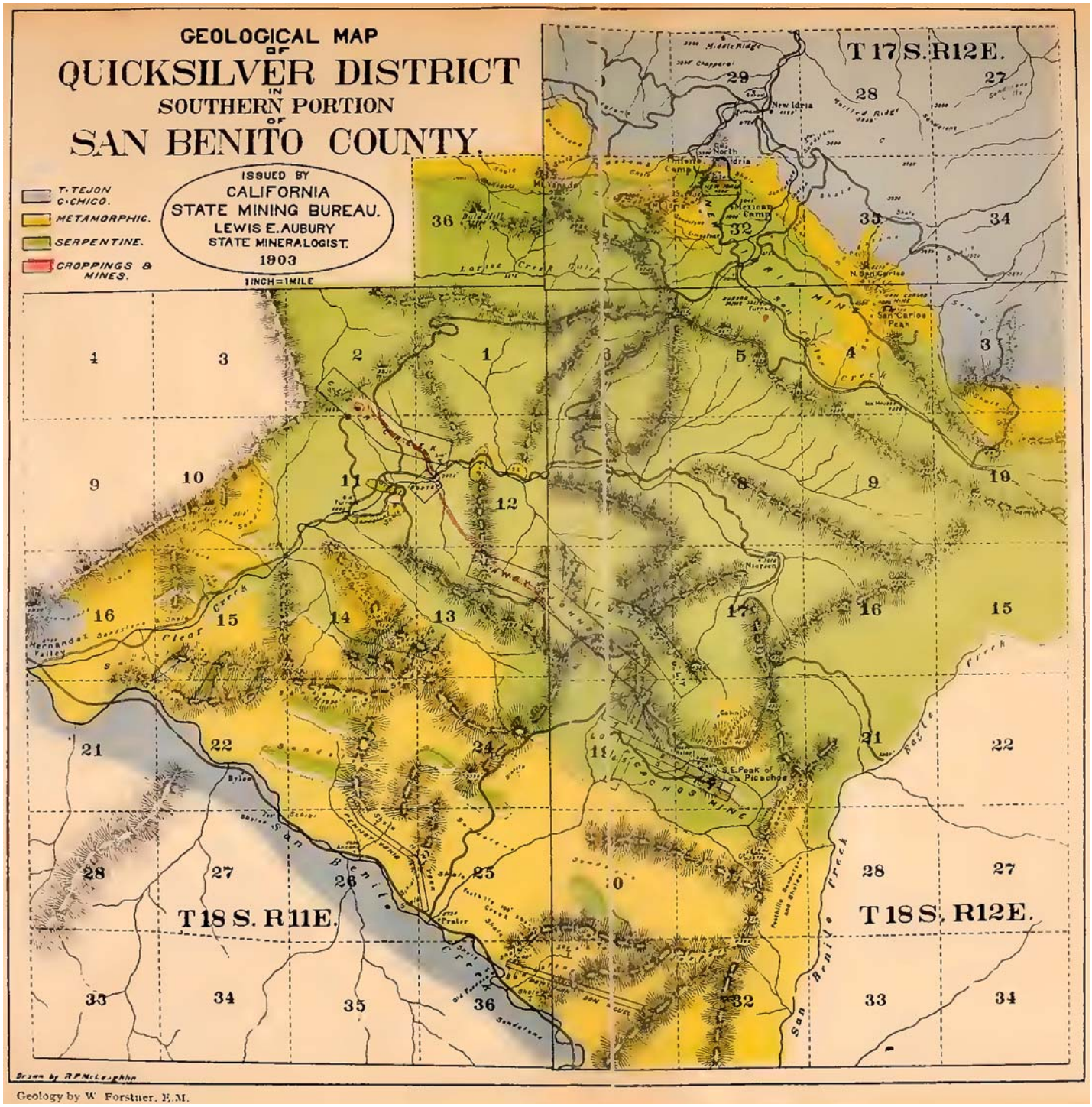
Cropped from untitled map.



Reference: David Rumsey Historical Map Collection - Blum, Geo. W. 1896. *The Cyclers' Guide and Road Book of California Containing Map of California in relief with principal Roads, Seven Sectional Maps showing all available Roads for Cyclers from Chico to San Diego, and a Map of Golden Gate Park*. Compiled and Published by Geo. W. Blum, 330 Pine St., S.F. Edward Denny & Co., Agents.

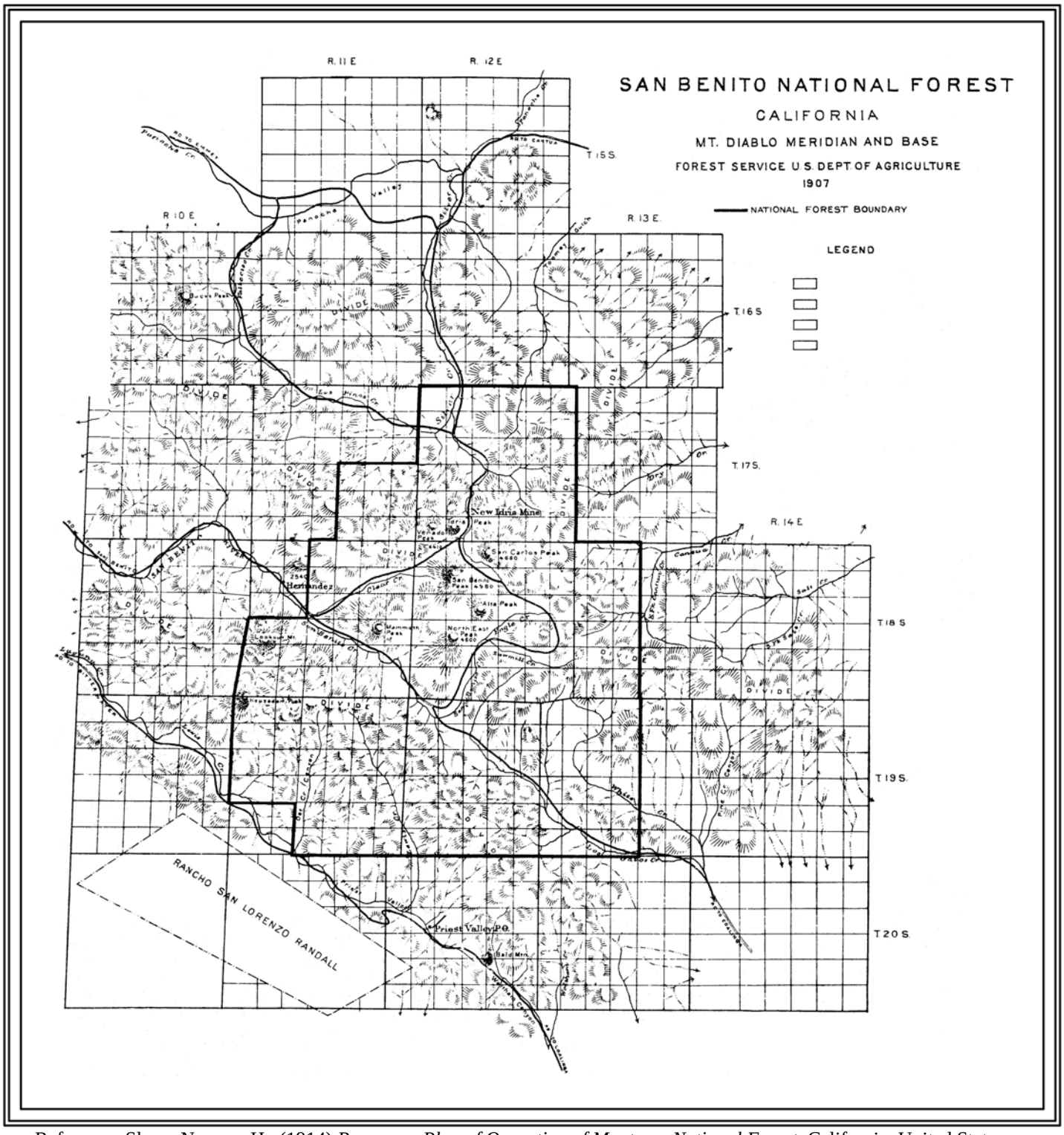
Note: Bike paths shown in red and labeled with abbreviations. The first abbreviation of the two tells the road condition. Conditions are: G (good), F (fair), P (poor), and V.P. (very poor). The second abbreviation is for the grade of the road. Grades include: L (level), R (rolling), H (hilly), and M (mountainous).

Figure 39: Public Highways in the Quicksilver District of Southern San Benito, 1903



Reference: Aubury, Lewis E., 1908, *The Quicksilver Resources of California*, Second Edition, Bulletin No. 27, THE California State Mining Bureau, San Francisco: Ferry Building, page 126.

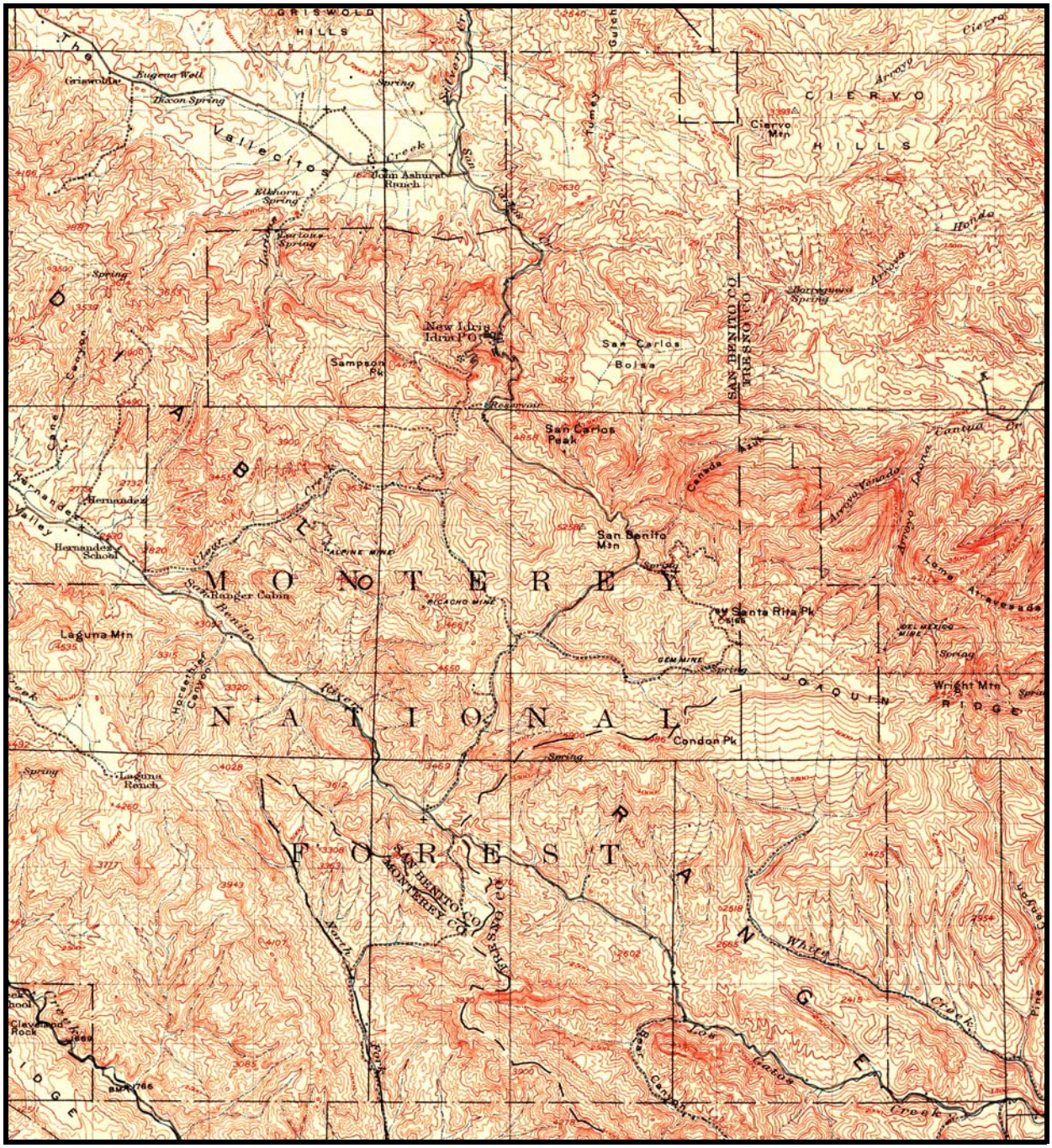
Figure 40: Public Highways in the San Benito National Forest, 1907



Reference: Sloan, Norman H., (1914) *Resources Plan of Operation of Monterey National Forest*. California: United States Forest Service.

