



NEVADA

JANUARY/FEBRUARY 2018

MAGAZINE

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Cover Photo: Janis Knight

St. Mary's in the Mountains Catholic Church stands tall behind a snow-blanketed Virginia & Truckee Railroad Depot in Virginia City.

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M A G A Z I N E

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WEB EXTRAS

► During the apex of The Comstock era, **The Lincoln Union Club** served as an organizational body for African Americans living in northern Nevada. Riding the wave of optimism following the Union victory during the Civil War—along with the ratification of the 13th, 14th, and 15th Amendments—the club promoted political action in the state. But like many aspects of The Comstock boom, once the silver faded, so did the optimism. **By Eric Cachinero**



NEVADA HISTORICAL SOCIETY

► **Yesterday: The Big Bang Theory:** It was 18 years ago that the storied Mapes Hotel in Reno was razed, but it was not the first time one of Nevada's



famous properties bit the dust. In the May/June 2000 issue, *Nevada Magazine* publisher Rich Moreno looked back at some of the hotels—including the Mapes—that have been blown to bits, all in the name of progress.

FEATURED Instagram



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Look for this icon throughout 2018 to find the stories that celebrate Nevada's trains and railroads.

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And just like that, it's a new year. I don't generally make resolutions, but if I did, I think it would be something like "I will not let the new year sneak up on me again."

I actually did know 2018 was coming, but there's a small sense of denial for me as one year comes to a close and another beckons. It's the same feeling I sometimes have when I watch the sun set; for just a brief second, I wonder if I did everything I meant to do that day/year. I routinely set tasks for myself, and like many of us, it's a living, breathing list that never ends. Perhaps things appear to sneak up on me because I'm too busy paying attention to that never-ending list. Perhaps it's time to remember "Life is what happens when you're busy making other plans."

Nevada Magazine turns 82 this year; so do my mother and father, as a matter of fact. I feel pretty safe in saying that those 82 years likely flew by in the blink of an eye, so before another day goes by, I hereby plan to take each day for what it is and not waste time wondering if I did everything I needed to do. I will get outside and look around and discover what's right in front of me. That's easy to do here, luckily.

And I will look forward to 2019, and not be surprised when it knocks on my door.

HIGHLIGHTS IN THIS ISSUE

I mentioned last issue we were devoting space in all our 2018 issues to covering the iron horses that used to (and, in some cases, still do) roam the state. Our first look at the railroads in Nevada starts on page 22; Mark Bassett, president of Nevada Northern Railway, kicks the year off with a look at all the special events held out in Ely each year. If trains and vacation sound perfect to you, check out his story.

We have a lot of historical stories this issue, starting with a look at the rise and fall of Reno's Chinatown. Nevada would not be the state it is today without the hard work and culture of the Chinese pioneers; one story of their past can be found on page 30. More history follows on page 36, where the story of the Donovan Mill in Silver City is told. This Comstock mill has an international importance that few know.

All that history can make a body thirsty, so on page 42, we'll whet your whistle with a story about the 10 Torr Distilling & Brewing Co., Nevada's latest craft libation creator.

There's also a story about the history of trains in Nevada, and how important railroads were at the advent of our state. Take a look at our feature on page 70.

Welcome to 2018!

Megg Mueller, Managing Editor

mmueller@nevadamagazine.com

LETTERS



THEY'VE SEEN A THING OR TWO

You people have one of the best magazines in the market. My wife and I are outdoorsy people; we do an awful lot of camping and traveling. We've been

all over the 48 states, and have traveled internationally as well. It's a great, great magazine. — **Byron Calloway**, Henderson

ALTITUDE IS EVERYTHING

I very much enjoyed reading the rural airports article last month (November/December 2017). I've been



a private pilot for over 20 years and have visited many small rural airports throughout the western states. I agree that the continuing loss of GA airports is a problem. GA airports create jobs, generate revenue and attract businesses. According to the Airplane Owners and Pilots Association, every \$1 spent at local airports adds another \$2.50 to the local economy. Thanks for getting the word out. Look forward to receiving my next issue.

— **Del Nordby**, Santa Rosa, California

THE OTHER EAST

While reading the current issue (November/December 2017) of your fine magazine I noticed a glitch: on page 44, the item on Nevada minerals states that the Carlin Trend is east of Elko; please be advised that Carlin Trend is west of Elko.

— **Jerry Reynolds**, Elko

CORRECTION

In our November/December 2017 issue, we misidentified Pinball Hall of Fame owner Tim Arnold. Tim is pictured at the bottom of page 32, and not in the photo on page 31.

WE VALUE YOUR INPUT

Write to editor@nevadamagazine.com or via mail at 401 N. Carson St., Carson City, NV 89701. You can also comment on stories and read more letters at nevadamagazine.com. Letters and comments are subject to editing.

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MARK S. BASSETT EDAN STREKAL



Mark S. Bassett is the President of the Nevada Northern Railway National Historic Landmark in Ely Nevada. His lifelong fascination with railroads and history has taken him all over the western United States. He has explored historic railroading in Alaska, the Yukon Territory, California, New Mexico, and Colorado. He thinks the railroad history in Nevada is in a class by itself. ■ PGS. 22-29



Edan Strekal was born in Carson City and attended Carson High School before earning his Masters from the University of Nevada, Reno. He is an archivist in UNR Libraries' Special Collections and University Archives department where he's worked on the papers of many notable Nevadans including Paul Laxalt, Maya Miller, and William Raggio. He teaches core humanities at UNR and is a member of the City of Reno's Historical Resources Commission. ■ PGS. 30-35

LISA GAVON



Lisa Gavon lived in Silver City near Donovan Mill in the eighties. She writes for the "Record-Courier" based in Gardnerville. Once an urban installation artist, art instructor, and co-owner of Theatre for your Mother, she found homeschooling her two sons much more significant. She and photographer Tom Chargin lived at Thunder Mountain and have authored a book documenting the conceptual art-works created by Rolling Mountain Thunder. ■ PGS. 36-41

DALE BEESMER



Dale Beesmer is a 33-year resident of Reno, a longtime club secretary for the Reno Wheelmen, and past president of the Poedunks group that established the 45-mile hiking/biking trail network on Peavine Mountain in Reno. He enjoys exploring the history and geography of Nevada via hike, bike, and 4WD adventures. ■ PGS. 62-69

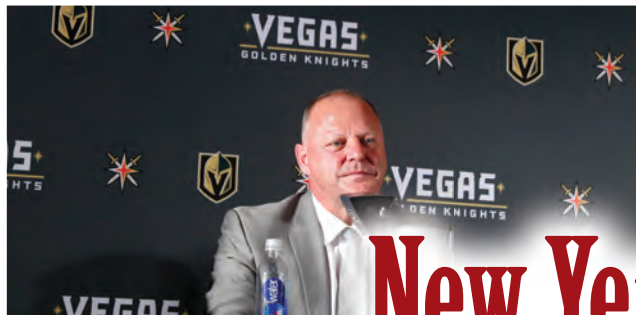
WENDELL HUFFMAN



Wendell Huffman is the curator of history at the Nevada State Railroad Museum in Carson City. He has graduate degrees in history of science and in library and information studies from the University of Oklahoma and special training from the Rare Book School at Columbia University. His particular interests are early trails, roads, and railroads across the Sierra and the Great Basin. ■ PGS. 70-79

To find out how to contribute, visit nevadamagazine.com/writer

KNOW YOUR NEVADA



New Year, New Adventures!



Another year has flown by and 2018 is now in full swing, and what a year it was! In December, Nevada welcomed the world by hosting the Governor's Global Tourism Summit at the Flamingo Hotel & Casino in Las Vegas. As Chair of the Nevada Commission on Tourism, it was an honor to be a part of an event that enabled us to explore travel trends, share ideas, and highlight some of the big things that happened here in 2017. To name just a few: we expanded our global reach to include China, broadened our State Parks program, approved \$1.65 million in grants to promote rural Nevada, and welcomed the inaugural game of our state's first major-league sports team, the Vegas Golden Knights.

People from all over the world poured into the Silver State in record numbers last year. McCarran International Airport soared to new heights, setting a monthly passenger record of 4.3 million in October 2017, which made it the busiest month in the airport's history. Meanwhile, Reno-Tahoe International Airport has seen more than two years of consecutive growth and boasts nine airlines, bringing in visitors from around the world to enjoy the beauty and adventure of northern Nevada.

I'm confident that as we embark on a new year, these numbers will continue to exceed our expectations, making 2018 our best year yet—and we're already off to a great start.

Many of the airlines serving our state have added more flights during these busy winter months, in anticipation of what could be another year of record snowfall. While any native could tell you about how much we have to offer in winter tourism, the rest of the world may finally be noticing. "U.S. News & World Report" recently included Lake Tahoe Nevada State Park on a list of 50

American Adventures in 50 States, citing the winter wonderland as a place to seek adventure through snowmobiling. For those looking for an excursion in Nevada's scenic north with a little less speed, the Borges family has been offering horse-drawn, narrated sleigh rides since 1967. In the quiet and serene setting of Lake Tahoe Nevada State Park, you and your family can delight in a ride through the picturesque pines. Of course, Nevada also serves as a hotspot for avid skiers and snowboarders. Indeed, even Las Vegas can escape to Lee Canyon and hit the slopes within an hour.

Nevada is incredibly diverse across varied landscapes and climates. There is truly something for everyone during any given time of year. What a treat for those of us who are lucky enough to call this state home. In 2018, I'm looking forward to seeing even more accomplishments and progress, as Nevada has only scratched the surface of our potential. Happy New Year!



Mark Hutchison
Lieutenant Governor
Chairman—Nevada
Commission on Tourism
ltgov.nv.gov



Up Front



PHOTOS: CHARLIE EKBURG

EVENTS

National Cowboy Poetry Gathering features Basques and Buckaroos



The 34th National Cowboy Poetry Gathering will be held Jan. 29-Feb. 3 in Elko. The 2018 event will honor contemporary culture and heritage of Basques and buckaroos in the Great Basin. Many Basques came to the American West to work on sheep and cattle ranches as herders and buckaroos. Today, many Basque families successfully own and operate their own ranches and carry rich stories of immigration and adaptation. Among Basque communities overseas and in the American West, traditions of music, improvised poetry, literature, dance, and food are flourishing.

Among the Basque traditions that will be presented at the gathering is bertsolaritza—an improvised poetic art form where two bertsolariak exchange poetic verses while trying to cleverly one-up each other. These verses are sung to melodies and created on the spot in response to a given theme. Workshops in traditional Basque cooking, dancing, musical instruments, and carving, and storytelling sessions from Basques and buckaroos who work ranches in the Great Basin will also be featured. A special exhibition at the Western Folklife Center will showcase the art, history, and contemporary culture of Basques in the American West.

Produced by the Western Folklife Center, the National Cowboy Poetry Gathering is the nation's original cowboy poetry and music festival.

nationalcowboypoetrygathering.org, 775-738-7508



Notable Nevadans

Buck Weaver is a native Nevadan who spent a few years in the spotlight with his 1963 TV show, "Buckaroo 500." The show has continued off and on through the years, and promoted positive values in children. Our Carrie Roussel recently talked with Buck from his home in Las Vegas.



BUCK WEAVER

Question: What is your connection to Nevada?

Buck Weaver: I was born and raised in Fallon. I went into the service and then came back and ran the Nevada Youth Ranch with my wife. We cared for 32 boys there, and I met Paul Laxalt there. He heard about the boys ranch and had two boys that needed help. They were boys from Carson City who had won the state basketball championship but got caught stealing hubcaps off cars. I arranged for the boys to work on the ranch bucking bales by hand.

We bought a little horse—a wild stallion—to do shows for the kids and picked up donations for the entertainment. Then I moved from the dairy farm in Fallon to Hollywood and took that little horse with me to do the TV show "Buckaroo 500." We ended up in San Jose on Channel 11 a few times a week, then I got a letter from New York saying they wanted to syndicate the show, and within six weeks, we were syndicated. The show was produced in San Jose and they had a ranch for all the horses. Pom Pom the horse was the main star. You can find a few videos by searching "Buckaroo 500" on YouTube.

After I moved to San Jose, my wife passed, and I decided to join my kids in Las Vegas. I've lived in Las Vegas since 1984.

Question: What's your favorite thing about Nevada?

Buck Weaver: I was born and raised here. There was a road named after the Weavers, and a Weaver in Fallon in every grade from 1-12 at one time. There's a good Veteran's Association. My wife lived here with me before she passed away and my sons live here.

Question: Tell us a little about yourself; what keeps you busy now?

Buck Weaver: I always wear western boots. I had to go to Canada recently and I flew all night to get to Toronto and then I couldn't take my boots off. I had to sit on the ground to get my boots off, so I had this idea for a boot jack. I called a friend and he built it for me. I ended up talking with the No. 2 guy at the Las Vegas airport, and three days later I got a call asking to see the boot jack. I'm working with the airport authority now to get them at the airport.

Question: If you could tell people just one thing about Nevada, what would it be?

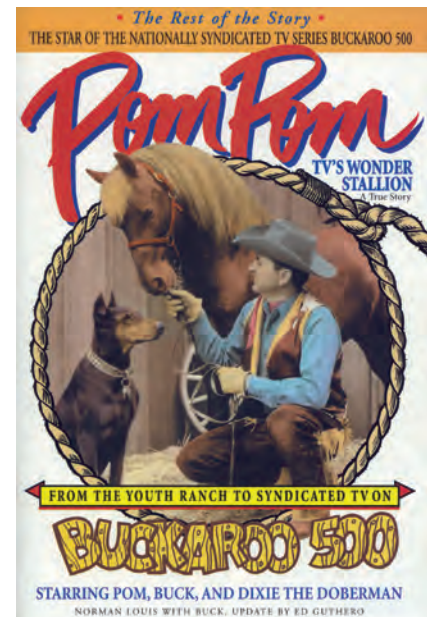
Buck Weaver: Nevada is a unique state. There's no place in the world like it in regards to eating and gambling.

Question: Do you have a favorite quote or motto, and if so why?

Buck Weaver: "God is Good." There are so many promises.

Question: Are there any Notable Nevadans who have influenced you?

Buck Weaver: Paul Laxalt. I got to know him, and his heart is brighter than gold.



UP FRONT



■ **Excalibur Hotel & Casino** is adding a 4-D experience and a special-effects theater. Three popular movies—"San Andreas," "Journey 2: The Mysterious Island," and "The LEGO Movie"—have been recreated in 15-minute films that offer immersive entertainment. excalibur.com, 800-937-7777

■ **Round Hill Pines Beach Resort** on Lake Tahoe's east shore will launch the 2018 summer season with the completion of a new dock and breakwater, restaurant, and beach pavilion. The family-friendly resort first opened in 1951. roundhillpinesresort.com, 775-588-3055

■ **"The Cocktail Cabaret,"** a vintage Vegas Broadway-Cabaret-style live music revue, is now open at Caesars Palace. It is an upbeat, stylish, musical cabaret-style revue reminiscent of vintage Vegas. thecocktailcabaret.com, 702-777-2782

■ **Vegans, Baby**—a website devoted to vegan life choices—has created the **"Las Vegas Vegan Food Guide 2018."** It includes information on the best vegan restaurants in Las Vegas, and is available on Kindle devices. vegansbaby.com

■ **Las Vegas Lights Football Club** has named José Luis Sánchez Solá as the club's first head coach entering its inaugural season in the United Soccer League. He will make history as the first head coach to hold that position with clubs in the 1st and 2nd divisions of professional soccer in both the U.S. and Mexico. lightsfc.com, 702-728-4625

■ The **Carson City International Film Weekend** on Feb. 15-17 consists of free film viewings followed by refreshments and informal discussion. All film viewings will be shown at the Carson City Community Center. visitcarsoncity.com, 775-687-7410

MUSEUMS

Battle Born Hall gets overhaul

Battle Born Hall, the museum exhibit inside the old Senate chambers on the second floor of the Nevada State Capitol, is closed for a major renovation. The new exhibit will also focus on the room and the Capitol building itself as the birthplace of Nevada's government.



GUY CLIFTON/TRAVELNEVADA

Battle Born Hall is located on the second floor of the Nevada Capitol.

by docents from the Nevada State Museum will continue, including on Saturday.

The exhibit is expected to open in fall 2018. nvculture.org, 775-687-7340

"We will be creating a new visitor experience," Peter Barton, administrator of the Division of Museums and History, says.

