

This is the day that my great grand father, Horace Hamilton Munkler  
final tie before they drove the golden spike May 10, 18



Horace Hamilton Munkler

James Harvey



Milton Minkler, track foreman for the CPRR layed the last rail +  
1869





## Articles about Horace Hamilton Minkler

Elko Daily Free Press. April 28, 1944 — "Track laying record, established by Central Pacific 72 years ago today, 10 miles in a day, still stands. Actual rail laying was performed by a group of 8 Irishmen under H. H. Minkler, track foreman, and George Caley, gang foreman. Raid one mile an hour, had laid 10 miles and 56 feet at 7:00 P.M. Train ran over at 40 miles an hour to prove that the track was alright."

Passed to H. H. Minkler, Supt. Track Laying by Central Pacific Railroad on Feb. 1, 1869.

Southern Pacific Railroad wrote: May 7, 1937 that "The records were destroyed by fire in 1906. A book "Building the Pacific Railway" by Edwin K. Sater was published by J. B. Lippincott Company of Philadelphia in 1919 mentions the name H. H. Minkler in the ceremony in driving the last spike on May 10, 1869 and in laying 10 miles of track on April 28, 1869.

The New England Historic Genealogical Society — "He was Superintendent of track laying on the road at Promontory, Utah on May 10, 1869. His office was in San Francisco during his years in the West. He was a Mason and belonged to a lodge while in California."

Friends of H. H. Minkler in Dover, Kansas told us that he had the general store, post office and bank in Dover, Kansas. After his wife, Sarah Clark, died he went to New Hampton, Iowa and married Harriett H. Barr. She was born on Jan. 28, 1850. The records show they had one daughter, Louise, as she it was a daughter by her former marriage. This wife did not come up to the standard of Sarah, which was a reason they left Dover, Ia. and moved to Lebanon, Missouri. He died on Jan. 1, 1909. and is buried in Lebanon Cemetery.



For James Buckley,  
who has iron in his blood  
and steam in his nostrils,  
and history in his family tree,  
Hawins

## Empire Express

Building the First  
Transcontinental Railroad

David Haward Bain

Hawins H. Bain

Walnut Creek, Cal.

2004



Even though the story was originally described by a number of newspaper reporters, described in Engineers Reports, officials from both railroads, and others, the story herein related is from a personal interview with James Harvey Strobbridge by Robert Lardin Fulton in 1919 and taken from his book "Epic of the Overland" originally published in 1924. Much of his reporting of the history of the building of the Central Pacific Railroad was developed from the lengthy interviews he held with Strobbridge at his home in Haywards, California. Mr. Fulton describes J.H. Strobbridge at the time of his interviews: "Although ninety-three [years of age] his faculties are acute, his memory wonderful, and many a middle aged man looks older."

"I drew from Mr. Strobbridge the story of the famous day in which he laid ten miles of rails between sunrise and sunset. He said: "In the rush to make distance, Casement brothers had laid in one day seven miles and eighteen hundred feet on the Union Pacific end, a feat which T.C. Durant, Vice President of the Union Pacific, offered to bet ten thousand dollars could not be beaten. I said to Mr. Crocker, "we can beat them but it will cost something." "Go ahead and do it," said Crocker and this is how we did it. "The two lines were only twenty five miles apart in April, 1869, so I knew if we beat them Casement would have no room to come back, even if he tried. I had five trains with five thousand men at my command, as well as plenty of Iron, ties, spikes and material, and I got everything ready just in time. Tuesday was the 27<sup>th</sup>, so I picked my men, arranged my plans and got them properly placed to start at the foot of Promontory mountain. I took two miles of material loaded on a train with a double header to push it up ahead of the engines, so it could be unloaded up close to the end of the last rail laid in the track. On Tuesday the whistle blew right on time, the two engines gave a lurch, the push bar broke and we were laid up for the day, helpless. We waited a day and on Wednesday, the 28<sup>th</sup>, I put two engines in front to pull instead of to push the train. With a will the men went to work, laying six miles in six hours and a quarter, two miles at a time. We changed horses every two and a half miles, but they were all tired and we gave them a good rest after that. We had kept them on the run, and at six o'clock we quit with a record of ten miles and two hundred feet. Every bolt was screwed up, every spike driven home so that we backed down over that sixty foot grade at the rate of twenty five miles an hour, twelve hundred men riding on empty flat cars. Two Union Pacific engineers were there with their surveying chains, so there was no guess work and no contradictions. Our organization was as well drilled as any military company. Each rail was handled by eight men, four on a side. They ran it out to the edge of the car, dropping it into place for the spikes to be driven, a man for each spike. When it was down the men walked to the same spike on the next rail, drove it and on to the next, all day. Thus there were a thousand tons of rails, thirty five hundred in number in ten miles. H.H. Minkler was the foreman laying the rails, and the men who handled them were Mike Shay, Mike Kennedy, Mike Sullivan, Pat Joyce, Tom Daley, George Wyatt, E.W. Killeen and Fred McNamara. There were men following up the trains, surfacing the track, filling in the dirt and making it ready for business. Nobody was crowded, nobody was hurt, nobody lost a minute. General Casement, who laid the Union Pacific iron, told me that they had laid every rail they could under their system and he owned up beaten. But he said he would beat me on the Northern Pacific. I said, "then I'll beat you on the Southern Pacific." "This record stands unparalleled anywhere in the world."



Interview with Mr. J. M. Graham,  
March 8, 1929

Mr. Graham: I came to California almost 63 years ago at the request of Sam S. Montague, who was Chief Engineer of the Central Pacific Railroad, as I had known him 11 years before. My first acquaintance with him was upon the first <sup>RR.</sup> bridge across the Mississippi River at Rock Island and it was at his request that I came to help build the Central Pacific Railroad.

Mr. Heath: How did you happen to meet him?

Mr. Graham: My older brother and Mr. Montague had been working on the C. B. & Q. and Rock Island construction, and this was the first railroad bridge across the Mississippi.

Mr. Heath: You met him there on the bridge?

Mr. Graham: Yes although neither of us had anything to do with the construction of the bridge. We were there just looking over the work being done.

Mr. Graham: Returning to our story, my first work on the C. P. line was at camp #41, located five or six miles east of Cisco, and the only work we did for a time was in the two tunnels as there was all together too much snow to allow any ordinary grading to be done outside the tunnels.

Mr. Heath: What year was that?

Mr. Graham: In 1867, in the <sup>Spring</sup> winter of 1867.

Mr. Graham: I made my first trip up the line with Mr. Montague, a kind of inspection trip, the road was ready as far as Cisco, and in the three or four days <sup>in April</sup> that I stayed at Cisco seven feet of snow



H: Do you remember the Major's name?

G: Major Smith. He had been a band man in central Illinois during the Lincoln-Douglas campaign. I happened to be a member of the band in this Seminary and Major Smith remembered me.

H: Did you ever have any technical engineering training as a young man, or did you just get it from practical work?

G: I gathered it through practical work. Of course, this older brother of mine had considerable experience and he got me technical books and had me study them, so I got my knowledge of engineering in that way.

H: Your regular common school was rather broken up then?

G: <sup>when</sup> ~~and~~ my father was on this railroad work, he kept us in good schools *most of the time*.

H: About how old were you when you started work with your brother's engineering forces?

G: I think on the first regular work, that I was 14 years <sup>a R.R.</sup> old when I went with locating party.

H: You started out here to California in 1867, which way did you come?

G: By Panama.

H: Where did you get the boat from?

G: New York City, regular Pacific mail line. *Str. Ocean Queen*

H: Well that kind of covers that pretty well. If there is anything that suggests itself, we can take it down some morning as we might as well have this complete. Any instances on this Central Pacific work that may occur to you or any instances that are humorous, they always help out.

G: In the construction work along the Central Pacific, when



work. He actually fell out with Strobridge, which may be the reason for his returning to Sacramento so soon.

Heath: Aside from yourself, what other enbengineers on the subdivisions beyond Reno were there?

Graham: I think I have given everybody except one young fellow I have lost the name of entirely. He got started west of me on the 12 mile canyon. He got injured by the explosion of 1600 kegs of powder stored at the lower end of the canyon and did not return to the work. I have given all the names on the subdivisions. We included the work of relocating the line in long cuts where it had been rather hastily located. Mr. Cadwalader was in charge as Chief Engineer for the Contract & Finance Co. from the Cal-Nevada state line whence the construction was all done by the C and F Co, which was organized for the purpose and Charles Cadwalader was made Chief Engineer for that Contract & Finance Company. He appointed me his principal assistant and authorized me to make any change in the line or the grade that I might think beneficial.

Heath: While on this engineering work, was the grading all done on ahead of the work with the track laying?

Graham: Yes, I was many miles ahead of the tracklaying.

Heath: On that work, was the grading all ready for the track crews?

Graham: Yes. All construction was made ready for the tracklayers, grading and bridging.

Heath: Do you remember the names of any of the track work gangs?

Graham: Only Minkler and Van Warner. They had what we called riding bosses who had charge of the work gangs. They rode along the work on horses. These men would see that the track gangs were furnished with materials and stores. Mr. Strobridge would give each riding boss a certain subdivision and so many laborers, Chinese. One of these riding bosses was Minkler, can't give you his initials (Horace-LDF). One of these riding bosses was named Van Warner, a relative of Minkler. Mike Stanton was a relative of Mrs. Strobridge. Frank Freitas, a Portuguese. Bill Grey. These men had charge of the foremen and Chinese laborers. Another was J. B. Harris, a quiet self possessed man, the prize boss of the whole bunch.

Heath: Was Black Ryan one? (NB E. Black Ryan was an attorney for the CP in charge of tax assessments.)

Graham: Black Ryan? You are thinking of Black Jack, one of the eight men handling rail. I do not know what his real name was.

Heath: How far east was your last work?

Graham: Along east of Terrace beyond the Toana Mts. There was a 17 mile tangent, it was quite level country. Come to think of it there were more than 17 miles in the one tangent. (LDF-actually 23miles).

Heath: Mr. Strobridge was General Superintendent?

Graham: Supt. of Construction.

Heath: Was Charles Crocker out on the work very much?

Graham: Charles Crocker I think came out as often as once a month.

H: How did they pay, how was that handled?

G: East of the state line of Cal and Nevada, Mr. W. E. Brown, who was Secretary of the C & F Co., would come to the end of the track and would often drive more than



Harace Hamilton Minkler would write a Dp. I was.

Graham who wrote as follows to Jerome J. Minkler: "Your grandfather came to California on the same vessel that I did. From the canal up, the steamer was the 'Sacramento'. He was riding bass, furnished with horses and rode along the line of construction, a certain ~~section~~ section of it to attend to furnishing supplies, such as ~~food~~ powder, tools and food for the camps of laborers. His salary was about \$150<sup>00</sup> a month. He was married to Sarah Clark of Clark Station.

Harace Hamilton Minkler was married to Sarah Clark at Clark Station, Nevada on Nov. 26, 1868. He mined in Nevada a few years. Clara, daughter by his first wife lived with them from time she was twelve years old until she married at the age of twenty. Harace H. Minkler and Sarah had four children: Harry Hamilton Minkler born 8-22-1871 in New Hampton, Iowa (he died Dec. 5, 1919)

James Addison Minkler - born in Hones, Kansas 1870-72? (he died 1933)

Van Warner Minkler born Oct. 23, 1874 in Hones, Kansas (deceased —)

Ida Bell Minkler born July 6, 1876 in Hones, Kansas. She is deceased

In a letter from Clara she said she helped raise these four children and she said "they were all very dear to me." Sarah Minkler was the perfect wife and mother. She was born Nov. 17, 1836 and died on April 28, 1885.

She was the first person buried in a cemetery at Hones, Kansas. In fact there was no cemetery when she died and they had to arrange for one to bury her (as we are told)

H. H. Minkler father of James Addison Minkler, named Harry. Harace Minkler also father of Ida Minkler Street - Harry and Van all born in Laclede County, Mo. First marriage he was father of Clara & Louise Minkler & that family lived at Hones, Kansas. Where Mr. Minkler (H. H.) was the grocer, Postmaster & had bank interest.



# HIGH ROAD TO PROMONTORY

Building the Central Pacific  
*(now the Southern Pacific)*  
across the High Sierra

BY GEORGE KRAUS



AMERICAN WEST PUBLISHING COMPANY

PALO ALTO/CALIFORNIA

BY GEORGE KRAUS



panies, or by contract. About 1877, Crocker—dissatisfied with the pace of construction on the railroad's second transcontinental line from Los Angeles to New Orleans—sent for Strobridge, who stipulated he would not live on the site, as he had in building the Central Pacific, but would organize the work and visit it as often as necessary. He pushed the Southern Pacific through to a connection with the Galveston, Harrisburg, and San Antonio Railroad near Devils River, Texas. He later built a line from Mojave to Needles and, in 1883, began the line up the Sacramento River Canyon toward Oregon. He continued in this capacity until 1889, when he again retired to his farm and took no further active part in railroad building. He died on July 27, 1921.

JOSEPH M. GRAHAM, an assistant engineer under Strobridge and Montague in construction of the Central Pacific, was born in Crawford County, Pennsylvania, on May 22, 1842. As a small child, his parents emigrated by steamer from Erie, Pennsylvania, then to the "great West"—Illinois. At the age of five, he worked as a water boy for his father's construction gang, then building the Galena & Chicago Union Railroad, first in the state of Illinois. This work gave some basis to his claim that he began his "railroad career at an earlier date than any living man." He also did odd jobs for the construction gang on the Rock Island and Peoria Railroad, of which his older brother was chief engineer. In 1860 he attended Fulton Seminary at Lewiston, dropping out less than a year later to enlist in the Civil War. He came to California by way of Panama, in 1867, on the steamer *Ocean Queen*, at the request of Samuel Montague, whom Graham had previously known in Illinois.

Arriving in the spring of 1867, he took an engineering job and a few months later became chief assistant to Charles Cadwalader, construction engineer then completing the grading and masonry in the vicinity of Truckee. He then became construction engineer in charge of work from the California-Nevada state line east through Reno. In this capacity he set the first stakes for the towns of Reno and Wadsworth. "We did many things at that time without consuming any drawing paper," he remarked. Graham and his men handled grading, usually far ahead of the track-laying forces. He later had charge of grading near Humboldt Station, east of Golconda, in Twelve-Mile Canyon on the Humboldt River near Palisade—the heaviest construction between the Sierra Nevada and Promontory. This was finished about December 1, 1868, when he moved to the Toano Mountains until January, 1869. He did not continue on to the Promontory Mountains and therefore was not present for the last spike ceremony. Instead, he joined the celebration at Sacramento.

In later years, Graham was active in numerous railroad-engineering projects in California and Oregon until his retirement in 1917. He died in Sacramento, May, 1939.

AMOS L. BOWSHER, superintendent of telegraph construction for Central Pacific, was born in Chillicothe, Ohio, February 4, 1841. He served four years and seven months with the First U.S. Cavalry from Ohio during the Civil War and, when mustered out of the Army, went west, arriving in San Francisco, March, 1866. A letter of introduction from his commanding officer, Major A. G. Brackett, to R. P. Hammond, then superintendent of the San Francisco and San Jose Railroad, secured him a job until October, 1867, when he joined the Central Pacific in Sacramento. His first job there was boiling crossarms for telegraph poles at the original Central Pacific depot on R Street. Soon afterward he became general foreman of telegraph construction under F. L. VanDenberg and was in the front line of construction until the rails of the first transcontinental railroad reached Promontory for the Golden Spike ceremony. Later he became general foreman of telegraph construction over the entire Central Pacific and Southern Pacific systems. When the telegraph lines were leased to Western Union in 1880, Bowsher transferred to engine service. After working as a fireman



strongest supporters of the Central Pacific and its builders, suddenly became one of the bitterest foes of the railroad company, and remained so until the newspaper changed hands a few years later. A sample of the new policy is an item of March 10, 1868: "The Central Pacific—poor, starving, frozen thing which the credulous public warmed into life by its charities—is about to prove a very Egyptian asp and sting the hand that nourished it with a more deadly venom than slave lords ever possessed." Among the many reasons for this break, apparently, was the newspaper's failure to get the printing business of the railroad. Instead, H. S. Crocker & Company, a firm in which Charles Crocker was interested, did all the printing for the railroad. Huntington in later years deplored this action and stated that had he been consulted, he would have recommended giving the business to the newspaper.

With or without the newspaper's support, the line pushed ahead into Nevada. Joseph M. Graham, engineer, told of laying out the new townsite of Reno:

"As I was moving my outfit forward to Wadsworth after having been placed in charge as Engineer of Construction on the building of the road eastward from the California-Nevada State line, I measured and staked out what was later to be the city of Reno. On the first day of April, 1868, I set the first stake of the survey of this boundary for Reno on the bank of the English Ditch.