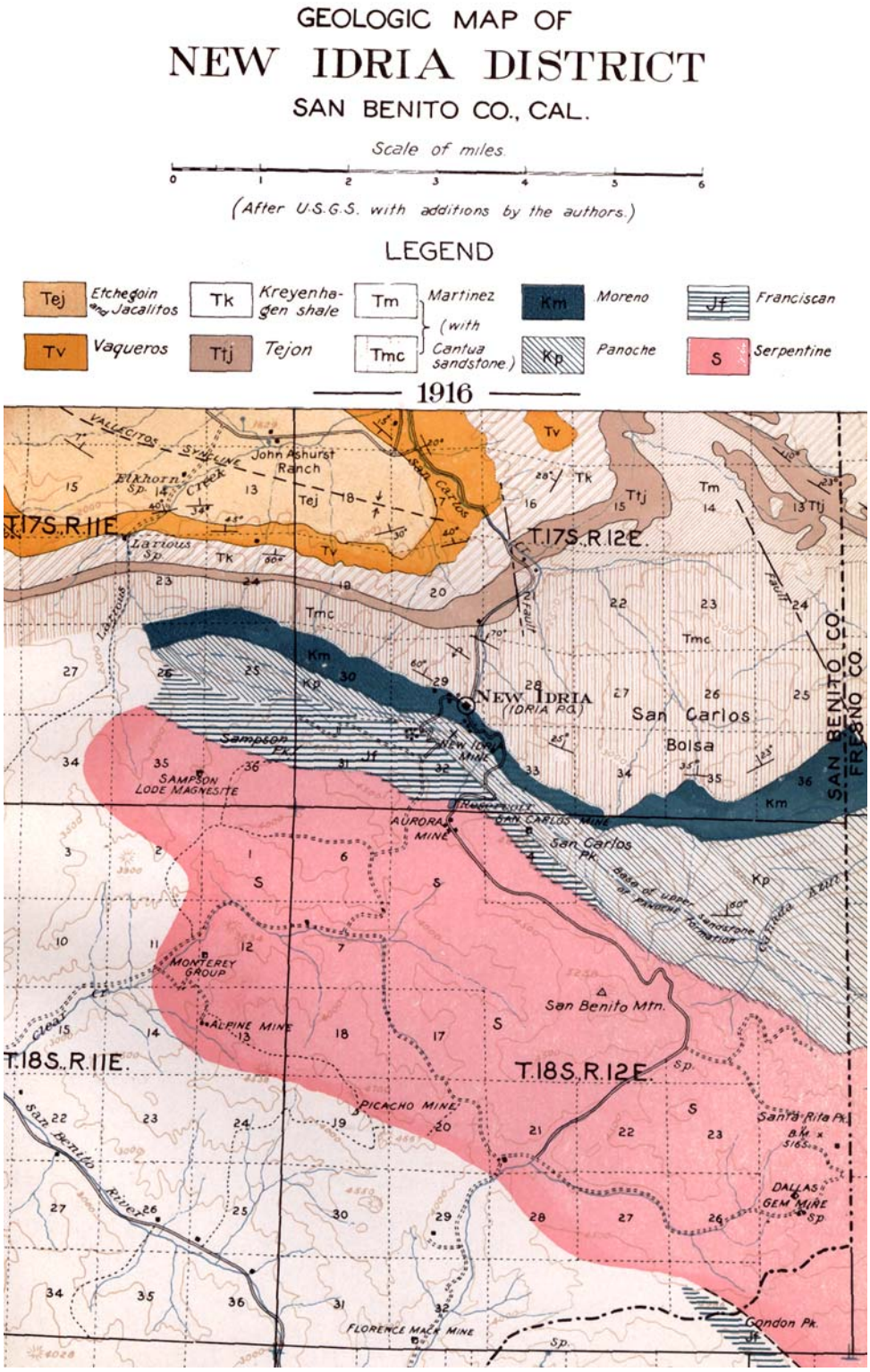
Figure 41: Public Highways in the Monterey National Forest, 1915

Cropped from map.



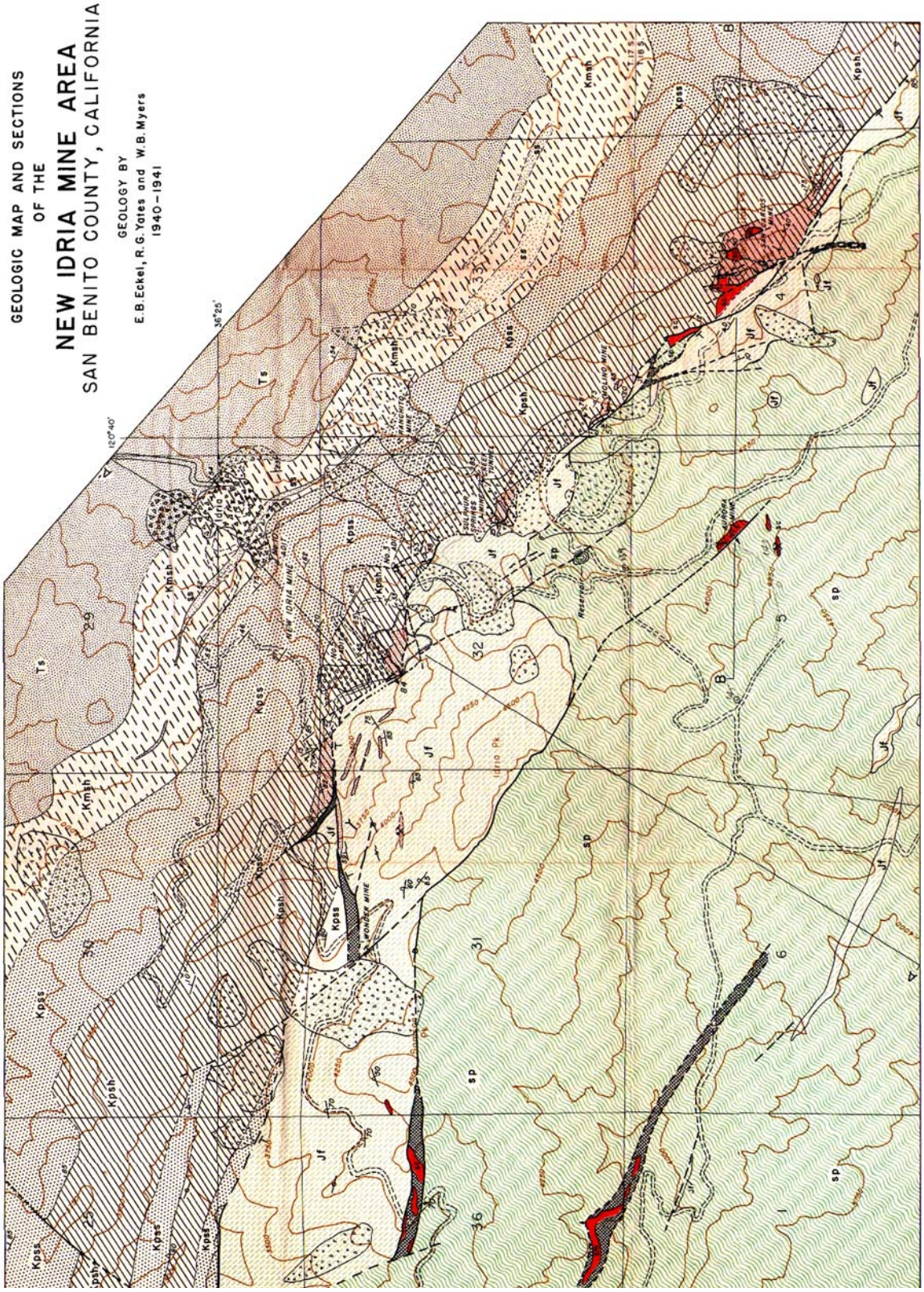
Reference: U.S.G.S. (1915) Priest Valley Quadrangle, 1:125,000, U. S. Geological Survey.

Figure 42: Public Roadway System, New Idria District, 1916



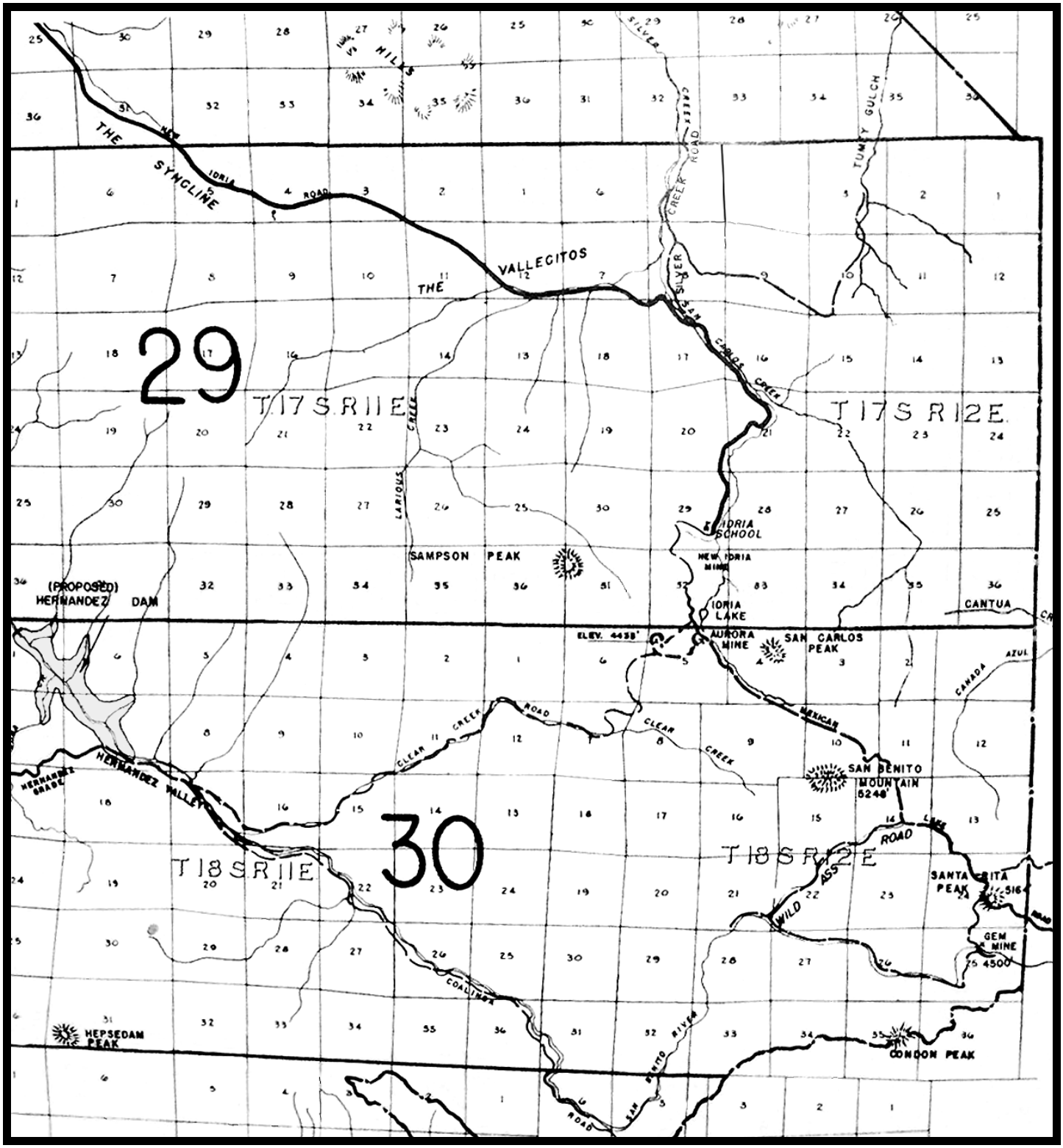
Reference: Hamilton, Fletcher. (1919) *Report XV of the State Mineralogist*. Sacramento: California State, Printing Office, page 94.