The Capitol building, which houses the offices of Gov. Brian Sandoval and other constitutional officers, will remain open during the construction and tours of the building conducted



CASINOS

Atlantis Casino Resort Spa tops environmental awards

Atlantis Casino Resort Spa has been chosen as the Nevada Hotel & Lodging Association's Sustainability Leading Company for 2017. This award recognizes a property that has developed a culture toward integrating environmental management practices that improve everyday operations while maintaining quality service. In order to lessen its carbon footprint, Atlantis installed new shower heads in every guest room, replaced all faucets, updated all incandescent light bulbs with LEDs property-wide, and reduced CO2 output by more than 22.8 tons, and much more.

The Atlantis is also the only building in northern Nevada to be assessed by the Green Building Initiative (GBI), resulting in its top rating—the prestigious Four Green Globes certification.

The Four Green Globes certification indicates a score of 85-100 percent, proving that a property demonstrates national leadership and excellence in the practice of water, energy, and environmental efficiency. atlantiscasino.com, 775-825-4700





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UP FRONT



■ The **Las Vegas Monorail Company** announced a new partnership with Lyft to allow economical transport from The Strip to other destinations around Las Vegas. Anyone who purchases a full-price, unlimited-ride pass on the Monorail will receive \$5 off Lyft rides issued through a special code. lvmonorail.com, 702-699-8200

■ Summerlin has the first location of Sam Fox's wildly popular Italian restaurant, **North Italia**. The modern Italian restaurant offers dishes handmade from scratch daily. North Italia has 11 other locations in the U.S. northitaliarestaurant.com, 702-507-0927

■ Las Vegas' first mermaid school, **Aquamermaid**, is now open. The swimming school teaches kids and adults how to swim with a mermaid tail. Aquamermaid offers kids birthday parties and bachelorette parties. aquamermaid.com, 866-279-2767

■ The **Lake Tahoe Visitors Authority** and the American Century Championship distributed \$51,000 in donations among 30 local organizations as a result of funds raised during the annual celebrity golf tournament. americancenturychampionship.com

■ Mesquite's **Virgin River Hotel** has introduced an all-new Chinese menu at the 24-hour River Café. The menu, created by culinary expert Chef John Lei, features the all-new Mandarin Pork Chop and Salt and Pepper Pork Chop dishes in a newly-updated and inviting atmosphere. mesquitegaming.com, 877-438-2929

■ **Rí Rá Las Vegas**, located in the Shoppes at Mandalay Place, now offers afternoon tea, featuring a traditional tea offering and an elevated take on afternoon tea. The two menus are offered daily from 11 a.m.-4 p.m. rira.com/las-vegas, 702-632-7111

EVENTS

Eagles & Ag turns sweet 16



DWAYNE HICKS



MERRY MULLER

Eagles & Agriculture, the Carson Valley's annual gathering of eagles and celebration of agriculture, will convene its 16th year when the annual event takes place Jan. 25-28. The event includes a welcome reception and photography exhibit, multiple tours of area wetlands,

raptor locations, ranches, and eagle locations, workshops, a the popular Falconers' Dinner, exhibits, and a raffle.

The annual event is put on by the Carson Valley Chamber of Commerce, University of Nevada, Reno Cooperative Extension, The Nature Conservancy, Lahonton Audubon Society, and Carson Valley ranchers. carsonvalleynv.org, 775-782-8144

FILM FESTIVAL

14th Annual Dam Short Film Festival gets VR



RYAN JERZ/TRAVELNEVADA

Boulder City's 14th Annual Dam Short Film Festival is adding an element of Virtual Reality (VR) to its 2018 program. With the consideration of technological advances within the movie industry, the festival's board wanted to broaden the experience. Adding VR experience and an additional music video series to the agenda this year, the Dam Short Film Festival has found a way to elevate its existing four days of fun and films.

The Dam Short Film Festival will run from Feb. 8-11 at the historic Boulder Theatre, which was built in 1933. The theatre is owned and operated by Desi Arnaz Jr. damshortfilm.org, 702-509-4326

BOULDER CITY

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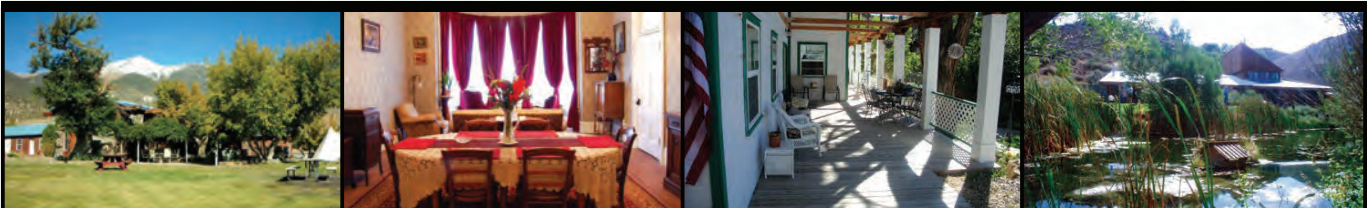
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UP FRONT



■ **The Saloon Crawl Season Pass** is on sale until Feb. 2. Five saloon crawls in Virginia City are available for \$90, which is \$85 cheaper than day-of prices. The crawls take place in February, March, May, June, and December and coincide with special events in the historic Comstock town. visitvirginiacitynv.com, 775-847-7500

■ **Piff the Magic Dragon's** enchanted costume case is now on display in the Flamingo Las Vegas lobby. The case features items from Piff's time on "America's Got Talent," including Heidi Klum's card from the Golden Buzzer round, Howie Mandel's \$20 bill for the final round, and a Mr. Piffles stuffed toy. piffthemagicdragon.com

■ **Jerry's Nugget Casino** has opened Contento Pizzeria and Bar. Crafting authentic Italian gourmet single-serving pizzas and authentic Italian cuisine, Contento Pizzeria and Bar includes an open concept dining room, lounge, and bar all dressed in classic décor. jerrysnugget.com, 702-399-3000

■ **Caesars Entertainment** has announced Nevada residents are now being charged to park at Caesars Palace, Paris Las Vegas, Bally's Las Vegas, The Cromwell, Flamingo Las Vegas, The LINQ Hotel & Casino and Harrah's Las Vegas. Parking is free at Rio All-Suite Hotel & Casino and for Total Rewards members rated Platinum and above. Parking at Miracle Mile Shops at Planet Hollywood Resort & Casino will also remain free, for the time being. caesars.com/parking

■ **Two Lake Tahoe ski resorts** plan to install a 2.46 mile base-to-base gondola to connect the two resorts. Squaw Valley and Alpine Meadows will open the ride for the 2019-2020 winter season. squawalpine.com, 800-403-0206

SPORTS

WNBA team comes to Las Vegas

On the heels of teams from the National Football League, National Hockey League, and United Soccer League announcing moves to Las Vegas, the Women's National Basketball



Association announces the San Antonio Stars will relocate to Nevada.

The San Antonio Stars were purchased by MGM Resorts International in October 2017, and Bill Laimbeer—former Detroit Pistons and New York Liberty coach—will be head coach and president of basketball operations. The Stars will begin playing in 2018 at the Mandalay Bay Events Center.

In other basketball news, Golden Nugget owner Tillman Fertitta has agreed to purchase the Houston Rockets for 2.2 billion. The team will stay in Texas. mgmresorts.com, 866-761-7111

RODEOS

Winnemucca hosts rodeo, cow dog trials, and wild horse racing



WT BRUCE

The 29th Annual Ranch Hand Rodeo in Winnemucca will be held Feb. 28–March 4 at the Winnemucca Events Complex. The rodeo is the largest of its kind in Ne-

vada, and 30 teams compete for bragging rights and prizes in saddle bronc riding, steer stopping, wild mugging, trailer loading, team roping, ranch doctoring, and team branding.

Cow dog trials are also held during the rodeo. Demonstrations of the agility and functionality of how these dogs move the cattle through timed obstacles is displayed. Wild horse racing will consist of three-man teams. ranchrodeonv.com, 775-623-5071



Hans Meyer-Kassel, *Carson Valley in Spring, 1932*, Pastel on board, 21 x 25 inches. Nevada Historical Society, Gift of H. William Brooks.

HANS MEYER-KASSEL

Artist of Nevada

→ February 24 through September 2, 2018

From the Ruby Mountains to Lake Tahoe, German-born artist Hans Meyer-Kassel (1872-1952) aimed to capture the scenic beauty of northern Nevada through his impressionistic paintings. For the first time ever, a comprehensive survey of this treasured artist's work will be on view.

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UP FRONT



■ The National Football League's **Raiders** have broken ground on their new football stadium in Las Vegas. In November, the team's owner, Mark Davis, joined Governor Brian Sandoval at the ceremony for the new \$1.9 billion stadium. The new venue is slated to open in 2020. nfl.com

■ The "Las Vegas Review-Journal" named **Tuscany Suites & Casino** as a winner in five Best of Las Vegas categories, including best beer selection, best coffee house, and best piano bar. tuscanylv.com, 702-893-8933

■ **The Animal Ark** outside of Reno will open for two Wild Winter Weekends. Jan. 13-14 and Feb. 17-18, the wildlife sanctuary will showcase their animals and their winter behavior. animalark.org, 1-775-970-3111

■ **The Orleans Hotel and Casino** in Las Vegas has opened the Medley Buffet. Drawing inspiration from the highly-acclaimed Medley Buffet at its sister, the Aliante Casino + Hotel + Spa, Medley Buffet at The Orleans boasts global flavors in eight distinct food kitchens. orleanscasino.com, 702-365-7111

■ Founding member of the rock group Styx **Dennis DeYoung** is performing at the South Point Hotel, Casino and Spa in Las Vegas, Feb. 23-24. He will perform the group's hits during his show. southpointcasino.com, 702-796-7111

■ **McCarran International Airport** reports October 2017 edged out July as the busiest month ever for people traffic at the nation's eighth-busiest airport, with 4.3 million arriving and departing passengers. mccarran.com, 702-261-5211

WILDLIFE

Bears returning to Great Basin



JON BECKMANN

A new study from the Wildlife Conservation Society (WCS), Nevada Department of Wildlife (NDOW), and the University of Nevada, Reno finds that conservation efforts have resulted in successful re-colonization of black bears into portions of the Great Basin in Nevada. The animals had been absent from these areas for more than 80 years.

Along with habitat regeneration, the successful re-colonization is thanks to conservation efforts conducted by WCS and NDOW in the last 20 years. These efforts included public education, investing in bear-proofing communities, reducing conflict rates between carnivores and people, and reduced human-caused deaths.

As a result, a once negative population growth rate for bears in urban areas has seen an average annual growth rate of 16 percent for more than a decade, and re-colonization of historic ranges in the mountains of the Great Basin ensued. Once extirpated from their former range, more than 500 black bears have now recolonized these areas. ndow.org, 775-688-1500

AUTOS

Speed record made on Nevada highway



STEVEN WADE/KOENIGSEGG

Swedish super-car maker Koenigsegg set a high-speed record for production cars in November on an 11-mile stretch of State Route 160, between Las Vegas and Pahrump.

The record for the highest speed achieved on a public road was set in a Koenigsegg Agera RS driven by factory driver Niklas Lilja. The car was recorded driving 284.5 mph. The record is for a single direction. The 1,360-horsepower sports car also set a new two-way average record speed, clocking in at 277.9 mph. The Nevada Department of Transportation issued a special permit for the record-setting attempt. koenigsegg.com



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NEVADA







MERRY MULLER

Pages 18-19:
Photographer Anders Sorensen captured this shot looking toward a snowy Mummy Mountain in southern Nevada, with Mount Charleston visible in the background. "The picture was taken in between two snow storms, with a new storm coming in," he says. "Unlike most of southern Nevada, snow is not unusual on Mount Charleston."

Left: "This photo was taken in Genoa overlooking the Carson Valley after a big snow storm," says photographer Merry Muller. "I stopped to watch these ranchers out for a leisurely ride with their happy dog romping in the snow."

Below: "It was a brittle morning in the marshes of Stillwater when Mandy, my dad's Labrador retriever, emerged from fog and brush, oblivious to pogonip's icy daggers clinging to all things earthly," says photographer Scott Mortimore.



SCOTT MORTIMORE



JANIS KNIGHT

Above: "The Truckee River takes on a wonderland feel in a snowstorm," says photographer Janis Knight, who snapped this shot last January. "The usual sounds of the city are muffled and the rush of the water beating on the rocks is palpable. Rock Park offers a nice bend in the river and accessible paths, so I drove down there, expecting to be the only person crazy enough to be around. I never expected to see someone down there fishing in that weather!"



**FACEBOOK
GROUP CHOICE**

"I had my husband pull over just for this shot," says photographer Barb Swetzo Lund, who captured this shot of U.S. Route 50 near Austin. "We were on our way to Virginia City, and I looked to the side and saw this beautiful view."

Each issue, our Nevada Photographers Facebook group votes for their favorite photo out of three selected by Nevada Magazine staff.



JOIN OUR NEVADA PHOTOGRAPHERS FACEBOOK GROUP facebook.com/groups/nevadasnaps

BARB SWETZOF LUND



PLAN YOUR VACATION

Nevada Northern
Railway is a real trip.

BY MARK S. BASSETT

Nevada is home to many distinct opportunities, but there's one that sets itself apart from the other myriad reasons to visit. In the small eastern town of Ely, you can take a vacation back in time. The Nevada Northern Railway National Historic Landmark reveals what it was like to live in Nevada a century ago. The museum offers touchable history that can completely immerse you in the past. Time appears to have stopped at the museum; it's as if the workers went to lunch and never came back.

The Nevada Northern Railway is not your typical museum. Instead of relics behind glass or repainted equipment on static display, you can actually experience history. But be warned, the railroad is gritty. It's dirty. It smells of coal smoke, creosote, and sweat. It is the real McCoy.

BACK IN TIME







BE A PART OF HISTORY

If you've always wanted to put your hands on a piece of American history, the Hands on History program is just the ticket. This ultimate hands-on experience is the opportunity to be the engineer of a century-old steam locomotive. That's right; you can climb into the cab of a steam locomotive and operate it. You are in the engineer's seat where you'll receive instruction on controlling the iron horse.



RANDY RASCATI

Once the basics are under your belt, the moment comes for you to sound the whistle, put your hand on the throttle, and head up the mainline. You'll be going through two tunnels and climbing a 2 percent grade. At the top of the hill, the train is turned, and it's up to you to bring 100 tons of steam locomotive down the hill. You will likely learn a whole new appreciation for gravity. Most folks do this experience with just the locomotive, but if you want a bigger thrill, you can operate the locomotive while pulling a train.

If you're not ready to be the engineer, consider the Ride with the Engineer program. Sitting front and center in the locomotive cab with the engineer and fireman, you will see the railroad as very few visitors have. You will be able to see the track ahead, and watch the fireman shovel coal as the engineer controls the iron horse.

ANNUAL EVENTS

START THE YEAR OFF RIGHT

Speaking of fireworks, have you ever heard of fireworks being shot off of a moving train; being pulled by a steam locomotive; over a city? You probably haven't! Then you have never heard of the Fire and Ice Fireworks Express! On Jan. 13, we will once again head up the hill, but with a twist. On the way back down the hill our fireworks train is coupled on to our train, and then we head to Ely. Once clear of the tunnel, passengers are invited to the open-air car to watch the first fireworks explode over the train and downtown Ely. The fireworks are shot in a natural amphitheater, where the sound is incredible, and the light is reflected off the canyon walls.

LOVE THOSE PHOTOS

During two weekends in February, the Winter Steam Photo Shoot Spectacular happens. The photo shoots are a world-class photographic opportunity. You'll be able to



photograph steam locomotives pulling vintage freight and passenger cars that are original to the railroad. Here, trains are still made up with wooden cars whose origins date back as far as 1872. The crews will be in period dress, adding to the experience. Strip the color out of the photo, add a little sepia toning, and you have proof that you traveled through time. This year's events are Feb. 9-11, and Feb. 16-18.

IT'S WARMING UP

Starting in April and running into October, popular excursion trains offer 90-minute trips. All trains depart from the East Ely Depot, as they have done for more than a century. Most of the trips head southwest, through two tunnels and up a mountain grade through Robinson Canyon, toward the Ruth Copper Mining District. Each trip is narrated to point out local sights and history.

If you're looking for a little something extra with your train ride, consider one of the themed train rides.

THINGS GET A LITTLE WILD

Back when things were a little wilder, every so often, trains would get held up by a band of outlaws. That very same thing happens on the Wild West Trains; join the ride for a wild-west adventure aboard a real century-old steam train. Yes, there will be cowboys, horses, and outlaws—so hold on to your wallet!

