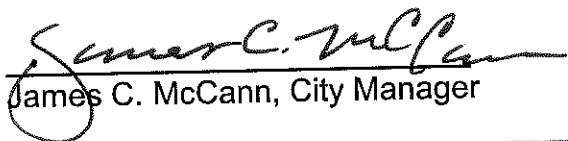


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Dan Takasugi, Public Works Director/City Engineer
DATE: May 5, 2009
SUBJECT: Authorization of a letter of support signed by the Mayor regarding a proposal by Senator Wiggins to rename Lake County Highway (Highway 29 from Lake Street to Tubbs Lane) to Silverado Trail.

APPROVAL FOR FORWARDING:


James C. McCann, City Manager

1
2 **ISSUE:** Consideration of confirming a letter of support of Senate Concurrent
3 Resolution by Senator Wiggins' proposal to rename Lake County Highway (Highway
4 29 from Lake Street to Tubbs Lane) to Silverado Trail signed by the Mayor.

5
6 **RECOMMENDATION:** Discuss and provide direction to staff.

7
8 **BACKGROUND:** The background of this issue is best summarized in the white
9 paper written by local resident Dan Reeves, entitled "The Trail to Silverado" as
10 attached. Further background is also contained in the Senate Concurrent
11 Resolution (SCR 37) as attached.

12
13 **DISCUSSION:** State legislation is required to rename the stretch of Lake County
14 Highway (Highway 29 from Lake Street to Tubbs Lane) to Silverado Trail. There are
15 approximately 16 residences that would be directly affected. Local support is pivotal
16 in enacting this state legislation.

17
18 Street name changes are routinely processed by the County, but because this
19 stretch of road is a state highway, officially extending the Silverado Trail requires a
20 State Concurrent Resolution to be enacted by the State Legislature and signed by
21 the Governor.

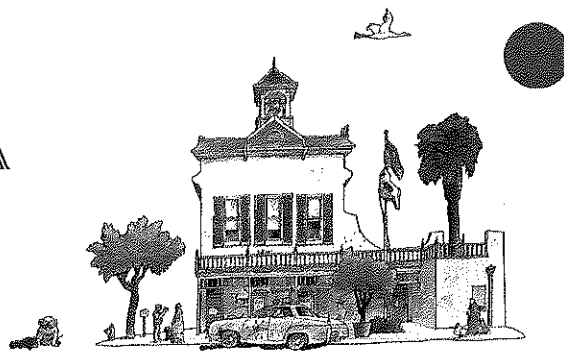
22
23 **FISCAL IMPACT:** No City funding has been budgeted nor requested in support of
24 this highway name change.

25
26 **ATTACHMENTS:**

- 27
28 1. Draft letter of support
29 2. "The Trail to Silverado" White Paper written by Dan Reeves
30 3. Senate Concurrent Resolution 37

CITY OF CALISTOGA

1232 Washington Street • Calistoga, CA 94515
707.942.2800



April 5, 2009

The Honorable Pat Wiggins
California State Senate
State Capitol, Room 4081
Sacramento, CA 95814

Re: Support for SCR 37

Dear Senator Wiggins:

I write to express my support for a state resolution to extend the Silverado Trail approximately one and one half miles along Highway 29 to its historic end point at Old Toll Road and Tubbs Lane. That stretch of road has a colorful history and despite being the last leg of the trail to Silverado, it wasn't included as part of the Silverado Trail through historical happenstance. Your resolution will finally acknowledge this road's history and the role it played in Napa County's early development.