Figure 43: New Idria Mine Area Geologic Map Showing Public Highways, 1940-41



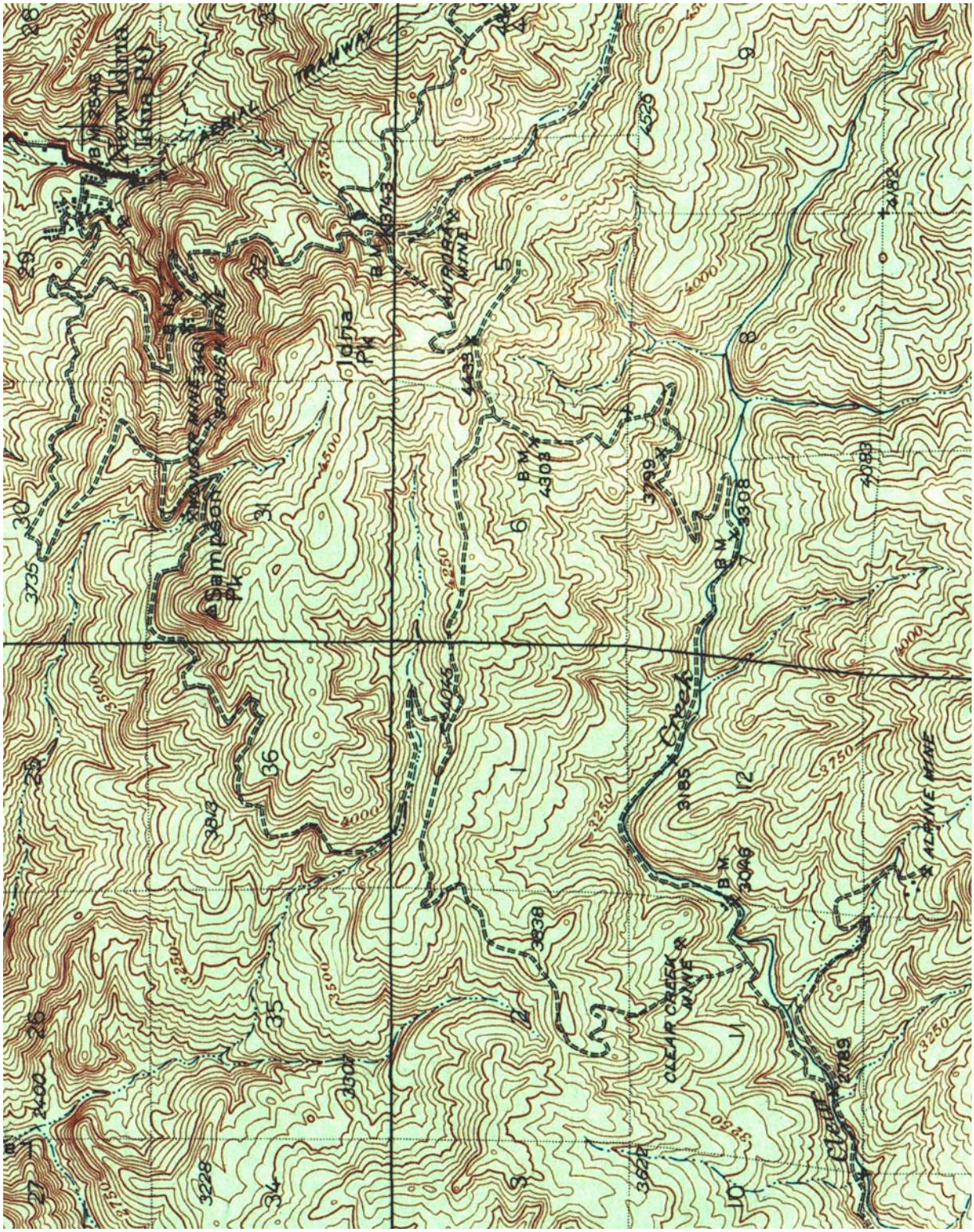
Reference: Bradley, Walter W., (1946) *California Journal of Mines and Geology,* Vol. 42, No. 2. State of California, Division of Mines. Sacramento: California State Printing Office, map insert.

Figure 44: San Benito County Map Showing Clear Creek Road, 1940



Reference: San Benito County, (1924) Land Survey Plat Map, Township 18S R12E

Figure 45: Clear Creek Road, 1939-1940 Survey



Reference: U.S.G.S. (1943) Topographic Map, New Idria, 15 Minute Quadrangle.

Major Universal Transverse Mercator Points

Table 1, below, list the location of major points of change along the subject route using the Universal Transverse Mercator (UTM) system based on North American Datum 1983 (NAD83). The points are listed from its north-most point traveling south. Data points are in UTM meters, approximate ±3 meters, elevation in meters approximate. Values obtained with a Magellan Triton pocket GPS receiver, compared to U.S.G.S Topographic Map, 7.5' series with National Geographic TOPO!, version 4.5.0.

Table 3: Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
001	708066	4032773	904	
002	708027	4032757	911	
003	708038	4032703	921	
004	708008	4032660	931	
005	708124	4032533	947	
006	708082	4032525	956	
007	708043	4032459	970	
008	708045	4032414	975	
009	708025	4032393	979	
010	707986	4032325	994	
011	707983	4032284	998	
012	707958	4032260	1002	
013	707926	4032261	1006	
014	707889	4032249	1005	
015	707857	4032258	1013	
016	707829	4032259	1014	
017	707793	4032274	1019	
018	707734	4032240	1013	
019	707701	4032091	1026	Junc. lower road
020	707708	4032235	1016	
021	707617	4032243	1018	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
022	707585	4032216	1018	
023	707554	4032202	1020	
024	707522	4032193	1020	
025	707485	4032196	1024	
026	707458	4032075	1026	
027	707468	4032065	1023	
028	707484	4032062	1022	
029	707521	4032071	1022	
030	707561	4032089	1026	
031	707629	4032100	1029	
032	707679	4032097	1027	
033	707712	4032080	1028	
034	707754	4032069	1030	
035	707803	4032049	1031	
036	707897	4031950	1042	
037	707928	4031926	1050	
038	707979	4031930	1052	
039	708029	4031966	1049	
040	708108	4031983	1058	
041	708139	4032022	1055	
042	708204	4032067	1055	

Three Rocks Research

Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
043	708211	4032055	1060	
044	708116	4031951	1072	
045	708069	4031943	1072	
046	708068	4031924	1078	
047	708137	4031927	1092	
048	708192	4031961	1096	
049	708281	4031971	1103	
050	708310	4031957	1101	
051	708315	4031934	1098	
052	708310	4031846	1094	
053	708321	4031804	1093	
054	708373	4031702	1107	
055	708383	4031678	1110	
056	708385	4031574	1125	
057	708393	4031543	1126	
058	708434	4031491	1122	
059	708475	4031368	1120	Junc. unnamed road
060	708494	4031310	1128	
062	708496	4031280	1132	
063	708483	4031263	1135	
064	708438	4031232	1138	
065	708406	4031197	1144	
066	708370	4031169	1149	
067	708370	4031101	1149	
068	708343	4031042	1155	
069	708340	4030995	1152	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
070	708317	4030940	1160	
071	708406	4030964	1157	
072	708431	4030955	1161	
073	708422	4030926	1161	
074	708428	4030879	1153	
075	708428	4030858	1153	
076	708406	4030815	1152	
077	708351	4030770	1154	
078	708357	4030757	1153	
079	708388	4030750	1151	
080	708411	4030742	1148	
081	708420	4030729	1148	
082	708425	4030635	1145	Jnc. Mexican Lake Rd
083	708306	4030617	1159	
084	708283	4030608	1162	
085	708253	4030595	1167	
086	708207	4030590	1175	
087	708190	4030576	1176	
088	708133	4030471	1194	
089	708101	4030444	1202	
090	708069	4030438	1207	
091	708006	4030460	1221	
092	707971	4030461	1227	
093	707967	4030445	1227	
094	707991	4030425	1223	
095	707993	4030403	1228	

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Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
096	708008	4030382	1231	
097	708009	4030356	1238	
098	708003	4030331	1244	
099	707947	4030221	1268	
100	707928	4030201	1275	
101	707900	4030191	1280	
102	707819	4030182	1294	
103	707793	4030175	1298	
104	707778	4030173	1302	
105	707775	4030191	1302	
106	707778	4030228	1305	
107	707752	4030252	1309	
108	707731	4030280	1313	
109	707717	4030282	1314	
110	707678	4030231	1323	
111	707679	4030193	1328	
112	707681	4030160	1331	
113	707683	4030125	1334	
114	707686	4030104	1337	
115	707728	4030051	1344	
116	707730	4030026	1349	
117	707722	4030011	1349	Jnc Aurora Cutoff Rd
118	707700	4030017	1351	
119	707660	4030014	1355	
120	707618	4029984	1357	
121	707582	4029980	1360	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
122	707559	4029973	1357	
123	707533	4029970	1358	
124	707510	4029990	1354	
125	707477	4029989	1349	
126	707450	4029999	1350	
127	707419	4029979	1346	
128	707399	4029971	1346	
129	707355	4029921	1345	
130	707336	4029911	1344	
131	707304	4029910	1339	
132	707273	4029890	1334	
133	707227	4029887	1334	J. Up. Larios Cny Rd
134	707184	4029798	1325	
135	707151	4029758	1318	
136	707126	4029702	1316	
137	707120	4029685	1316	
138	707051	4029600	1308	
139	707043	4029561	1309	
140	707055	4029461	1297	
141	707056	4029425	1293	
142	707047	4029398	1290	
143	707045	4029377	1287	
144	707041	4029354	1286	
145	707052	4029337	1282	
146	707054	4029310	1282	
147	707094	4029241	1272	

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Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
148	707097	4029215	1271	
149	707088	4029188	1270	
150	707069	4029167	1271	
151	707042	4029152	1270	
152	707035	4029132	1266	
153	707058	4029113	1263	
154	707086	4029085	1259	
155	707106	4029075	1259	
156	707188	4029050	1259	
157	707200	4029035	1259	
158	707250	4028901	1244	
159	707258	4028841	1237	
160	707394	4028745	1218	
161	707433	4028741	1213	
162	707451	4028729	1211	
163	707446	4028712	1209	
164	707414	4028705	1208	
165	707384	4028703	1203	
166	707238	4028743	1195	
167	707208	4028742	1193	
168	707181	4028725	1191	
169	707176	4028673	1182	
170	707160	4028652	1181	
171	707136	4028642	1178	
172	707095	4028643	1176	
173	707054	4028655	1173	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
174	707034	4028677	1168	
175	707031	4028758	1163	
176	707020	4028776	1161	
177	707001	4028774	1157	
178	706983	4028764	1154	
179	706955	4028756	1152	
180	706935	4028745	1149	
181	706911	4028712	1140	
182	706887	4028706	1142	
183	706853	4028713	1143	
184	706826	4028730	1139	
185	706809	4028787	1136	
186	706798	4028791	1134	
187	706751	4028735	1123	
188	706690	4028672	1111	
189	706649	4028658	1108	
190	706581	4028629	1108	
191	706533	4028591	1102	
192	706490	4028568	1099	
193	706455	4028559	1093	
194	706441	4028536	1088	
195	706432	4028516	1086	
196	706413	4028508	1086	
197	706419	4028496	1083	
197	706419	4028496	1083	
198	706447	4028495	1079	