"The original townsite comprised about 35 acres extending for about a quarter of a mile between the Truckee River as the south boundary and English Ditch as the north boundary. The site was donated to the Contract and Finance Company, Central Pacific contractors, by a Mr. Lake who owned a bridge across the river and a short toll road. With the establishing of a station at that point, Mr. Lake planned to profit from the tolls collected from travelers over his bridge and road leading to Virginia City, Washoe, and Carson country, I understand he collected more than \$60,000 in tolls during the year and a half before the Virginia and Truckee railroad was built and opened for traffic in December, 1869.\*

"The townsite itself was named for Jesse Lee Reno, a Civil War general. Lots in the townsite were sold at auction. As Reno was to be the trade center for the Virginia, Washoe and Carson country, there was a rush for town property and some of the choice 25-foot lots sold for \$1,200."

On May 1, 1868, the Central Pacific line from Reno to Truckee was completed, and the crews were working their way back into the Sierra, clearing the snow so that the track-layers could re-lay the track between

\*The Virginia and Truckee railroad was completed to Carson City, Nevada, in 1869, but did not reach Reno until 1872.



*Haulin.*



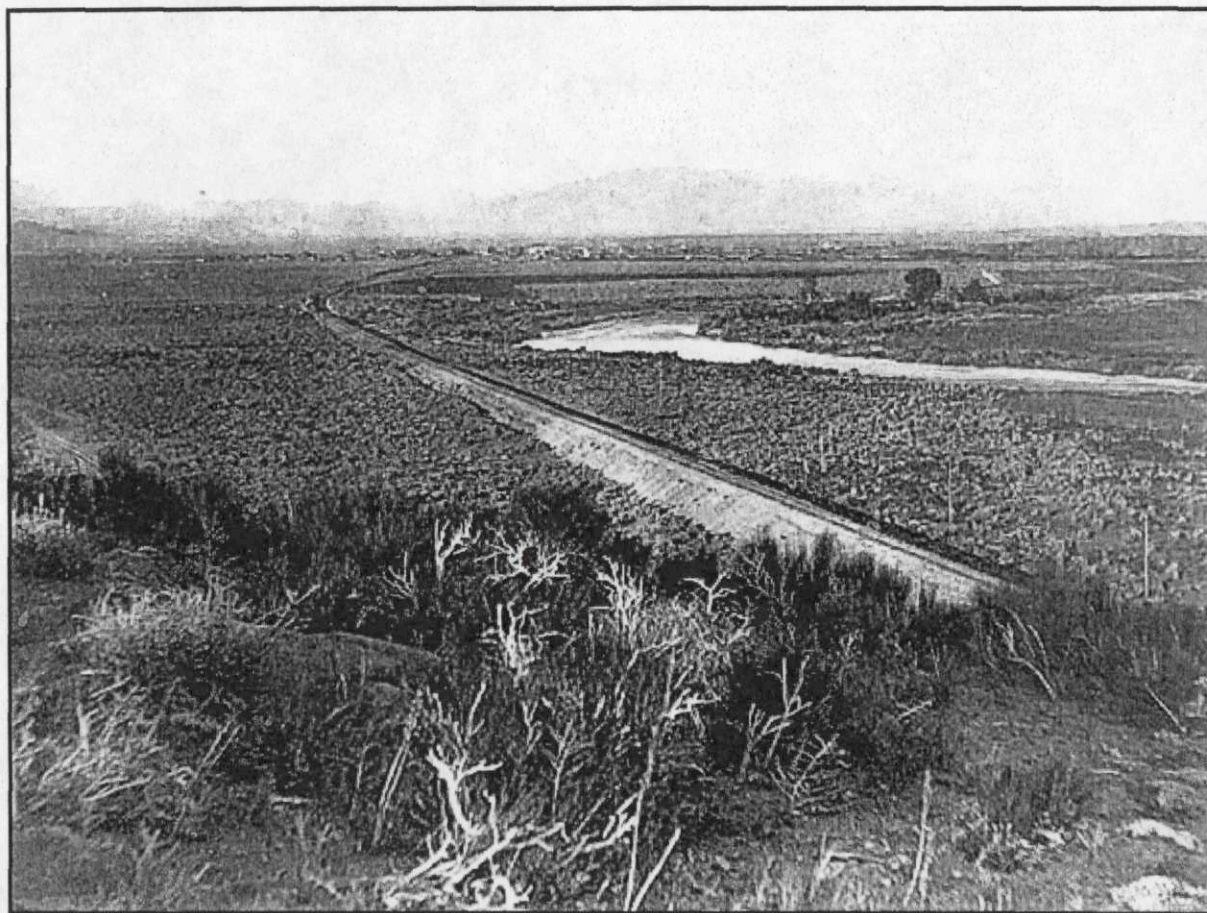


Photo Courtesy Stanford University Special Collections

Photo number 281, "Reno and Washoe Range in distance, from base of Sierra Nevada Mountains." circa 1868, was taken in the late afternoon as seen by the shadows cast from the grade. Loads of fill material were used in this area, as well as other areas, to keep the grade percentage fairly consistent. In the background is the town of Reno, Nevada, which was named in honor of Civil War Major General Jesse Lee Reno, on April 1, 1868, by Joseph M. Graham, of the CPRR. [p. 12.]



**Notes**

H. H. MINKLER, farmer and Justice of the Peace, P. O. Dover. Has 160 acres of land northeast of the village. He came to Kansas in October, 1871, from Chickasaw County, Iowa. He was born in Clinton County, N. Y., June 25, 1830, and remained there until twenty-one years of age, learning the trades of shoemaker and tanner. For twenty-one years following this, he was employed as superintendent of railroad construction on various railroads in the Northern states, and Upper and Lower Canada; was on the Central Pacific Railroad from Sacramento, Cal. to Salt Lake City, Utah; returned to Chickasaw County, and remained one year, and then came to Kansas. He has been married twice, first in 1857, in Wisconsin, to Miss Annis Bump, a native of Wisconsin; they had one child - Clara, now Mrs. Waldo, residing near her father. Mr. Minkler's wife died in March, 1859, in Rock County, Wis. He was married again in 1868, at Clark's Station, Nev., to Miss Sarah Clark, a native of Pennsylvania. They have four children - Harry, James, Van and Ida. He was elected Justice of the Peace in 1877, and is now serving his third term. He is a member of Alma Lodge, A. F. & A. M., by demit.

Internet Web Site:

<http://www.ukans.edu/carrie/kancoll/books/cutler/shawnee/shawnee-co-p48.html>

3-11-01

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11-045

PIONEERS NAME

HORACE HAMILTON MINKLER

OTHER NAMES, AKAS, MAIDEN NAME

PLACE OF BIRTH

Chazy, New York

DATE OF BIRTH

June 25, 11829

DATE OF ARRIVAL IN CALIFORNIA

1859

NAME OF TRAIL

Overland

NAME OF VESSEL

DATES AND PLACES OF RESIDENCE PRIOR TO CALIFORNIA

New York, Wisconsin

DATES/PLACES OF RESIDENCE IN CALIFORNIA

PROFESSION/OCCUPATION: DATES, PLACES

Railroad, mining

PUBLIC OFFICES HELD, DATES/PLACES

EDUCATION: SCHOOLS, DATES, PLACES, DEGREES

New York

CHILDREN

BORN

PLACE

DIED

PLACE

COMMENTS

Clara Augusta (Minkler) Waldo

DATE OF DEATH

June 1, 1909

PLACE OF DEATH/BURIAL

Lebanon, Missouri (buried at Lebanon, Missouri)

YOUR NAME

Mrs. Clara Augusta Minkler Waldo for Sierra Chap. Cal. Society D.A.R.

ADDRESS

CITY

STATE

ZIP

SPOUSE NAME 1

Annie Granger Bump

DATE OF MARRIAGE 1

August 2, 1857

PLACE OF MARRIAGE 1

Janesville, Wisconsin

SPOUSE NAME 2

DATE OF MARRIAGE 2

PLACE OF MARRIAGE 2

## Miscellaneous

Was Supt. of the track laying of the Central Pacific railroad from Sacramento to the completion of the road at Promontory, Utah May 10, 1869. His office was in San Francisco during his years in the West. He was a Mason and belonged to a lodge while in California.



This was James Harvey Shrobridge age 31 & Horace Hamilton Munkler age 35  
first payroll for three weeks work track laying out of Sacramento  
Ca. in Jan. 1864 & they had not reached Roseville, Ca. as yet.

SACRAMENTO, CA 95814-2265

C. P. R. R. *Track Laying*

PAY ROLL, NO. 25, for month of *January* 1864

Received from C. CROCKER, Contractor, Central Pacific Railroad Company, the Sums set opposite our respective  
names, for services performed, during the month of *January* 1864

NAMES.	OCCUPATION.	When Paid.	From what date.	To what date.	No. of days.	Rate per diem.	TOTAL	SIGNATURES.
<i>J. H. Shrobridge</i>	<i>Superintendent</i>						<i>125</i>	<i>J. H. Shrobridge</i>
<i>L. D. McNamee</i>	<i>Chorman</i>	<i>23</i>	<i>250</i>				<i>57.50</i>	<i>L. D. McNamee</i>
<i>H. Munkler</i>	<i>"</i>	<i>23</i>	<i>250</i>				<i>57.50</i>	<i>H. Munkler</i>
<i>L. C. Powers</i>	<i>"</i>	<i>23</i>	<i>250</i>				<i>57.50</i>	<i>L. C. Powers</i>
<i>J. Hilt</i>	<i>Logman</i>	<i>22 3/4</i>	<i>134</i>	<i>29</i>	<i>81</i>	<i>2.00</i>	<i>27.81</i>	<i>Joseph Hilt</i>
<i>Michael Stanton</i>	<i>Laborer</i>	<i>22 3/4</i>	<i>115</i>	<i>26</i>	<i>16</i>	<i>1.85</i>	<i>24.31</i>	<i>Michael Stanton</i>
<i>Jerry Donovan</i>	<i>"</i>	<i>22 3/4</i>	<i>115</i>	<i>26</i>	<i>16</i>	<i>1.85</i>	<i>24.31</i>	<i>Jerry Donovan</i>
<i>Thos. Smith</i>	<i>"</i>	<i>20 3/4</i>	<i>115</i>	<i>23</i>	<i>86</i>	<i>3.00</i>	<i>20.86</i>	<i>Thomas Smith</i>
<i>John Gay</i>	<i>"</i>	<i>24 1/4</i>	<i>115</i>	<i>27</i>	<i>88</i>	<i>1.00</i>	<i>26.88</i>	<i>James Fox</i>
<i>W. T. Doane</i>	<i>"</i>	<i>2</i>	<i>115</i>	<i>2</i>	<i>30</i>	<i>1.40</i>	<i>90</i>	<i>W. T. Doane</i>
<i>Oly. Emerson</i>	<i>"</i>	<i>22 3/4</i>	<i>115</i>	<i>26</i>	<i>16</i>	<i>2.45</i>	<i>23.71</i>	<i>Oly. Emerson</i>
<i>P. Monahan</i>	<i>Spoken</i>	<i>21 3/4</i>	<i>193</i>	<i>41</i>	<i>97</i>	<i>2.45</i>	<i>39.52</i>	<i>Patrick Monahan</i>
<i>Alfred Jones</i>	<i>"</i>	<i>22 3/4</i>	<i>175</i>	<i>39</i>	<i>80</i>	<i>1.90</i>	<i>37.90</i>	<i>Alfred Jones</i>
<i>A. C. Christy</i>	<i>Team</i>	<i>24 1/4</i>	<i>5.00</i>	<i>12</i>	<i>1.25</i>	<i>17.67</i>	<i>103.58</i>	<i>A. C. Christy</i>
<i>W. T. Doane</i>	<i>W. T. Doane</i>	<i>30</i>	<i>1.00</i>				<i>30.00</i>	<i>W. T. Doane</i>



*This is James Harvey Strobledge age 42 + Horace Hamilton Minkler age 40, April 28, 1869*

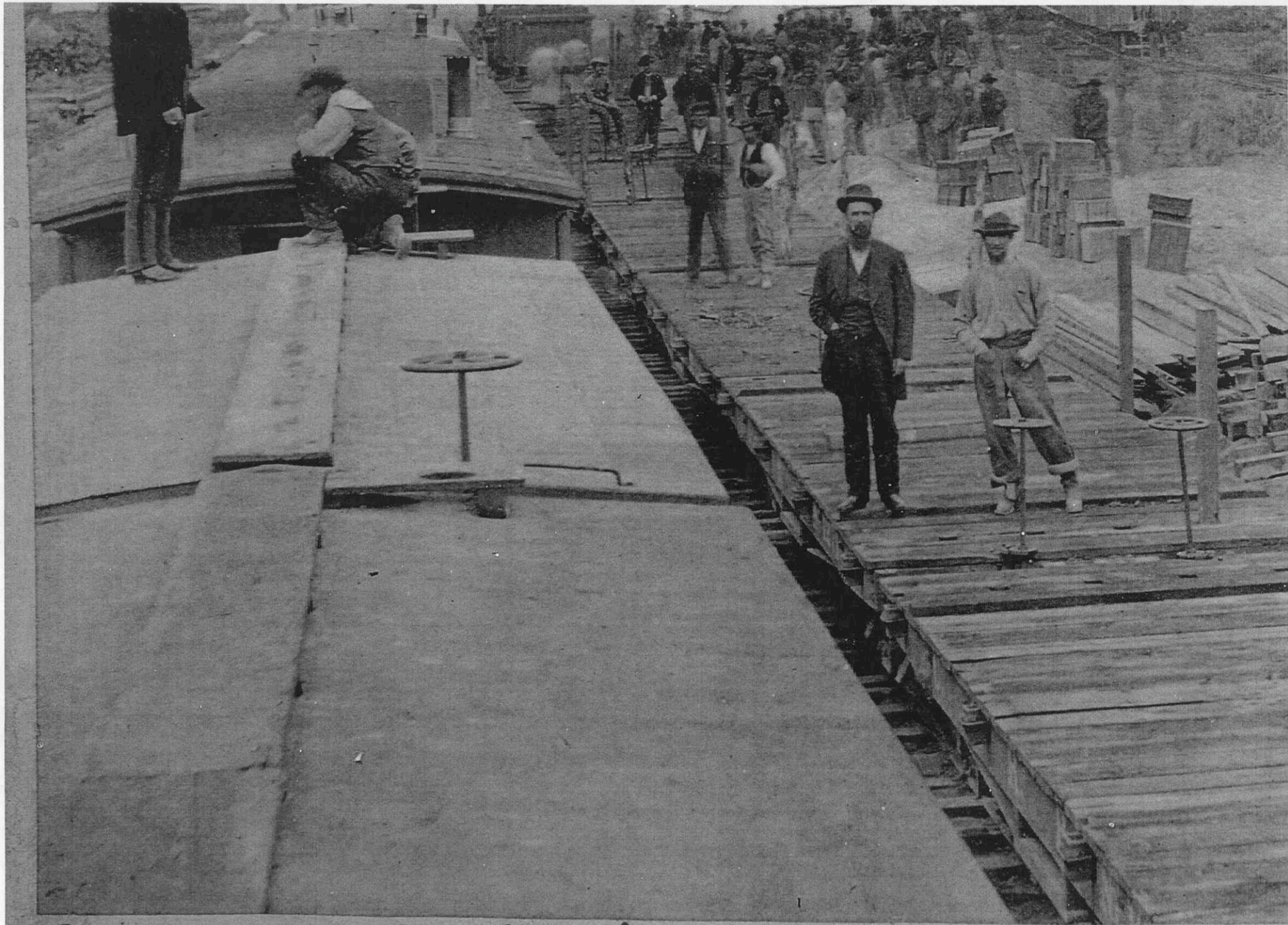


UTAH.

350 Railroad Camp near Victory.

10¼ miles laid in one day.





This is the day that James Harvey Strobridge & Horace Hamilton Minkler set the 10-mile track laying record in one day at Camp Victory, Utah, April 28, 1869





James Clark



# DAILY FREE PRESS

OFFICIAL PAPER OF ELKO COUNTY

Elko, Elko County, Nevada, Monday Evening, April 22, 1912

NO 95

## ATER LOVELOCK

Water Now Lost

dance of water  
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Noteware, who  
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t at any time  
t years, with  
high water

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full, and on  
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water is at  
North Fork  
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the piled up  
if the snow.

was there any  
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Argenta. The  
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not yet reach-  
divergent. At  
cavals over this  
reports of last  
w Miner.

## IN THE WAY OF A FORTUNE

Charles H. Keith, who for the past three years was foreman of the Independent office, departed Saturday night for San Francisco and will proceed thence to Paisley, Oregon, where he has accepted a lucrative position with a big company with which he is connected.

About eight years ago while in Lovelock in looking over an old report of a geological surveying party an analysis of the water of a couple of lakes near Paisley was found which gave a high percentage of soda and salts. In company with C. M. Sain the lakes were visited and several analyses proved the report of the government correct.

They then proceeded to interest capital and to get a bond on the lakes from the state of Oregon. A few months ago their plans were consummated, and an immense precipitating plant will be erected at once.

According to the bond the state of Oregon is to receive a royalty from the products which is to go to the State School Fund. The papers of that state are having much to say of the project, and one of the State officials estimates a revenue of three million dollars a year for twenty years, which period is the life of the bond. It is stated that the present company has refused a million dollars for its proposition.