Although this stretch of road is connected to a modern highway, it's actually one of Napa's most historic roads. It was built by volunteers in the 1850's as part of the Old Bull Trail over Mount St. Helena to what later became Lake County. Because that trail had grades exceeding 35%, making it impassable by wagon, the State Legislature authorized John Lawley in 1866 to build a toll road to replace that trail. Lawley used this stretch of road to connect his toll road to Calistoga and the rest of Napa Valley. Four years later John Lawley, along with a partner founded the mining town of Silverado just off the toll road on the shoulder of Mount St. Helena. During it's short life-span, thousands of California pioneers used this stretch of road to reach Silverado. Five years after the village was abandoned, Robert Louis Stevenson spent his honeymoon in the forgotten mining village and penned *Silverado Squatters*. That travelogue, which was published 125 years ago, made the beauty and wine of Napa Valley famous. One of the book's chapters, entitled "Starry Drive," described the brilliant night sky draping this same forgotten stretch of road. Few roads have ever been described so vividly.

Over forty years after Stevenson's visit to the Valley, a local Farm Bureau in 1921 successfully petitioned Napa County to name a series of rough trails running the length of the Valley's eastern spine, the Silverado Trail after the mining village Stevenson made famous. At that same time, the County was planning to turn this stretch of road over to the State to tie into a new modern highway that was to be built to Lake County. The County apparently didn't make this stretch of road part of the Silverado Trail because of its plan to turn it over to the State. Now you can correct that oversight.

The history of this pioneer pathway, Robert's Louis Stevenson's Starry Drive, and the last leg of the trail to Silverado, has been forgotten for too long. I support legislation to finally recognize this historic stretch of road as an official part of the Silverado Trail.

Sincerely,

Jack Gingles, Mayor
City of Calistoga

cc: Correspondence

Introduced by Senator Wiggins

April 21, 2009

Senate Concurrent Resolution No. 37—Relative to the Silverado Trail.

LEGISLATIVE COUNSEL'S DIGEST

SCR 37, as introduced, Wiggins. The Silverado Trail.

This measure would designate a specified portion of State Highway Route 29 in Napa County as the Silverado Trail. The measure would also request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

Fiscal committee: yes.

- 1 WHEREAS, In the 1850s, volunteers built the Old Bull Trail
2 from what is today the City of Calistoga over Mount St. Helena
3 in Napa County to what is today Middletown in Lake County; and
4 WHEREAS, Due to grades exceeding 35 percent along the Old
5 Bull Trail, which prevented wagon travel, the Legislature, in 1866,
6 authorized John Lawley to construct a private toll road to replace
7 most of the Old Bull Trail starting approximately 1.5 miles north
8 of the City of Calistoga; and
9 WHEREAS, The toll road over Mount St. Helena was completed
10 in 1868 with grades of just 12 percent. This toll road is still in use
11 today as a public road and is known both as the "Old Toll Road"
12 and as "Lawley Road"; and
13 WHEREAS, In 1872, John Lawley, along with William
14 Montgomery and William Patterson, founded the Monitor Ledge
15 Mine on Mount St. Helena just off the Old Toll Road and later

1 renamed that mine and the surrounding community “Silverado”;
2 and

3 WHEREAS, During one point in its short three-year life, the
4 mining town of Silverado housed over 1,000 people. Many more
5 people came and went during that time in search of fortunes, every
6 one of whom traveled the toll road and the 1.5 mile remnant of the
7 Old Bull Trail that connected that toll road to Calistoga and to the
8 rest of the Napa Valley; and

9 WHEREAS, In the summer of 1880, a young author, running
10 low on cash, and his new bride left their honeymoon suite in the
11 resort town of Calistoga to become squatters in the mining town
12 of Silverado, which had been abandoned five years earlier; and

13 WHEREAS, One hundred twenty-five years ago, Robert Louis
14 Stevenson’s *The Silverado Squatters*, a travelogue detailing the
15 young author’s trip to Napa Valley, was published for the first
16 time; and

17 WHEREAS, In *The Silverado Squatters*, the best-selling author
18 of *Treasure Island* and *Strange Case of Dr. Jekyll and Mr. Hyde*
19 introduced the world to the beauty of the Napa Valley and the
20 quality of its wine, famously describing it as “bottled poetry”; and