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Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
199	706470	4028525	1081	
200	706504	4028526	1077	
201	706530	4028517	1069	
202	706550	4028515	1067	
201	706576	4028531	1069	
202	706612	4028530	1067	
203	706622	4028521	1067	
204	706623	4028480	1065	
205	706608	4028436	1056	
206	706616	4028423	1054	
207	706662	4028421	1055	
208	706737	4028364	1042	
209	706766	4028372	1042	
210	706797	4028357	1037	
211	706833	4028375	1038	
212	706868	4028350	1038	
213	706910	4028345	1042	
214	706919	4028325	1035	
215	706906	4028308	1031	Jnc Picacho Rd, N
216	706840	4028331	1031	
217	706789	4028311	1027	
218	706604	4028308	1023	
219	706572	4028288	1019	
220	706535	4028239	1019	
221	706505	4028232	1019	
222	706442	4028258	1018	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
223	706317	4028260	1017	
224	706244	4028296	1016	Ford Clear Creek
225	706127	4028366	1008	
226	706093	4028377	1006	
227	705961	4028382	1000	Ford Clear Creek
228	705931	4028389	999	
229	705905	4028432	1002	
230	705869	4028467	1004	
231	705807	4028486	1000	
232	705766	4028496	999	
233	705679	4028494	993	
234	705634	4028477	991	Ford Clear Creek
235	705473	4028479	989	Indian Hill Trail
236	705400	4028475	986	
237	705373	4028479	986	
238	705221	4028563	983	
239	705203	4028570	982	
240	705146	4028572	976	
241	705103	4028580	975	
242	704957	4028639	975	
243	704869	4028674	974	
244	704847	4028690	974	
245	704806	4028749	966	
246	704782	4028782	962	Ford Clear Creek
247	704735	4028835	963	
248	704713	4028853	960	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
249	704688	4028869	961	
250	704624	4028927	960	
251	704571	4028929	960	
252	704557	4028934	960	Ford Clear Creek
253	704515	4028983	962	
254	704479	4028993	961	New Idria Rd, S
255	704443	4028986	965	
256	704406	4028948	959	
257	704383	4028933	956	
258	704362	4028924	956	
259	704344	4028918	956	
260	704325	4028878	953	
261	704307	4028848	952	
262	704291	4028827	951	
263	704270	4028784	948	
264	704254	4028774	949	
265	704196	4028773	949	
266	704167	4028767	948	
267	704149	4028746	945	
268	704148	4028709	941	
269	704160	4028679	937	
270	704158	4028656	936	
271	704115	4028564	936	
272	704102	4028524	936	
273	704102	4028479	935	
274	704107	4028444	935	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
275	704097	4028389	935	Ford Clear Creek
276	704093	4028363	935	
277	704069	4028309	936	
278	704044	4028240	941	
279	704027	4028204	942	
280	704003	4028181	942	Picacho Road, E
281	703964	4028176	939	Ford Clear Creek
282	703923	4028164	935	
283	703855	4028158	930	
284	703829	4028168	931	
285	703790	4028229	931	
286	703766	4028251	931	
287	703734	4028252	929	
288	703714	4028231	929	
289	703708	4028198	930	
290	703694	4028167	931	
291	703665	4028155	934	
292	703641	4028146	937	
293	703632	4028111	935	
294	703615	4028099	938	Clear Creek Mine Trl
295	703588	4028093	938	
296	703573	4028081	937	
297	703551	4028050	931	
298	703537	4028050	932	
299	703485	4028085	929	
300	703468	4028089	927	

Three Rocks Research

Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

Page 58 of 60 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
301	703402	4028043	918	
302	703394	4028023	917	
303	703387	4028005	916	
304	703365	4027991	915	
305	703306	4027960	920	
306	703288	4027942	923	
307	703282	4027918	923	
308	703266	4027899	927	
309	703233	4027868	928	
310	703202	4027854	925	
311	703170	4027844	921	
312	703139	4027833	920	
316	703102	4027828	920	
313	703075	4027822	918	
314	703031	4027794	903	
315	702997	4027780	898	
316	702976	4027756	895	
317	702948	4027722	894	
318	702916	4027707	888	
319	702881	4027702	880	
320	702849	4027707	875	
321	702832	4027687	870	
322	702833	4027645	866	
323	702837	4027609	861	
324	702831	4027579	859	
325	702818	4027559	858	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
326	702803	4027553	858	
327	702797	4027554	859	unnamed trail
328	702784	4027548	859	
329	702764	4027536	858	
330	702741	4027516	856	Ford Clear Creek
331	702702	4027493	856	Old Picacho Road, E
332	702677	4027487	857	
333	702620	4027483	853	
334	702582	4027455	850	
335	702542	4027434	849	
336	702499	4027424	849	
337	702466	4027418	848	
338	702447	4027403	847	
339	702433	4027375	845	
340	702410	4027360	844	
341	702387	4027354	844	
342	702363	4027360	843	
343	702338	4027376	844	
344	702323	4027379	845	Ford Clear Creek
345	702271	4027374	842	Ford Clear Creek
346	702227	4027355	840	
347	702180	4027339	838	
348	702109	4027308	838	
349	702067	4027290	837	
350	702041	4027286	835	
351	702016	4027293	833	Cross trail

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
352	701961	4027325	832	
353	701933	4027332	834	
354	701898	4027323	836	
355	701878	4027291	834	
356	701857	4027273	833	Trail junction
357	701816	4027256	836	
358	701776	4027219	834	
359	701751	4027192	831	
360	701751	4027156	831	
361	701762	4027120	833	
362	701763	4027091	834	
363	701757	4027066	833	
364	701741	4027039	831	Jade Mill Road
365	701725	4027018	832	
366	701708	4027007	830	Jade Mill Road
367	701637	4026961	828	
368	701610	4026935	825	
369	701588	4026908	822	
370	701573	4026885	816	
371	701551	4026872	812	
372	701523	4026876	813	
373	701474	4026880	815	
374	701442	4026871	813	
375	701418	4026849	810	
376	701403	4026829	812	
377	701392	4026803	816	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
378	701366	4026779	814	
379	701330	4026770	812	
380	701299	4026756	806	
381	701275	4026750	809	
382	701245	4026755	809	
383	701216	4026765	810	
384	701191	4026770	807	
385	701167	4026760	801	
386	701144	4026747	798	
387	701126	4026735	795	Unnamed drainage
388	701110	4026717	794	
389	701098	4026687	793	
390	701095	4026656	793	
391	701090	4026626	793	
392	701083	4026587	793	
393	701069	4026553	793	
394	701054	4026523	793	
395	701033	4026465	792	
396	701009	4026412	790	
397	700986	4026378	787	
398	700957	4026346	783	
399	700927	4026319	783	
400	700879	4026299	782	
401	700855	4026288	783	
402	700843	4026264	782	
403	700839	4026196	780	

Three Rocks Research

Addendum Sheet

Primary # P-
HRI #
Trinomial CA-

 *Resource Name or # (Assigned by Recorder) **Clear Creek Road**

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
404	700817	4026167	780	
405	700783	4026140	781	
406	700743	4026125	781	
407	700701	4026119	780	
408	700636	4026118	784	
409	700587	4026111	783	
410	700529	4026099	781	
411	700480	4026081	779	Jnc Oak Flat easmt
412	700440	4026056	778	
413	700411	4026029	778	
414	700390	4026021	778	
415	700298	4026037	778	
416	700209	4026050	777	
417	700088	4026067	773	
418	700011	4026069	771	
419	699971	4026075	773	
420	699917	4026089	773	
421	699840	4026087	768	
422	699786	4026062	767	
423	699739	4026019	766	
424	699694	4025981	766	
425	699620	4025951	766	
426	699575	4025942	767	
427	699514	4025939	767	
428	699460	4025953	765	
429	699376	4025958	764	

Table 3: (Cont,) Clear Creek Road UTM Points

Point	Meters N	Meters E	Elev.	Comment
430	699313	4025951	762	
431	699268	4025942	760	
432	699222	4025939	761	
433	699047	4025973	755	
434	699023	4025971	754	Jnc gated easement
435	698863	4025880	750	
436	698844	4025877	750	
437	698819	4025890	750	
438	698776	4025922	749	
438	698736	4025957	749	
439	698696	4025994	748	
440	698675	4026006	748	Gate
441	698639	4026029	748	Junc gated easement
442	698598	4026008	748	Ford San Benito River
443	698554	4025969	748	Junc, Coalinga Road

Satellite Images

Figure 46: Satellite Images of Clear Creek Road; UTM 698554mE 4025969mN / UTM 699299mE 4025942mN

Figure 47: Satellite Images of Clear Creek Road; UTM 699299mE 4025942mN / UTM 700375mE 4026009mN

UTM Values Approximate

A = UTM: 699299mE 4025942mN

B = UTM: 700375mE 4026009mN

Figure 48: Satellite Images of Clear Creek Road; UTM 700375mE 4026009mN / UTM 701084mE 4026606mN