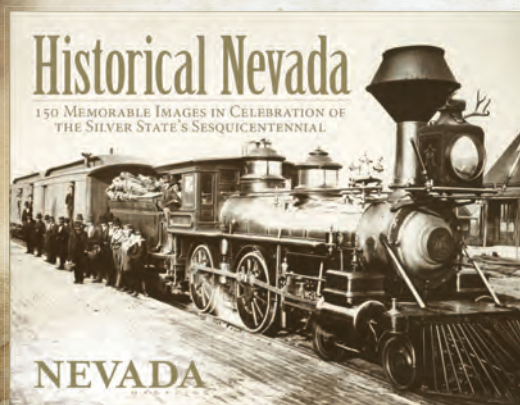


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The guided tour takes visitors inside the 1907 engineer house and machine shop

PONIES AND IRON HORSES

Experience the excitement of the 1860s, when young men risked their lives to deliver the mail on the Pony Express Limited train. Passengers receive a stamped, commemorative envelope that has been hand-cancelled by U.S. postal clerks in our Railway Post Office car. Once the train arrives at Keystone Station, witness a Pony Express hand-off staged by Ely's own Pony Express Riders. You can even have your envelope placed in the Pony Express rider's mochila (pouch) and have it delivered via Pony Express.

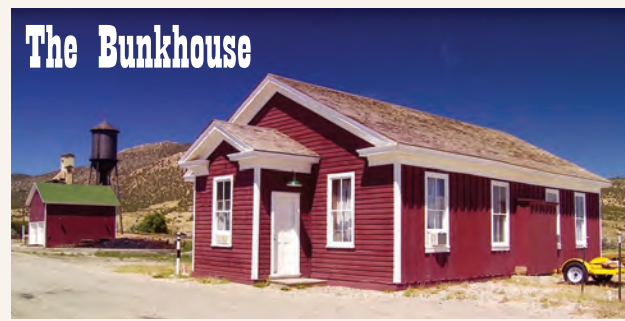
NO LIGHTS, PLEASE

The Dark Rangers from Great Basin National Park present Star Trains from May through September. These rangers know all about the night sky. Riders begin by heading up the mountains to watch the sun set, while the Dark Rangers give an overview of the evening's events. Once the train arrives at a temporary observatory, passengers get to view the heavens through the ranger's telescopes. Thanks to the area's famous dark skies, it will appear you can reach out and touch the heavens.





Caboose #22



The Bunkhouse

Sleeping in the Yard

So you've spent the day railroading; now it's time to find some lodging. Well you don't have to look far because there are two overnight options at the historic East Ely rail yard. The caboose and the bunkhouse are ready for visitors.

Caboose #22 was the last caboose delivered to the railroad more than 60 years ago. Imagine ending the day by watching the sun go down from the caboose's cupola. Now, many have seen an old caboose transformed into a cute little bed-and-breakfast inn, but this is not one of those. Caboose #22 is still on the active roster and could be called out at any moment.

The caboose is clean and sturdy, but creature comforts are just single beds, clean linens, and blankets. There is no electricity, no heat, no air conditioning, and no running water in the caboose. Your shower and restrooms are located in the nearby bunkhouse. Remember: This is how it was a century ago.

To entice workers, the railroad provided living quarters in bunkhouses. Today, the tradition continues with the recently restored bunkhouse. Built in 1906, it's in the middle of the rail yard, and is used by railroad volunteers and interns. Now the public can stay there, too.

Four rooms with either a queen-size bed or two twin beds come with electricity, water, heat, two shared restrooms with showers, a kitchen, and sitting area.

As the "Big Bang Theory's" Dr. Sheldon Cooper says about the experience, "You spend the night in the caboose! But it has no bathroom, or you can spend the night in the bunkhouse but it's not a caboose!"





MORE BIG BANGS

Summer excitement reaches its peak with the 4th of July Fireworks Express. Similar to the New Year's event, the train stops at the perfect viewing location to see Ely's fireworks display. Riders can watch from the train, or bring lawn chairs for a unique, fun way to celebrate Independence Day.



One of the grisly scenes along the Haunted Ghost Train tour.

RANDY RASCATI

SPOOKY RIDES

As summer winds down, the nights get cooler and strange things start happening at the railroad with the Haunted Ghost Trains. Prepare yourself for a scary trip as we dare to send our train up the hill. Ghost stories come alive, with zombies, ghosts, ghouls, aliens, and maybe even Big Foot; you never know what you'll see around the next bend. Costumes are encouraged unless you're just naturally scary.

HO, HO, HO

Finally, plan your end-of-the-year trip so you can ride The Polar Express. This is the most magical train of the year, as attendees head to the North Pole to visit with Santa Claus. Along the way, guests are served hot chocolate and cookies, and read the story of "The Polar Express." And if you believe, Santa has a special gift for you!

All trains have a restroom and wheelchair accessibility, plus snacks and beverages are available for purchase. There is the choice of coach or open-air seating, and guests are free to roam between the two.

Tickets come with a complementary tour of the engine house and machine shop. If you get there early, you may witness the crew firing up a steam locomotive. As one young visitor said, "It's like watching a sleeping dragon wake up!"

The Nevada Northern Railway is a very special place. William L. Withum, curator emeritus, History of Technology and Transportation at the Smithsonian Institution, stated, "Among all railroad historic sites anywhere in North America, the Nevada Northern Railway complex at East Ely is no question in my view, the most complete, most authentic, and best cared-for, bar none. It's a living American treasure and a stand-out one."

So plan your vacation back in time at the Nevada Northern Railway, just remember, when you get here, be sure to turn your watch back a century. ▀



PHOTOS: LORI DREW

GET TO PLANNIN'

Nevada Northern Railway National Historic Landmark

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Ely, NV 89301

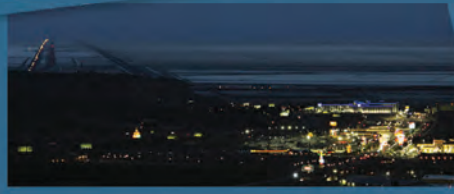
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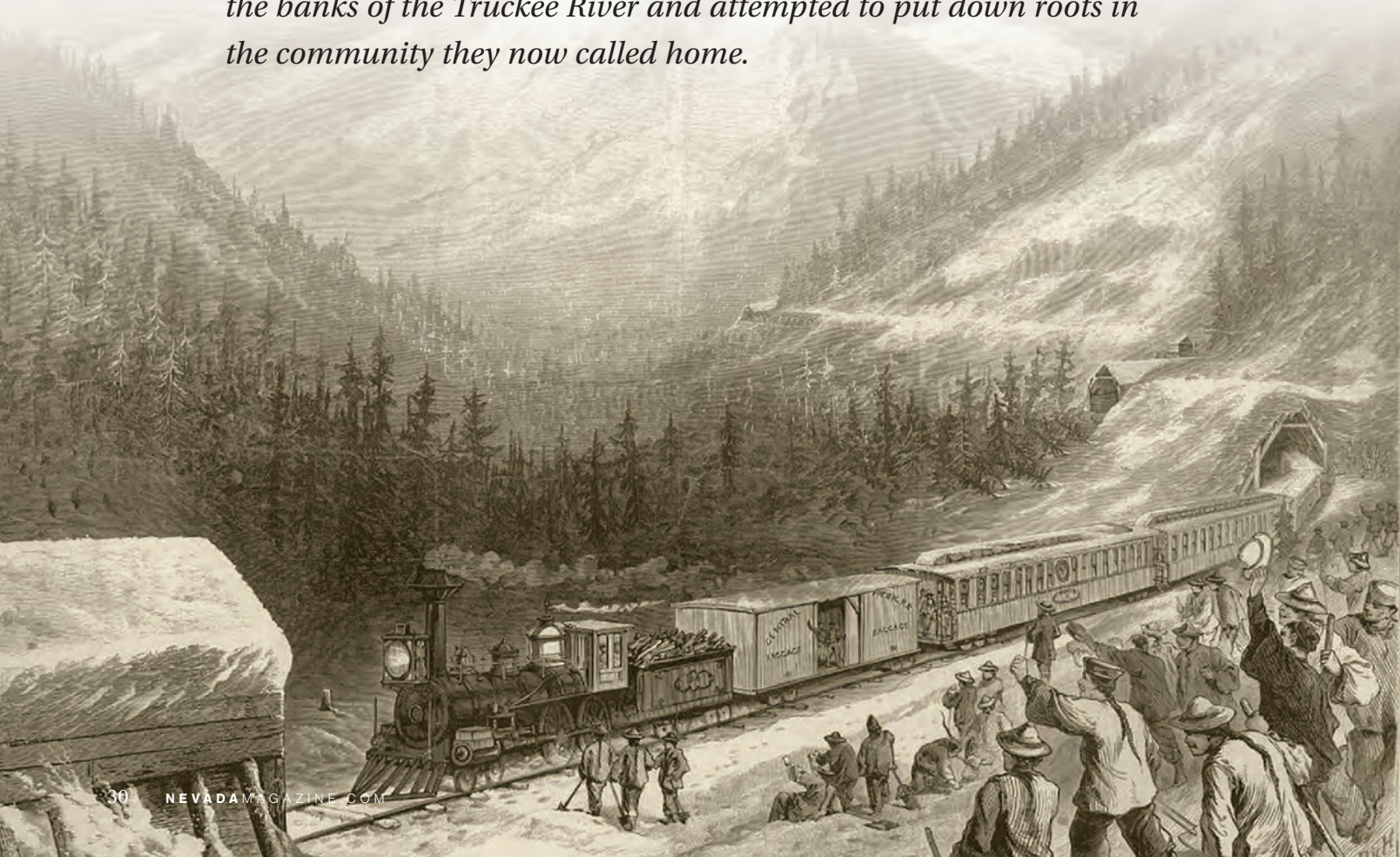
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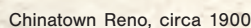
THE RISE AND FALL OF RENO'S CHINATOWN

*Laborers suffered under
reforms of Progressive Era.*

BY EDAN STREKAL

The Sacramento-to-Reno section of the Central Pacific Railroad was completed in the spring of 1868 and the many Chinese laborers who had risked life and limb laying track over the Sierra Nevada received final payment and were left along the line to fend for themselves. Many settled in Reno, where they constructed flimsy bare-wood structures at the crossroads of Virginia and First streets along the banks of the Truckee River and attempted to put down roots in the community they now called home.





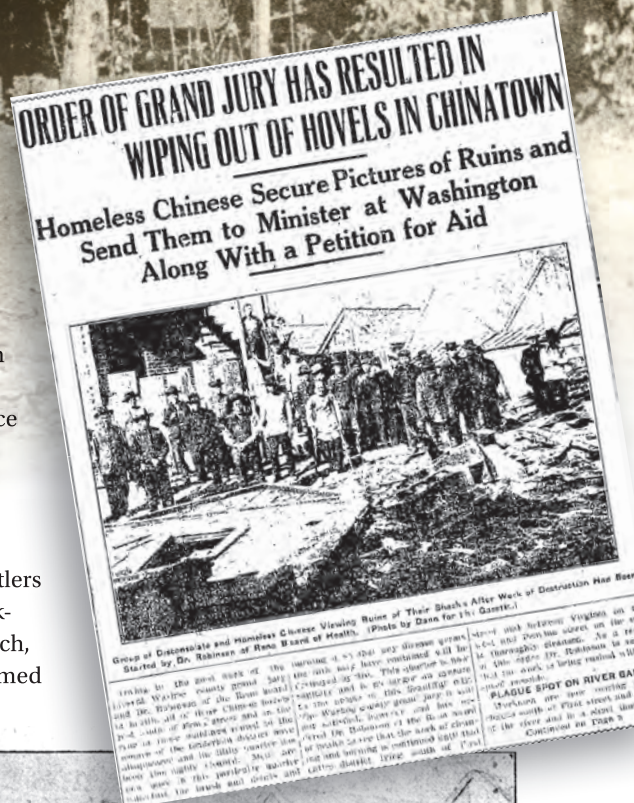
On the morning of Nov. 2, 1908, however, Reno's Chinese residents watched as an army of laborers armed with crowbars, sledgehammers, and axes descended on their community to raze all structures. Chinatown had been deemed a "physical and moral threat," and a grand jury ordered its destruction. The events of 1908 place Reno within the larger context of Progressive Era (1900-1920) reforms that swept through many western cities.

BUILDING NEVADA'S BACKBONE

The Chinese presence in Nevada dates back as early as 1855, when Mormon settlers residing at McMarlin's Station at the mouth of Gold Canyon hired 50 Chinese workers to dig a ditch to divert water for placer mining. Following completion of the ditch, the Chinese stayed and their settlement became known as Chinatown; it was renamed Dayton in 1861.

With the discovery of The Comstock Lode, Chinese workers began turning up in larger numbers. Most worked as laundrymen, gardeners, servants, or cooks, because a resolution passed in 1859 forbade the Chinese from owning mining claims or working in underground mines in the Gold Hill District.

Professor emeritus of Asian-American studies at the University of Nevada, Las Vegas, Dr. Sue Fawn Chung, explains that formation of Chinatowns acted as a two-way street. Oftentimes, the white communities wanted the Chinese segregated, and in many cases Chinese residents who spoke little if any English preferred living with their countrymen in ethnic enclaves.



PHOTOS: NEVADA HISTORICAL SOCIETY

Unfortunately, the formation of an ethnic enclave or Chinatown was sometimes regarded as unwillingness to assimilate or adopt American institutions and customs.

Reno's Chinese residents at the time never exceeded 7 percent of the total population, but they supported a chapter of the Chinese Consolidated Benevolent Association (CCBA), based in San Francisco, which offered legal support and protection to Chinese immigrants. Despite its small size, the population's visibility during the 1870s and 1880s sparked fear and prejudice in some, and several anti-Chinese groups were formed, including local chapters of the Workingmen's Party, the Order of the Caucasians, and a 601 vigilance committee.

The Workingmen's Party and the Order of the Caucasians were labor groups that emerged as a result of the deepening recession of the 1870s, the rise in labor unions in the U.S., and the growth of the Chinese population. The 601 Reno Regulators, on the other hand, was composed of businessmen and taxpayers who sought to maintain law and order within the community through extralegal means.

TRYING TO FIT IN

Chinatown functioned as an independent entity within Reno and many businesses catered to Chinese residents, while opium dens, laundries, gambling, and prostitution catered to the wider population. In the mid-1870s, the passage of anti-opium ordinances attempted to discourage drug use. Editorials in the Reno newspapers suggest residents were not necessarily concerned about Chinese opium usage, although if caught by law enforcement, perpetrators would be fined and/or jailed. An outcry arose, however, over the use of opium by white citizens, and according to Dr. Chung, many of the local anti-opium ordinances were passed as a result of white users frequenting dens. Reno's prom-

inent Chinese citizens also attempted to discourage opium use due to the negative image it painted of the community.

Tensions had been running high since May when the San Francisco-based firm Lung Chung & Company received the contract to construct the 33-mile Steamboat Ditch irrigation canal from Truckee into Reno. The Workingmen had condemned the Truckee and Steamboat Springs Canal Company for employing Chinese labor. On Aug. 3, 1878, a fire consumed the Chinese quarter. Coincidentally, the "Nevada State Journal" reported that the Workingmen's Party had held a meeting that same evening to discuss and adapt a series of resolutions on "the Chinese question."

The following day the fire was reported as an unfortunate accident. The Workingmen denied arson allegations and called for the wholesale removal of Chinese residents from Reno within 48 hours. City officials feared that forced removal could result in bloodshed, so they instead allowed the Chinese to relocate away from downtown.

NEW LAWS

Fortunately, few incidents of violence or physical hostility occurred in Chinatown for more than 20 years after the 1878 fire. Efforts to address concerns about the Chinese turned to legal action, and a successful boycott and expulsion of the Chinese from Truckee, California, in 1886 spurred renewed efforts in Reno to do the same.

Resolutions to replace Chinese workers with white workers were adopted and many local businesses obliged. Most Chinese residents saw little choice but to leave but those that chose not to were not forcibly removed. Between 1880 and 1890, Washoe County's Chinese population dropped by more than 50 percent, to just 217.



Chinatown after the fire



Chinatown rebuilt after the fire

NEVADA HISTORICAL SOCIETY

By the turn of the century, reports of bubonic plague in Honolulu and San Francisco's Chinatown linked the disease with the communities. When the Reno Board of Health was created, it was on high alert for signs of the disease. Reno city officials and residents were interested in attracting long-term investment, but believed the town needed to rid itself of any depravities first. Many of the proposed banned activities and ramshackle structures were located adjacent to city hall and in Chinatown. City reformers proposed buying, razing, and then planting lawns and trees over these areas in an effort to restore desirability, morality, and promote recreation. Reformers were determined to clean up Reno.