Charles's many friends here will be glad to learn of his splendid prospects. He is one of the brightest young newspaper men this state has produced, and at the general printing business he is without a peer.

We hope he will realize a big fortune and that he may live long to enjoy it.

## MISS GREATHOUSE MARRIED

Miss Paulah, daughter of Recorder and Mrs. W. G. Greathouse, was married Saturday, April 20, to Dr. H. W. Spiers, at Los Angeles, Cal. The bride is an Elko girl, a gradu-

## UNCLE JIMMY CLARK LAID TO REST

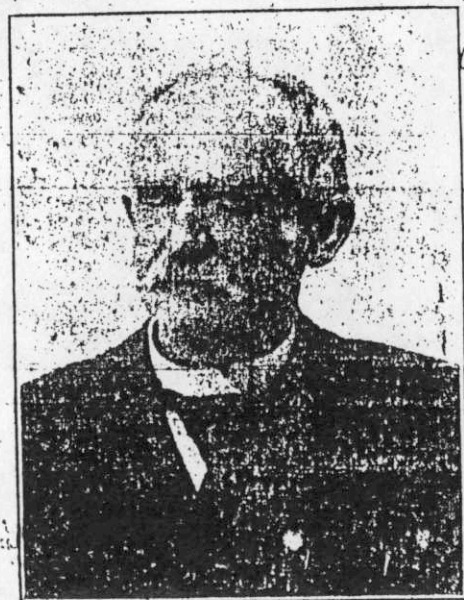
Friends Come From Far and Near to Pay Last Tribute of Respect

Yesterday afternoon at three o'clock the mortal remains of James Clark, one of the best beloved pioneer residents of Elko County, were laid to rest in Masonic cemetery by the side of his loved and loving companion in life who had gone before.

Funeral services were conducted by Elko Lodge No. 15, F. & A. M., of which the deceased had long been a member. They were held in the lodge room, where the body laid in

what was dampened with love for him that was so soundly sleeping. According to an expressed wish of the deceased the twenty-third psalm and the Lord's prayer were read many times during his final hours he requested these to be read to him, and when too weak to repeat his words he feebly said, "yes, yes."

Thus ended the last chapter of the book life of one of the last of that sturdy host, that braved the dangers of the unsettled West to hunt gold in California. He was of that band of argonauts, magnificent in valor, indomitable in courage, that has dwindled now to a stony few. He helped to carve the way of civilization in this great empire west of the Rockies where when he first set foot, there was little human life save savage Indians. The



MR. JAMES CLARK, One of Nevada's Earliest Pioneers.

## PLANS TO SAVE WATER NOW LOST

Engineer McClellan States That Only Small Part of Humboldt Is Used.

Starting with the contention that the amount of water of the Humboldt river that is lost to irrigation is four times the amount that is saved and put to useful work, E. C. McClellan, a civil engineer of Elko and formerly of Reno, is at work on a plan to reclaim the great loss and insure sufficient water to not only comfortably irrigate the Lovelock valley, but to provide to the irrigation of hundreds of thousands of acres more says the Reno Journal.

The effort comes to light by a peculiar coincidence just at the time when a suit between the ranchers of the Lovelock valley and the Pacific Reclamation company arising out of shortage of water in the valley is about to be tried. The suit illustrates the present importance of so small an amount of water as some 13,700 acre feet which McClellan states is the storage capacity of the Reclamation company's reservoir and he claims that if his plans of reclamation and irrigation are carried out, that even the diversion of more than 100,000 feet above will not make any perceptible difference to the Lovelock valley people.

McClellan has associated with him Engineer C. E. Grunsky and Thos. H. Means, formerly of the United States reclamation service, and they have worked out tables showing the flow of water in the Humboldt at various points. These tables show that along the course of the river there are several places where great losses of water occur. These are said to keep away into the earth and form swamp land, which if properly drained would restore the water to the river and deliver it safely to the people below.

"Made it So."  
At Fort Monroe some time ago (this is an old story), where one of the vessels of the navy was temporarily awaiting orders, a delegation of army officers stationed at the fort came aboard. There is a set naval regulation that nothing can be so on board ship until the commanding officer orders it. While the army party were looking over the ship, twelve o'clock arrived. A junior officer approached the captain and said, with a salute: "It is twelve o'clock, sir." "Make it so," responded the captain, and eight bells were struck. The army officers suspected that the navy men wanted them to ask some questions and get sold, or that this was a bit of foolery got up to joke the land warriors. Some time after, a party of the army officers invited the officers of the warship to dine with them. The dinner was progressing when a lieutenant entered and, saluting the senior officer present, said, gravely: "Colonel, the major's blind horse is dead." "Make it so," responded the colonel, with the greatest gravity, and the dinner proceeded. Nothing was said at the time, but the navy officers tell the story.

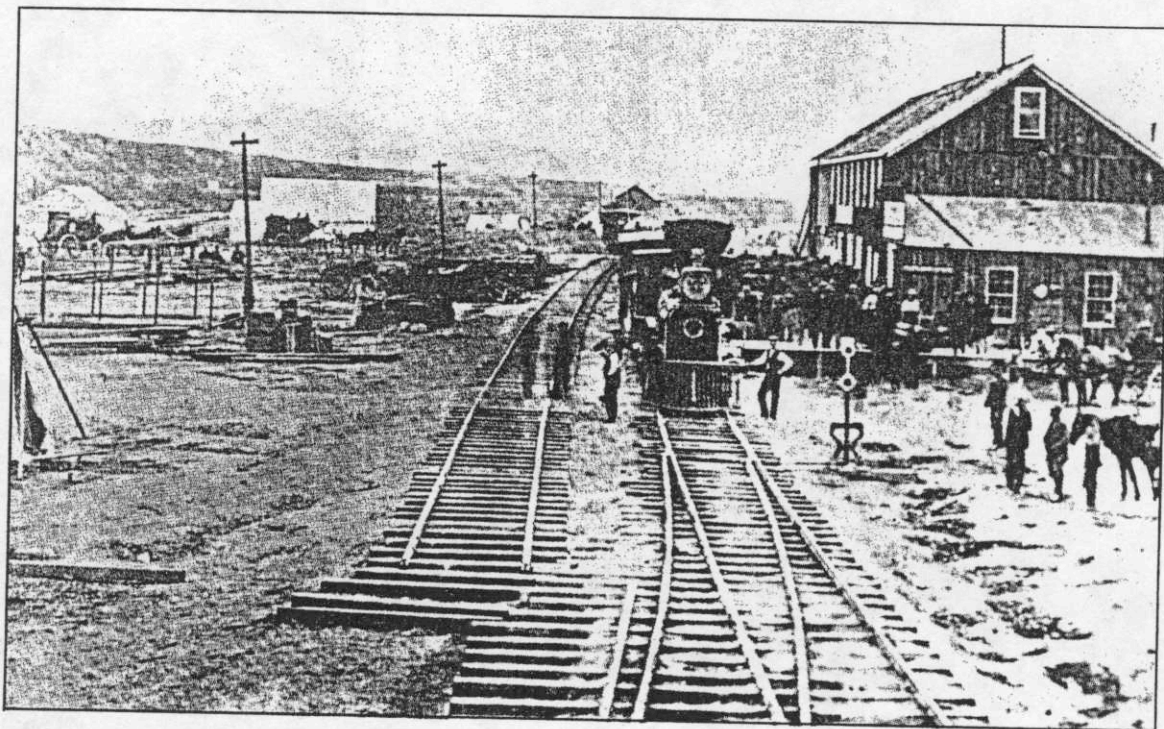
## Declined With Thanks.

The Duke of Wellington, who had a taste for anything that Napoleon had liked, applied to David, the artist, who had painted Napoleon's portrait, requesting David to execute one of himself. "Sir," replied David, "I paint only historical characters."—Life.

work out the whole project. It will, however, not only guarantee to the present irrigators at the lower end of the valley a continuous, ample supply of water for what they now have under irrigation, but for all the land they own, that can be irrigated, and will also bring under irrigation the greater part of the good agricultural lands lying in the lower valley, from Golconda to Lovelock, as well as a large part of the middle (Battle Mountain) basin.

The key to the whole situation in the valley is given in the reports of the United States geological survey of the flow of water through Palisade canon for four years, tak-





Erzo Gori, museum collection

Laying tracks through Elko in early 1869. The Depot Hotel is to the right.

My great grand father Horace Hamilton Minkler, track formen layed track through Elko, Nevada, in 1869. The Depot Hotel + train station was owned + ran by my great uncle James Clark James Clark was H. H. Minkler brother in law.



Elko Independent, Oct 13, 1888

## J. HENDERSON. BANKER!

ELKO, NEVADA.

A BANK OF

DEPOSIT

EXCHANGE AND COLLECTION

DISCOUNT

BUY AND SELL MINING STOCKS ON  
COMMISSION

Farmers, Stock Dealers, Merchants,  
Shippers and others will at all times be dealt  
with on the most liberal terms consistent  
with sound banking.

CORRESPONDENTS:

Messrs. Donohoe, Kelly & Co.,  
San Francisco, Cal

Messrs. Eugene Kelly & Co.....New York

Business hours from 8 A. M. to 4 P. M.

Valuable papers received for safe keeping  
in safe vault, free of charge.

M. H. MILLER. JOHN PAYNE.

PAYNE & MILLER,

Successor to

JOHN PAYNE

EAST COMMERCIAL STREET,

ELKO - - - - NEVADA.

Dealer in

LUMBER,

(DRESSED AND ROUGH)

DOORS!

SASH,

LATH,

BLINDS

Lime,

Pickets,

Shingles,

Shakes.

## Pioneer Saloon.

ELKO, NEVADA.

JOHN HIBBETS

PROPRIETOR.

THE VERY BEST OF

WINES,

LIQUORS

AND CIGARS

Imported and Domestic,  
SOLD OVER THE BAR.

The Celebrated

"BUDWEISER" BEER,

—AND—

Fresh Eastern Cider.

JAMES BRAIN.



Manufacturer of and  
Dealer in



Harness, Saddles, Chaparreras

BRIDLES, WHIPS

COLLARS SADDLERY WARE ETC.

Also Ladies' and Gents' Buckskin  
Gloves.

Commercial Street,

ELKO.....NEVADA

REPAIRING PROMPTLY ATTENDED TO

NEEDLES OF ALL THE LEADING

SEWING MACHINES CON-  
STANTLY ON HAND.

## P. ZIMMERMAN.

THE TAILOR.

Has removed to the building West of the

DRUG STORE.

And is now prepared to do all kinds of  
work in his line of business.

CLEANING

and

REPAIRING

Neatly done on short notice.—

SUITS MADE TO ORDER.

A large variety of FINE SAMPLES  
for Fall and Winter Suits just re-  
ceived.

PRICES TO SUIT THE TIMES

Aug-23-11.

DEPOT HOTEL.

Elko, - - - - Nevada.

CLARK & GREEN - - Proprietors

ALL PASSENGER TRAINS

Of the Central Pacific Railroad

STOP DIRECTLY AT THE DOOR

25 Minutes for Meals.

The House is first-class in all its ap-  
pointments.

N. B. NYE.



PRACTICAL

Watchmaker & Jeweler

AT THE

OLD STAND!

THE BEST

FOR THE

FARMER,

RANCHE

AND

IS THE



# Humboldt House

## Nevada Historical Marker 23

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### Location:

- Humboldt River Basin, Pershing County, Nevada.
  - Located along Interstate Highway 80, thirty-eight miles west of Winnemucca, Nevada.
- 

### HUMBOLDT HOUSE

Humboldt House (or Humboldt Station) was originally the point of departure for Humboldt City, Prince Royal and the mines in that vicinity. In September, 1866, it became a stage stop for historic William (Hill) Beachey Railroad Stage Lines.

As the Central Pacific Railroad advanced from eastern California it reached Humboldt House about September 15, 1868. From 1869 to 1900 Humboldt House was well known as one of the best eating houses on the Central Pacific Railroad. It was truly an oasis in the great Nevada desert, with good water, fruit, vegetables, etc. The large grove of trees to the west marks the site of this famous hostelry.

Between 1841 and 1867, 165,000 Americans traveled the California Emigrant Trail past here. In 1850 on the dreaded 40-Mile Desert southwest of present Lovelock, over 9,700 dead animals and 3,000 abandoned vehicles were counted.

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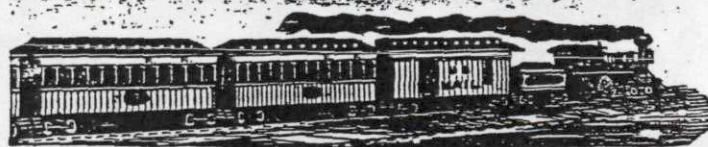
Return to the [Pershing County Historic Marker Index](#)

or return to the [State Historic Marker Index Map](#)

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# THIS TRAIN



**STOPS 25 MINUTES**

—AT THE NEXT STATION—

**HUMBOLDT HOUSE,**

(An OASIS in the Desert,)

**FOR DINNER.**

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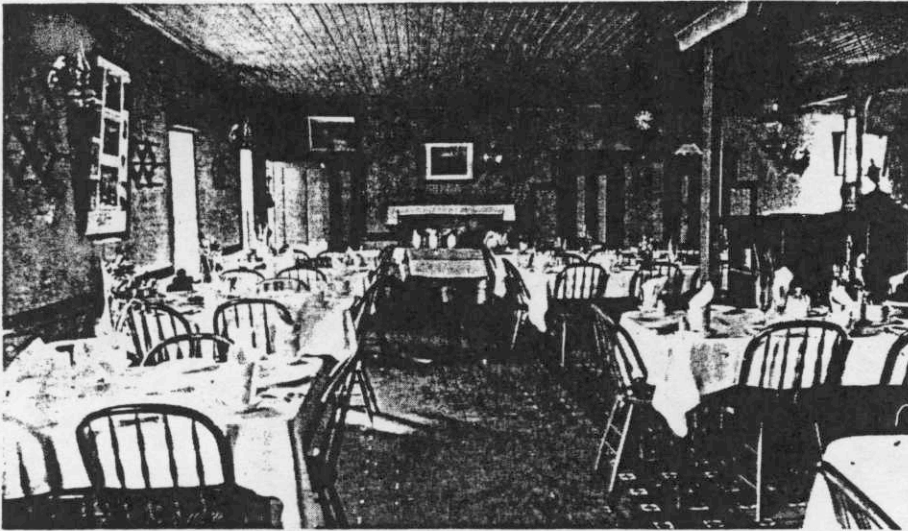
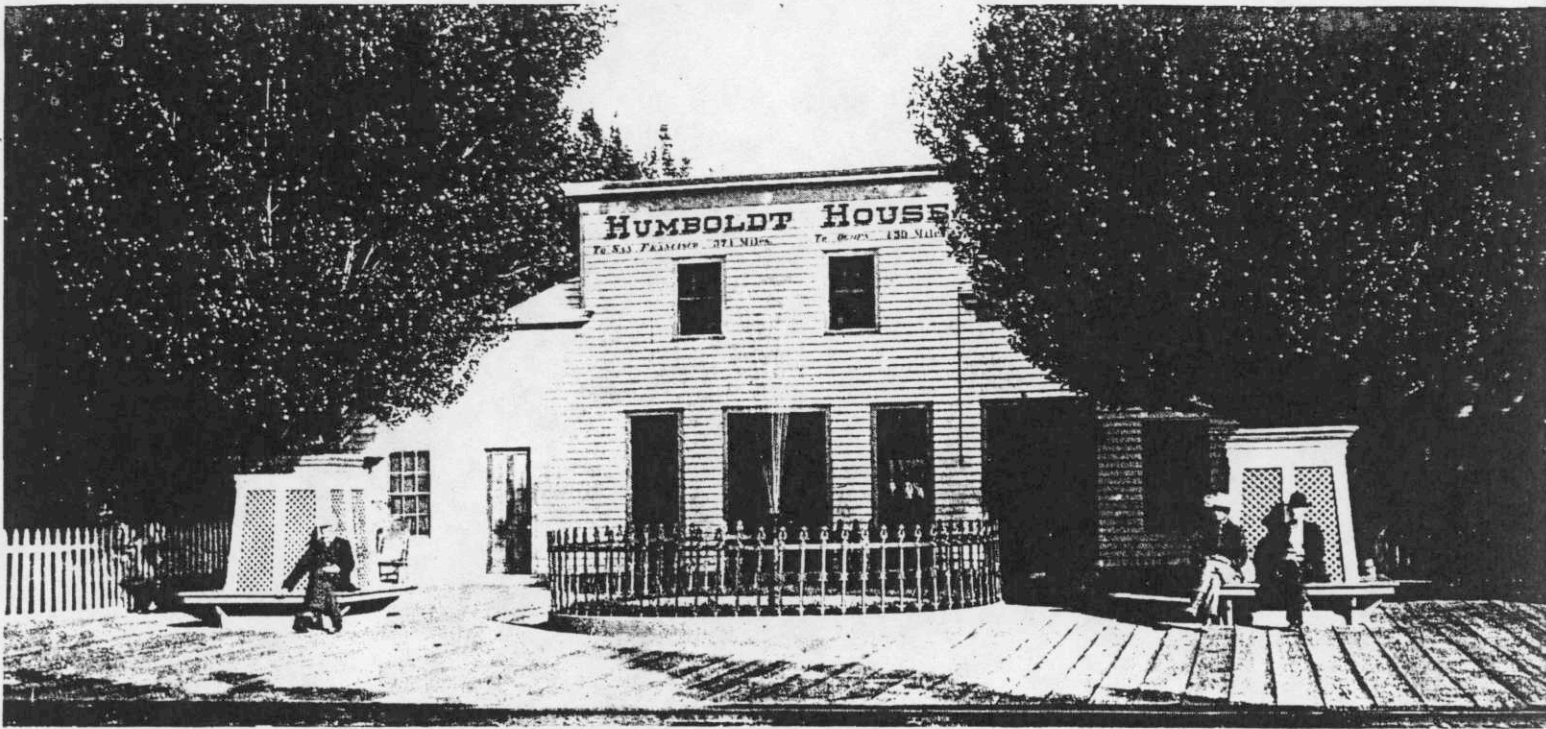
Lunch Room connected with the Hotel.