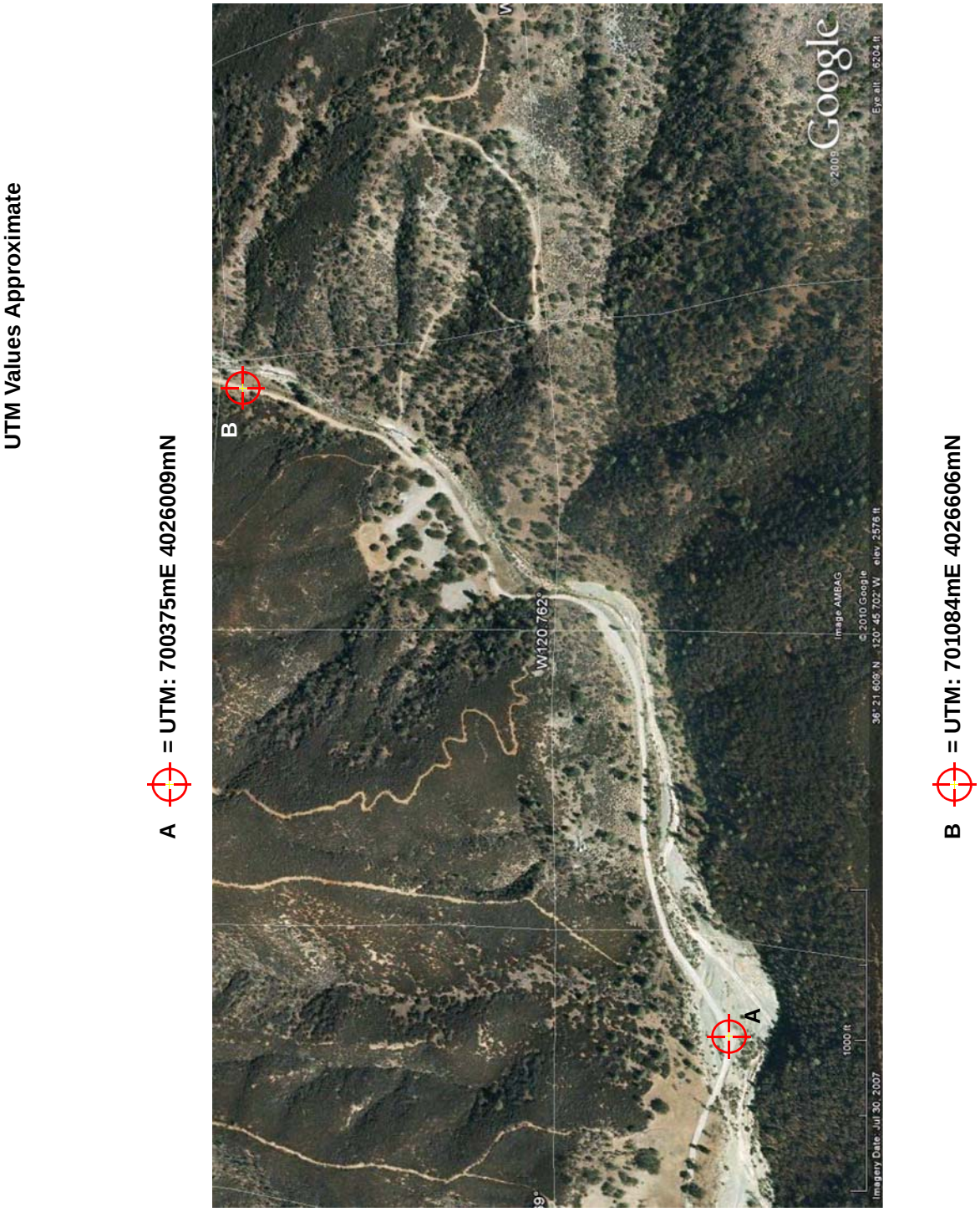
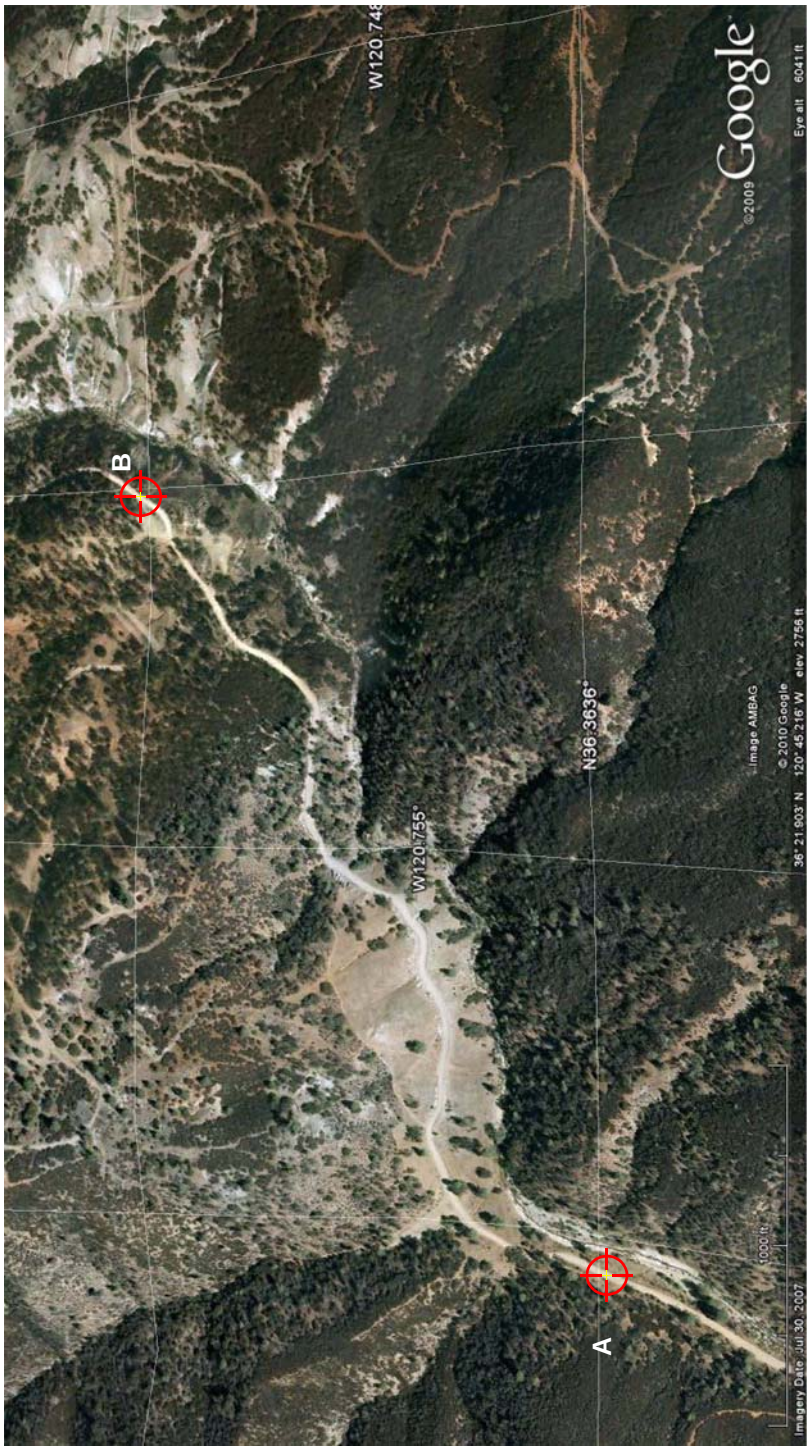


Figure 49: Satellite Images of Clear Creek Road; UTM 701084mE 4026606mN / UTM 701749mE 4027040mN

UTM Values Approximate

A = UTM: 701084mE 4026606mN

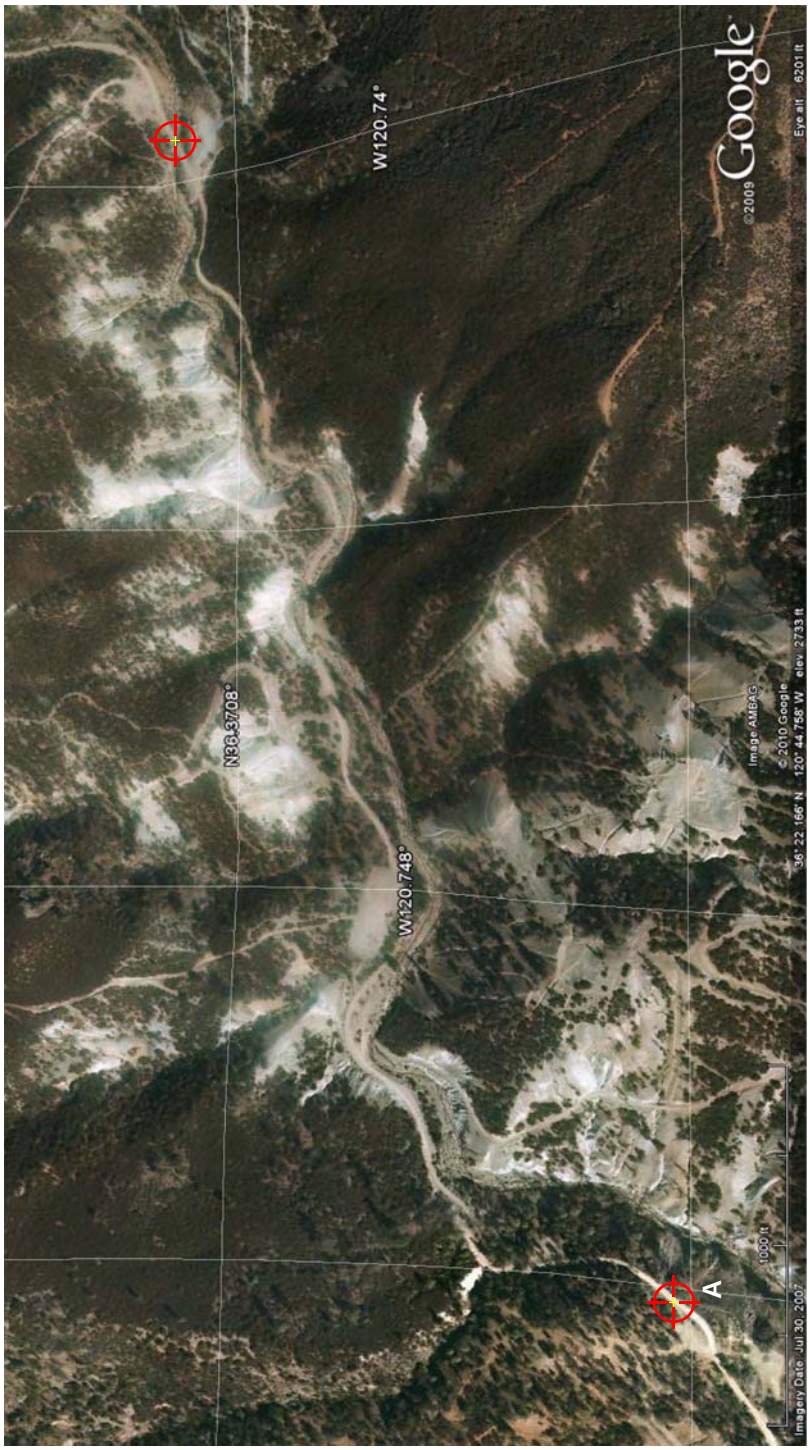


B = UTM: 701749mE 4027040mN

Figure 50: Satellite Images of Clear Creek Road; UTM 701749mE 4027040mN / UTM 702741mE 4027517mN

UTM Values Approximate

A = UTM: 701749mE 4027040mN



B = UTM: 702741mE 4027517mN

Figure 51: Satellite Images of Clear Creek Road; UTM 702741mE 4027517mN / UTM 703437mE 4028083mN

UTM Values Approximate

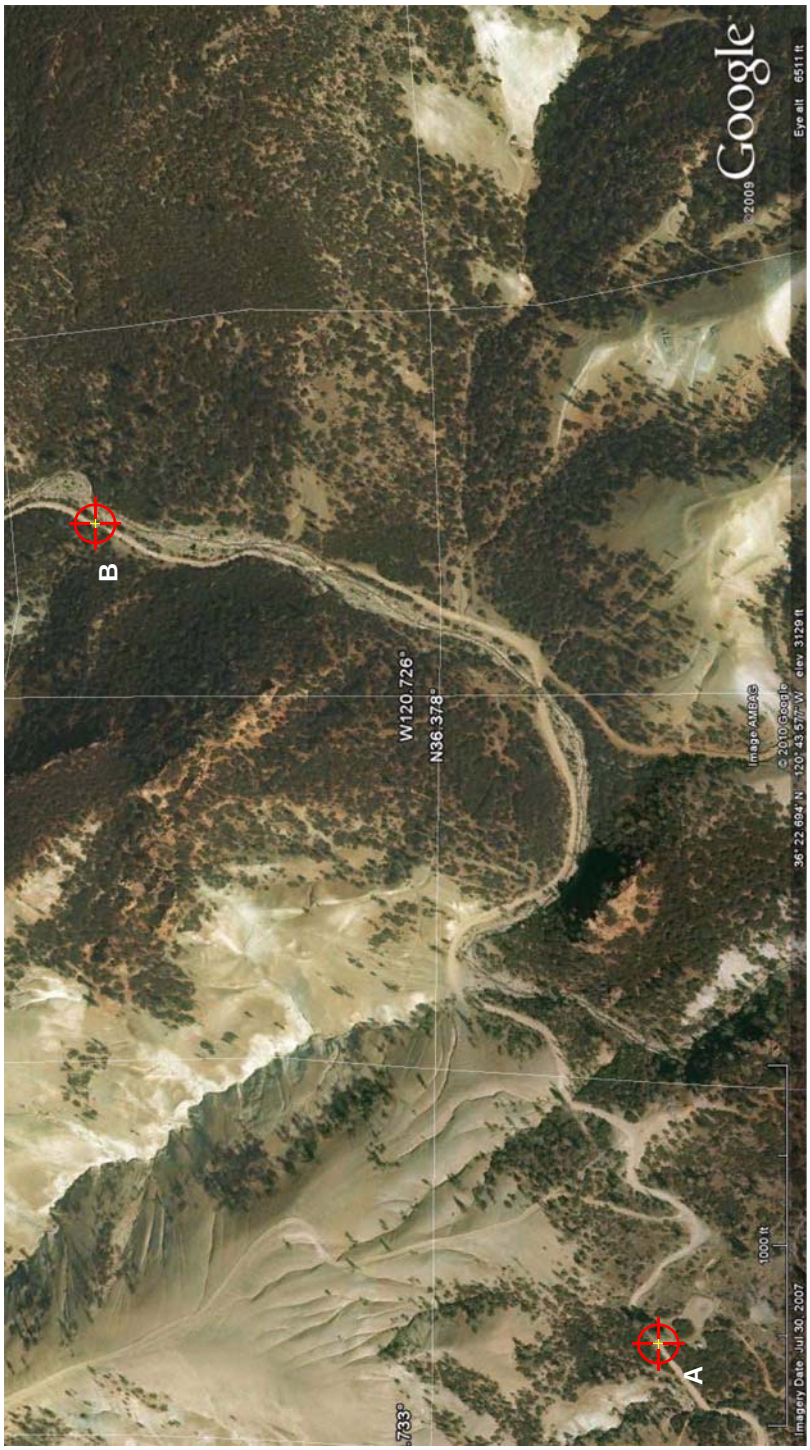
A = UTM: 702741mE 4027517mN

B = UTM: 703437mE 4028083mN

Figure 52: Satellite Images of Clear Creek Road; UTM 703437mE 4028083mN / UTM 704135mE 4028618mN