In November 1908, a Washoe County Grand Jury ordered the razing of Chinatown—a “disease-breeding place” according to Dr. James L. Robinson, of the newly formed Reno Board of Health. Only the joss house (a place of worship), and some of the more-frequented brothels that housed Chinese prostitutes were spared in the destruction. Crews then set to work clearing an avenue from Peavine Street to the newly-constructed bridge at Virginia Street. The 150 Chinese residents were left in the cold. Some remained, some left the area, and others moved in with relatives in Sparks.



In the middle of Nevada, no one can hear you scream.

As Highway 50 winds eastward through the Great Basin it passes through the town of Austin, smack in the middle of rural Nevada. With the expansive Toiyabe Mountain Range as its backyard, it features some of the best mountain biking, hiking and exploring in the state. And if you need some time to kick back, Austin has motels, restaurants and unique shops all along its historic Main Street. Austin, Nevada: where adventurous souls meet.

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SOME REMAIN

The events in Reno created a stir along the West Coast, drawing protest from Washington State to San Francisco. The Reno Chinese community immediately reached out to the Chinese Consul and CCBA in San Francisco, and even forwarded a letter and photographs to the Chinese minister in Washington complaining that they'd been violently driven out of their homes. In December 1908, the Chinese of Reno hired leading Reno attorney, Judge W.D. Jones, to file a suit against the city for \$7,000. It is unclear whether the lawsuit ever materialized because Reno city officials and Chinese representatives agreed that the city had acted within its rights.

Though Chinatown was mostly gone, a small Chinese population persisted along Lake Street including the joss house, and Chinese-owned casinos including the Cosmo Club and the New China Club. Eventually, Chinese-owned businesses—the office of the Chinese Nationalist Party, and a Chinese Free Mason Hall—were established around downtown. Dr. Chung suggests discriminatory laws passed in the 1870s and 1880s were largely ignored or forgotten by the 20th century. Slowly, the Chinese community and their institutions gained greater acceptance in Reno.

After many years, the Nevada Supreme Court vested two parcels of land to Chinese residents where the joss house had stood at Lake and First streets. The joss house, Reno's oldest Chinese structure, was destroyed by a fire in 1924 but was reconstructed in 1926. It fell into disrepair and in 1958, city officials demolished it but the facade was saved and moved to Gold Hill to serve as a reminder of the area's Chinese contribution. The final remnant of Reno's Chinatown on Lake Street, Bill Fong's New China Club, disappeared in the 1970s as Harrah's expanded to build a larger parking garage.

Nevada Historical Marker No. 29 located in Sparks, dedicated in 1964, celebrates Nevada's centennial and salutes the con-

tributions of Chinese pioneers with the final sentence, "Their contributions to the progress of the state in its first century will forever be remembered by all Nevadans."

A Chinese Pagoda Pavilion was built in Reno's Rancho San Rafael Park in 1984. Several notable members of the Chinese community promoted its construction, including Lai King Chew (of the Cosmo Club), and Henry Yup (of the Sun Café). Chew was an officer of the Reno Joss House Society when it disbanded, and its remaining treasury funded the pavilion's construction.

These markers serve as reminders of the Chinese culture that became an integral part of the Truckee Meadows today. Surviving the trials and tribulation of the Progressive Era, the

Chinese who came to Nevada made their mark on the state's history, despite the attitudes of the time. ▀



Nevada Historical Marker No. 29

PHOTOS: DAN MCGEE



Chinese Pagoda Pavilion



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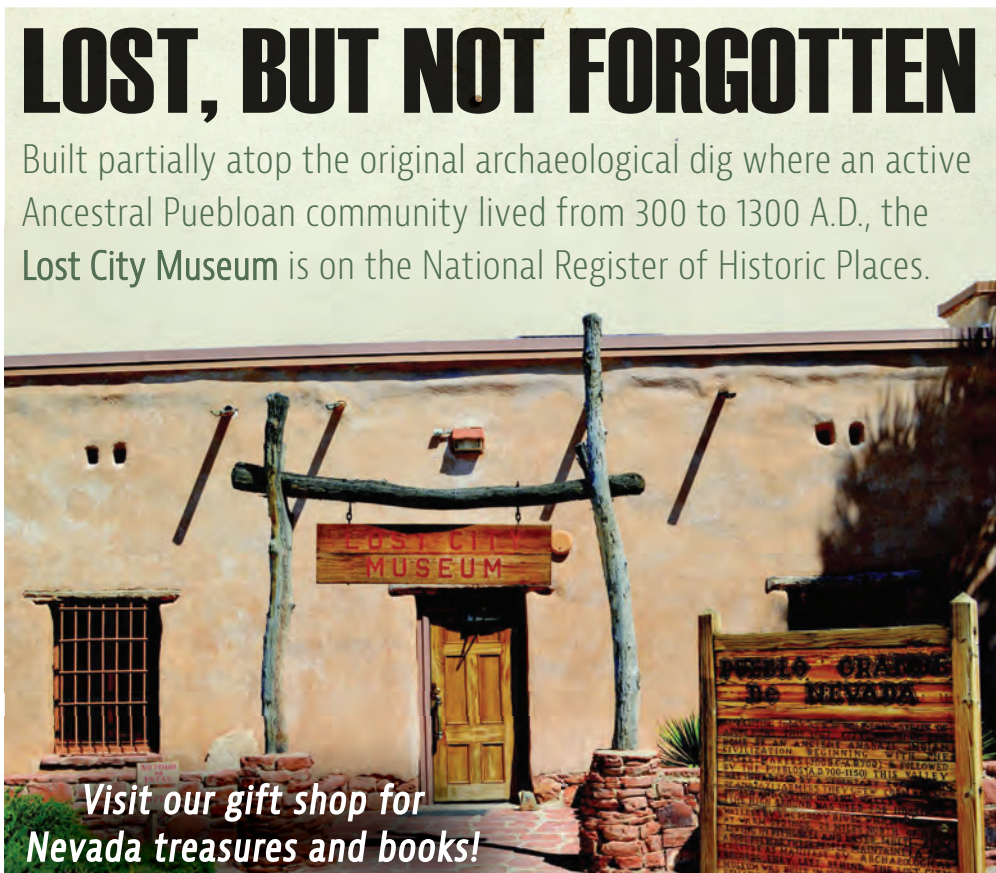




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Shaping History at Donovan Mill

Mining technology was perfected on protected Comstock site.



BY LISA GAVON

Tears of joy and sorrow have both been shed at the site of Donovan Mill in Silver City. The intense and unexpected changes that follow the boom and bust cycles of small Nevada mining towns have been the only constant. Pioneering new ideas and techniques were discovered and put into action here: a place rich with mining innovation, as well as with gold and silver.

Originally the land was an idyllic part of the hunting and gathering territory of the Washoe Tribe. The possibility of wealth brought speculators and adventurers, eventually changing the landscape forever. The community, settled in 1859, was filled with people who proved themselves to be independent, resourceful, and self-motivated.



ASA GILMORE



Silver City looking west toward Mount Davidson

THE PRODIGY PLOT

Melville Kelsey bought the parcel for \$1,500 in 1861, building the Kelsey Mill with 15 stamps and a 40-horsepower boiler. They used the Washoe pan amalgamation process utilizing mercury, salt, and copper sulfate to remove precious metals from the ore. With a population of roughly 1,500 souls, Silver City was thriving.



Bacon, Trench, and Kelsey Mills

The Kelsey Mill changed hands four times before it was dismantled in 1878, the last of the Bonanza years on The Comstock. The economy plummeted, as did the number of people living there. With the town having only 200 residents, the Virginia & Truckee Railroad even removed its spur.

After discovering a large deposit in the American Ravine, Silver City miner Felix Lacrouts organized the Independent Mining Company with fellow miner Napoleon Landry. Lacrouts had Virginia City liquor dealer Jean Dazet back the building of the new Dazet Mill on the old Kelsey site to work his find. They initially built a classic California five-stamp mill with copper amalgamation plates to capture the gold, before upgrading to a ten-stamp mill in 1862. It is still standing on the Donovan Mill property today.

As often happened during the mining era, drama ensued with disagreements among partners, and Lacrouts' mine operation was shut down. Dazet leased the mill to a series of small operators while attempts by Lacrouts to re-open the claim led to guns being drawn, and then to prolonged court battles.

NEW HANDS, NEW METHODS

The Dazet Mill was purchased by University of Nevada, Reno Professor Robert D. Jackson in 1895. In addition to preparing students for careers in mining, he was a true inventor. His work involved perfecting the first successful use of the MacArthur-Forrest cyanide process on difficult-to-treat gold and silver ore found on The Comstock.



Robert D. Jackson, 1890s

Developed in the 1880s, the revolutionary MacArthur-Forrest cyanide process involved extracting gold and silver by converting the metals to a water-soluble mixture by exposing ore to cyanide. The process replaced mercury amalgamation because it retained more of the value of precious metals, was simpler, and increased profits. Jackson's improvements, which were engineered at the mill, enhanced the already innovative process. He patented a

vacuum filter to separate the cyanide solution from the tailings, settling tanks, and agitators. He also found that bases like lime and oxygen were essential components to the process. This was the first time the cyanide process was used successfully in Nevada, and components of the improved process are still in use in modern operations around the world.

Chemistry Professor Dr. J. Warne Phillips worked with Jackson at the university and became his partner at the mill. While Jackson explored other sites, Phillips installed electrical power and motors to run everything. He created a derrick and boom system for moving tailings into vats. Under Phillips' supervision, the plant only ran during the spring and summer months. Mining lessees (called "tributers") worked the claims left unattended from the boom years, and Phillips processed their findings. Jackson's plant was an example of the revolution in the science of mining: requiring the knowledge of trained metallurgical engineers and dedicated chemists.

Larger cyanide plants started to spring up nearby, creating competition. Profits began to fail around 1903. After a lawsuit came between the two, Phillips ended up buying out Jackson. He updated the plant and kept it current for the next several decades.

FAMILY TRADITION

Old Comstock miner William Donovan, Sr. was from County Cork, Ireland. He settled in Virginia City working underground until 1890, when John Mackay put him in charge of leasing out the Silver Hill Mining Company. Donovan's three sons, William Jr., Charles, and James worked side-by-side with their father. William Sr. purchased



Derrick and boom

Ultra Lounge

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the property that would become known as Donovan Mill in 1912, making good profits until World War I ended in 1918.

After studying at the Mackay School of Mines, William Donovan Jr. was well equipped to understand new concepts, and enact them at the mill. He was continually expanding and remodeling. He had an appreciation for the validity of the historical techniques, and a deep desire to preserve the mill that had become part and parcel of his family story.

William Sr. moved to Reno in 1923 and died during the second year of The Great Depression, leaving William Jr. and Charles entirely responsible for the mill. The purchase price of gold rose, causing desperate miners to scurry back to Silver City. William Jr. created an enlarged, fully-integrated cyanide operation. Donovan Mill was a key factor in making this district of small mines possible.

When Charles passed from an illness a decade after his father, William Jr. carried on alone. His first solo year, he added a wing to the mill with 145,000-gallon leaching tanks. The location was too level to facilitate a gravity fed system, so they used conveyors, clamshell scoops, and backbreaking labor.

TOIL AND TEAMWORK

Farmers in the valley said that oils, acids, and other refuse from The Comstock mines and mills were damaging their land. They tried to get a restraining order to keep pollutants from reaching the Carson River.

The year was 1936, and William Donovan Jr. was one of the 17 people sued. He was selected to represent all of the mill men. With both mines and farmland at stake, an agreement was reached to reroute contaminants away from Gold Creek and into a field on the flats above. The road down canyon was moved, and a lawsuit was averted.

The Nevada Mining, Reduction & Power Co (known as Rock Point Mill) was located along the river in Dayton. When it closed in 1938, William Jr. tore it down, upgraded Donovan to 30 stamps, and added another ore bin and conveyor structure. He purchased a primary crusher and started using the Merrill-Crowe cyanide process.

He married Gladys Wittenberg and made her a full partner. She became not only the singular female mill owner on The Comstock and in Nevada, but also in the U.S. This was a significant event, earning Gladys and her husband a special place of recognition in mining history. Historian Dan Webster toured the site in the 1970s and reported that Gladys single-handedly operated the mill and did the assaying while her husband worked the mine.

Forced to close the mill by a government production order three years into World War II, William Jr. had to find other work. Reopening as soon as the war ended, he created Double King Mines to hold new mining claims and the mill. He was president, and Gladys served as secretary. They removed the copper amalgamation plates, and added a ball mill grinding circuit.

Because the price of gold was not high, it was another difficult time. Donovan became the only mill on The Comstock to even stay open. William Jr., a business partner, and Gladys did all the work themselves with no other employees. Like his grandfather and father before him, their son, Mike, learned the skills of the trade from his family.

TIME CAPSULE CONSERVED

Donovan Mill closed after 47 years of operation in 1959. William Jr. became a board member of the Nevada State Museum, playing an important role in acquiring the Carson City Mint building, and coordinating creation of the well-known underground mine exhibit. He even hired out-of-work miners to build it.

After his father and mother died, Mike boarded up the mill in 1975. In 1980, the site was added to the National Register of Historic Places and the Comstock Historic District.

The Comstock Foundation for History and Culture bought the mill in 2014. It has started to restore structural integrity, interpret the experiences of people involved,



E Clampus Vitus plaque dedication. Read more about E Clampus Vitus at nevadamagazine.com/clamper.

LISA GAVON

and document changes in mining technology. The Snowshoe Thompson Chapter #1827 of E Clampus Vitus recently erected a plaque acknowledging the importance of the site.

Many past events and curiosities distinguish this relic of a bygone era. The greatest of these may be that it still exists in its original location. Skeletons of remaining buildings and machinery offer a tactile and spatial feeling for the scale of operations, a deeper understanding of the technology, and insight into the complexity of procedures used. It can only be experienced by

actually being there, and though the mill can currently only be enjoyed from the road, the foundation's concept is to create an interpretive center honoring the heritage of mining culture, illustrating the true grit of Silver City inhabitants, and allowing visitors to imagine what it was really like to be alive during this groundbreaking period in the saga of the West. Donovan Mill stands as a symbol of vital transformations in Nevada mining history. ▀



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STILL ON MILL

is the real deal



Nevada's newest brewery-distillery blends perfect cocktail of science and talent.

STORY BY MEGG MUELLER
PHOTOS BY ERIC CACHINERO

Homebrew operations generally start from a love of beer, and a desire to concoct new flavors from whatever the kitchen might hold. Take that to the next step, and you might find yourself brewing 350 gallons of beer each summer in your garage, and handing it out for free to thousands of people from your camp at Burning Man. Fast forward a few years, and now you're making and selling almost a dozen beers and one vodka out of a 5,500-square-foot, state-of-the-art facility of your own design.



Far from a brewer's fairytale, this is the story of 10 Torr Distilling & Brewing Co. It's the story of how Encore DEC, a Nevada-based engineering and refinery plant construction firm, took the technology of brewing and distilling and blended it with the company's chemical engineer—a homebrew enthusiast.



Melissa Test and Will Whipple

10 TORR DISTILLING & BREWING CO.

FUELING A LOVE OF BEER

The homebrewer in this tale is Will Whipple. Will has worked for Encore DEC for about six years, and is still a full-time engineer there. He and Encore owner Randy Soule would often talk about brewing beer. That talk turned serious in 2015.

"The conversation developed into ideas and then evolved into real thoughts about designing and building our own brewery and distillery that would produce products that were much more enjoyable than diesel fuel and gasoline," Randy says.

Melissa Test, 10 Torr Distilling & Brewing Co.'s head brewer, and Will have been brewing beer together for about 10 years, and they often talked about having their own brewery.

"We got started brewing big batches of beer for Burning Man," Melissa explains. "We just spent entire summers brewing batch after batch of beer in our garage."

Will adds, "We'd been trying to figure out how to get started for a really long time. I had been talking to Randy constantly about brewing and he basically offered to help us get this thing off the ground."

Without ever having tried the duo's brews, Randy and the entire Encore team built 10 Torr Distilling & Brewing Co. from the ground up, basically. The 1940 building was gutted, reinforced, and outfitted with tanks, fermenters, process vessels, and more, all of Will's design. The taproom—from tables to chairs, decorations, and even the front door—were all designed and built in Reno by Encore's staff.

TASTING IS BELIEVING

Melissa's recipes capitalize on the notion of crushability; all of 10 Torr Distilling & Brewing Co.'s brews are made for drinking. These are beers with familiar qualities, such as hoppy IPAs, smooth Marzens, and satisfying brown ales, but all of them are touched by Melissa's unique sensibilities. A University of Neva-

da, Reno, graduate—as is Will, and all of Encore's engineers—Melissa is a biology and photography major, and her passion for fine and funky beers informs her flavor choices.