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**JAMES CLARK, PROPRIETOR.**

Elko Free Press Print.





The railroad station at Humboldt House had a sparkling fountain, which, together with surrounding trees formed a pleasing picture. Irrigation made green fields, fruit orchards and flower gardens possible in this area.

*(Northeastern Nevada Museum)*

In the dining room at Humboldt House, glasses and water pitchers stand ready to quench the traveler's thirst, and a bar was provided for stronger refreshment. This station had a reputation for serving the best meals on the line; they cost 75¢ in coin or \$1 in paper. *(Nevada Historical Society)*

The Humboldt Range in the background dwarfs the ruins at the city of the same name, a few miles from Humboldt House.

*(Ed A. Smith Collection)*





the necessary rail for the 42 miles of track was on its way from the East. No delivery was ever made, nor any construction recorded.

There were other projected routes in this same area. One was surveyed from Wabuska (on the C&C) southward to Yerington (one report contended trains would be running in 90 days), thence onward to Masonic, Aurora and Bodie, eventually to extend to a connection with the SP's Owens Valley line. A later projection (about 1912) envisioned a cut-off from Fallon northeasterly to Battle Mountain. As with so many surveys, a tightening of credit, a downward forecast in business, a poor report from a geologist, or even an executive whim would block actual construction.

Over in eastern Nevada, two short branches were actually constructed. The first ran southward from the old town of Tecoma to the copper mines at Tuttle, then being revived following the increase in copper prices which prevailed during the first half of 1907. The 3.88-mile branch was opened September 6, 1907, and connected with the four-mile tramway of the Buel Copper Mining Co. which brought ore from its mine. The short line

Humboldt House at Humboldt Station (west of Imlay), was a most important meal stop for hungry passengers and water stop for trains in the arid desert country. Appetites were whetted (it was hoped) by this amusing advertisement (right) which was published in the perennial traveler's guide of the period, the *Railroad Gazetteer*; while (below) with train in photographer's selected position, is a rare 1871 portrait of the famous establishment. Nothing remains today of the former Humboldt Station. (Top: Southern Pacific Collection; Bottom: Louis L. Stein, Jr. Collection.)

# HUMBOLDT HOUSE.

HUMBOLDT STATION, C. P. R. R.

The best Eating Station on the line of the Central Pac. R. R.

**Trains Stop 25 Minutes for Meals!**

The Table is supplied with all the delicacies of the Season.

And I did



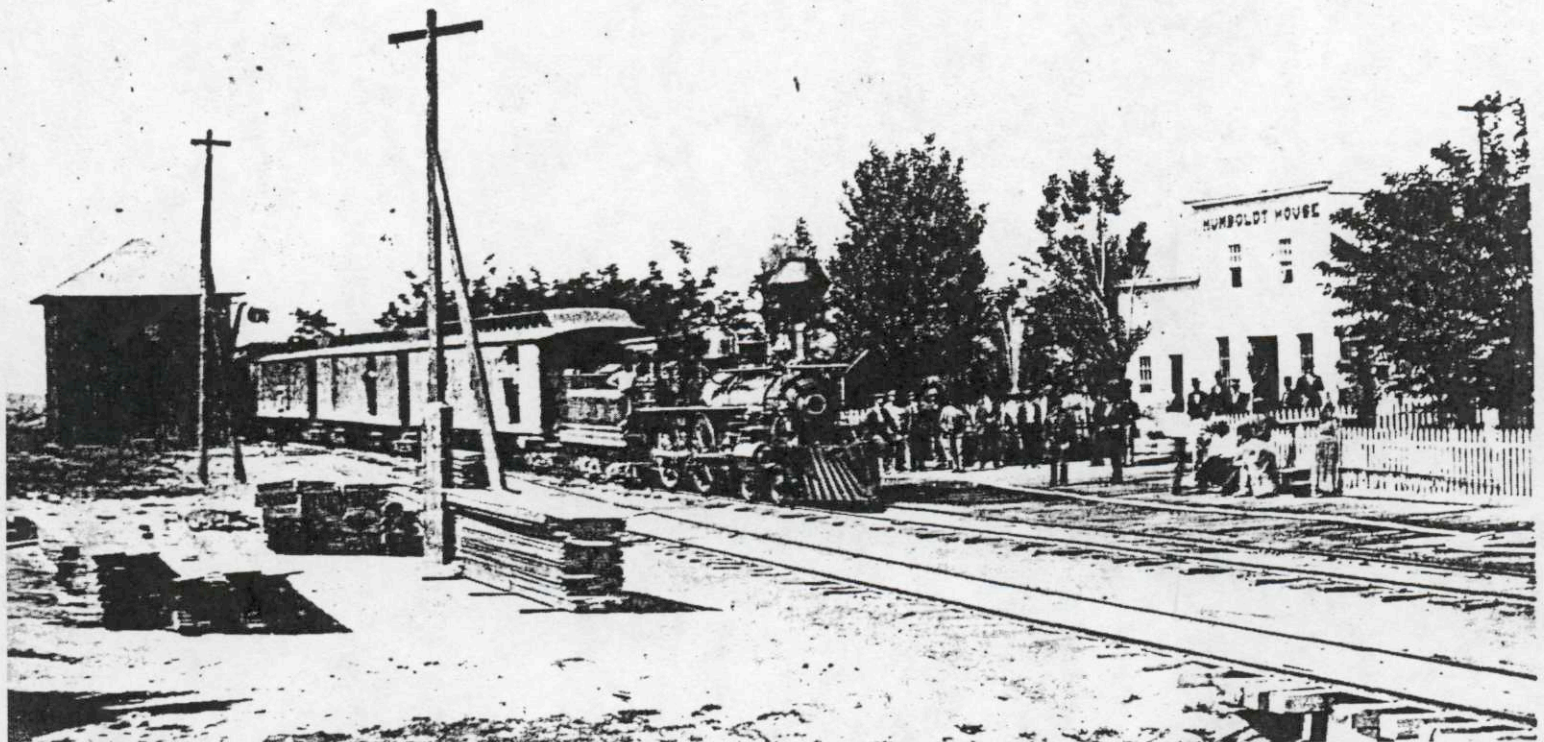
I dined at the Humboldt House.

**Meals, 75 cents Coin, or \$1 Currency.**

The finest water east of the Sierra Nevada Mountains, brought from a living Spring, and supplying a beautiful Fountain in the Bar Room.

**DANIELS & MEACHAM.....Proprietors.**

4







11-045

PIONEERS NAME  
**HORACE HAMILTON MINKLER**

OTHER NAMES, AKAS, MAIDEN NAME

PLACE OF BIRTH  
**Chazy, New York**

DATE OF BIRTH  
**June 25, 11829**

DATE OF ARRIVAL IN CALIFORNIA  
**1859**

NAME OF TRAIL  
**Overland**

NAME OF VESSEL

DATES AND PLACES OF RESIDENCE PRIOR TO CALIFORNIA  
**New York, Wisconsin**

DATES/PLACES OF RESIDENCE IN CALIFORNIA

PROFESSION/OCCUPATION: DATES, PLACES  
**Railroad, mining**

PUBLIC OFFICES HELD, DATES/PLACES

EDUCATION: SCHOOLS, DATES, PLACES, DEGREES  
**New York**

CHILDREN	BORN	PLACE	DIED	PLACE	COMMENTS
Clara Augusta (Minkler) Waldo					

DATE OF DEATH  
**June 1, 1909**

PLACE OF DEATH/BURIAL  
**Lebanon, Missouri (buried at Lebanon, Missouri)**

YOUR NAME

**Mrs. Clara Augusta Minkler Waldo for Sierra Chap. Cal. Society D.A.R.**

ADDRESS

CITY

STATE

ZIP

SPOUSE NAME 1

**Annie Granger Bump**

DATE OF MARRIAGE 1

**August 2, 1857**

PLACE OF MARRIAGE 1

**Janesville, Wisconsin**

SPOUSE NAME 2

DATE OF MARRIAGE 2

PLACE OF MARRIAGE 2

### Miscellaneous

Was Supt. of the track laying of the Central Pacific railroad from Sacramento to the completion of the road at Promontory, Utah May 10, 1869. His office was in San Francisco during his years in the West. He was a Mason and belonged to a lodge while in California.



Washoe.  
City Eastern Slope

Reno Crescent

Reno Nevada  
State Journal

CLARK, JAMES

Card #1

June 15, 1867, 2:3 (E.S.) - Appointed Road Supervisor, Dist.  
No 10, Washoe County  
Sept. 12, 1868, 2:4 (R.C.) - Wadsworth delegate, Washoe Co.  
Union Party Convention, Washoe  
City, Sept. 10  
Apr. 10, 1869, 2:5 (R.C.) - On Washoe Co. Delinquent Tax List,  
mortgage against H.L.W. Knox and  
Frazier  
Aug. 12, 1871, 3:1 (R.C.) - Editor Lewis visited his farm  
down the river last week; gives  
info. on area, crops etc.

CLARK, JAMES

Card #2

June 1, 1872, 3:4 (NSJ) - Called for duty on the Washoe County  
Grand Jury  
July 13, 1872, 3:2 (NSJ) - Mention of James Clark and Clark's  
Station, 16 miles below Glendale;  
has recently pulled a dead body  
out of the River  
Sept. 14, 1872, 3:1 (NSJ) - Candidate, Republican, for the  
Washoe Co. Commission from  
Wadsworth  
Sept. 21, 1872, 3:2 (NSJ) - Loses Republican nomination for  
Washoe Co. Commission to Peleg  
Brown

CLARK, JAMES

Card #3

Oct. 19, 1872, 3:1 (R.C.) - Donates coins for Masonic Hall  
Cornerstone, Reno  
Feb. 26, 1873, 2:2-3 (NSJ) - With others, involved in promotion  
of Reno-Susaville railroad  
Mar. 13, 1873, 3:1 (R.C.) - Has sold Clark's Station to W.E.  
Biddleman who owns adjoining land  
in Storey County; Clark will go to  
Pennsylvania for a time and then  
possibly return to Washoe County  
May 10, 1873, 2:1 (NSJ) - Off for the eastern and southern  
states; will be gone six months

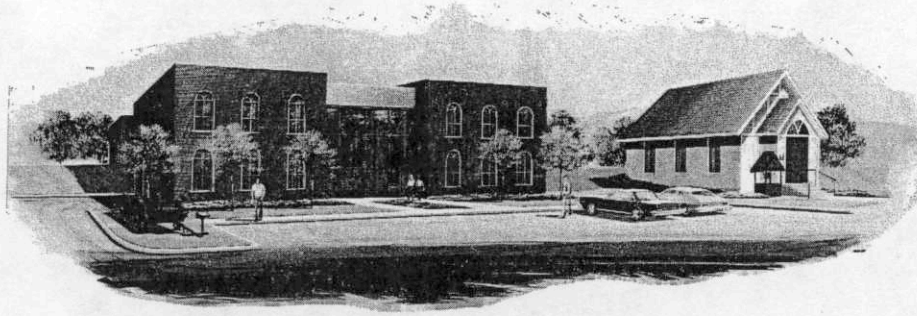
CLARK, JAMES

Card #4

Oct. 1, 1873, 3:3 (NSJ) - Member of Washoe Co. Grand Jury for  
upcoming term  
Feb. 25, 1874, 3:1 (NSJ) - Now associated with William  
Chamberlain in his restaurant at  
Elko  
May 13, 1874, 3:2 (NSJ) - Marries Mrs. R.A. Fowler of San Jose  
at Soquel, Calif., May 8  
Sept. 4, 1875, 3:4 (NSJ) - Running a restaurant at Elko; eating  
place for railroad passengers there  
Mar. 1, 1876, 3:3 (NSJ) - Running the Depot Hotel at Elko;  
good operation, food etc

(These are entries from our  
Territorial Enterprise newspaper index)





## North Central Nevada Historical Society Humboldt Museum

11 March 2005

James Barkley  
3073 N Main St., 200  
Walnut Creek, CA 94597

re: Humboldt House

Lassens Meadows got its name from a Danish pioneer, Peter Lassen, who was the first to establish a trail station for the immigrant wagons crossing northern Nevada to California in the 1850's. He was killed by the Bannock Indians in March, 1859.

With the advent of the railroad in the early 1860's, George Meacham acquired Lassens Meadows to build and operate a breakfast and supper station that would accomodate the Central Pacific passengers, calling the station 'Humboldt House.' The surroundings were attractive with a fountain and goldfish. Meacham with a man named Blakeslee owned the water rights in nearby Humboldt Canyon, using this water to raise alfalfa near the station which kept several milk cows and a garden. They also raised the meat they served.

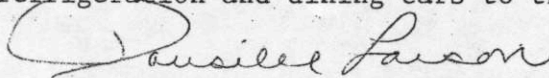
Meachams daughter, Ida, married Samuel H. Strobridge and they built a mansion in Lassens Meadows. Their 3 children would die in infancy, the youngest at 5 months of pnuemonia. In the fall of 1888, Samuel became seriously ill and was taken by special railroad car to San Francisco, hoping the change of climate might benefit him.

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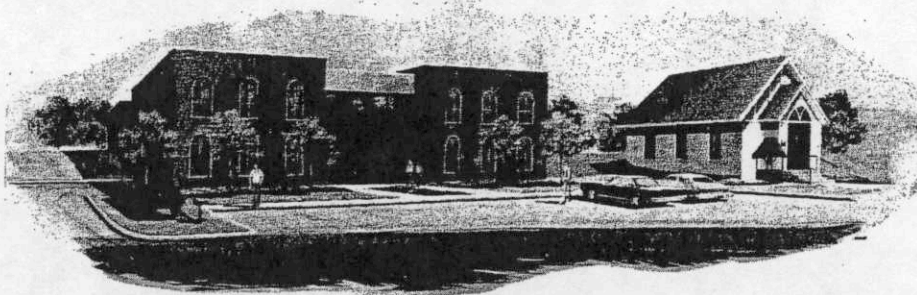
Strobridge who had been engaged in the stock business with Meacham was hopelessly ill. He died at Hayward, California, November 2, 1888, age 25 years. After Samuel died Mrs Strobridge continued to live in the vast old mansion and gained recognition as a writer. She published "Miners Mirage" in 1904; The Land of Purple Shadows in 1909 and "Loon of the Desert" in 1907.

With the construction of an irrigation project in 1932, sponsored by the federal government called Rye Patch Dam in lower Humboldt Valley to impound water for the region around Lovelock, the old mansion was torn down and disappeared forever.

Humboldt House seized to exist when the Central Pacific added refrigeration and dining cars to their trains.

  
Pansilee Larson, Director/Curator





## North Central Nevada Historical Society Humboldt Museum

23 March 2005

James Barkley  
3073 N Main Street, #200  
Walnut Creek, CA 94597

Dear Mr. Barkley,

Idah Strobbridges parents were George Washington Meacham and his wife, Phebe Craiger Meacham, who gave Idah and Samuel the 880 acres to build their house on the Humboldt River.

The house had six bedrooms, two bathrooms, a parlor, sitting room, dining room, kitchen, sewing room, storeroom, dressing room, two pantries, three halls and twelve closets. There was running water from a nearby well and a covered porch surrounded the house.

A workmans cottage, a servants house, barn, buggy house, icehouse, milk house, blacksmith and carpenter shop, and a laundry room were added to the property.

As many as 8000 head of cattle were corralled in fourteen miles of fencing, before thousands of cattle perished in the winter of 1889-90 in northern Nevada.

This information came from a newly 2005 publication that I recently acquired while at the authors tea in Reno. The book is titled "More Than Petticoats" about remarkable Nevada women by Jan Cleere.

The family information you have provided is greatly appreciated, as it relates to the railroad dominate role in this north central area and, because my grandfather was connected with the Central Pacific in its early role, stirred my interest.

Thank you so very much for providing this information for our file.

Sincerely,

Pansilee Larson



care, and she has shown her great nobility and strength of character by the manner in which she has met every embarrassment and difficulty and has won the esteem and respect of every citizen of Elko.