21 WHEREAS, In a chapter of *The Silverado Squatters* entitled
22 “Starry Drive,” Robert Louis Stevenson recounted the brilliant
23 night sky above the 1.5 mile remnant of the Old Bull Trail as he
24 rambled back to his honeymoon perch one summer evening. Few
25 roads have ever been described so vividly; and

26 WHEREAS, In 1921, a local farm bureau successfully petitioned
27 the County of Napa to name a series of rough roads and trails
28 running along the eastern spine of the Napa Valley, known
29 collectively as the “Old Back Road,” the Silverado Trail after the
30 mining town Robert Louis Stevenson made famous; and

31 WHEREAS, Although that collection of roads running along
32 Napa Valley’s eastern spine ended at Tubbs Lane just north of the
33 Old Toll Road, the County of Napa ended the newly named
34 Silverado Trail 1.5 miles short of the Old Toll Road because the
35 county was making arrangements to turn that 1.5 mile stretch of
36 road over to the state to incorporate it into a new modern highway
37 to be built by Lake County; and

38 WHEREAS, As a result of Napa County’s decision to
39 incorporate this stretch of historic road into a modern highway,
40 the history of this pioneer pathway, Robert Louis Stevenson’s

1 “Starry Drive” and the last leg of the trail to Silverado, has been
2 lost until now; and

3 WHEREAS, That stretch of road predates John Lawley’s Old
4 Toll Road, was originally built by California pioneers in the 1850s,
5 shortly after California’s statehood, as part of the Old Bull Trail,
6 and is now memorialized by a historical marker in Middletown,
7 Lake County; and

8 WHEREAS, That stretch of road also predates the City of
9 Calistoga, which was formed in 1867, and Lake County, which
10 was carved out of Napa County in 1861; now, therefore, be it

11 *Resolved by the Senate of the State of California, the Assembly*
12 *thereof concurring.* That the forgotten last leg of the trail to
13 Silverado, the portion of State Highway Route 29 in Napa County
14 from post mile 37.9 to post mile 39.5, is recognized for its historical
15 importance in the development of California and particularly of
16 Napa and Lake Counties; and be it further

17 *Resolved,* That the portion of State Highway Route 29 from post
18 mile 37.9 to post mile 39.5 in Napa County is designated as the
19 Silverado Trail; and be it further

20 *Resolved,* That the Department of Transportation is requested
21 to determine the cost of appropriate signs consistent with the
22 signing requirements for the state highway system showing this
23 special designation and, upon receiving donations from nonstate
24 sources covering that cost, to erect those signs; and be it further

25 *Resolved,* That the Secretary of the Senate transmit copies of
26 this resolution to the Department of Transportation and the author
27 for appropriate distribution.

The Trail to Silverado

*A History of the Road to Silverado and Proposal to
Make it an Official Part of the Silverado Trail*

Dan Reeves

3071 Lake County Highway

Calistoga, CA 94515

Daytime: 916-319-2045

Cell: 916-715-6866

E-Mail: danicareeves@aol.com

SILVERADO

Property of
Napa County Historical Society

Capt Wm. MONTGOMERY
PROPRIETORS

John LAWLEY.