"We make beer we want to drink," she says. "There is some trial and error, for sure, but there are just millions of recipes I want to try."

Her recipes are aided by the science Will brought to the operation. The couple uses a centrifuge process to dial in just how filtered their brews are, and 10 Torr Distilling & Brewing Co. is the only distillery in Nevada to use the process of vacuum distillation. Also known as cold distillation, the advantage for brewing and distilling at low pressure and ambient room temperature, keeps

"WE MAKE BEER WE WANT TO DRINK."

flavors true and smooth which is especially notable in the company's first spirit, vodka. A torr is a unit of pressure measurement and is used in the company's remarkable distillation process.

Not heating the mash, Will explains, results in a more pure spirit that retains the subtle flavors of the botanicals and removes the chemical harshness often found in spirits. For those used to a rubbing alcohol-like component when tasting vodka, 10 Torr vodka is a clean, smooth, and delightfully flavored surprise. Once again, the idea is drinkability. This is vodka for people who love vodka, but it's also vodka for those who claim to dislike it. Tasting is believing.

BELLY UP TO AN AMAZING BAR

The taproom is the place to become a believer. With up to 12 different brews and vodka cocktails—not to mention shuffleboard and free hot popcorn—the vibe at 10 Torr Distilling & Brewing Co. is relaxed and friendly. The aforementioned door and design elements all come from the craftsmen and women at Encore. Welded signs, a massive pipe that serves as the tap, and other industrial structural elements make this not only a gorgeous bar, but a fascinating one as well.





**"IT'S A
REALLY GREAT
COMMUNITY
OF BREWERS."**

Warmer temps bring the patio to life, complete with outdoor games such as corn hole. Food trucks generally visit on Friday and Saturday evenings—even in winter—and there are restaurants in the neighborhood, which lies just southeast of downtown and near Greater Nevada Field where the Reno 1868 FC and Reno Aces play.

As 10 Torr Distilling & Brewing Co. relaxes into its first year of business, plans are on the table to follow the popular vodka with gin and whiskey. Room for all the barrels required to put up those spirits has been found in a second location, and while local distribution is already in the works, Melissa and Will are looking at expanding the footprint outside of the Silver State.

With the addition of 10 Torr Distilling & Brewing Co., Nevada is now home to 38 breweries. Reno is home to two brewery/distillery combinations (The Depot is the other), and while that may seem like a bit of saturation, Nevada is still far behind other states in terms of number of libation makers. But as Melissa points out, the community of craft brewers is focused on quality, not quantity.

"It's a really great community of brewers," she says. "We don't see it as a competition. Instead we're all trying to take care of each other."

When your business is a labor of love, the outcome can often be one of struggle and dashed dreams. But in this tale at least, cheers are in order for this tasty success story. 🍷

GRAB A DRINK

10 Torr Distilling & Brewing Co.
490 Mill St.
Reno, NV 89502
millstreetstillandbrew.com
775-499-5276





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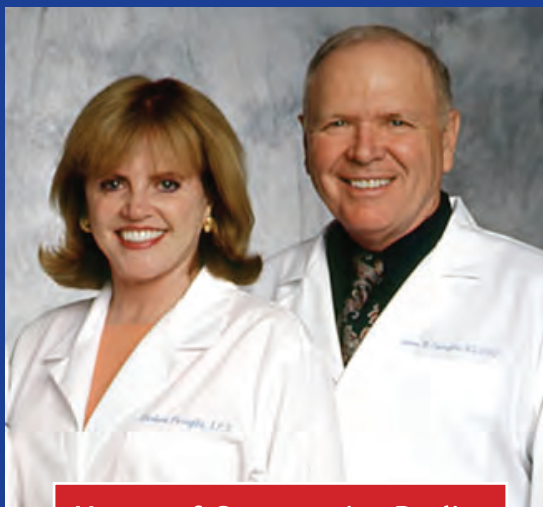


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- 704 Nevada's Cowboy Country

EVENTS/SHOWS

- 748 Reno Bighorns

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- 1007 Cactus Creek Prime Steakhouse

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- 1102 Parade of Homes

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- 1217 Scolari's Food & Drug Company
- 1223 Home Means Nevada Co.

GAMING

- 1703 Winning Seat

RADIO

- 2401 America Matters/1180AM
Good Time Oldies
- 2402 KCEP Power 88FM

TELEVISION PBS

- 2701 KNPB Channel 5



SOAR TO THE CARSON VALLEY FOR A BIRD'S-EYE VIEW OF LOCAL WILDLIFE.

Eagles & Agriculture, the Carson Valley's annual gathering of eagles and celebration of agriculture, celebrates its 16th year in 2018. The January 25-28 event remains a combined effort of the Carson Valley Chamber of Commerce, UNR Cooperative Extension, The Nature Conservancy, Lahonton Audubon Society, and valley ranchers.

2018 begins with the welcome reception & photography exhibit on Thursday night, January 25 in the Grandview Room of the Douglas County Community & Senior Center. The reception features an exhibition of the work of noted local wildlife photographers and a planned visit from several birds of prey.

On Friday, the tours begin with the popular trip to a wetlands area led by Jim Woods of Birding Under Nevada Skies. A variety of wildlife can be seen on this tour, which involves a medium hike over level ground. This tour is limited to 16, and participants should bring their scopes, binoculars, and cameras. This tour departs at 8 a.m. from the Carson Valley Inn.

On Friday evening, the Falconers' Dinner, which has become a must-do event, takes place at the Carson Valley Inn. The dinner is a rare chance for people to get up close to falcons, hawks, owls, and other raptors for viewing and photographing these beautiful birds. The evening includes a three-course dinner, and there are exhibits throughout the Carson Valley Inn from businesses and organizations that support the Eagles & Agriculture efforts. There is also a raffle drawing that evening for prizes donated by exhibitors.

The weekend features many more tours and workshops designed to familiarize attendees with the wildlife of the region and how to photograph them.

For details on all of the events, including pricing, as well as to make reservations for the tours, visit carsonvalleynv.org

and click on Eagles & Ag from the home page. The Carson Valley Chamber is available at 775-782-8144 to answer any questions Monday through Friday from 8 a.m. to 5 p.m. and reservations must be fully prepaid to be confirmed.



MERRY MULLER



WHERE

Various locations,
Carson Valley



WHEN

Jan. 25-28



CONTACT

775-782-8144

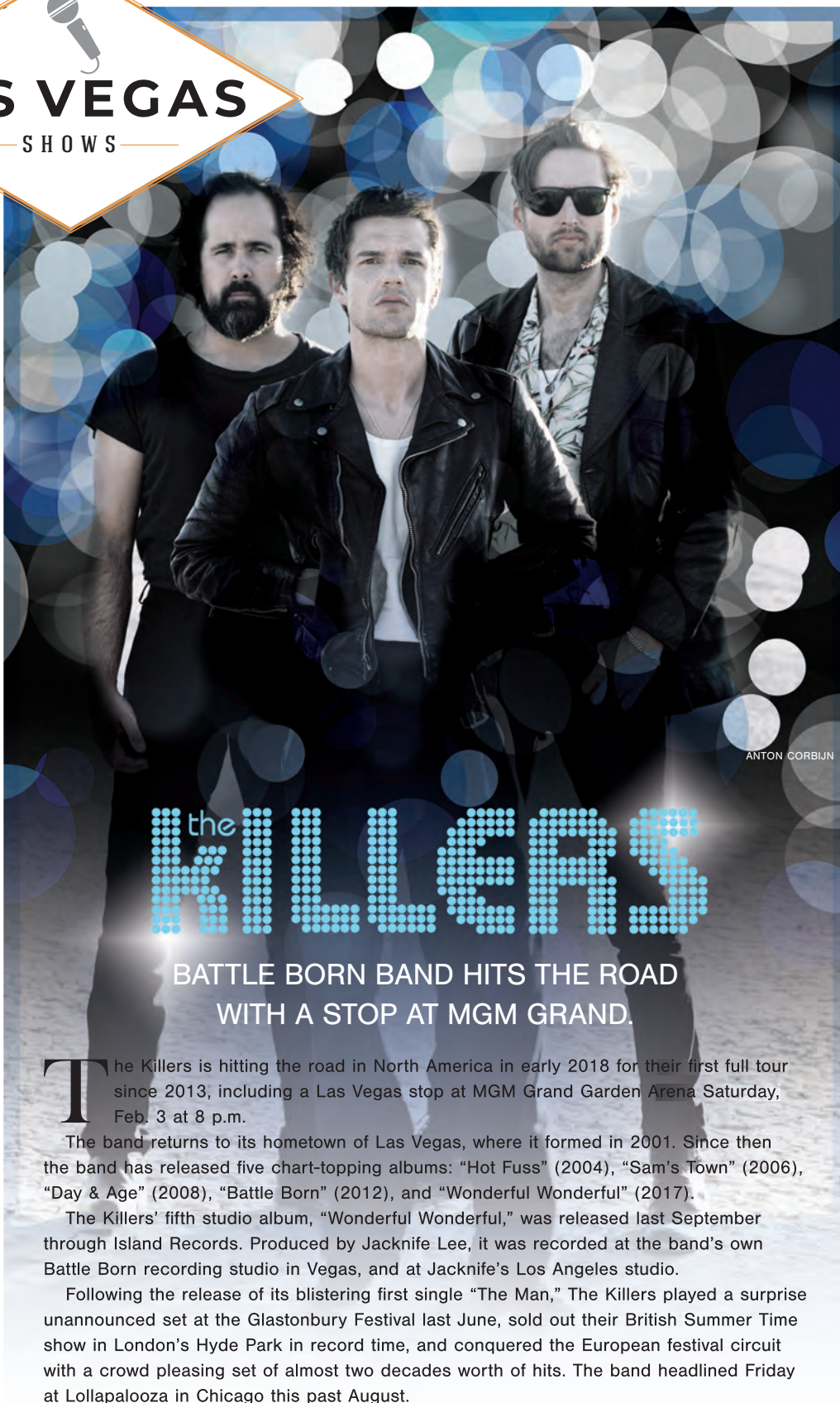


WORTH A CLICK

carsonvalleynv.org

LAS VEGAS

SHOWS



ANTON CORBIJN

the KILLERS

BATTLE BORN BAND HITS THE ROAD
WITH A STOP AT MGM GRAND.

The Killers is hitting the road in North America in early 2018 for their first full tour since 2013, including a Las Vegas stop at MGM Grand Garden Arena Saturday, Feb. 3 at 8 p.m.

The band returns to its hometown of Las Vegas, where it formed in 2001. Since then the band has released five chart-topping albums: "Hot Fuss" (2004), "Sam's Town" (2006), "Day & Age" (2008), "Battle Born" (2012), and "Wonderful Wonderful" (2017).

The Killers' fifth studio album, "Wonderful Wonderful," was released last September through Island Records. Produced by Jacknife Lee, it was recorded at the band's own Battle Born recording studio in Vegas, and at Jacknife's Los Angeles studio.

Following the release of its blistering first single "The Man," The Killers played a surprise unannounced set at the Glastonbury Festival last June, sold out their British Summer Time show in London's Hyde Park in record time, and conquered the European festival circuit with a crowd pleasing set of almost two decades worth of hits. The band headlined Friday at Lollapalooza in Chicago this past August.



WHERE

MGM Grand Garden Arena



WHEN

Feb. 3



TICKETS

mgmgrand.com, 877-880-0880
Starting at \$35



WORTH A CLICK

thekillersmusic.com



ALSO AT THE MGM GRAND

Shakira, Feb. 10

HOTTEST SHOWS

ICE VEGAS INVITATIONAL

T-Mobile Arena
Jan. 5-6
t-mobilearena.com
702-692-1600

FRANKIE VALLI & THE FOUR SEASONS

Monte Carlo
Jan. 12-13
parktheaterlv.com
844-600-7275

KATY PERRY

T-Mobile Arena
Jan. 20
t-mobilearena.com
702-692-1600

STYX & DON FELDER

The Venetian
Jan. 26-Feb. 3
venetian.com
702-414-1000

TIM ALLEN

The Mirage
Jan. 27
mirage.com
702-792-7777

LANA DEL REY

Mandalay Bay
Feb. 16
mandalaybay.com
702-632-7777

'BEAUTY AND THE BEAST'

Smith Center for the Performing Arts
Feb. 17-18
nevadaballet.org
702-243-2623

RAY ROMANO & DAVID SPADE

The Mirage
Feb. 23-24
mirage.com
702-792-7777



MUST SEE
PIFF THE MAGIC DRAGON'S ENCHANTED COSTUME CASE
Flamingo Las Vegas
Ongoing
piffthemagicdragon.com

America's favorite magical dragon, Piff, further cements his place in Las Vegas history with the unveiling of a new costume case on display in the lobby at Flamingo Las Vegas. The case is revealed on the heels of the announcement that Piff's popular residency at Flamingo Las Vegas has been extended through the end of 2018.

A rarity and honor for Las Vegas headliners, the display case features items from Piff's time on "America's Got Talent," including the suits that he and Mr. Piffles wore on the show, the Tacular Case, Heidi Klum's card from the Golden Buzzer round, Howie Mandel's \$20 bill for the final round, a Mr. Piffles stuffed toy, a levitating Piff card deck, and a video screen with a reel of the show rounds.

Along with Mr. Piffles, the World's First Magic Performing Chihuahua, Piff will perform at the iconic Strip resort five days a week through the end of 2018 with a brand-new show. Since its launch in November 2015, the Las Vegas show has been a constantly evolving mix of greatest hits and new tricks from a repertoire that stretches more than 10 years.

IN THE SPOTLIGHT

Excalibur Hotel & Casino is adding the much-anticipated Ultimate 4-D Experience to its Fun Dungeon entertainment portfolio. The special effects theater is created by SimEx-Iwerks Entertainment, the market leader in cinematic attractions specializing in 4-D Theaters, and brings Las Vegas a quality, family-friendly experience featuring exclusive, blockbuster content that fully immerses and entertains guests.


excalibur.com


800-937-7777

One of the most successful and critically acclaimed rock bands of all time—**Chicago**—announced its limited engagement at **The Venetian Theatre inside The Venetian Las Vegas**. The shows take place Feb. 7, 9-10, 14, 16-17, 21, and 23-24 at 8 p.m.


venetian.com

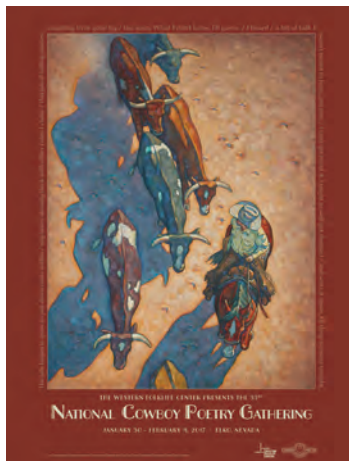

702-414-1000



Jan. 12-13

SHEEP DIP SHOWEldorado, Reno
sheepdipshow.org

The 54th annual Sheep Dip Show, Northern Nevada's satirical roast of politicians and newsmakers, takes place in the Eldorado Jan. 12-13. Sheep Dip is a charitable organization as well as a satirical roast. Each year, a local charity is selected to receive the proceeds of the show.



Jan. 29-Feb. 3

NATIONAL COWBOY POETRY GATHERINGWestern Folklife Center, Elko
westernfolklife.org,
775-738-7508

The 34th National Cowboy Poetry Gathering returns to the Western Folklife Center in Elko Jan. 29-Feb. 3. The National Cowboy Poetry Gathering is an international festival that honors the arts, culture, and traditions of the rural West, and features poetry, music, storytelling, dancing, workshops, exhibitions, discussions, food, and fellowship.