Mrs. Thorpe's maiden name was Margaret Randel, a daughter of John Randel, a native of Ireland. She was happily married to William Shaw, a native of England, and who was a contractor on the Southern Pacific Railroad when it was built through Nevada. Mrs. Shaw was with him at the time, and she has resided in Elko county ever since. Mr. Shaw was a reliable and successful business man, as well as a kind-hearted husband and father. He died in 1870 of pneumonia, leaving a good property in Elko county. Three children were born to Mr. and Mrs. Shaw, as follows: Edward, George and Katie, the last named now the wife of J. B. Hall, of Mountain City, Elko county, while the two sons are in New Zealand.

In 1872 Mrs. Shaw married Mr. John Thorpe, who is now deceased. He was born in Glasgow, Scotland, in 1831, and came to Nevada in 1869. He had been a seafaring man, and had sailed around the world and visited nearly every known clime. They settled on her property in Elko county and were engaged in stock-raising for some years at Lamoille. Mr. Thorpe unfortunately became a hard drinker, and finally Mrs. Thorpe was obliged to separate from him. She has throughout had the principal management of her property, and made a success at stock-raising. She has recently sold her ranch and retired from farming, residing at present in her pleasant home in Elko. She is a member of the Episcopal church, and entirely deserving of the esteem of her many friends.

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**JAMES CLARK**, is numbered among the old and representative pioneers of the "Silver" state, and for many years has made his home in Elko. He arrived in this commonwealth in September, 1862, but is a native of Pennsylvania, his birth occurring in Greenville on the 17th of October, 1826, and he is of English ancestry. His grandfather, William M. Clark, was born in the east, and his father, Robert Clark, claimed New York as the place of his nativity. Robert Clark married Miss Sally Reed, a native of Crawford county, Pennsylvania, and her family originally came from Ireland. Robert and Sally Clark continued to make their home in Pennsylvania until death, the latter departing this life in 1844, when forty years of age, while the former survived until 1884, dying in his eighty-third year. They were farming people, and were members of the United Presbyterian church. Nine children were born to this worthy old couple, four of whom are still living, but the subject of this sketch is the only representative of the family in Nevada.

James Clark is indebted to the public school system of Pennsylvania for the educational advantages which he was permitted to enjoy in his youth, and when twenty-four years of age, in 1850, he made the long and at that time dangerous journey to California by the isthmus route. After his arrival he mined for one day in Ione valley, Amador county, but this one day in the water proved a sufficient mining experience for the youth, and he then turned his attention to farming, renting land and following that occupation for



eleven years. He then made his way to Nevada, settling at what afterward became Clark's Station, below Reno, this having taken its name from him. There Mr. Clark acquired six hundred and fifty acres of land, on which he raised hay and potatoes for the Virginia City market, hauling his products to that city, and in this venture he met with success. He, however, invested his money in mining stock, from which he never realized any returns. For eleven years he made his home on his ranch at Clark's Station, and then visited his old home and relatives in the east and in California, returning thence to Nevada. On his return to Nevada he located in Elko, here purchasing a half interest in the Depot Hotel, a year later purchasing the remaining half, and he remained the proprietor of that hotel for about nineteen years. In 1884 he took in as a partner Mr. Henderson Green, and this partnership continued until 1893, at which time he became the proprietor of the Humboldt House. For the following five years Mr. Clark was the proprietor of the Humboldt House, on the expiration of which period he embarked in the meat business in Elko, thus continuing for three years. Since that time he has conducted the Commercial Hotel in this city, covering a period of two years, and under his management this has become the leading hotel in this section of the state.

In 1874 Mr. Clark was united in marriage to Mrs. Fowler, and this union was blessed with one daughter, Hattie A., who is now serving as her father's housekeeper. Mr. Clark gives his political support to Republican principles, and as the representative of that party was elected to the office of treasurer of Elko county, serving therein for a period of two terms, of four years each, and for four years he was also a county commissioner. In his fraternal relations he is a member of the Masonic order, having been made a Master Mason in Reno Lodge in 1875, and for twelve years served as treasurer of Elko Lodge No. 15, A. F. & A. M., being now one of its stewards. He is also a Royal Arch and commandery Mason, receiving the degrees in both these bodies in Eureka.

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Weekly Independent  
Elko, Nevada  
February 5, 1893

#### A P P R E C I A T E D

Uncle Jimmy Clark looked 20 years younger last night as he surveyed the people who gathered at the Depot Hotel to testify their appreciation of him. Nearly the entire population of Elko was on hand, together with a liberal contingent from Carlin, Deeth and Lamoille.

Dancing commenced at 8 o'clock and was kept up until 12 when the lights went out and Mr. Clark retired from the management of the hotel. Everybody had a good time and were unanimous in the wish that Mr. Clark and his lovely daughter, Hattie, would live many a prosperous year to enjoy the respect and confidence of the people among who they had lived so long.

May the choicest blessings of Providence attend them throughout their entire lives.

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#### BUSINESS CHANGE

John B. Abel has bought the interest of James Clark in the Depot Hotel, and Mr. Clark that of Henderson Green in the Humboldt House. The Depot Hotel, after the 1st of February will be managed by Green and Able, and Mr. Clark will remove to the Humboldt House and conduct that business.

Mr. Clark has been manager of the Depot Hotel for nearly 19 years and his genial face and pleasant smile will be sadly missed by the traveling people and the citizens of Elko. May prosperity go with him and may he live many more years to gladden the hearts of those who stop at the Eden of Nevada, the Humboldt House.

The Independent wishes the new firm of Green and Abel success in the management of the Depot Hotel and hopes that their coffers may be filled with many sheckels.

\*\*\*\* )( \*\*\*\*

Uncle Jimmy Clark wants to see everybody at the Depot Hotel tomorrow night.

John B. Able turned over the County Hospital to the new Steward, W. H. Armstrong, this morning and took charge of the Depot Hotel.

--- 0 ---



The Free Press

February 4, 1893

Green and Abel

The DEPOT HOTEL has changed hands. Johnny Able having purchased the interest of James Clark in the business.

The new firm will undoubtedly be as popular as the old one, both members of it have a host of friends in Elko. Everybody in this section know Johnny Abel and he and Henderson Green make a strong team. Both will be on deck at the hotel, to see to the wants of their guests. Drop in and see them.

TO LEAVE ELKO

Mr. James Clark, having disposed of his interest in the Depot Hotel to J. B. Abel, will leave Elko today for the Humboldt House, in Humboldt county, where he and his daughter, Hattie, will reside. Mr. Clark has purchased Mr. Green's interest in that property and takes charge today.

The departure of Mr. Clark and daughter will leave a vacancy in Elko society hard to be filled, and Uncle Jimmy and Miss Hattie will be greatly missed. Mr. Clark has been one of the old stand-bys of Elko; a good substantial citizen; a credit to the town and county; one of the kind that can always be found in the front ranks of enterprise. Elko loses and Humboldt gains a good citizen.

Tuesday night Mr. Clark gave a free dance at the Depot Hotel, and it has been a long time since Elko witnessed such a gathering. Everybody was on hand and the big dining room was jammed. Dancing was kept up until 12 o'clock, when all retired with praise and best wishes for the future prosperity of the host and his charming daughter.

May their line be cast in pleasant places.

February 11, 1893

A large crowd was at the depot Saturday morning to bid good-bye to Uncle Jimmy Clark and daughter Hattie.

Henderson Green purchased Mr. Clark's residence, back of the Depot Hotel and his family has taken possession.

March 25,

Uncle Jimmy Clark came up from Humboldt to attend the St. Patrick's dance. He is always on hand where anything good is going on.

April 15, 1893

The big cabinet of minerals and curios that used to occupy the space on the rear wall of the Depot Hotel bar-room was shipped to Uncle Jimmy Clark at Humboldt, last Wednesday, it being the personal property of Mr. Clark.

Some Suggestions. - This article has to do with what to do with the space in the Depot Hotel that was used for the mineral and curio cabinet of Jimmy Clark.

April 29,

The vacant space on the wall (Depot Hotel) is filled up. Chris (who?) furnished Green and Abel a fine oil painting of Lans Nightengill, State Controller of Nevada in early days. It just fills the space.



Elko Post  
May 4, 1878

### T H E   D E P O T   H O T E L

When Major Dennis was in Elko a few days ago he "Put up" at the Depot Hotel. In Thursday's issue of the Times-Review we find an item which reads as follows:

"One of the best kept houses in the State is the Depot Hotel in Elko. Mr. Clark, the proprietor, is an experienced hotel man, and has the happy faculty, so essential to a host, of making his guests feel perfectly at home in his house. The table is furnished with everything procurable in the market; the rooms are spacious, well furnished and neat; the attendants polite and obliging, and everything about the establishment is conducive to the comfort of the guest. While we wish him plenty of luck, we hope Mr. Clark will not get rich enough to retire from business while we contribute an integral portion of the traveling public."

June 15, 1878

-----Ex Vice President Schuyler Colfax has gone west on a lecturing tour. He took breakfast at the Depot Hotel in Elko last Tuesday. "The Life and Character of Abraham Lincoln" is the theme of his lecture.



Weekly Independent  
Elko, Nevada  
December 31, 1893

### A N O L D T R U N K

Mr. James Clark, of the Humboldt, is the owner of a <sup>trunk</sup>~~trunk~~ that has an interesting history.

In 1851 Mr. Clark purchased it from a Mexican war veteran who assured him that the trunk had been with him during all the times he was serving his country on the plains of Mexico.

When Mr. Clark left his home in Pennsylvania, forty-two years ago, to go to California, he put his possessions in this trunk and struck out by the way of Panama for the land of gold. He packed it across the Isthmus on a mule and rejoiced at its safe arrival at San Francisco. He took it with him to the mountains and it shared the vicissitudes of the early times of California.

In 1854, when Mr. Clark was living in Lone Valley, Amador county, California, engaged in raising vegetable, he had a presentiment one night that it would not be safe for him to sleep in his cabin as all his men were away in the mountains and Joaquin's bandits were prowling around that country. So he went to a neighbor's cabin and requested permission to sleep all night, which was freely given. The next morning when he went to his cabin, he found that one side of it had been torn out and that the bandits had carried off the trunk containing his clothes and trinkets and a gold watch. After a search he found the trunk across the creek from his cabin, with the bottom knocked out and all the valuables gone. Mr. Clark repaired the damage and congratulated himself that he was not at home when Joaquin's band paid his cabin that midnight visit.

The trunk, a small leather covered affair, is in almost as good condition today as when it's owner left home in Pennsylvania forty-two years ago to seek his fortunes in the land of gold.



DEPARTMENT OF CULTURAL AFFAIRS  
DIVISION OF MUSEUMS AND HISTORY  
**NEVADA HISTORICAL SOCIETY**

1650 N. Virginia Street  
Reno, NV 89503  
775/688-1190

September 23, 2005

James Barkley  
3073 N. Main St., Apt. 200  
Walnut Creek, CA 94597

Dear Jim,

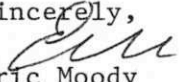
Thanks for the latest items you sent - I have included them in the Clark-Winkler file in the library.

I looked for what we have on Joseph M. Graham, the Central Pacific Railroad engineer/ surveyor who drove the first stake for the Reno townsite. All I could find were some newspaper articles. These documented his participation in laying out the town, but it doesn't appear that he ever took credit for naming the town - despite what Lawrence Hersh states in a photo caption in his book The Central Pacific Railroad Across Nevada. I don't know where Hersh got his information.

I have included copies of the Graham articles I located.

Hope all is well with you - and that one of these days you get over here to Reno.

Sincerely,

  
Eric Moody  
Curator of Manuscripts



# TON HOME SCENE OF PARTY

ON, Nev., June 26.—

Ms. Linford Riley entertained a dessert bridge party this afternoon. Prizes for high scores were won by Mrs. Edward McGowan. Mrs. John McGowan, Mrs. Ross received a consolation prize.

The guests were Messrs. Ford, Thomas Lever, George Ellis, Edward Rathbun, John Ross, John McGowan, Carina Peterson and Miss Ter.

Ald of the Baptist church held a party Thursday at the social hall of the church. The party marked the close of the year for the group.

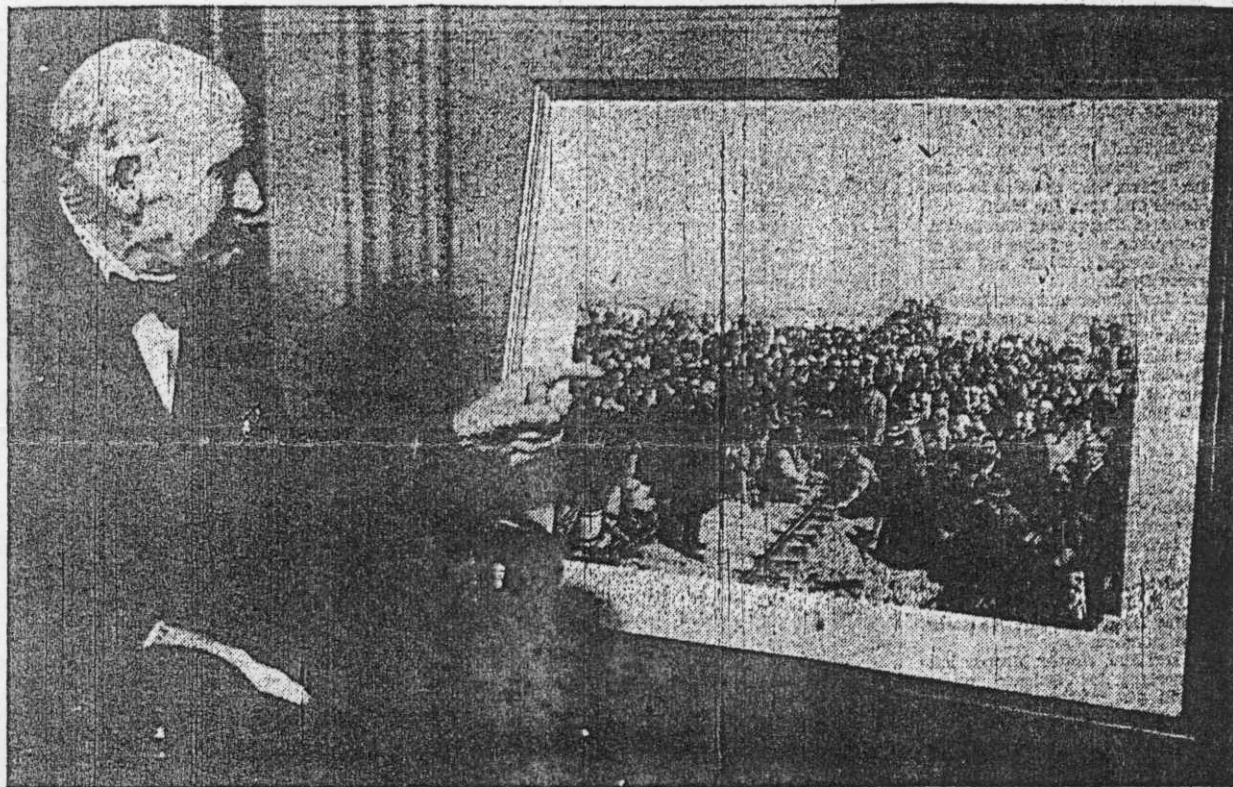
Refreshments were served at the party by a special

Committee left this week for Reno, where she has an appointment with company.

Mrs. John Barcellos and family leave Monday for Los Angeles, where they will spend several weeks with Mrs. Ter.

Mr. and Mrs. Mildred Gray will attend summer

## 'Daddy of Reno' Recalls Driving of Golden Spike



Joseph M. Graham, old-time railroad engineer, shown above, observed his ninety-fifth birthday in Berkeley, Calif., last month. Mr. Graham was not a locomotive engineer. He headed the surveying crews which mapped the route for the Central Pacific (now Southern Pacific) railroad from Sacramento to Promontory, Utah, during the '60s, and it was while he was engaged in this work that, on April 1, 1868, he drove the first stake, and plotted early streets and town lots in Reno townsite. Enjoying good health, Mr. Graham is shown above viewing the famous Hill painting "Driving the Golden Spike," depicting the historic ceremony at Promontory, Utah, May 10, 1869.



## in Dollars for Nevada y Federal Bill

may receive \$1,000,000 federal government for projects in this state legislation enacted by the congress or now or action at the next session to Senator Tasker. L. o arrived in Reno yesterday from the halls of con-

Oddie, who is a candidate son, said it was too early campaign plans but re- he intended to travel Nevada extensively be- mber.

taken offices in the post- dition here and will remain for several weeks to rest efforts in the senate. He ularly enthused over the had appropriation bills. ndergently road bill which ed by both houses and the president, appropri- 000,000 for highway con- in the United States will da about \$400,000 and the on bill will give this state 600,000," he said.

ills were poison to east- rs, republican and democ- and, particularly, to Hoover and other repub- lators," he said. "They be- could not provide employ- many men—that machines most of the work.

able to prove to them that provide employment to

## Carson City Notes

CARSON CITY, July 16.—Mrs. Frances W. Friedhoff, wife of State Senator George Friedhoff of Lyon county, today filed her declaration of candidacy in the office of the secretary of state for nomination as presidential elector on the democratic ticket. Mrs. Friedhoff, who several years ago held the office of national committee woman for her party, is well known throughout Nevada.