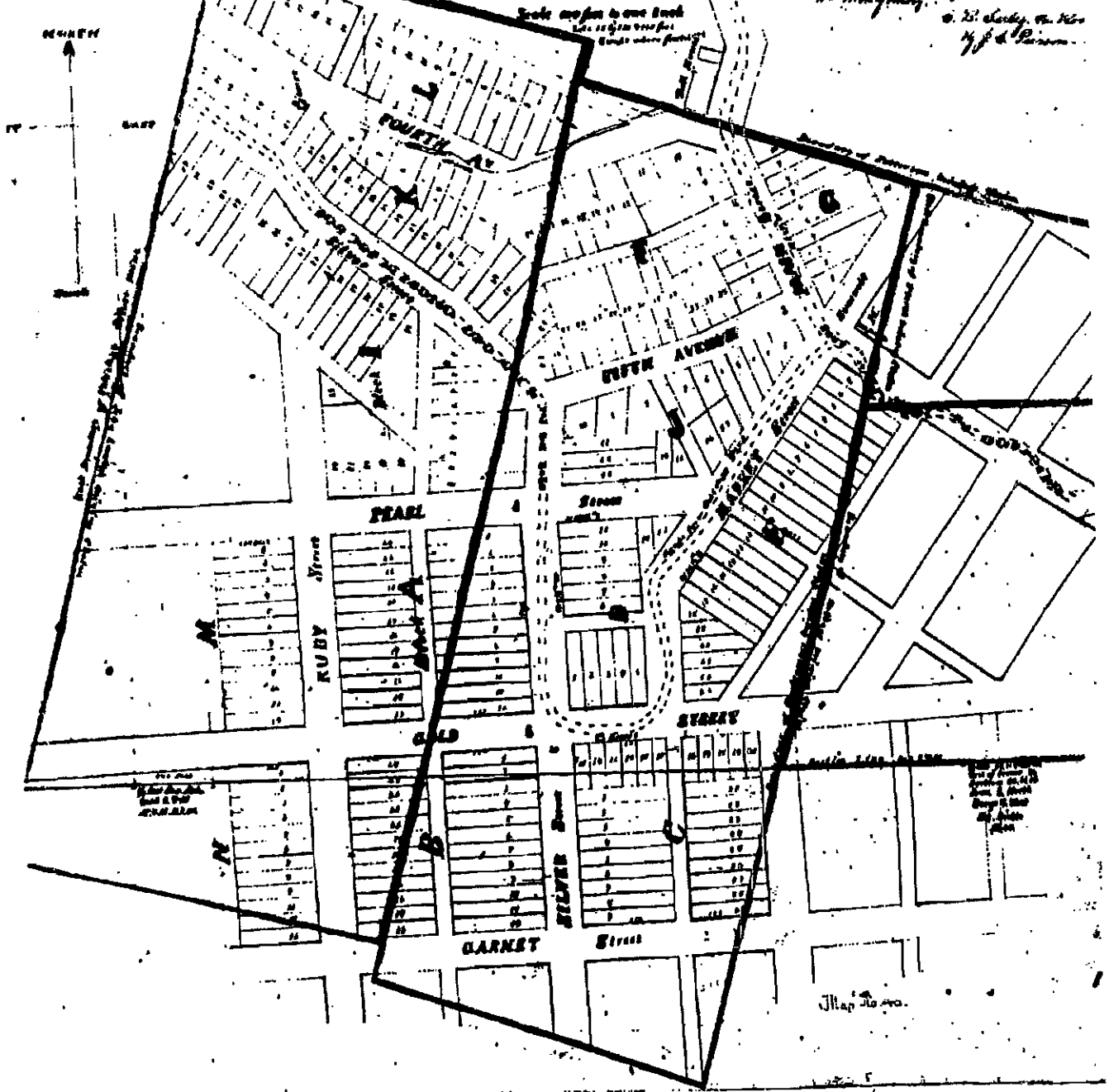
Wm PATTERSON

SURVEYED Oct. 15th 1871

By W.A. FIERCE
S.E.V. Surveyor

Filed in the Office of the County
of Napa County, Cal. 22nd A.D. 78,
at 9 o'clock A.M. at the request of
Wm Montgomery.

W.A. Fierce, S.E.V.
of Napa



The Trail to Silverado

Proposal

This November will mark the 125th anniversary of the first publication of Robert Louis Stevenson's *Silverado Squatters*. Commemorate that anniversary by extending the "Silverado Trail" 1.6 miles along the historic stretch of road from Lincoln Avenue in Calistoga to the Old Toll Road and Tubbs Lane. Both Stevenson and thousands of miners before him used that road to reach the Silverado mining village on the shoulder of Mount St. Helena. The original trail to Silverado should be made an official part of today's Silverado Trail.