JANUARY

Through Jan. 7 GLITTERING LIGHTSLas Vegas Motor Speedway, Las Vegas
glitteringlightslasvegas.com**10 BETH HART**MontBleu, Stateline
montbleuresort.com, 775-588-3515**12 ENGELBERT HUMPERDINCK**Grand Sierra Resort, Reno
grandsierraresort.com, 775-789-2000**12-14 MESQUITE MOTOR MANIA**Mesquite
visitmesquite.com, 877-637-7848**12-14 WHITE PINE FIRE & ICE SHOW**Cave Lake State Park
elynevada.net, 800-496-9350**13 FIREWORKS EXPRESS**Nevada Northern Railway, Ely
nnry.com, 775-289-2085**20 3 DOORS DOWN**Silver Legacy, Reno
silverlegacyreno.com, 775-329-4777**25-28 EAGLES AND AGRICULTURE**Carson Valley
carsonvalleynv.org, 775-782-8144**26 THE PIANO GUYS**Silver Legacy, Reno
silverlegacyreno.com, 775-329-4777**26-28 MESQUITE BALLOON FESTIVAL**Mesquite
visitmesquite.com, 877-637-7848**27 LEWIS BLACK**Grand Sierra Resort, Reno
grandsierraresort.com, 775-789-2000**27 ROTARY ICE FISHING DERBY**Cave Lake State Park
elynevada.net, 800-496-9350**31 IRATION**Cargo, Reno
cargoreno.com, 775-398-5400



Feb. 8-11

DAM SHORT FILM FESTIVAL

Boulder Theatre, Boulder City
damshortfilm.org,
 702-509-4326

The Dam Short Film Festival takes place Feb. 8-11 at the historic Boulder Theatre, which was built in 1933, in Boulder City. The festival promises four days of fun and more than 100 short films in many styles and genres.



Feb. 9-11, 16-18

WINTER STEAM SPECTACULAR

Nevada Northern Railway, Ely
nnry.com, 775-289-2085

The Winter Steam Spectacular, held annually at the Nevada Northern Railway in Ely, is a one-of-a-kind event that invites photographers of all skill levels. The event allows attendees to photograph steam trains operating in low temperatures, resulting in spectacular displays. Train crews dress in era attire, adding to the experience.

2 ROYAL BLISS

Peppermill Concert Hall, Wendover
wendoverfun.com, 800-217-0049

9 TRACE ADKINS

Peppermill Concert Hall, Wendover
wendoverfun.com, 800-217-0049

10 DENNIS MILLER

Silver Legacy, Reno
silverlegacyreno.com, 775-329-4777

10 SIREN SONG MASQUERADE

Atlantis, Reno
note-ables.org, 775-324-5521

11 THE DEVIL MADE ME DO IT SALOON CRAWL

Virginia City
visitvirginiacitynv.com, 775-847-7500

16 DOKKEN

Peppermill Concert Hall, Wendover
wendoverfun.com, 800-217-0049

16 RAYMON AYALA

Silver Legacy, Reno
silverlegacyreno.com, 775-329-4777

16 TUNE-YARDS

Cargo, Reno
cargoreno.com, 775-398-5400

17 INTERNATIONAL FILM WEEKEND INDEPENDENT FILM COMPETITION

Carson City Community Center, Carson City
visitcarsoncity.com, 775-687-7410

23-24 "STOMP"

Pioneer Center for the Performing Arts, Reno
pioneercenter.com, 775-686-6610

24 FATHER-DAUGHTER DAY & DANCE

Virginia City
visitvirginiacitynv.com, 775-847-7500

29-March 4 WINNEMUCCA RANCH HAND RODEO

Winnemucca Events Complex, Winnemucca
ranchrodeonv.com, 775-623-5071



Trace Adkins



Arts & Museums

EVENTS



'MARIANIC PARRA: IN DREAMY SOLITUDE' CSN ARTSPACE GALLERY HOSTS MIXED-MEDIA ARTWORK.

The College of Southern Nevada Department of Fine Arts is hosting an exhibition of drawing, painting, and mixed media artwork by Béziers, France, artist and author Marianic Parra. Parra's artwork explores the natural forms as she hopes to endear her work with graciousness, generosity, and spirit. "Marianic Parra: In Dreamy Solitude" runs through Saturday, Jan. 27. Ms. Parra participates in an artist talk and reception on Thursday, Jan. 25 at 6 p.m. in the Artspace Gallery on the North Las Vegas Campus.

Marianic Parra has exhibited her paintings, drawings, sculptures, and installation work extensively throughout the U.S. and Europe with shows in London, Barcelona, Paris, Philadelphia, Sacramento, Cincinnati, Los Angeles, and New York City. Parra, the author of eight books, resides in Béziers, France, with her husband and writer Jean-Pierre Parra.

The CSN Artspace Gallery is free and open to the public. Gallery hours are from 8 a.m. to 10:30 p.m. Monday through Friday and 8 a.m. to 5 p.m. Saturday.



The Artspace Gallery is upstairs above the main entrance lobby on the North Las Vegas campus located at 3200 E. Cheyenne Avenue, 1 mile East of I-15 North.



WHERE

CSN Artspace Gallery



WHEN

Through Jan. 27



TICKETS

702-651-4146



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Day trippin' in the Carson Valley

One day in
a place where
a year isn't enough.

BY MEGG MUELLER

Winter vacations in northern Nevada often consist of 1) go to Lake Tahoe to ski, and 2) take in a show and toss some dice in Reno. That's fun, but now what? Just south of Nevada's capital, the Carson Valley has its arms wide open with possibilities for the day.

From an adrenaline rush to browsing history, shopping for antiques or eating at the area's authentic Basque restaurant, there's enough to fill an itinerary for every personality. Here's just a slice of what the valley has to offer those looking for the perfect way to spend the day.



CHRIS MORAN/TRAVELNEVADA

Fuel up for the day—Grab a table at the Overland Restaurant & Pub when it opens at 11 a.m. for lunch. The Overland has been open since 1902, and while the restaurant has changed hands, the food is still worthy of the spectacular atmosphere. Bison burgers, tri-tip salads, and pulled pork sandwiches hit the spot on the daily menu, but don't forget to ask about the specials because, well, they are.

For those looking to get started a bit earlier, head to Sharkey's Casino for some breakfast fare at the Jackpot Café.



Overland Restaurant & Pub

1451 U.S. Route 395 N.
Gardnerville, NV 89410
overlandrestaurant.com, 775-392-1369

Jackpot Café at Sharkey's Casino

1440 U.S. Route 395 N.
Gardnerville, NV 89410
775-782-3133



CHRIS MORAN/TRAVELNEVADA

Hit the museum and cultural center—The Carson Valley Museum and Cultural Center is a perfect first stop, as the

Carson Valley Chamber of Commerce and Carson Valley Visitor Authority's offices are also housed in the old high school, which was built in 1915. The museum houses exhibits of the area's earliest dwellers, including the Washoe Indians, Basque sheepherders, and even the wild mustangs of the valley. Head downstairs for a stroll down main-street Gardnerville as it was, back in the day. After you familiarize yourself with Carson Valley's history, stop into the visitor's authority for more info on what's going on during your visit.



MEGG MUELLER

Carson Valley Museum and Cultural Center

1477 U.S. Route 395 N.
Gardnerville, NV 89410
historicnv.org, 775-782-2555



Wander Minden's historic district—

Founded in 1906 by Heinrich Dangberg, much of Minden's quaint homes and buildings are in phenomenal shape today. Dozens of homes and businesses line Esmeralda Street and Mono Avenue, just

a block apart. Grab a parking spot and get out of the car so you can admire the architecture of the many buildings built in the early 1900s. Grab a drink at the first Farmer's Bank, which was outgrown just nine years after it was built, became a post office, and is now a pub. The second Farmer's Bank was built in 1918 by the Dangbergs and was designed by Frederic DeLongchamps. Today it houses the offices of the Bentley Heritage Estate Distillery. Bentley Heritage will soon open a tasting room for its spirits in the Minden Butter Manufacturing Company located on U.S. Route 395. Shop for antiques, or sit a spell at Minden Park and breathe in the small-town charm.

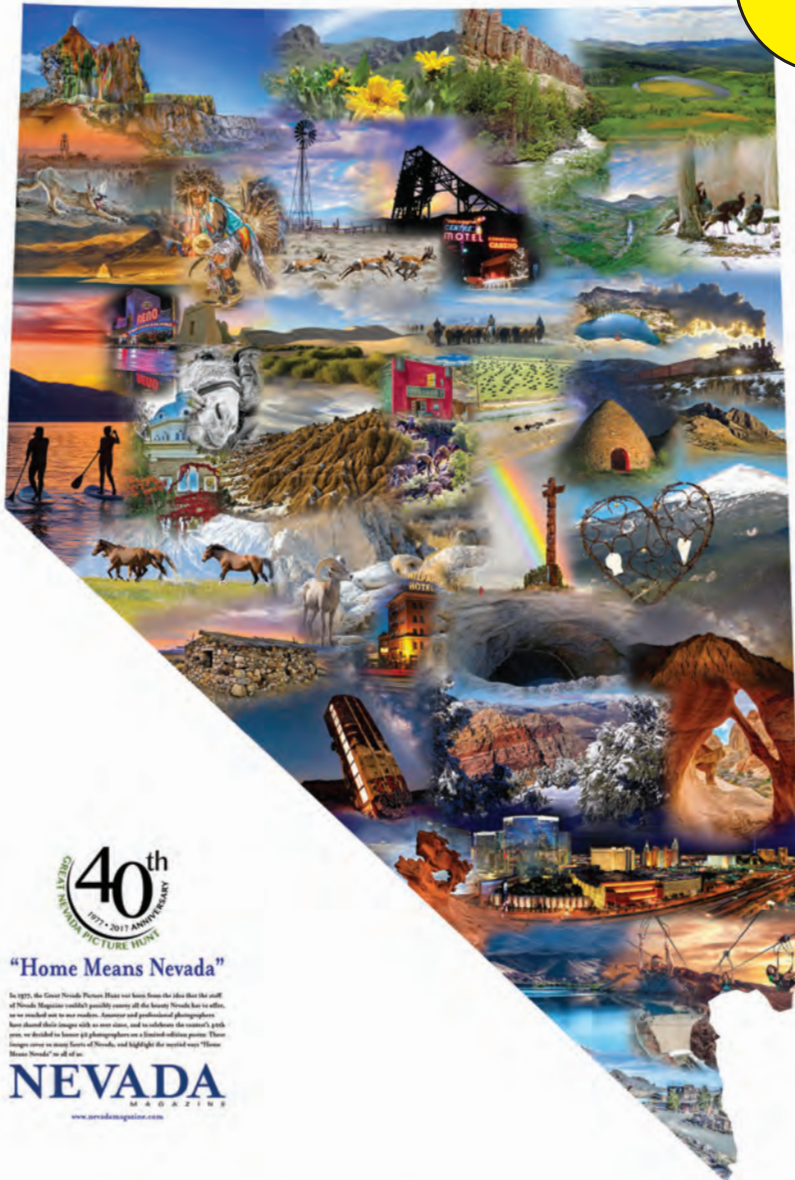


PHOTOS: CHRIS MORAN/TRAVELNEVADA

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JT HUMPHREY

Visit Dangberg Home Ranch Historic Park—One of the valley's most prominent and important early settlers, Heinrich Friedrich Dangberg not only founded the town of Minden, but he left behind a ranch where four generations of his family lived. To call the house and its contents a museum is an understatement; where period pieces often represent an era, Dangberg Ranch is an unsurpassed collection of family memorabilia that illuminates the area's history in the most personal way possible. The ranch is located in the center of the valley with stunning views of the epic mountain ranges and peaks. Even in winter, this is the perfect spot for photos.

The ranch is open during daylight hours, seven days a week. However, tours are only given Wednesday-Saturday, unless prior arrangements are made. Viewing the buildings and the surrounding land is spectacular but do your best to get an inside look at the life of this amazing family.

Dangberg Home Ranch Historic Park

1450 State Route 88
Minden, NV 89423
dangberghomeranch.org, 775-783-9417



CHRIS MORAN/TRAVELNEVADA

Take a hike in Genoa—Head north toward (arguably) the state's oldest settlement—Genoa. This beautiful little town is nestled right into the mountains, where the western and eastern forks of the Carson River meet. The Nature Conservancy owns 805 acres of land known as River Fork Ranch, and it's the perfect place to get out and stretch your legs while you learn about the area's riparian corridor and abundant wildlife. Easy, flat hikes

through the wetlands offer glimpses of bald eagles, sand cranes, leopard frogs, and deer, plus the restoration work done on the river is a work of art, literally. A project called The Nature of Art is working to benefit nature with living watershed sculptures.



MEGG MUELLER

River Fork Ranch

381 Genoa Lane
Minden, NV 89423
nature.org, 775-322-4990



CHRIS MORAN/TRAVELNEVADA

Wrap up the day with something special—It's

been a full day, and the sun is setting. It's time to let the ambiance of The Pink House work its magic. Just down the road from River Fork Ranch, this historical landmark was built in 1855 and has been gorgeously restored

by owner Lois Wray. She's created an incredible cheese and charcuterie shop in the middle of one of Nevada's smallest towns, but the experience is unmatched in any big city. Sandwiches; salads; flights of beer, wine, or whiskey; and other snacks coupled with a beautiful setting in winter or in summer, The Pink House is the perfect way to end the day.



THE PINK HOUSE

The Pink House

193 Genoa Lane
Genoa, NV 89411
pinkhousegenoa.com, 775-392-4279

Worthy Add-Ons



Take the higher route—The Carson Valley is an international destination for soaring. The winds that come off the surrounding mountain peaks make for some of the most impressive thermal action anywhere, and your opportunity to soar above the valley and take in a birds-eye view awaits. Soaring NV, located at the Minden-Tahoe Airport, offers glider rides for one or two passengers. You can do short rides, long rides, and even aerobatic rides. It's your thrill level, after all. Seeing Lake Tahoe

sitting high above the Carson Valley floor is unlike any view anywhere.

Soaring NV

1142 Airport Road
Minden, NV 89423
soaringnv.com, 775-782-9595

Get a room—If one day doesn't sound like enough, stay the night at the Carson Valley Inn. Centrally located, with multiple accommodation options including an RV park, the CVI makes a great basecamp for Carson Valley adventures.



Carson Valley Inn

1627 U.S. Route 395 N.
Minden, NV 89423
carsonvalleyinn.com, 775-782-9711

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This is just one possible itinerary; see visitcarsonvalley.org for more ideas based on your personality.

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Infinity Highway Opens



USA Parkway links two major highways and opens a chapter of Nevada history.

BY DALE BEESMER

In 1928, some \$9,000 in cash, \$8,000 in gold, and \$20,000 in bonds and traveler checks were robbed from a bank in Virginia City. The two thieves fled east and down the Clark Road toward the town of Ramsey, and reputedly buried their loot somewhere along the way. They were caught and told the authorities where it was buried, though when authorities went to recover it, they claimed they couldn't find it. The robbers led them to the site, but the loot was nowhere to be found. A third party may have beaten them to it, or the bandits may have been in the wrong spot. However, it just may be buried under the new USA Parkway.

KIPPY S. SPILKER



A weathered steel sculpture along USA Parkway depicts the history of the California Trail era, showing emigrants moving west. The Nevada Department of Transportation uses the area's historical and cultural context when looking for the sculpture themes.

JOHN L'ETOILE

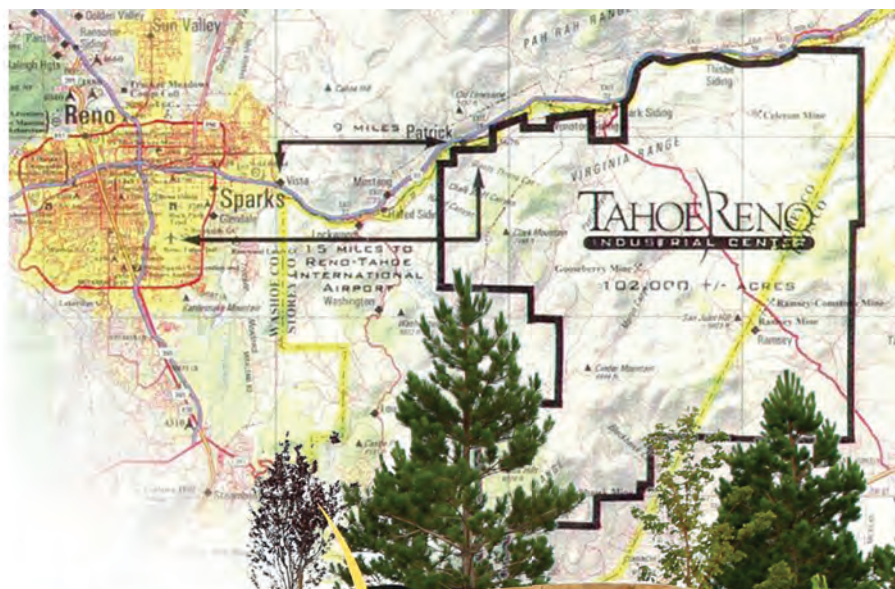
The recently completed parkway establishes a 19-mile long, 4-lane state highway—State Route 439—north to Interstate 80 and south to U.S. Route 50, just west of Silver Springs in northern Nevada. Along this new route, travelers pass through an area seldom visited. Privately held land and limited access have kept this area that crosses Lyon and Storey counties out of public view, but that's all changed now.