Mrs. L. Bonafous has returned to her home here following several weeks' visit in southern California with her daughter, Mrs. William Koskella of Sparks. They visited at Moro Bay, Los Angeles and Hollywood and were accompanied on their return by Mrs. Koskella's husband, who had been attending the encampment of the national guard at San Luis Obispo.

Funeral services for the late Arthur G. Meyers, will be held here tomorrow afternoon at 2 o'clock in the Eagles' hall. The services will be conducted by the Veterans of the Spanish-American War, assisted by Rev. M. J. Hersey.

Following a visit with Mr. and Mrs. George Pettlerew of this city, Mr. and Mrs. Donald Wallace and son left today for their home in Los Angeles. Mr. Wallace is the brother of Mrs. Pettlerew.

Governor Fred B. Balzar has accepted the invitation of the Lions club of Reno to make an address before that body at its luncheon Thursday. Attorney General Gray Mashburn, a member of the organization, will preside as toastmaster for the occasion.

## Man Who Aided In First Reno Survey Visitor

The man who assisted in the original surveys that gave Reno the status of a city returned to the scene of his early labors yesterday and was amazed to find a thriving and beautiful city where once stood a rambling dust desert town.

J. M. Graham, an old-time surveyor, returned to Reno with his two daughters and remarked on the growth of the city since he first drove a stake near the right-of-way of the Central Pacific railroad on April 1, 1868. Graham, now 90 years old, is still hale and hearty and expressed himself as greatly interested in the development of Reno.

A deal between M. C. Lake and the Central Pacific railroad was given as the reason for his employment here, Graham said. At the time he was moving his outfit east but was stopped by a messenger who said his services were wanted in laying out the new town along the railroad right-of-way. The following day the work of surveying the townsite started.

Graham's return to Reno was brought about by his desire to see Pyramid Lake. At the time he was doing the survey work here he said he never had an opportunity to go to the lake. Graham continued active in railroad work for many years after leaving Reno. He retired when he was 70 years old. He has been living with his daughters, Misses C. Louise Graham and Virginia Graham, in Berkeley.

## Community Brevities

Maurice Massey pleaded guilty to a charge of defrauding an innkeeper when he appeared in police court yesterday and was fined \$10 after he had paid the hotel bill.

Tax Free Churned Buttermilk Model Dairy, Inc.—Adv. 7y20-tr

E. R. Cline, charged with illegal possession of narcotics, pleaded guilty and was fined \$100 in police court yesterday.

George Cook was released on \$25 bail yesterday following his arrest on a charge of violating the city plumbing ordinance.

Joe Sallare was charged with violating the city building, plumbing and electrical ordinances in police court yesterday, and was fined \$15 on each count, paying \$45 total fine. He had been warned to stop working without first obtaining the necessary permits.

Forrest Bitler, an employee of the Sauer ranch in the valley, received a badly sprained knee yesterday when he fell from a load of hay.

George W. Smith yesterday filed his declaration of candidacy with E. H. Beemer, county clerk, as republican candidate for constable of Verdi.

Kenneth Powell, one of the directors at the Y. M. C. A., is spending his vacation at Zephyr Cove, Lake Tahoe. Powell is expected back at the "Y" the first of August to resume his duties as instructor.

RURAL MAIL WOMAN 29 YEARS

MONROE, Neb., July 25.—(UP)—

## Ex-Bodyguard of Vanderbilt He On Theft Charge

Captain George E. Kilmer, merly head of the Reno City Patrol service here and one Vanderbilt bodyguard, was arrested yesterday and held for suspicion of shoplifting.

He was nabbed by Special O. Shannon in Conant's store when he was seen with a can of postum and a can of sarsaparilla in his possession, which he was alleged to have stolen.

Captain Kilmer, organized manager of the Citizens' Patrol service here early last spring and the organization was employed by individuals to guard private homes and residential districts.

When the famous gum duel (empty guns) occurred between Nellius Vanderbilt, Jr., and Arrio, famous cartoonist, in Newlands Manor district, he was employed by Vanderbilt to provide his home on LaRue street with armed protection, to follow about everywhere he went and ready to protect Vanderbilt from "gunmen."

Six months in jail has been usual sentence meted out to lifters in Reno by Justice of Peace Seth W. Longabaugh.

## Oregonian Dies After Fasting Three Days

Violent pains following his meal in three days caused the Monday of James F. Holland following the fatal meal Holland



# Original Planning for City of Reno Is Described

## DAMAGE RE HIGH RT SHOWS

### Improvements Suggested Survey

The Lyons building fire at fire damage for 1945 would have been only the last year's total of

according to a report of Chief G. M. Twaddle and city council, it is estimated that fire damages for approximately \$125,000 a year.

Ons building fire alone, called \$80,000. Adjusted to the building was Chief Twaddle estimated \$100,000 in furnishings and

lower Alarms  
e year, the department  
718 alarms, 164 more  
The county pump an-  
alarms outside the city  
Sparks county pump

8 fires reported, causes  
se were discovered. The  
nt call received by the  
was to handle fires in  
burning brush, weeds  
out of hand. Firemen

While planning has become a major activity in Reno and Washoe county this year, with three commissions and a director at work, few people know that the first planning ever done here was started at the corner of Chestnut St. and Chestnut Place 78 years ago this spring.

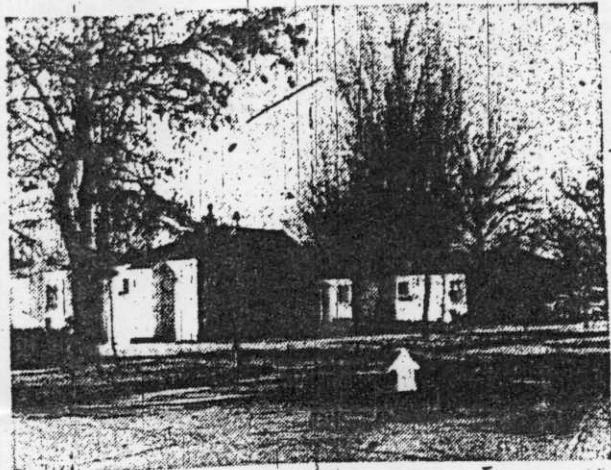
Probing into the past of planning, local historians this week revealed it was in 1868 that J. M. Graham, first resident engineer in Nevada, drove a stake at a place which is now the front yard of the Austin Court and began laying out the townsite of Reno. Today nothing marks that first beginning except a large cottonwood tree which stands on or very near the place the first stake was driven.

#### April Fool's Day

The initial step was taken on April Fool's Day, which made the engineer wonder if anything would come of the project, but subsequent events have proved it to have been a very good idea.

In 1915 Mr. Graham was living in Berkeley and came to Reno to see what had happened to the city he had started 47 years before. At that time, in telling about the beginning of things here, he said:

"I was an assistant engineer on the Central Pacific line, which was being constructed through Nevada in 1868. We were about to move camp from this location (meaning Reno) which, by the



The arrow in the above picture points to the spot, now the corner of Chestnut Street and Chestnut Place, where J. M. Graham drove his first stake when he began to lay out the townsite of Reno 78 years ago this spring.

way, was nothing but a barley field at that time.

#### Made Him Laugh

"I had gone on ahead up the Truckee Meadows, as we called it, when I was overtaken by a messenger with the request to come back and lay out a townsite here. That was on the first day of April, 1868, and I remember having a laugh at the time over the sug-

gestion of laying out a townsite on All Fool's Day.

"When I returned, I was greeted by M. C. Lake, who had deeded the land to Charles Crocker, and these gentlemen went into details with me regarding their proposed plans.

"There were a few cabins located in the vicinity, but in those days I could have bought all the land I wanted in this district,

which is now the center of Reno, for five dollars an acre.

"In 1872 the track department of the Central Pacific Co. was organized, and I was the first resident engineer in the state of Nevada. My territory was from Winnemucca on the east to Benicia and Vallejo on the west, and under my supervision were all the northern branches in existence at that time."

#### Stake Disappears

In 1915 when Mr. Graham made his visit, the only familiar faces he found here were those of R. L. Fulton and Frank Bell. The wooden stake, which he had left to mark the place he had begun to lay out the town, had long since vanished.

At that time the cottonwood tree was already there to take its place, but was situated in a chicken yard owned by L. De La Plaza whose address at that time was 321½ Chestnut Place.

Today there is not even a 321½ Chestnut Place. The Austin Court homes have their addresses on Chestnut St., and are situated on the west side of the street between Third and Fourth. Many changes have come to that particular piece of ground since the first stake was driven, but it was that particular spot in the barley field which Mr. Graham for some reason chose 78 years ago to begin the first planning for what is now the city of Reno.



7  
ORMSBY PK  
[5388 ft.]

DIADASE  
HTLS

Clark's Ranch

SPANISH PK  
[7403 ft.]

Herkshire Lane

reception station

Spanish Springs

Antelope Canyon

Wads  
(407)

4086 ft.

Clarks

4003 ft.







# Depot Hotel,



ELKO, NEVADA.

*Passenger Trains going West Stop 20 Minutes  
for Breakfast at 7:34 A. M.*

*Going East, Supper at 7:40 P. M.*

MEALS, \$1.00.

The House Contains FORTY ELEGANTLY Furnished Rooms.

*Board per Day, \$2.50.*

JAMES CLARK, Proprietor.

COFFEE AND LUNCH STAND

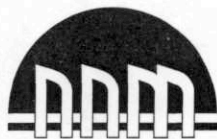
*Connected with the Hotel.*

CHAS. R. ALLEN, Coal Dealer, 118 & 120 Beale St. S. F.

MARRIAGE INSURANCE. The Universal Benevolent Association of Cal., for Unmarried Persons. Office, 142 Sixth St., S. F. Send Address for Particulars. Agents Wanted. READ ADV. PAGE 223.

MUSIC Sent by Mail, Post Paid, to any Address, on Receipt of Price. Frey's Music Store, 107 and 109 Post Street, S. F.





## NORTHEASTERN NEVADA MUSEUM

1515 Idaho Street Elko Nevada 89801 775.738.3418

November 3, 2006

Mr. James Barkely  
3073 N Main St Apt 200  
Walnut Creek, CA 94597-1925

RE: Directory Listing for James Clark

Dear Mr. Barkely;

Enclosed you will find a photocopy of the listing from the McKenney's Business Directory covering California, Nevada, Utah, Wyoming, Colorado and Nebraska in 1882. The book was published by H.S. Crocker & Co, Publishers, in San Francisco and Sacramento. The list address for the publisher is 208 and 210 J Street in Sacramento if you would like to do any further research on the book. Page 633 includes your Uncle James Clark's hotel listing. As for the other documents we discussed, I have to wait for the family who owns the book to bring it back in and I am not sure when that will be. I have sent you this in the mean time. Please let me know if you have any questions.

Sincerely,

Jacki Alexander  
Registrar



# BUILDING THE PACIFIC RAILWAY

THE CONSTRUCTION-STORY OF AMERICA'S FIRST IRON THOROUGHFARE BETWEEN THE MISSOURI RIVER AND CALIFORNIA, FROM THE INCEPTION OF THE GREAT IDEA TO THE DAY, MAY 10, 1869, WHEN THE UNION PACIFIC AND THE CENTRAL PACIFIC JOINED TRACKS AT PROMONTORY POINT, UTAH, TO FORM THE NATION'S TRANSCONTINENTAL

BY  
EDWIN L. SABIN.

WITH 22 ILLUSTRATIONS AND A MAP

What was it the engines said,  
Pilots touching—head to head,  
Facing on the single track,  
Half a world behind each back?

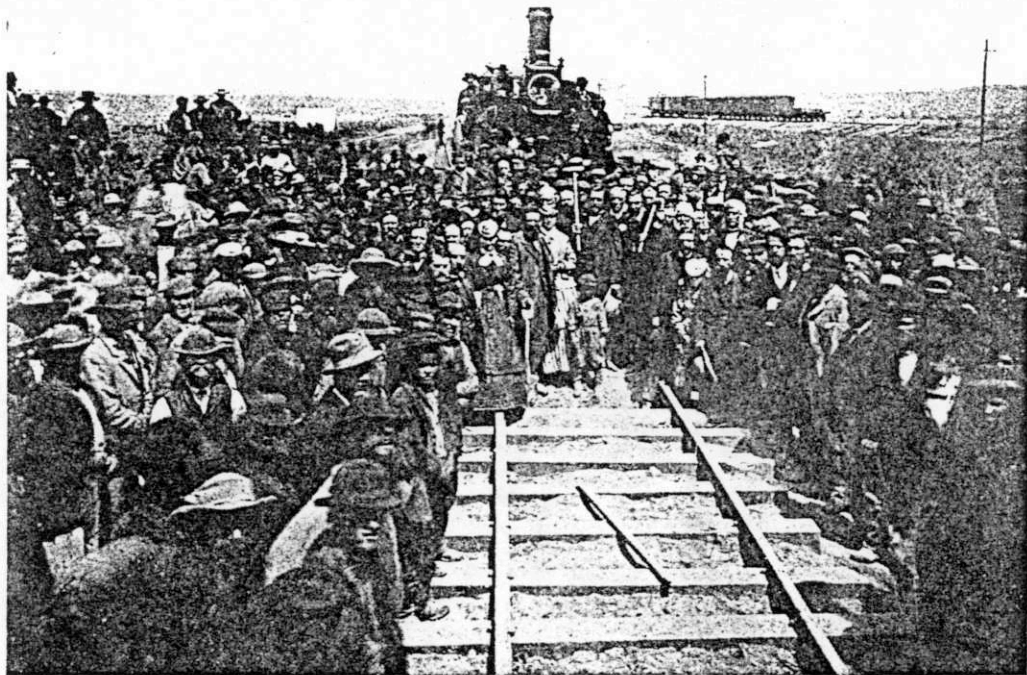
—BRET HARTE.



PHILADELPHIA AND LONDON  
J. B. LIPPINCOTT COMPANY

1919





#### THE FINAL ACT

Probably the best photograph extant of the gathering at Promontory Summit, May 10, 1869, where the golden spike was driven. In center, holding silver maul, Central President Stanford. On his left U. P. Consulting Engineer Silas Seymour (face); U. P. Vice-President Durant (with sledge), U. P. Director John Duff (white-haired), Chairman Sidney Dillon (with side-whiskers). In front of Duff, U. P. Chief Engineer Dodge; in front of the girl, C. P. Chief Engineer Montague. Right of Stanford, C. P. Construction Superintendent Strobbridge with spade. The two women are Mrs. Strobbridge and Mrs. Ryan. The boy, Sam Strobbridge. To right of Mrs. Ryan (fore) Rev. Mr. Todd (full face). Photograph by Courtesy of J. K. Knowland, Oakland "Tribune"



## BUILDING THE PACIFIC RAILWAY

They had toiled, not to this end but to this time, for the ending was only an incident in the race.

General Dodge and Edgar Mills, of Sacramento (son of the San Francisco banker, D. O. Mills), had been conferring together. The space to the south of the gap was kept open, the officials and guests of the occasion grouped themselves on either hand within it—the Heroine of the C. P. and Mrs. Ryan and the small children occupying a post of honor.

Received with craning of necks and admiring comments, Construction Superintendents Strobridge of the Central and Reed of the Union Pacific brought from the Stanford car the silver-plated laurel tie. The two rails followed—the Central rail proudly carried by a clean-frocked squad of Chinamen under their boss, H. H. Minkler, the U. P. rail carried by an Irish squad under Foreman Guilford. The cheers broke out afresh. A veteran recounter says that “we all yelled like to bust” throughout the program; the engines shrieked.<sup>4</sup>

Just before noon General Dodge, acting as spokesman while Mr. Mills conducted proceedings, lifted his hand for silence and introduced Doctor Todd.

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<sup>4</sup>A letter to the writer from another of the spectators relates that when the two rails were arrived, a voice called to Photographer Savage: “Now’s the time, Charlie! Take a shot.” The word “shoot” was all too familiar to the Mongolians out of sundry painful experiences. They “looked up, and saw the opening of the camera pointing their way”—and dropping the rail stampeded for cover, amidst the joyous shouts of the delighted crowd. It took considerable argument to get them back for the laying of their rail.

## THE FINISH

The telegraph instrument had been clicking the message east and west to impatient enquiries from various offices:

“To everybody. Keep quiet. When the last spike is driven at Promontory Point, we will say ‘Done.’ Don’t break the circuit, but watch for the signals of the blows of the hammer.”

The instrument clicked again:

“Almost ready. Hats off; prayer is being offered.”

This was bulletined at 2:27, eastern time, in Washington. By orders of James Gamble, head of the Western Union, all wires were cleared for Promontory news, which had the right of way. Consequently the bulletins flashed from the little deal table high in the Utah desert were read almost at the same moment by the crowd collected in front of the telegraph offices in the majority of the large cities the length and breadth of the continent.

At Promontory Doctor Todd had concluded, ere this, and the obligatory speeches were being delivered. By President Stanford, in part:

“The day is not far distant when three tracks will be found necessary to accommodate the commerce and travel which seek a transit across this continent. Freight will thus move only one way on each track, and at rates of speed that will answer the demands of cheapness and time. Cars and engines will be light or heavy, according to the speed required and the weight to be transported.”