Necessary Action

Enact a state resolution naming that stretch of highway "Silverado Trail." From the current terminus of the Silverado Trail to the Lawley Toll Road and Tubbs Lane there are approximately 16 residences that would be affected.

Enacting state legislation would require securing local support from local residents and wineries. Pivotal players in that discussion include the local property owners, the Silverado Winery Association, other local wineries, the Calistoga Chamber of Commerce, the Board of Supervisors and the City Council of Calistoga.

Street name changes are routinely processed by the County, but because this stretch of road is a state highway, officially extending the Silverado Trail requires a State Concurrent Resolution to be enacted by the State Legislature and signed by the Governor.

Background

In November of 1883, Robert Louis Stevenson's travelogue, the *Silverado Squatters* was published for the first time. That book not only made the beauty of Napa Valley famous, it created a lasting legacy for the name Silverado. As a result of Stevenson's *Silverado Squatters*, there are now towns and trucks named Silverado, not to mention one of California's most historic and picturesque roads, the Silverado Trail. Yet, while there is no evidence Stevenson ever used today's Silverado Trail, the road he and the many miners before him actually took to the mining town of Silverado has no official name.

In 1921 none of the county roads had official names. Many roads were known by different names which the Soda Canyon Farm Center (a local farm bureau) attributed to confusing both locals and tourists alike. In a debate triggered by the discussion of a state transportation bond in 1919 that didn't include funding for roads on the eastern-side of the Napa Valley, the local farm bureau sponsored an informal referendum at several farm centers to select a name for the Valley's east side thoroughfare, the "Old Back Road." The road which ran up the eastern spine of the Valley wasn't at the time one complete road, but instead a series of unconnected barely passable dirt roads. The local farm bureau believed that giving the road an attractive name would help attract both tourists and settlers to help raise tax revenue and ultimately lead to road improvements which to that point had bypassed the eastern side of the Valley.¹

In the spring of 1921 the Soda Canyon Farm Center selected eight names for residents to choose from and put the matter to a vote. Most of the options described the geographic location of the road such as "Valley East Road," "East Side Drive," "Morning Side Drive," "Sunward Way," "Foothill Road" and "Foothill Belt." One was a local native-American term, "Yajome Road" and finally with a nod to Robert Louis Stevenson, was the "Silverado Trail." When the votes were tallied virtually every one of the Valley's farm centers selected Silverado Trail. The *Napa Daily Journal* reported that there "were some very good names to choose from but apparently the name Silverado Trail won out because it sounds catchy, is easy to remember and undoubtedly more than anything else because of its historical value."² The Calistoga Chamber of Commerce probably best explained the rationale for the new name writing; "Our argument in favor of that name (Silverado Trail) is mainly that almost any locality could have the other names submitted, but historically the word 'Silverado' seems so associated with our own valley that that name seems to us most appropriate."³

Renaming the Old Back Road didn't produce immediate results with regards to road improvements. It would be nearly two decades and New Deal era federal WPA projects, not local tax dollars, that finally converted the trail into a road suitable for automobile traffic, and even then it remained largely a rough dirt road.⁴ The road became necessary in the mid-1800's due to the Napa River's frequent winter flooding which would leave the Valley's main road from Napa to Calistoga impassable. Many prospectors traveling north through the Napa Valley were forced to follow an old Indian trading route east of the river to reach the mines above Calistoga.⁵ Their trail ended at Calistoga where they picked up the Valley's main thoroughfare (Highway 29) which crosses the Napa Valley River at Calistoga, runs east through town (Lincoln Avenue) and then heads north of town about 1 ½ miles where it connected to Old Bull Trail and later to the Lawley Toll Road. It was that road that led thousands of prospectors to Silverado and other nearby mines. While many miners relied on the "Old Back Road" to reach mines in the hills above Calistoga, most of them traveled through the Napa Valley using what is today Highway 29. The one stretch of road, however, that every prospector used to reach the mines above Calistoga was the stretch of road between the end of today's Silverado Trail and the Lawley Toll Road.