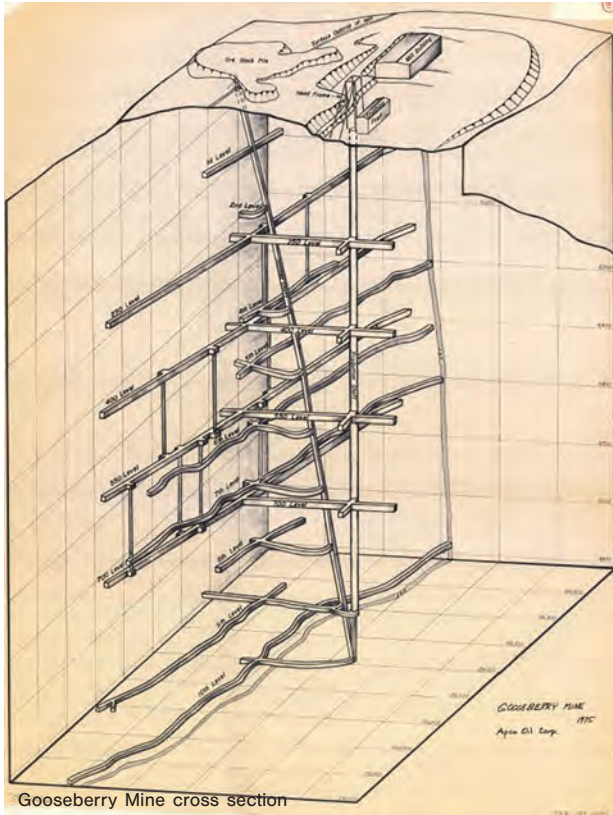
The region contains the remnants of a historic mining district and connections to some colorful events and persons from Nevada's past.

A VIEW FROM USA PARKWAY

USA Parkway begins in the north at what was once the James Clark ranch, which supplied hay and potatoes to Virginia City during The Comstock days; it then became a railroad station and post office stop on the transcontinental railroad. It was also known as Clarks Ranch, Clark Station, Clarks Siding, Clarks, and Clark.

From here the first six miles of the parkway were constructed and paved by the Tahoe Reno Industrial Center (TRIC) years ago as part of its infrastructure. Within the first mile is Electric Avenue, which leads to the Tesla gigafactory. In 2014, Tesla purchased 1,000 acres in the park and its new battery production plant lays claim to the world's largest building at 10-million square feet. The next few miles travel through the industrial park past other well-known warehouse namesakes, such as Walmart, Amazon, Zulily, and tech giant Switch. At approximately six miles south, after cresting a long hill and dropping into a prominent valley—known as





NEVADA BUREAU OF MINES

the Comstock Meadows—it is reported that Google has purchased 1,200 acres here for a future data center. Looking to the southwest along this stretch, through a canyon you'll see the enormous defunct leach pad of the Gooseberry Mine.

THE WESTERN NEVADA GOLD PROJECT

In the 1980s, Asamera Minerals—a Canadian-based gold company—was exploring 160 square miles of property they purchased from the Curtis-Wright Corporation—an area covering more than half of Storey County and a number of adjoining parcels in Lyon County.

Their property also included a gold and silver operation, the Gooseberry Mine. Gold and silver were discovered in a vein at the surface in 1906, and it eventually was developed to a depth of 1,450 feet with more than 9,000 feet of horizontal drifts on several levels.

Asamera sold the mine and all its land in 1990, though the Gooseberry mine continued till 1998 and was eventually foreclosed on. This huge parcel of land was eventually sold to the South Meadows LLC, which is now is the TRIC.

At approximately nine miles south, after a winding climb, the highway begins its descent to the Storey-Lyon County line, which is also the property boundary line of the TRIC.

In this area is a former mining district known as San Juan Hill. To the west there is a small pine forest with some trees up to 100 feet tall taking advantage of the altered andesitic soils; they are very out of place compared to the traditional juniper and pinion pine of the surrounding area.

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Ramsey Comstock Mine, 1927

NEVADA HISTORICAL SOCIETY

THE RAMSEY MINING DISTRICT

After passing the county line, the evidence of former mining efforts and explorations begin to reveal themselves. This area is known as the Ramsey Mining District in Lyon County.

The discovery and promotion of the district was made by two brothers from Goldfield—Thomas and Braden Ramsey. On a reconnaissance trip in 1905 they prospected the area and brought samples back to Goldfield for assay. Some samples had prom-

ising results and the brothers continued their trade of setting up claims and town sites for sale. A survey map of the Ramsey district in 1907 depicts more than 189 claims and town site lots, surveyed and platted. Promotional postcards were mailed, ads were placed in the “Los Angeles Times,” and a write up was even featured in the historic Goldfield Nelson-Gans fight program of 1906 about the Ramsey mining district, its recent discoveries, and how it may become Nevada’s next Comstock Lode.



Ramsey Comstock Mine, 2015

Maynard Dixon Visits



In 1923, famous western artist Maynard Dixon must have ventured from his stay at Lake Tahoe for a visit to the Ramsey Comstock Mine. An oil painting titled "Old hoist, Ramsey Mine, Ramsey, Nevada" was painted in 1927. The painting depicts the Ramsey Comstock Mine mill frame and tailings from a spot below the mill.



The approximate vantage point, today.

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Elko Mining Expo-June 4 thru June 8

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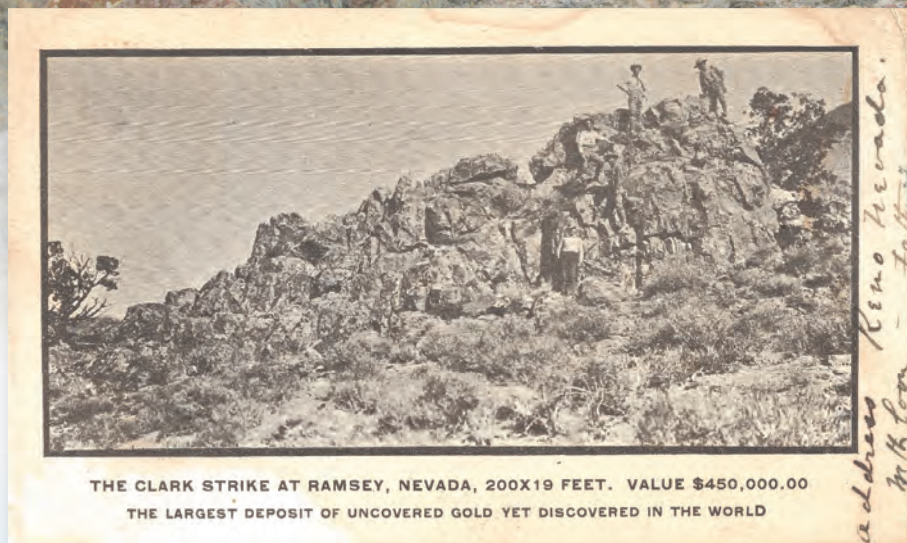
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Discovery outcropping, 2009

DALE BEESMER



of the highway just south of the Storey-Lyon County line.

Look a little closer, and the outcropping is still visible up and behind the tailing piles (and behind the hoist in this 1927 mill picture). This was coveted as the source of the high-grade mineral assays and promoted as “the largest deposit of uncovered gold yet discovered in the world.” In 1909, Nevada notables George Nixon and George Wingfield financed the construction of the mill at the Ramsey Comstock Mine.

No records were kept of the district’s early years of production, but later records indicated the production at the Ramsey Comstock Mine totaled less than \$400,000 in its last decade. The mine’s final operator—the Lahontan Mines Company—closed it for good in 1940.

THE RAMSEY COMSTOCK MINE

The Lucky Boy Claim at the “Discovery outcropping” would turn out to be the only viable operation of this short-lived mining district. The prominent tailings and mine workings of the Ramsey Comstock Mine can still be seen on the east side



Ramsey Townsite, 2015



Ramsey Townsite, 1906

NEVADA HISTORICAL SOCIETY



KAZUE KUREBAYASHI

THE RAMSEY TOWNSITE

Just south of the Ramsey Comstock Mine in a narrow canyon running westward is the former Ramsey town site. At one time, Ramsey boasted more than 600 residents, six saloons, four stores, two restaurants, a hotel, an assay office, and a newspaper, the “Ramsey Recorder.” A post office was in operation from the years 1906 to 1913, and by the 1920s only a handful of people remained to work at the Ramsey Comstock Mine.

Today nothing of the town remains except some rusting cans and broken glass.

THE END OF INFINITY

Leaving the Ramsey Comstock Mine, through the heart of the Ramsey Mining District reveals numerous tailing piles and prospects peppering the hills. The mountains make way to more open terrain further south and the last few miles to the junction of U.S. Route 50 at Silver Springs. At Highway 50, a new roundabout marks the end of this north/south parkway.

It is at this terminus, in the vicinity of a former emigrant trail station—Stockton Well—that the Ramsey brothers and their grubstaking contingent made their way north from Goldfield more than 120 years ago. This new highway link lets modern day travelers revisit an interesting chapter from Nevada’s boomtown days. ▀

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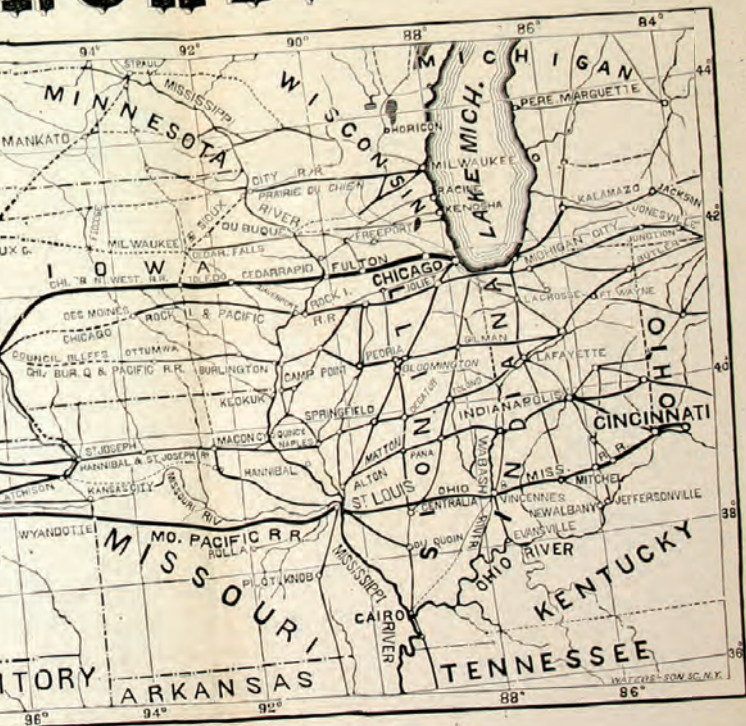
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The railroad comes to Nevada.

In the pioneer days, men dreamed of railroads that would cross the continent. These dreams haunted men until they became realities, and so the railroads came to contribute their share in the building of the West.

This excerpt about the beginning of Nevada's railroads was taken from the March-April 1940, volume 5, number 2 issue of Nevada Highways and Parks.





Construction train near Humboldt Lake

Laying rails over endless miles of undeveloped country was a gigantic undertaking, but it was accomplished. In fact the job was one of the most spectacular and thrilling achievements in the nation's history.

Under tremendous difficulties the Central Pacific (now known as the Southern Pacific) was pushed across mountains, down canyons, over valleys and deserts through a country

where few men lived, water was scarce, and all materials had to be hauled from far distant points.

Steel rails over the Sierra Nevada Mountains—with a summit of more than 7,000 feet—crossed into Nevada for the first time on Dec. 13, 1867. The Central Pacific employed between 20,000 and 25,000 men and 5,000 to 6,000 teams to do the job. Between 500 and 600 tons of materials were used daily during the construction period.

CONNECTION MADE

On June 19, 1868, the Central Pacific line reached Reno in its eastward progress. Reno was nothing more than a village at the time. Wadsworth, 35 miles east and born with the coming of the railroad, was reached on July 22 that year. The country east of Wadsworth was a desert, and it afforded little that could be used in the construction of a railroad. With the exception of a few cords of stunted pine and juniper trees all the fuel had to be hauled from the Sierra Nevada Mountains. There was not a coal bed anywhere along the line and there was not a tree for 500 miles that would make a board. There was no water after leaving the Truckee and Humboldt Rivers. In the mountains east of Wadsworth small springs were developed. When water was obtained it was carefully conserved and piped over miles of desert to the lines of the railroad. Most of the water used on the Nevada construction work had to be hauled in water trains to the end of the track and from there in tank wagons to the gangs working ahead.



Truckee River near Wadsworth

YOUR HISTORY IS OUR HISTORY

and we'd like to share it.



Carlin Dance Troup: This 1950s photo was taken inside the Frontier Lounge in Elko's Commercial Hotel. Pictured from L to R: Jerry Huston, LaVerne Plumb, Mike Giffey, Laurie Hyatt, Kay Brooks, Karen Mierhoff, Jacque Privitt, John Hyatt, Terri Gates, and Sterling Johnson.

Photo © Jerry Huston

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The depot at Elko

To expedite the construction work, about 3,000 men were sent 300 miles in advance of the track to Palisade Canyon in Elko County. There, workmen were supplied by teams and wagons hauling materials over the desert. Another construction force carried the grading from Wadsworth east. Ties were hauled hundreds of miles to places where construction gangs were pushing the line eastward.

On March 5, 1869, the Central Pacific was operating trains to its rail end in Carlin, and from there the tracks were laid, with great speed, eastward. In spite of the difficulties of desert construction it was easy work compared with the obstacles encountered in the snow-covered mountains to the west. From

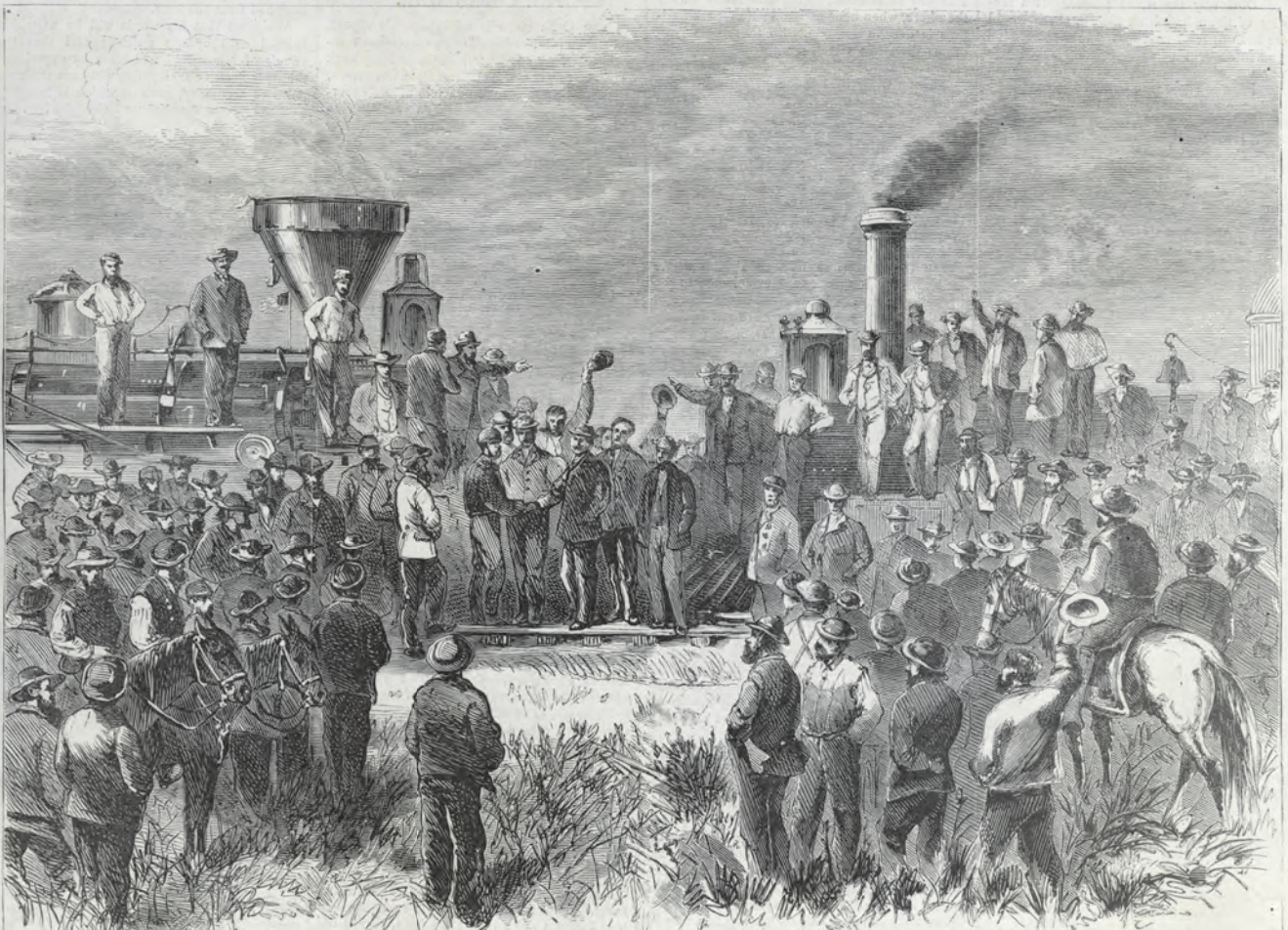
Wadsworth to Ogden, Utah, the road was built between July 1868 and May 1869 with a force averaging 5,000 workmen. Between nine and 10 months were required to build this 555-mile section.