## BUILDING THE PACIFIC RAILWAY

to relieve them. The rail gang was dripping with sweat, but worked with automatic precision.

At 1:30 o'clock six miles of track had been laid in six and one-quarter hours! It was almost incredible. The record had already been broken; the remaining four miles were a granted conclusion, and Crocker gave the signal to "lay off" for nooning. Here, at the six-mile stake, christened the station of Victory but later renamed Rozel, the Central experts might throw themselves down to rest and gasp. James Campbell, superintendent of the division, ran the camp train in and served dinner to the whole force of employes and guests, numbering some 5000. Congratulations were offered and accepted.

An hour's nooning was taken. At half-past two the Central squads lurched into their work for the finish. At seven o'clock, when the sun was setting behind Monument Point, in the near west, the ten miles of new track had been completed, with 1800 feet added for good measure.<sup>1</sup>

It was an achievement that has never been approached by modern methods even in the United States,

<sup>1</sup> A letter to the author from Mr. J. H. Strobridge, the construction superintendent (H. H. Minkler having been the track-laying boss), says: "That morning we laid six miles in six hours and fifteen minutes, and although we changed horses every two hours, we were laying up a sixty-six-foot grade, our horses tired and could not run; consequently it took practically the rest of the day to lay the remainder of the ten miles and 1800 feet." Mr. Strobridge refers to the iron-truck horses and supply-wagon teams, both of which were taxed to the utmost.

## THE FINISH

where big things along rapid construction lines are monthly accomplished, and where the World War flooded industry to the high-water mark of production. Perhaps there is something in the remark made by a leading railroad official at the recent Golden Spike semi-centennial in Ogden, that whereas man-power in the building fifty years ago was 100 per cent. efficient, these later days are depending upon mechanical means and causing a slackening to only 50 per cent.

At any rate, the ten miles were a man-size job, requiring sheer muscle and nerve combined. The eight men who carried the rails were named Mike Shay, Mike Kennedy, Mike Sullivan, Pat Joyce, Thomas Dailey, George Wyatt, Edward Killeen and Fred McNamara—Irish almost to a man, which was a cause of rejoicing by the Union "Paddies." Each squad of four lifted 560 pounds in each rail, these being Central thirty-foot rails, weighing fifty-six pounds to the yard. Accordingly in the ten miles, taking the Central's estimate of the rail tonnage, eighty-eight tons to the mile, the eight men handled, by physical strength, with only the hour's rest, upwards of 1,970,000 pounds dead weight.

The spike-droppers had distributed, by the reckoning, 52,000 pounds of spikes; the bolt-droppers had dropped 14,000 bolts and 28,000 nuts for the 3750 joint fastenings at seventeen pounds each.

The whole amount of iron moved, and some of it handled several times, aggregated in an excess of 2,000,000 pounds.



## SALMAGUNDI

The attention of the Masons is called to a notice elsewhere.

The dance advertised for tonight has been postponed until next Friday night. See the notice.

Courthouse, Highschool, and grammar School, souvenirs at Wintermantel's Jewelry Store.

The flag on the courthouse and Masonic Hall were at half-mast today as a tribute of respect to the memory of Mr. James Clark.

For Sale—A lot of fine posts and several cords of good wood. Will be delivered in quantities to suit. Inquire of George M. Clayton Elko Nevada.

Dean Harrison, jeweler and optician, has moved one door east of the drugstore, where he will be glad to see all wanting work in his line.

We have devoted considerable space today to the memory of our friend, Mr. James Clark. Several years ago we promised him that when he passed away, we would publish a sketch of his life. That promise is partly fulfilled in this issue.

Instead of improving as the days pass by, the weather gets worse and worse. This is a regular winter day and the outlook does not give much hope for improvement tomorrow. April weather in Nevada is as perverse as a Missouri mule.

Judge Ducker finished his court work this forenoon and left for his home at Winnemucca. He overruled the motion to set aside the default in the case of Mrs. Skaggs against W. E. Bridgeman. The case against Mrs. Gareant will come up again on June 3rd. Judge Ducker honored this office with a call this forenoon.

The force with which the Titanic struck the iceberg is estimated as an army engineer to be as great as the simultaneous fire of thirty 12-inch projectiles or the concentrated fire of three such Dreadnaughts as the Florida. The force of ten 12-inch guns such as the Florida carries is supposed to be sufficient to put any battle ship out of business if the broadside should strike simultaneously. The force of the Titanic striking the iceberg must have been equivalent to her being struck by thirty such projectiles.

## 1595 LOST ON TITANIC

Reno, Nevada, April 19, 1912. Special to Independent.

Elko Independent.

The Carpathia reached New York dock last night at 2 o'clock. Total perished 1595, total saved

## MR. JAMES CLARK

About 5:30 this (Friday) morning, while his nurse was taking a needed rest, Mr. James Clark, a pioneer of the Pacific Coast and one of Elko county's most respected citizens, passed from a peaceful sleep into the sleep eternal. He had been confined to the house for a week or so and to his bed for several days. While the end was not unexpected, yet when it became known that he had passed away there was a universal expression of sorrow from our citizens. He had no particular disease and his death was due to old age.

From a letter enclosed in an envelope addressed to the writer, we take the following brief history. It was dictated by the deceased:

"I was born October 17, 1826, two miles north of Greenville, Pennsylvania. On December 17, 1851 in company with A. Sheakley and Jake Rittenhanner and his sister, Mrs. Woodworth, I struck out for the gold fields of California by way of the Isthmus, going up the Chagres river 75 miles in skiffs loaded with 900 passengers, and propelled by natives to Gorgona, thence by mule train 28 miles to Panama and landing in San Francisco on the 4th day of March 1852. On the 6th day of March, I arrived in Sacramento, just in time for the spring flood, the water being from four to five feet all over the city. After living in the second story of a hotel for 30 days, I struck out for lone valley, where I followed ranching until September 1862; then I came to the Little Truckee Meadows, 20 miles east of Reno, where I followed ranching and keeping stage station until 1873, coming from there to Elko. I arrived here on February 23, 1874, and I now find only three or four men in Elko that were here when I came, and only one man older than myself, Judge Morgan.

While I was crossing the Sierra Nevada on the 27th of September 1862, the first thought telegram from the seat of war passed over the mountains. We used to have an election precinct at Little Meadows, but what is now known as Clark's, where there were nine votes cast every one for Abraham Lincoln. For several years after I reached California, it took thirteen weeks for me to send a letter back home and get an answer."

The history of Mr. Clark's life in Elko county was an open book. For many years he conducted the old Depot Hotel and the Railroad House at Humboldt. After a few years at the latter place, he returned to Elko and made this his

## GRAPHIC STORY OF ICE FIELD IN MID-OCEAN

A New York dispatch of the 17th says that Captain J. P. Barker of the Lorillard liner Cromar, which arrived in South Brooklyn a week ago from England has given the following graphic description of the ice field his vessel encountered during the last week in March which almost sent the ship to the bottom:

"It was on March 27 that we ran into the ice pack. For four hundred and fifty miles we could see nothing but ice. We were just in the position the Titanic was when she foundered. On all sides of us loomed the huge masses of ice.

Finally we were caught so that we could not move one way or the other and were compelled to drift with the ice floe. It was on March 31 that we eventually loosened ourselves. We turned due south into safer seas.

During the imprisonment among the icebergs, sixty plates on the port side were bent and more than two hundred rivets torn loose.

I have been among icebergs, but those I saw last month were the largest. Some were 200 feet high and looked like church steeples. Scattered all over them were carcasses of seals. A few of the bergs were so large that I am sure they must have been anchored to the bottom of the ocean.

Those bergs, however, which could be seen were not the ones we feared. It was those which were submerged. I believe that the Titanic must have collided with one of the submerged floes."

Captain Barker said that he thinks the Titanic disaster will compel ships to choose a more southerly course during this time of the year. Each year, Captain Barker says, the ice packs are becoming more numerous in the North Atlantic ocean.

serious condition, but was unable to be with him during the last days. She was informed this morning of Mr. Clark's death. To the daughter and sister, we extend the sincere sympathy of the entire community.

Mr. Clark was an honored member of the Masonic Order. He became a Mason in 1871 in Reno and in 1877 he joined Elko Lodge No. 15. The funeral services will be held in Masonic Hall Sunday afternoon at 3 o'clock. The remains will lie in state from 11 o'clock to the time of the funeral.

## ICE FOR FRENCH DRESSING

Ingredients Blend Better When Very Cold—Several Other Hints for the Cook.

## COW IMPRISONED IN DUG-OUT TWO WEEKS

Little resembling her former self but very much alive and able to walk, a cow belonging to George Gordon the blacksmith, which has been missing since All Fool's day and thought to have strayed away or died, was found last night in an old abandoned dug-out near the site of the old Gardner mill "Grandma" Gortz. In wandering around, the bovine stepped on the rotten wood and dirt roof of the dug-out and fell into the interior of the dirt domicile, the door of which had been nailed up.

How the cow managed to survive two weeks without anything to eat is a mystery. She, however, was afforded drink by the heavy snow about a week ago, a large quantity of "the beautiful" blowing into the hole the cow made in descending to the interior of the dug-out.

Mr. Gordon has been looking for the cow since she disappeared but never once thought of searching the interior of the old dug-outs in the vicinity of the site of the old mill. Getting entirely out of snow on which to quench her thirst, the bovine began to bawl last night. She was heard by "Grandma" Gortz, who, after investigation, summoned Mr. Gordon, who led the animal out of her prison.

While a little worse for looks, the cow is apparently in good health and will survive the ordeal. —Goldfield Tribune.

## SINGULAR ACCIDENT IN BUNKERHILL MINING SHAFT

Arthur McDonald, a well-known employe of the Giroux company, was the victim of a very peculiar accident Sunday and is being congratulated by his friends that he was fortunate to escape serious injury, says the Ely Expositor.

McDonald was at the station on one of the levels of the Bunker Hill shaft and stooped over the cross-bar to look down the shaft. The cage was descending but he was pre-occupied with what he had on his mind and failed to take note of its position before sticking his head out into the shaft. The cage happened to be just above the level he was on and an instant after he had leaned over the bar, the cage struck him on the back of the neck. He cannot tell just how it happened, but instead of his head being crushed or torn from his body, his head was forced down and his body was pulled over the bar. He landed in the bottom of the cage and was carried down to the level below. On making an examination



ago we promised him that when he passed away, we would publish a sketch of his life. That promise is partly fulfilled in this issue.

Instead of improving as the days pass by, the weather gets worse and worse. Till is a regular winter day and the outlook does not give much hope for improvement tomorrow. April weather in Nevada is as perverse as a Missouri mule.

Judge Ducker finished his court work this forenoon and left for his home at Winnemucca. He overruled the motion to set aside the default in the case of Mrs. Skaggs against W. E. Bridgeman. The case against Mrs. Garent will come up again on June 3rd. Judge Ducker honored this office with a call this forenoon.

The force with which the Titanic struck the iceberg is estimated

an army engineer to be as great as the simultaneous fire of thirty 12-inch projectiles or the concentrated fire of three such Dreadnaughts as the Florida. The force of ten 12-inch guns such as the Florida carries is supposed to be sufficient to put any battle ship out of business if the broadside should strike simultaneously. The force of the Titanic striking the iceberg must have been equivalent to her being struck by thirty such projectiles.

## 1595 LOST ON TITANIC

Reno, Nevada, April 19, 1912. Special to Independent.

Elko Independent.

The Carpathia reached New York dock last night at 2 o'clock. Total perished 1595; total saved passengers and crew 745. At the time of the accident the Titanic was racing to make a record. The list of prominent persons lost stands as previously reported. Every woman and child, except those who refused to leave, were saved. Mrs. Isador Strauss refused to leave her husband and both were drowned. The Titanic band played as the steamer sank.

Nevada State Journal.

## DIED

Clark—In Elko, Nevada, April 19, 1912, Mr. James Clark, a native of Pennsylvania, aged 85 years, 6 months and 2 days.

One Honest Rough Resort.

"Don't rough it too much on your summer vacation," said Dr. Phineas L. Raycroft, the hygienic expert of Des Moines. "See that you get plenty of baths and plenty of good food. Otherwise your vacation will be apt to do you harm."

"I once thought of spending my summer holidays in the Tennessee mountains. So I wrote to a mountaineer whose picturesque homestead had been highly recommended to me, and in the course of my letter I asked the man if there was a bath in his house."

"In reply he said:

"If you want a bath you had better take it before you come."

my sister, Mrs. Woodworth, I struck out for the gold fields of California by way of the Isthmus, going up the Chagres river 75 miles in skiffs loaded with 900 passengers, and propelled by natives to Gorgons; thence by mule train 28 miles to Panama and landing in San Francisco on the 4th day of March 1852. On the 6th day of March, I arrived in Sacramento, just in time for the spring flood, the water being from four to five feet all over the city. After living in the second story of a hotel for 30 days, I struck out for lone valley, where I followed ranching until September 1862; then I came to the Little Truckee Meadows, 20 miles east of Reno, where I followed ranching and keeping stage station until 1873, coming from there to Elko. I arrived here on February 23, 1874, and I now find only three or four men in Elko that were here when I came, and only one man older than myself, Judge Morgan.

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The history of Mr. Clark's life in Elko county was an open book. For many years he conducted the old Depot Hotel and the Railroad House at Humboldt. After a few years at the latter place, he returned to Elko and made this his home. His honesty and integrity were known by all men. They won him the confidence of the people and they elected him county treasurer. He quit this office with his record untarnished. In 1898, he was elected county commissioner for the long term. He was a candidate for short term commissionership in 1902 but was defeated. In 1904, he was again elected county commissioner. In his dealing, as an official or as a private citizen James Clark was absolutely honest.

Advancing age unfitted him for active duties during the later years of his life, but his energy and desire to do never abated. For several years, he took care of the old courthouse, but his strength was not equal to the work of caring for the new building and he was given the position of gardener. This position he held when his tired spirit left its worn out tenement for the blissful realms of the Great Beyond.

An only daughter, Miss Hattie of Elko, and a sister, Mrs. Mary McMichael of Topeka, Kansas, the last of a large family of brothers and sisters, survive him. Mrs. McMichael was informed by telegraph several days ago of her brother's

icebergs, sixty plates on the port side were bent and more than two hundred rivets torn loose.

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## ICE FOR FRENCH DRESSING

Ingredients Blend Better When Very Cold—Several Other Hints for the Cook.

Try making your French dressing in a bowl in which there is a piece or two of ice. Keeping the ingredients very cold insures a thick, rich, well-blended dressing.

The water in which a leg of mutton has been boiled is an excellent basis for an onion soup.

Broken eggs or the yolks of eggs will remain fresh several days if covered with cold water and kept in the refrigerator or some other cool place.

Do not leave meat wrapped in paper; not only will the meat be apt to taste of the paper, but the paper will also absorb the juices of the meat.

If fresh water fish is soaked in strong salt water after it is cleaned, and then dried, it will be tastier when cooked.

A delicious jelly is made of equal parts of quince and apples, says an exchange. Cook the fruit separately, for the quinces require longer cooking than the apples; when tender mix, cook for 15 minutes, strain and then proceed as with any other jelly.

When making a salad to be served with French dressing, take a small piece of toast and rub it well with a clove of garlic. Put this in the bottom of the bowl in which the salad is mixed. The toast may be left in the dish or taken out before serving the salad, according to the flavor of garlic desired.

The Ubiquitous Spender.

"He spends like a prince," his friends say. "He throws it around like a drunken sailor," says the others. After all, he gets rid of it. And you can pick your simile from any class of society you choose and still be about right.

the cow since she disappeared never-once thought of searching the interior of the old dug-out in the vicinity of the site of the mill. Getting entirely out of the on which to quench her thirst the bovine began to bawl night. She was heard by "Gemma" Gortz, who, after investigation, summoned Mr. Gordon, led the animal out of her pen. While a little worse for her health the cow is apparently in health and will survive the ordeal. —Goldfield Tribune.

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## ATTENTION MASTER MASON

There will be a special meeting of Elko Lodge No. 15, F. & A. M. at Masonic Hall Saturday evening at 7:30.

P. G. McWhinney, W. M.

## DANCE POSTPONED

Because of the death of Mr. James Clark the Pohob dance which was to have been given tonight has been postponed to next Friday, April 26th out of respect to the deceased. Tickets heretofore sold will be honored on that night.

George H. Anderson, Editor-in-chief.

The Grateful Heart.

Cultivate the thankful spirit. It will be to thee a perpetual blessing. There is, or ought to be, with us, no such thing as small mercies; all are great, because the least are undeserved. Indeed, a really thankful heart will extract motive for gratitude from everything, making the most even of scanty blessings.—Robertson.





James Clark







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SUBJECT

*Depot Hotel, Elko*

FILE NO.