UTM Values Approximate

A = UTM: 703437mE 4028083mN



B = UTM: 704135mE 4028618mN

Figure 53: Satellite Images of Clear Creek Road; UTM 704135mE 4028618mN / UTM 704891mE 4028668mN

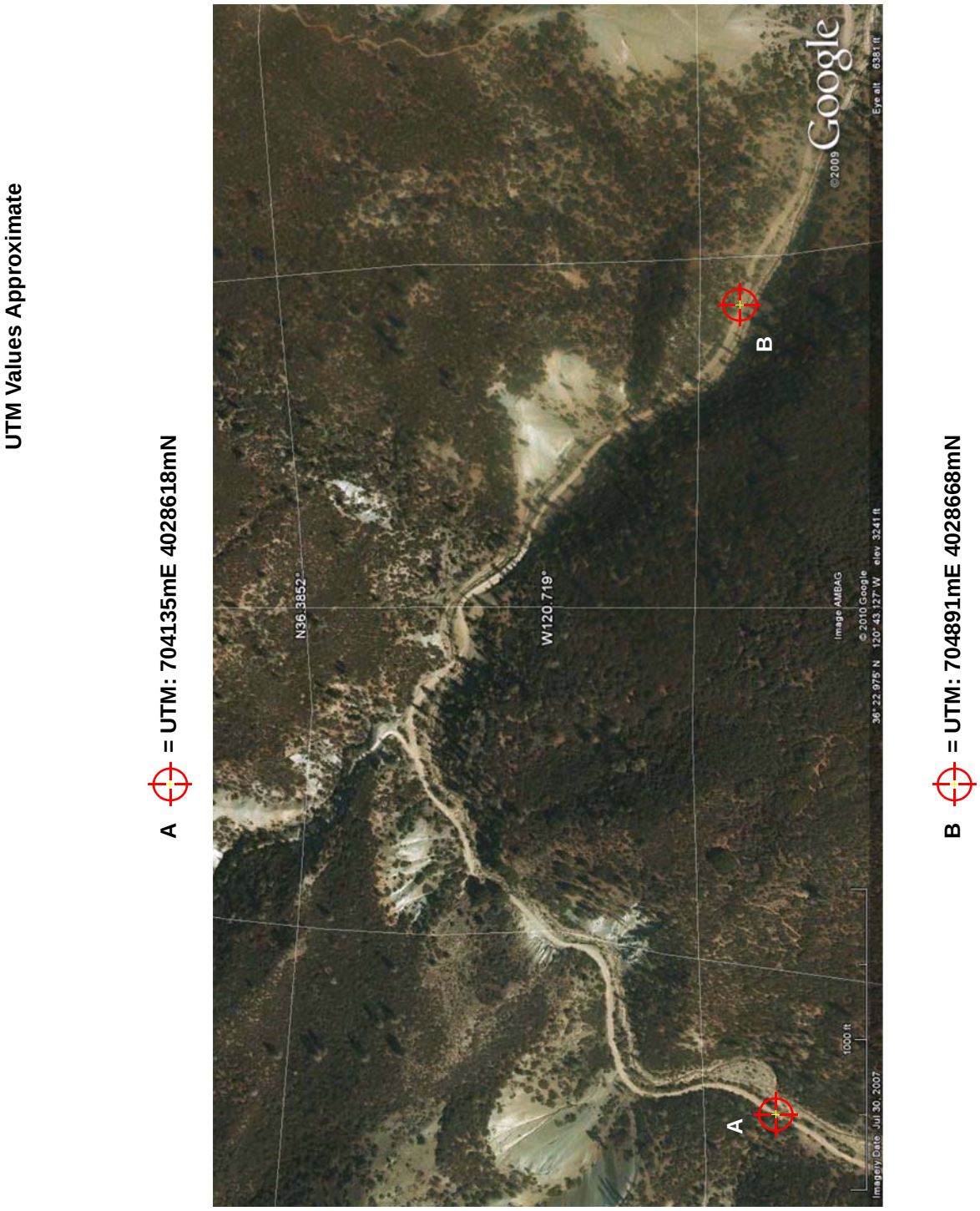
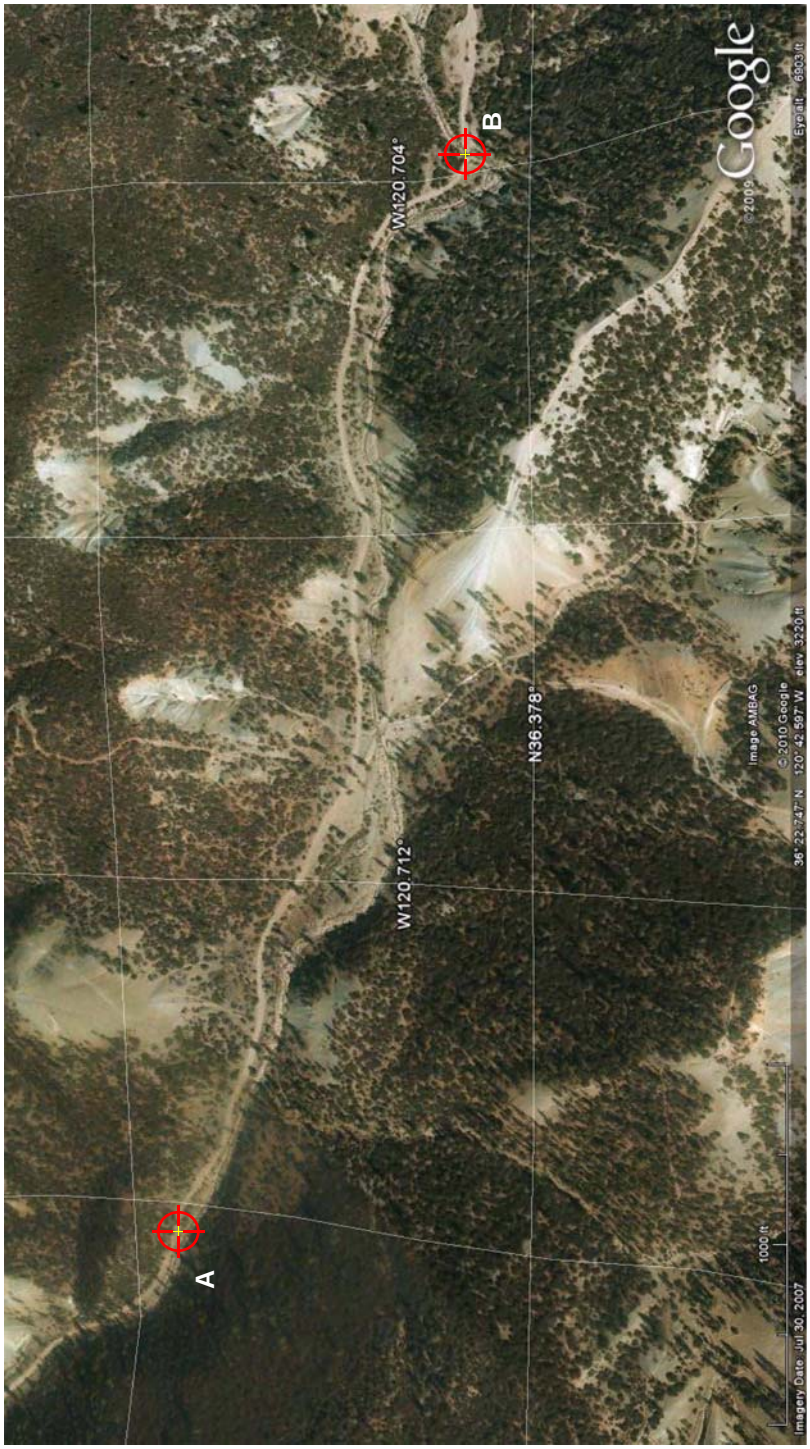


Figure 54: Satellite Images of Clear Creek Road; UTM 704891mE 4028668mN / UTM 705934mE 4028388mN

UTM Values Approximate

A = UTM: 704891mE 4028668mN

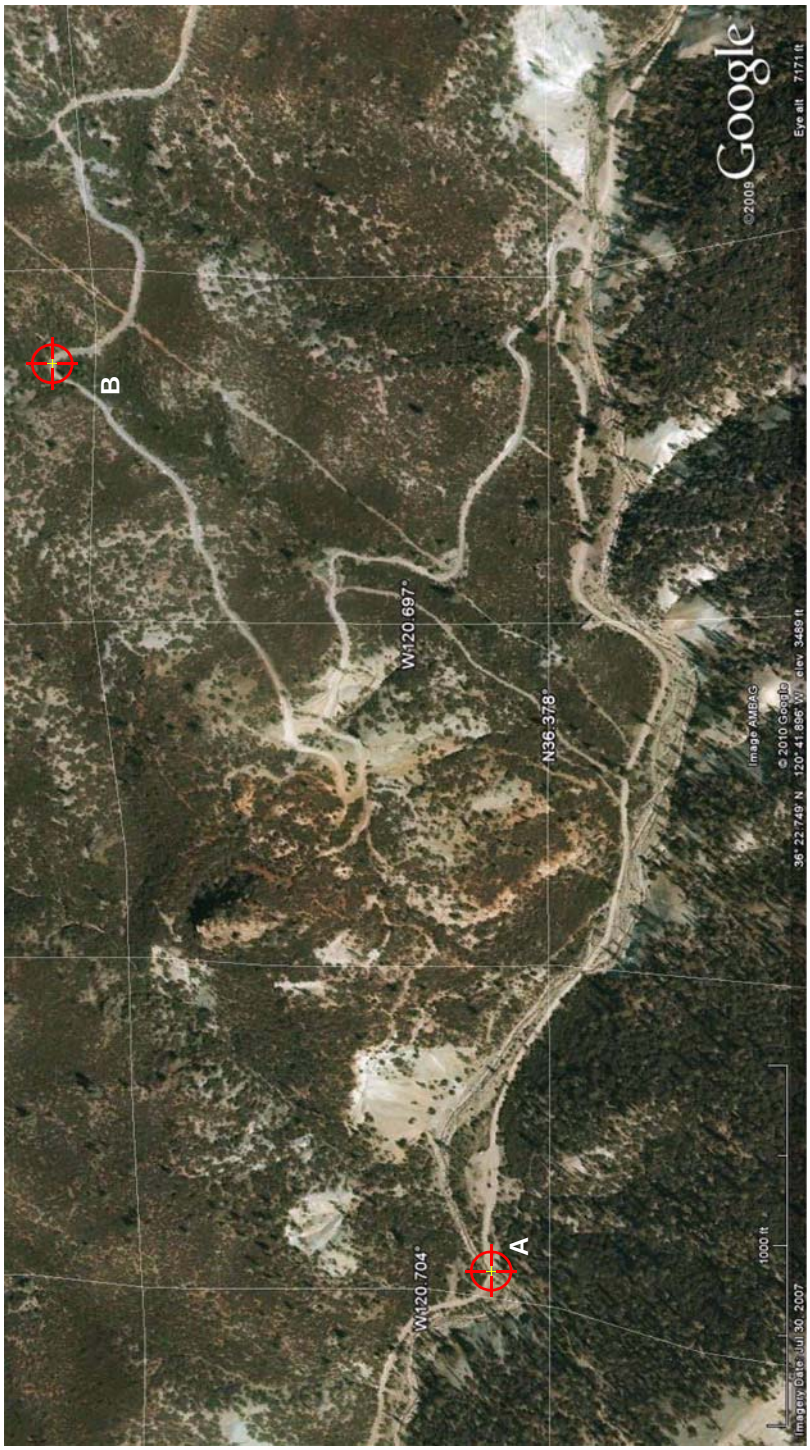


B = UTM: 705934mE 4028388mN

Figure 55: Satellite Images of Clear Creek Road; UTM 705934mE 4028388mN / UTM 706796mE 4028797mN