After most of the mines were abandoned, perhaps Napa's most famous tourist used that same stretch of road to reach the ghost town of Silverado. During his eight-week honeymoon on the side of Mount St. Helena, and several trips from Silverado to Calistoga in between,⁶ Robert Louis Stevenson penned *Silverado Squatters*. In that early work by Stevenson, he described the ride to his honeymoon hamlet in detail, dedicating an entire chapter to the subject entitled "Starry Drive." In that chapter he gave life to the mid-summer evening sky blanketing that stretch of road leading to the Old Toll Road writing:

...it must have been half-past nine before we left Calistoga, and night came fully ere we struck the bottom of the grade (the Lawley Toll Road). I have never seen such a night. It seemed to throw calumny in the teeth of all the painters that ever dabbled in starlight. The sky itself was of a ruddy, powerful, nameless, changing colour, dark and glossy like a serpent's back. The stars, by innumerable millions, stuck boldly forth like lamps. The milky way was bright, like a moonlit cloud; half heaven seemed milky way. The greater luminaries shone each more clearly than

a winter's moon. Their light was dyed in every sort of colour—red, like fire; blue, like steel; green, like the tracks of sunset; and so sharply did each stand forth in its own luster that there was no appearance of that flat, star-spangled arch we know so well in pictures, but all the hollow of heaven was one chaos of contesting luminaries—a hurly-burly of stars. Against this the hills and rugged treetops stood out redly dark."

While there is no evidence that Stevenson ever used today's Silverado Trail, the road he used many times to Silverado and described so poetically, is now commonly referred to as Lake County Highway. There are several possible reasons why the County didn't include the section of road between Lincoln Avenue and Tubbs Lane in its resolution naming the Silverado Trail. The local farm bureau wrote the resolution and petitioned its passage. Their goal was to connect Napa to Calistoga with a catchy, attractive name to help promote the eastern side of the valley. Ending the road at the intersection with Lincoln made sense given that objective. Moreover, many locals assumed that road was part of Lincoln Avenue which it intersects with at its southern tip. Therefore, it already had a name in their minds. More importantly, however, the County had set aside the section road between Calistoga and Tubbs Lane to be part of a new state highway authorized in the statewide special election in July of 1919.⁷

Shortly after the County named the Silverado Trail, it purchased the Lawley Toll Road with the intention of turning it over to the state to create a new state highway leading from Calistoga to Clear Lake.⁸ While much of the Lawley Toll Road would be preserved due to the fact it was unsuitable to be used as a highway, the County provided the state with the necessary rights of way to carve a modern highway into the side of Mount St. Helena and then connected it to the historic stretch of road between Calistoga and Tubbs Lane in the late 1920's.

Over time, the County began using the commonly used name "Lake County Highway" to describe the new highway, and its historic appendage to distinguish from other sections of Highway 29.⁹ According to CalTrans, however, that stretch of road doesn't have an official name which is why virtually no maps label it "Lake County Highway." Since it's a state highway, officially naming it requires an act of the Legislature. Ironically, when "Lake County Highway" actually reaches Lake County, it officially becomes the Earle W. Wrieden Memorial Highway.

Rationale for the Extension of the Silverado Trail

The Silverado Trail's namesake was a ghost town made famous by Robert Louis Stevenson that literally put Napa Valley on the map nearly 125 years ago. Yet the road that he and thousands of miners used to reach that little hamlet on the side of Mount St. Helena was left nameless.