*46-68 (NF1245)*







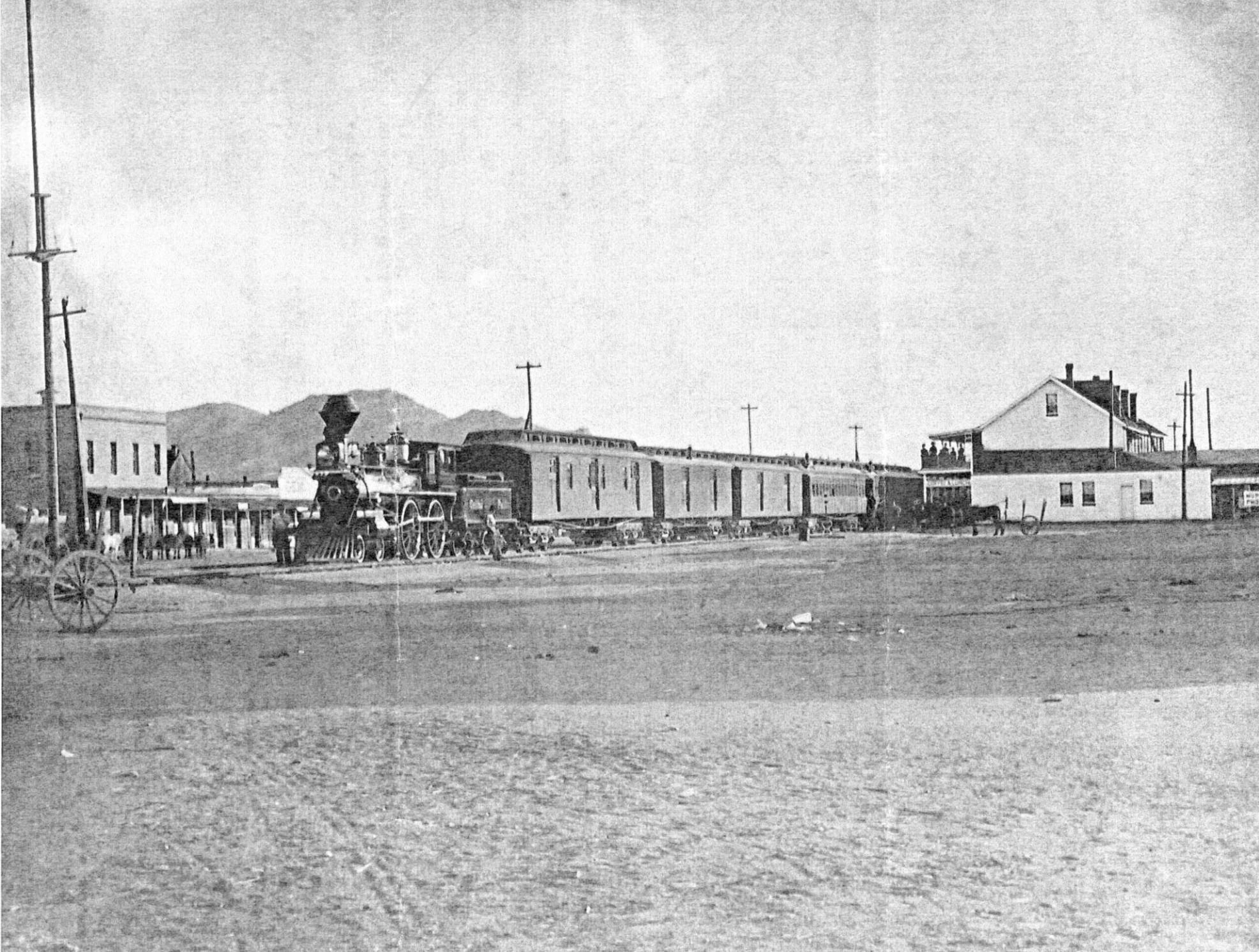
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SUBJECT DEPOT HOTEL-1976

FILE NO. 67-114 (MP 124514)







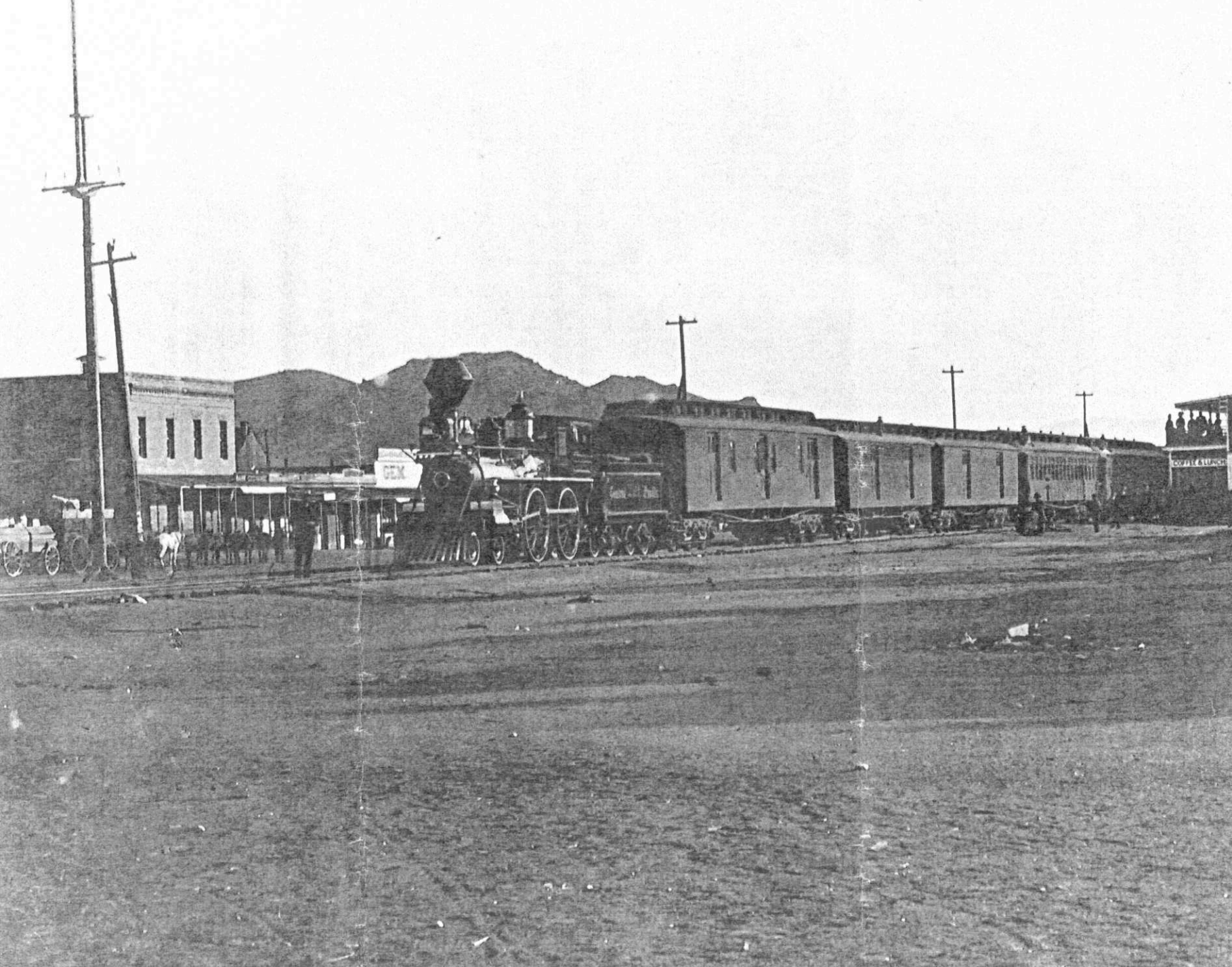
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SUBJECT *DEPOT HOTEL - R*  
*Elko, ~~St. Louis~~ CC RR*

FILE NO. *187-18 (NF 2040)*





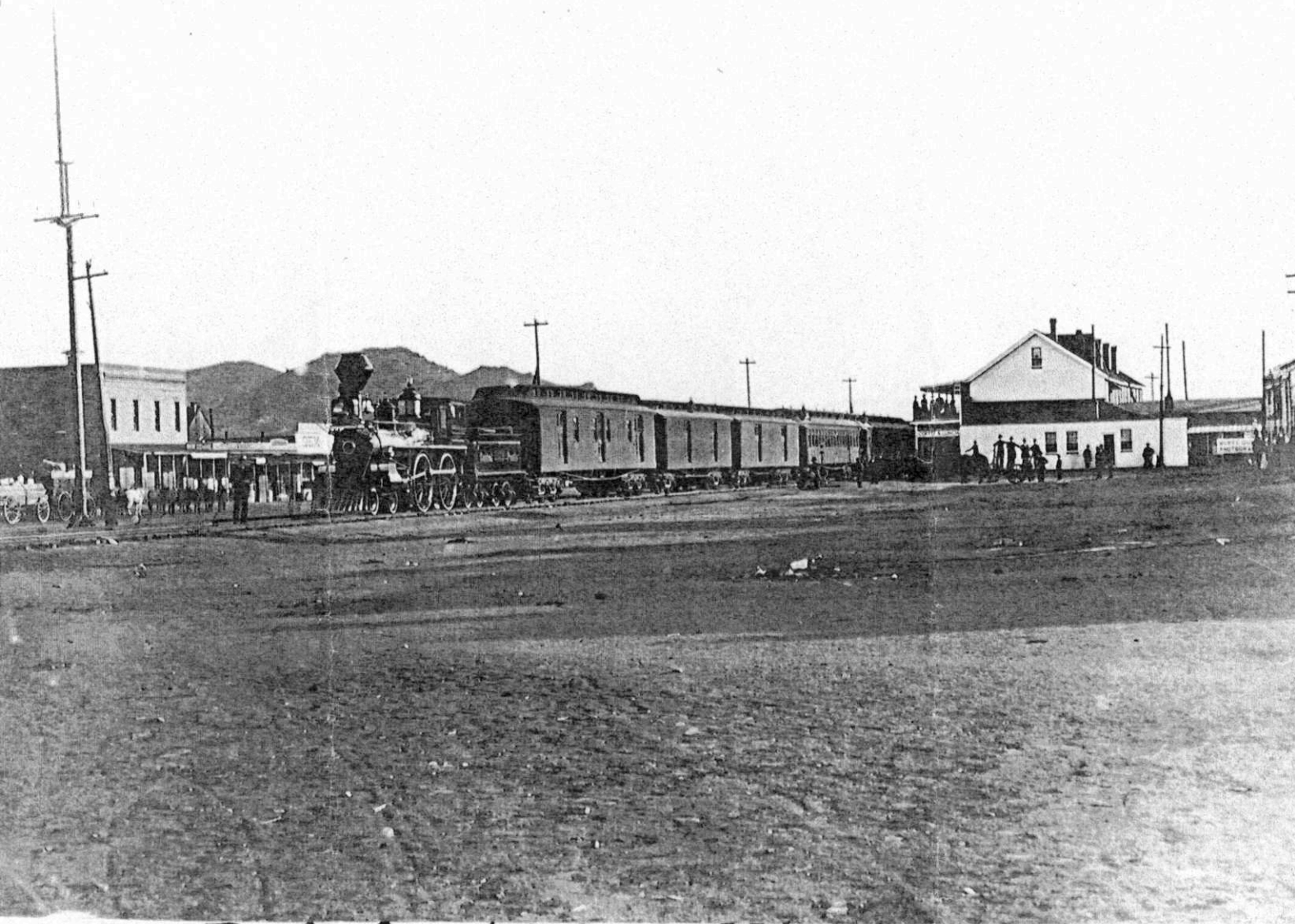


Depot Hotel, E1ko 1876

NSRM neg-1248

Print file 3048





*Dodge Hotel, Elko, Nev.*



Depot Hotel, Elko 1876

Central Pacific Passenger

N/SRM neg 1248

Print File 304X







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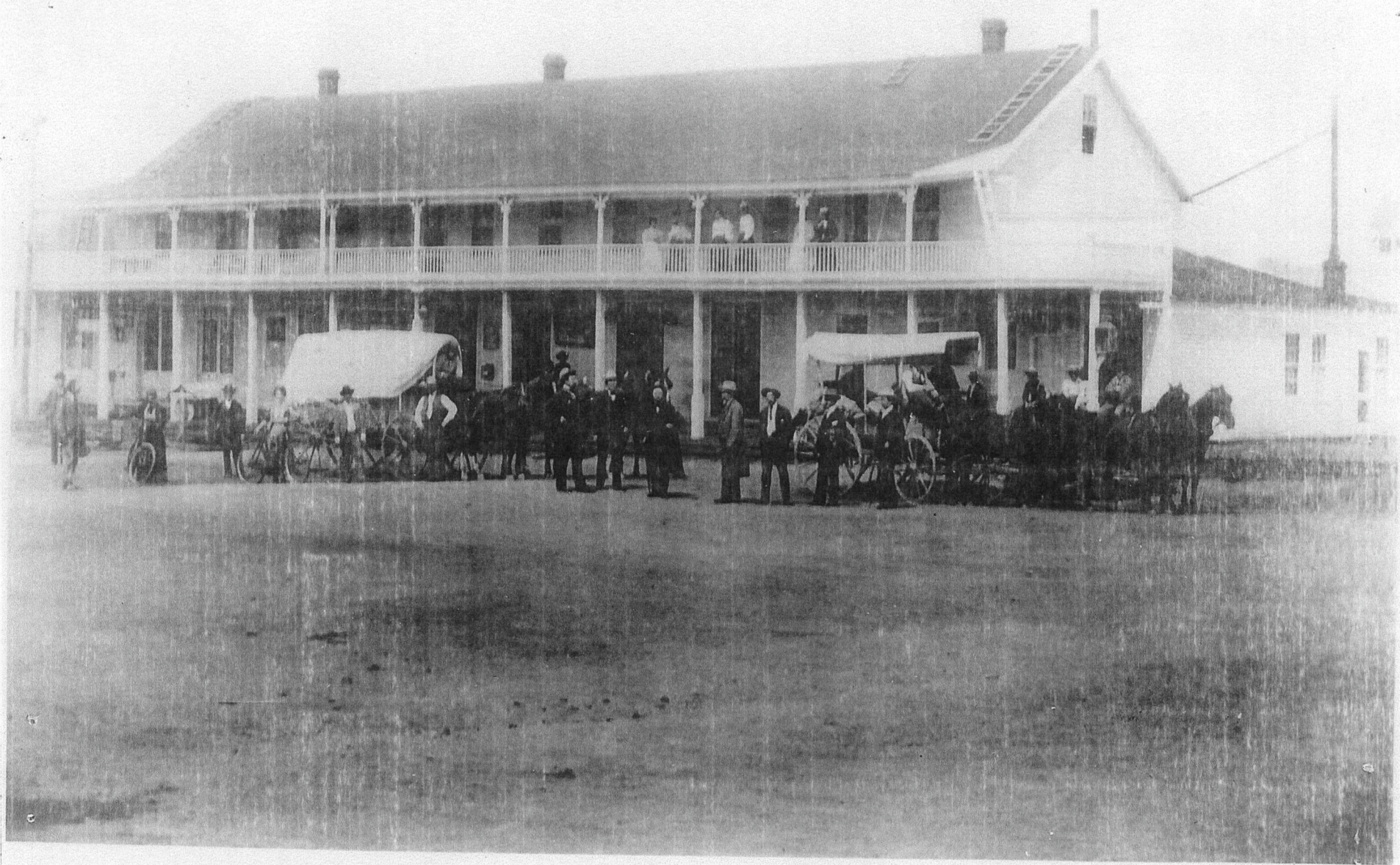
SUBJECT *STREET SCENES OF ELKO*

FILE NO. *67-115 (MP 1240)*



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Built 1868

Razed Dec. 1903



EFP Dec 12, 1903

Dec 5 missing

A small portion of the Depot Hotel was moved across the street for Mr. Mayer Sunday

EFP Dec 12, 1903

Knox Crane and H.M. Read (Reedd?) bought the brick portion of the Depot Hotel and are today taking it down by hand.

EFP Nov 28, 1903

Bill Graham and \_\_\_\_\_ Ghider are tearing down old Depot Hotel. Will get half the lumber agreed with Mayer

Elko Free Press Dec. 19, 03  
J.W. Puett put in an entire day loading a car with lumber, doors, windows out of the Depot Hotel. Will use materials adding to his buildings in Carlin.

Dec. 26

There is nothing left of the Depot Hotel except broken bricks. They will be gone in a day or two. Old lunch counter purchased and moved by E. Dotta to a lot near Henry Unger house.

Mar 28, 1903  
Depot Hotel must be removed from site July 1

June 27 Harry Dunn and Lew Bradley bought Comm Hotel from Mahoney. Mr. Clark continued to manage. Lease 18 more months.  
Oct 24 Mayer announced Depot Hotel furnishings to be auctioned off

Aug 29, 1904

Nev. St Herald Aug. 21, 1903

The housemover who was to come from Sacra failed to materialize and the Depot Hotel will occupy its present site awhile longer.

Free Press ~~XXXXXXXXXX~~  
Mar. 28, 1903

The Depot Hotel must be removed from its old site ~~the~~ by July 1.



*Sept. 1879, James Clark's ranch at Clark's Station, Nevada*