UTM Values Approximate

A = UTM: 705934mE 4028388mN

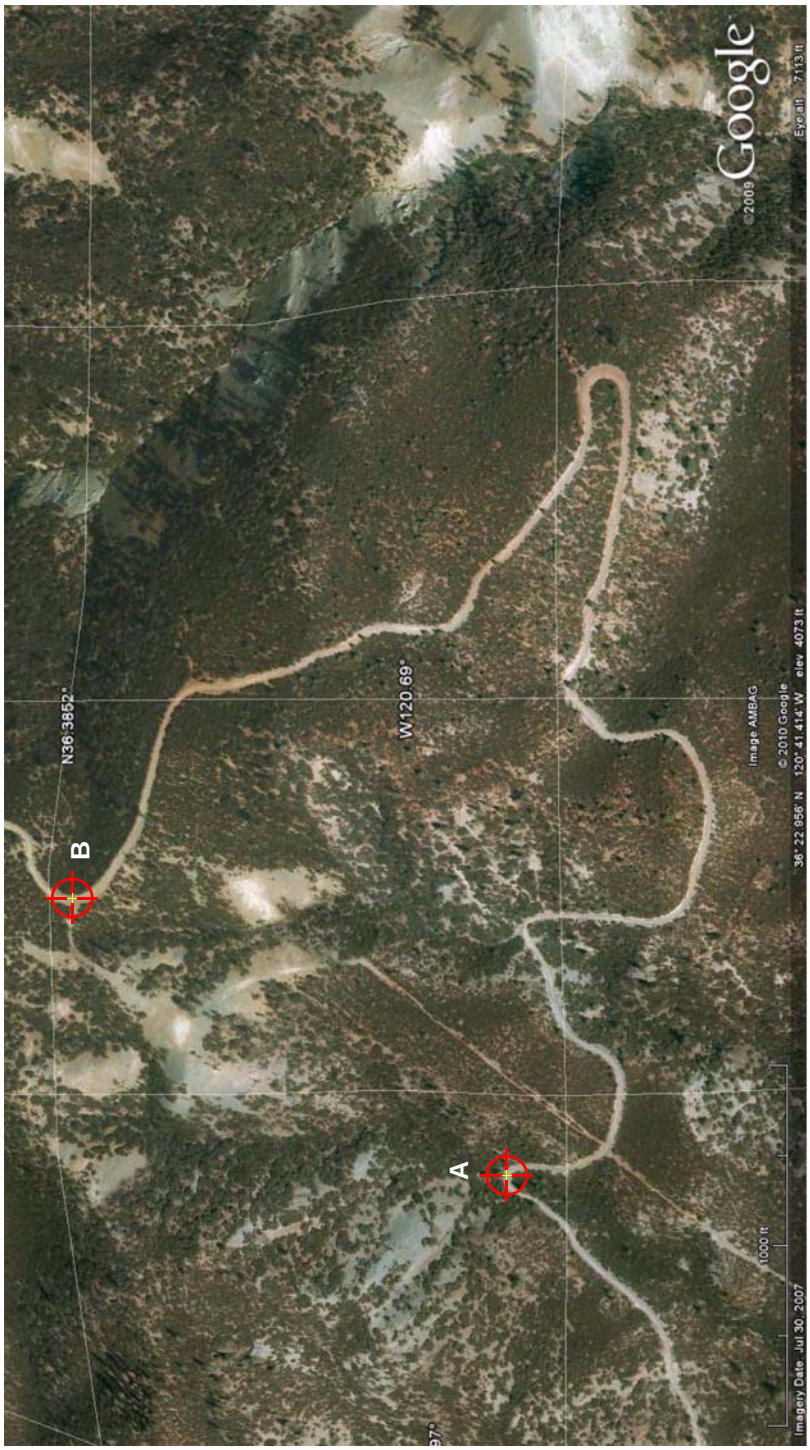


B = UTM: 706796mE 4028797mN

Figure 56: Satellite Images of Clear Creek Road; UTM 706796mE 4028797mN / UTM 707028mE 4029132mN

UTM Values Approximate

A = UTM: 706796mE 4028797mN

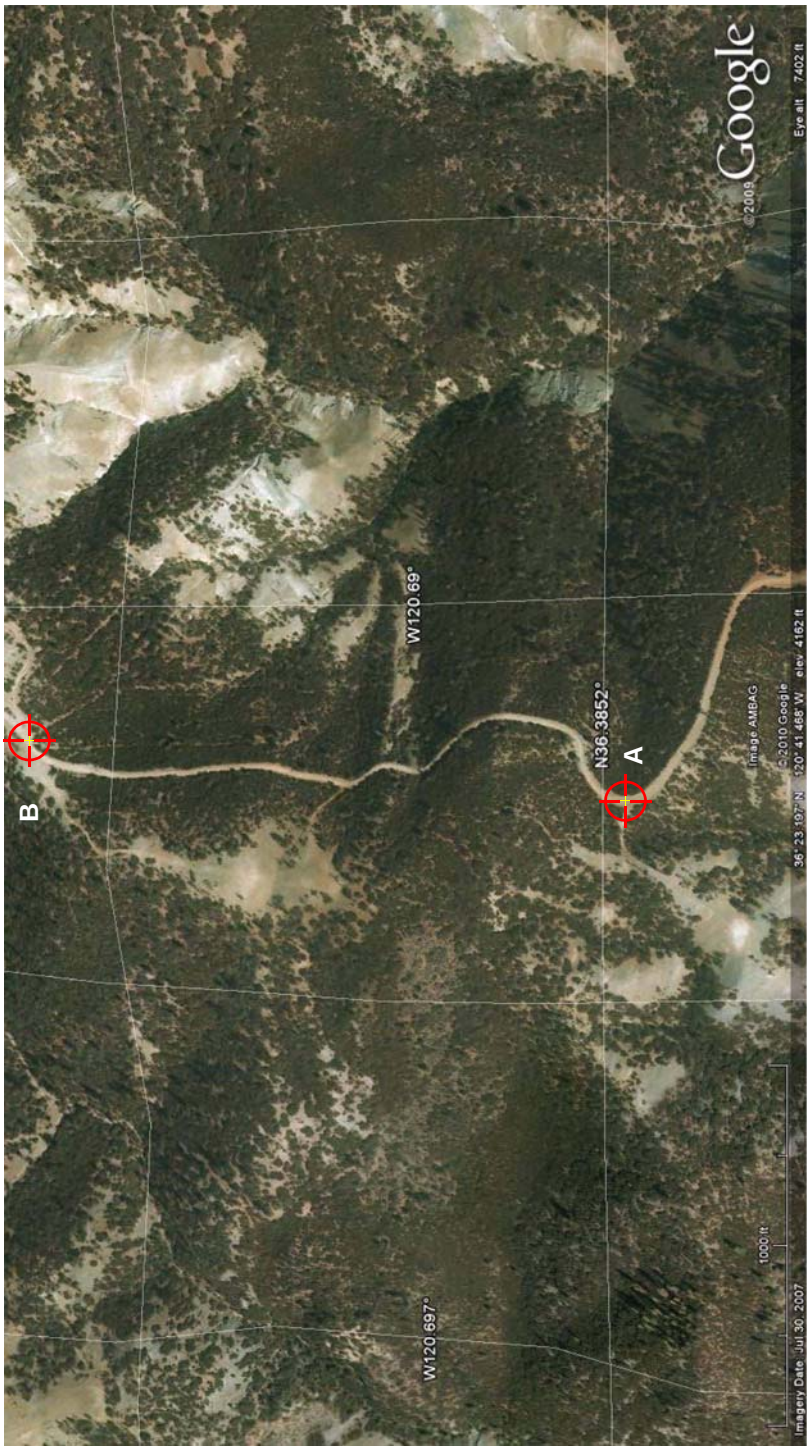


B = UTM: 707028mE 4029132mN

Figure 57: Satellite Images of Clear Creek Road; UTM 707028mE 4029132mN / UTM 707062mE 4029626mN

UTM Values Approximate

A = UTM: 707028mE 4029132mN

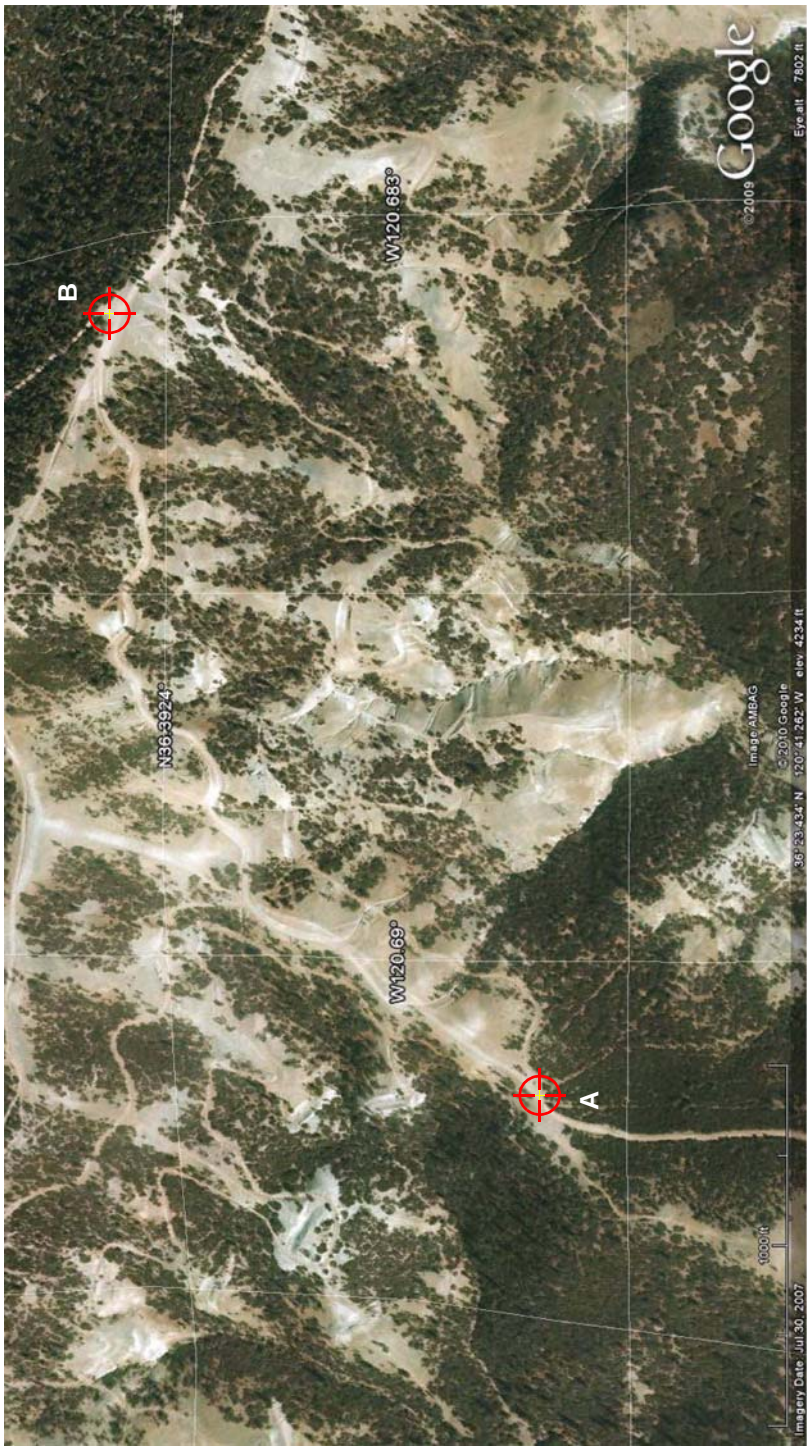


B = UTM: 707062mE 4029626mN

Figure 58: Satellite Images of Clear Creek Road; UTM 707062mE 4029626mN / UTM 707740mE 4030024mN

UTM Values Approximate

A = UTM: 707062mE 4029626mN



B = UTM: 707740mE 4030024mN

Figure 59: Satellite Images of Clear Creek Road; UTM 707740mE 4030024mN / UTM 708413mE 4030647mN