When the rails of the Union Pacific, building westward from Omaha, and the Central Pacific building eastward from Sacramento, were joined at Promontory Point, Utah, the great task of constructing a transcontinental railroad had been completed. Shortly afterward, the first train passed safely over the road and brought the eastern seaboard to the Pacific coast in less than a week of travel. That was remarkable speed in those days, and the construction job was a stupendous achievement.

856

HARPER'S WEEKLY.

[JUNE 5, 1869.]



COMPLETION OF THE PACIFIC RAILROAD—MEETING OF LOCOMOTIVES OF THE UNION AND CENTRAL PACIFIC LINES: THE ENGINEERS SHAKE HANDS.
[PHOTOGRAPHED BY SAVAGE & OTTINGER, SALT LAKE CITY.]



REGIONAL LINES SPRING UP

Mining activities in The Comstock Lode, where Virginia City was growing rapidly, brought about the construction of the Virginia and Truckee Railroad in 1867. The line operated between Carson City, the State capital, and Virginia City, the great mining camp. Prior to the building of this road, ore was hauled by team

and wagon, and lumber from the Sierras was transported by "bull team" and cart. An attempt was even made to transplant camels from their native lands to Nevada as freight carriers in those days. These camels soon disappeared from the trail and rutted roads because they were found to be unfit for the purpose in this western land.

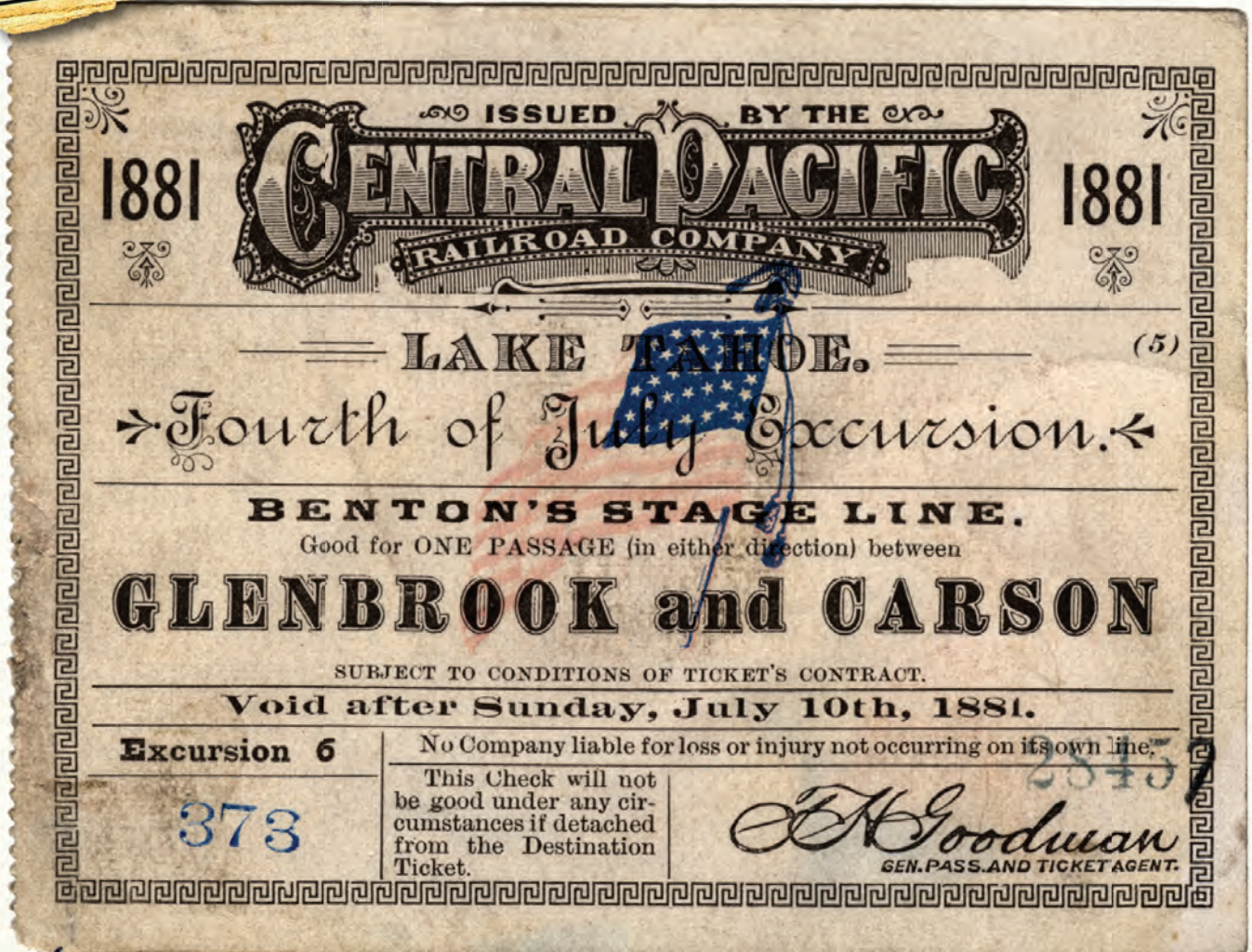


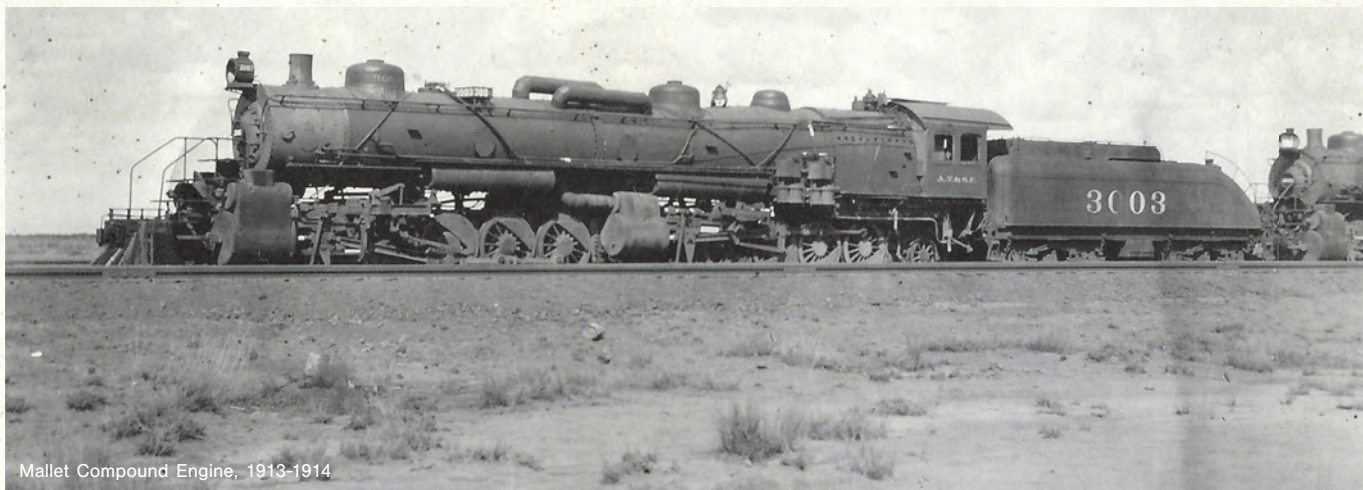
The V&T was extended northward to Reno in 1871, and made rail connections with the Central Pacific. In 1874, as many as 36 trains daily were needed to haul the freight and carry the passengers to and from the Comstock. Peak load capacity has been recorded as 45 trains daily.

In 1906 a standard gauge line was completed which extended from Cobre, a small station on the Central Pacific in eastern Nevada, Ely and McGill, in White Pine County. This Nevada Northern line serves one of the largest industrial enterprises in the State—the development of huge copper deposits in the vicinity of Ruth and Ely.

NEW TIMES, NEW PLACES

When the Central Pacific built eastward through Nevada in 1868 they selected Wadsworth as the division point. In 1904, the division point was moved 30 miles west to the town of Sparks to better accommodate the east and west travel over the road. Division offices, round houses, and shops were built there and have remained to contribute to the prosperity of the state. Around this railroad activity has grown a city of about 5,000 people. The city has broad, paved streets, its workmen enjoy





Mallet Compound Engine, 1913-1914

HAROLD BARTLE PHELPS, SR.

comfortable well-built homes, their children have fine schools, and the citizens worship in churches of various denominations and carry on their trade in modern business stores and establishments.

Specially designed locomotives have been developed by the Southern Pacific to haul long freight and passenger trains over the Sierra Nevada mountains where tunnels and long snow sheds have been made necessary as a part of the right-of-way line. Engine and fuel units of this type measure 120 feet in length, and have the engineer's cab located at the extreme forward end instead of the rear of the engine unit as in nearly all other standard types of heavy locomotives. These Mallets are probably the strangest appearing but most powerful locomotive units in the entire West. Lessening discomfort from smoke and gases to engine crews while passing through the tunnels and snow sheds—which have an aggregate length of 37 miles—and to insure clear vision ahead, this type of oil burning locomotive has been found most effective.

The Western Pacific Railroad was completed in the fall of 1909, and it gave the state its second transcontinental rail line. This railroad was built largely by hand labor and teams. Formal opening of the road for passenger service took place on Aug. 22, 1910. Important towns along the route are Gerlach, Winnemucca, Elko, and Wells, and a short line connection serves Reno. The Western Pacific makes connection with two other major railroads, the Nevada Northern at Shafter and the Union Pacific at Wells.

The Los Angeles and Salt Lake Railroad, a unit of the Union Pacific System, comprises the third transcontinental crossing the state. It serves the Grand Canyon of the Colorado on the north rim, the national parks of Utah, and the Las Vegas and Boulder Dam areas in Nevada.

In 1921, the Union Pacific System assumed ownership of the line completely. Its streamliners are recognized as the last word in modern railroad rolling stock. ▀



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Laying *the* Tracks for Nevada's Future

Nevada's state seal
predicts railroad's importance.

BY WENDELL HUFFMAN

The Great Seal of the State of Nevada dates from Nevada's constitutional convention of 1863-1864. Among symbols representing agriculture, mining and other industries, is a train. In December 1863, the convention committee responsible for the seal described the train on the seal as "approaching, very slowly." This was an understatement to say the least, and the statement may even have been a joke. At the time, the Central Pacific—the railroad closest to Nevada and the one that would eventually connect Nevada with the world—had barely 10 miles of track on the ground.

PRESCIENT PLACEMENT

Yet, by putting that train on the seal those early politicians illustrated just how much the new state wanted a railroad. The Sierra Nevada posed a nearly absolute barrier to Nevada's future development, with its passes closed by snow for several months each winter. A railroad was seen as essential to providing year-round communication between Nevada and the world.

Nevada finally achieved statehood in October 1864, but it would be three more long years before the Central Pacific even reached the state line, and six months more before trains were operating between Sacramento and Reno. Yet by the end of 1868 the railroad extended nearly the whole way across the state, and in early May 1869 the Central Pacific connected with the Union Pacific in northern Utah. Because the Central Pacific Railroad provided Nevada's first rail link to the world beyond the Sierra Nevada and the deserts to the east, and because it became the artery to which subsequent railroads were linked, it is arguably Nevada's most significant railroad.

IF YOU BUILD IT, THEY WILL COME

The dream of a transcontinental railroad dates back to the 1830s and 1840s. Efforts to build such a railroad failed all through the 1850s as there was no agreement on its route or the organization of the capital to build it. The Civil War motivated Abraham Lincoln and Congress to do what was necessary to bind the West Coast to the Union with iron rails, and at the same time, the secession of the Southern states simplified the discussion of the railroad's route. While a general path had already been found for a Pacific railroad on a central route—bypassing the Sierra either to the north or south—the discovery of The Comstock Lode justified the development of a route directly through the central Sierra Nevada. The combination of federal incentives to build the Pacific railroad and the heavy Comstock commerce resulted in the Central Pacific Railroad.

There is no doubt that the Central Pacific fulfilled the aspirations held for it by early Nevadans. However, the railroad proved to be much more. As an inducement to build the Pacific railroad, the federal government granted to the company every other section of land for 20 miles on each side of the track. Altogether, the Central Pacific received about 7 million acres.

It was expected that the sale of this land—made valuable by the access the railroad provided—would reimburse the company for the expense of building the road. However, little of the land in Nevada and Utah proved attractive to settlers, and by 1880 the Central Pacific had sold just 295,886 acres. At an average sale price of \$3.77 per acre, this yielded barely enough to pay for 18 miles of railroad at the average cost of \$64,000 per mile. Nevertheless, most of



***"Nevada owes more to
its railroads
than it does to its mines."***

James W. Hulse

the unsold railroad land was subsequently leased by the company for livestock grazing and mining, enlarging both of those industries. Moreover, until about 1900, property taxes paid by the Central Pacific on its land and railroad provided more than 60 percent of the income of the state's rural counties. To this day, roughly half of the taxable land in Nevada was originally part of that land grant. Ultimately, placing that land in private hands benefitted the state of Nevada far more than it did the railroad company. Furthermore, in accepting that land, the Central Pacific agreed to carry mail and government freight at about half the regular rate. When the reduced-rate requirement was finally eliminated in December 1945, the government calculated that the railroad had saved it more than \$900 million in transportation charges.

Thus, while the train on the state's seal represented merely a dream at the time the seal was adopted, it became a symbol for the industry, which made Nevada a success. It was perhaps in his understanding of this significance that Nevada historian James W. Hulse wrote, "Nevada owes more to its railroads than it does to its mines."

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YOUR NEVADA

Choosing a cover photo is one of the hardest things the staff at *Nevada Magazine* does. We get amazing submissions, and to pick just one is no mean feat. This year, we thought we'd share some of the images that almost made our cover, but due to our democratic process, fell just short of the top spot.

We're curious what our readers think; which cover would you have chosen? Send us an email to editor@nevadamagazine.com and tell us which photo is your favorite (number 1 is the current cover). We also have a poll running on our Facebook page where you can vote, so head to facebook.com/NevadaMagazine to cast your vote.

COVER TO COVER



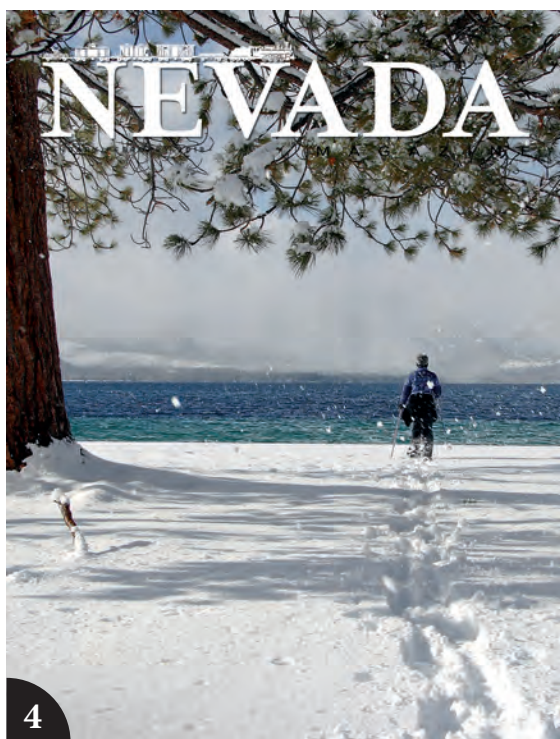
2

SALLY HANRAHAN, CAUGHLIN RANCH IN RENO



3

SUSAN KOPPEL, ANIMAL ARK IN RENO



4

JAY ALDRICH, NEVADA BEACH AT LAKE TAHOE



5

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