While the stretch of Highway 29 from the end of the Silverado Trail to Tubbs Lane, does ultimately lead to Lake County, the "rather commonplace and colorless"¹⁰ (adjectives used to justify the renaming of the Old Back Road in 1921) "Lake County Highway" label ignores the historical nature and importance of the road. This stretch of "Lake County Highway" is older than Lake County itself which was carved out of Napa County in 1861. This stretch of road is older than the "Old Toll Road" (Lawley Road) which opened in 1868.¹¹ The road even existed before Sam Brannan purchased his first acre of land in what would become Calistoga in 1857.¹²

It's entirely appropriate for the "new" highway north of Tubbs Lane to be named "Lake County Highway," since it was specifically designed to be a scenic highway opening up Lake County to tourists, business and residents alike. Yet, the road south of Tubbs Lane leading to Calistoga should be recognized for its role in Napa's history that significantly predates the new highway and even Lake County itself. The road served as the central pathway for thousands of fortune seekers to the Silverado mining village and the other mines above Calistoga. It's the original trail to Silverado and the road's name should reflect that historical fact.

In addition to the historical rationale, many of the same arguments for renaming the Old Back Road back in 1921 apply to extending the Silverado Trail another mile and a half today. Labeling this historic road, "Lake County Highway" is a misnomer, creating confusion for both local residents as well as tourists. There are four roads that spur from that section of road that lead to places other than Lake County. Tourists unfamiliar with the area seem to believe the road is actually in Lake County and many local residents don't realize that the road isn't called Lincoln. In fact, virtually no map, other than Google Earth and Yahoo, labels the section of road "Lake County Highway" and at least one local winery lists the road as "Lincoln" on the map on the back of their bottles (Vincent Arroyo; www.vincentarroyo.com). The area's wineries employees can attest to the difficulty giving potential customers directions and assuring them they're in Calistoga and not somewhere in Lake County.

Precedence

There is precedence for the extension of the Silverado Trail. In 1922 a popular former Napa County District Attorney and one-term Congressman Theodore Bell was killed in a auto accident.¹³ Shortly thereafter the County named the 2 ½ mile County road running from Trancas south to Soscol, "Bell Avenue." In the late 1930's, evidentially forgotten, Napa residents successfully petitioned the County to rename Bell Avenue, Silverado Trail even though it wasn't geographically connected to the Silverado Trail.¹⁴ It should also be noted that this stretch of Silverado Trail, like the stretch of Highway 29 between Tubbs Lane and the end of Silverado Trail is also now a state highway. Therefore, while the Silverado Trail is primarily a county road, it's already partially a state highway as well.

Conclusion

The Silverado Trail is a historic name that honors the work of Robert Louis Stevenson and the miners who created his ghost town. Because of a historical happenstance, the final 1 ½ mile leg of that 27 mile trail to Silverado was not properly memorialized. On the eve of the 125th anniversary of the first publication of Mr. Stevenson's famous work, *Silverado Squatters*, we have the opportunity to correct that historical oversight, and make the trail to Silverado that Stevenson so eloquently described in his book an official part of the *Silverado Trail*.

¹ California's Napa Valley: One hundred sixty years of wine making, William Heintz, 1999, page 231

² *Napa Daily Journal*, May 24, 1921

³ *Ibid.*

⁴ Roots to the Present, Napa Valley, 1900 to 1950, Lin Weber, p. 229

⁵ *Calistoga 100 Centennial*, 1989, p. 67; "The Silverado Trail was once the Wappo Trail used by the Indians for thousands of years when they went traveling to trade with their neighbors."

⁶ In Anne Roller Issler's, Stevenson at Silverado: The life and writing of Robert Louis Stevenson in California's Napa Valley - 1880, 1939 Ms. Issler retells the stories of Stevenson's several trips up and down Mt. St. Helena with one priceless quote from local stage driver Bill Spiers that read as follows: "I drove him up the mountain to the Toll House more than once! I didn't know he'd be so famous, or I'd have noticed him more particular. I remember one hot day he come over to the stage barn to hire me to carry him up the mountain. He'd walked down to Calistoga but he was too tired for the uphill climb. Well, I drove him up there to Silverado in a four-horse rig, trottin' the horses all the way so they was in an awful sweat when we got there; and I says to him, 'What the hell's your hurry?' Didn't seem to me he had so much to do that we had to race up the mountain. Fact is, I thought him kind of a fool, livin' in that old shack awritin' books! I wasn't much interested in books, nor didn't care to be. I was a few years younger than he was, but I didn't think he was hardly as smart as I which had got my diplomacy back in Kentucky when I was seven and a half." p. 33