Figure 60: Satellite Images of Clear Creek Road; UTM 708413mE 4030647mN / UTM 708360mE 4031159mN

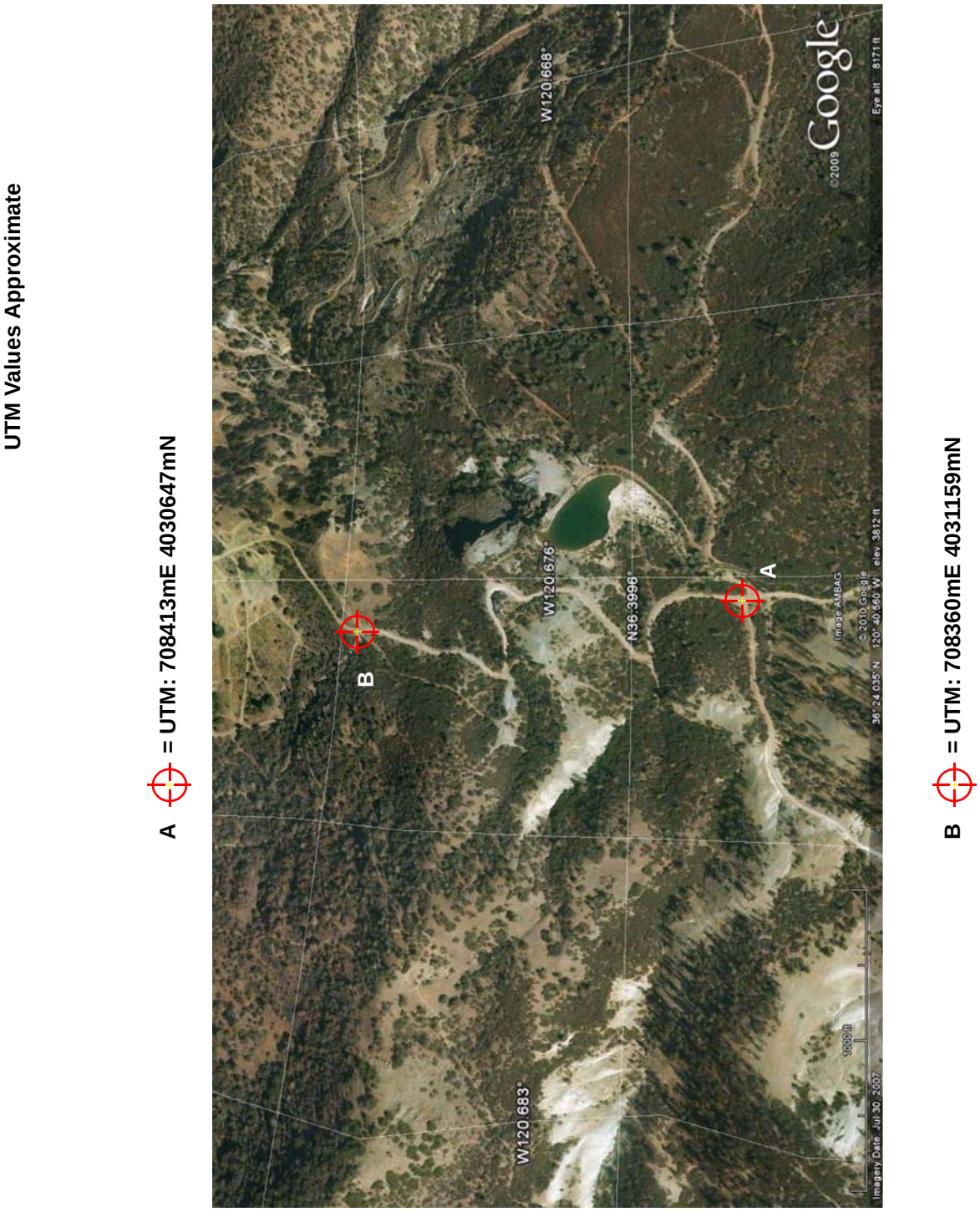


Figure 61: Satellite Images of Clear Creek Road; UTM 708360mE 4031159mN / UTM 708260mE 4031983mN

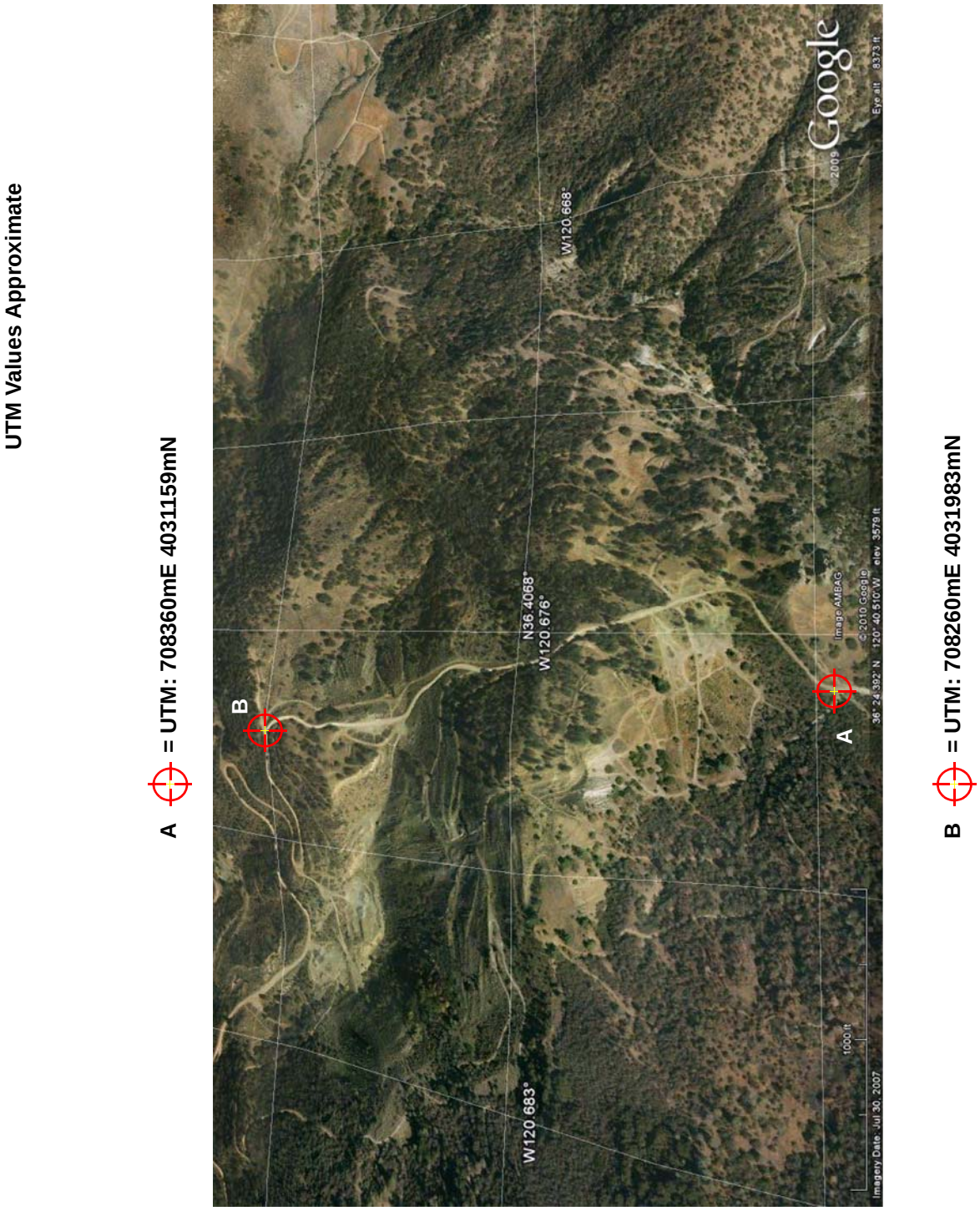
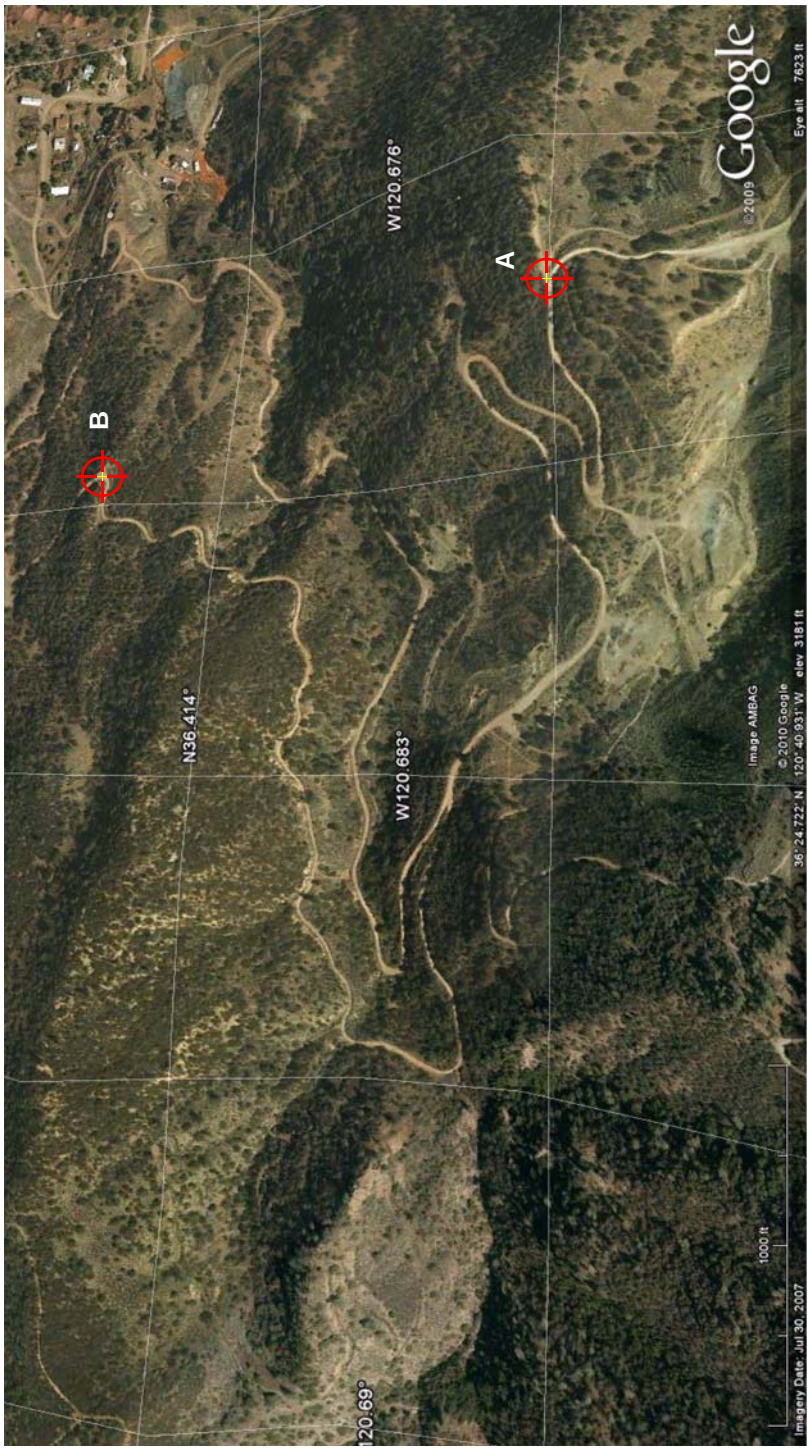


Figure 62: Satellite Images of Clear Creek Road; UTM 708260mE 4031983mN / UTM 708112mE 4032541mN

UTM Values Approximate

A = UTM: 708260mE 4031983mN



B = UTM: 708112mE 4032541mN

Figure 63: Satellite Images of Clear Creek Road; UTM 708112mE 4032541mN / UTM 708066mE 4032773mN

UTM Values Approximate

A = UTM: 708112mE 4032541mN

B = UTM: 708066mE 4032773mN

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