⁷ California Third Bond Act of 1919

⁸ *St. Helena Star*, April 7, 1922. The Counties of Lake and Napa acquired the Lawley Toll Road in March of 1922 with Napa paying \$10,000 for 8 ½ miles of road.

⁹ Originally the highway was called Highway 49, the county's first state highway north of the City of Napa. Later when the state decided to name the highway in the Sierra foothills Highway 49 in honor of the Gold Rush era that triggered a massive California migration the state highway from Calistoga to Lower Lake became Highway 29.

¹⁰ *Napa Daily Journal*, April 21, 1921

¹¹ According to California's Office of Historic Preservation and the Napa County Historical Society, the Old Bull Trail from Napa Valley to Middletown was built by volunteers in the 1850's and became an official road in 1861. Because the road contained grades exceeding 35 percent it wasn't passable by loaded wagons. In 1866, John Lawley received authorization from the State Legislature to build a toll road leading between the same points. That road, which opened in 1868, contained grades of just 12 percent and remains in use today.

¹² The History of Napa and Lake Counties: Napa, Slocum and Brown, 1882, p. 248 and *Calistoga 100 Centennial*, 1989 p. 67. In 1839 the Mexican government issued a land grant to Dr. Bale that stretched along the western-side of the Valley from approximately present day Rutherford to Calistoga. His first land sale was to F.E. Kellogg who built what would become Highway 29, the Valley's main thoroughfare. Sometime in the early 1840's the Kelsey family settled in the Calistoga becoming the area's first non-Native American settlers. Not long after Sam Brannan started purchasing large land tracts the family relocated to what would become Lake County west of Clear Lake and ultimately founded Kelseyville.

¹³ *St. Helena Star*, September 8, 1922

¹⁴ Roots to the Present, Napa Valley, 1900 to 1950, Lin Weber, p. 229

Napa County Historical Time-Line

- 1831: George Yount first non-native American settler in Napa Valley
- 1841: Dr. Edwin Bale given land grant by Mexican government
- 1846: Bear Flag Rebellion in Sonoma
- 1848: The Town of Napa is founded by Nathan Coombs
- 1849: Napa County becomes one of California's first counties
- 1850: California Enters the Union, Napa County elects first officers
- 1852: First mention of the "East Road" which would become the Silverado Trail
- 1857: Sam Brannan purchases his first 1,000 acres in Northern Napa Valley
- 1860: Sam Brannan opens Hot Springs Hotel
- 1861: Lake County is formed out of Napa County
- 1866: State Legislature approves the construction of the Lawley Toll Road
- 1867: Calistoga is given its name
- 1868: Railroad reaches Calistoga, the Lawley Toll Road to Lake County opens
- 1872: Monitor Ledge Mine founded, later renamed, Silverado
- 1875: Silverado Mine is closed, the town that at one point housed over 1,000 people is abandoned
- 1880: Robert Louis Stevenson and wife Fannie arrive in Calistoga
- 1883: Silverado Squatters is first published
- 1888: Alfred Tubbs builds Chateau Montelena and completes Tubbs Lane
- 1919: State Transportation Bond passed naming funding for a state highway from Calistoga to Lower Lake in Lake County
- 1921: County of Napa names "Old Back Road" the "Silverado Trail"
- 1922: County of Napa purchases Lawley Toll Road and rights of way on Mt. St. Helena with plans to turn it over to the State to create a state highway
- 1939: First map published showing the Silverado Trail had been completed, although much of it is still a dirt road
- 2008: 125th Anniversary of Robert Louis Stevenson's Silverado Squatters