A GUIDE TO

NEVADA'S

Historical

Markers

NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

A Guide to Nevada's Historical Markers
6th Edition, 2021

Acknowledgements

History of the Marker Program

In 1967, the Nevada State Legislature initiated the marker program. These roadside markers bring attention to the places, people, and events that make up Nevada's heritage. They are as diverse as the counties they are located within and range from the typical mining boom and bust town to the largest and most accessible petroglyph sites in Northern Nevada.

Cover Map: 1876 Nevada
Library of Congress, Geography and Map Division
https://lccn.loc.gov/98688811

NEVADA COUNTIES

N

Washoe

Humboldt

ROUTE 95

Elko

ROUTE 93

Winnemucca

INTERSTATE 80

Elko

Pershing

Lovelock

Lander

Reno

INTERSTATE 80

Churchill

Eureka

White Pine

ROUTE 93

Storey County

Fallon

Austin

ROUTE 50

Eureka

Ely

Virginia City

Carson City

Carson City

Douglas

Hawthorne

Nye

ROUTE 6

Gardnerville

ROUTE 95

Lyon

Yerington

Mineral

Esmeralda

Tonopah

Lincoln

ROUTE 93

Caliente

Beatty

Las Vegas

INTERSTATE 15

ROUTE 95

Clark

ROUTE 95

County and Page

USING THIS GUIDE

Topics — **Marker Number**

The main topics of the full marker are provided in gray. Markers listed by topic can be found in the back of this guide.

Marker Name

QR Code

Use your smartphone camera to scan it and a link will pop up. This link is for the webpage of the marker. This page contains up-to-date information on the marker. Note: This only works when your cell phone has internet service.

1. Empire and the Carson River Mills

MINING-RAILROAD Comstock

Lode gold and silver ore was hauled to the mills for over 40 years. Traces of Empire and its mills can still be seen today.

39.187312, -119.706358   [stone]

Coordinates

Latitude and Longitude is provided to help locate the markers using a GPS or programs like Google Maps. The coordinates are provided in WGS 84 and are estimated to the best of our ability.

Marker Type

Examples of marker types are on the next page.

MAPS

- Maps are not to scale
- North at the top of the page
- Locations of markers, including the coordinates, are approximate
- An interactive map is available on the SHPO website

VIDEOS

Some marked locations have been highlighted in the video series, Nevada History Adventures. A playlist of these videos can be found on the nevadadcnr YouTube Channel.

NEVADA'S STATE HISTORICAL MARKERS WEBSITE

https://shpo.nv.gov/nevadas-historical-markers/

MARKERS MAY BE MISSING OR DAMAGED

It is likely the status of the markers in this book will change with time. The State Historic Preservation Office (SHPO) decommissions markers when vandalism persists at certain sites or when locations are no longer appropriate. Each marker's webpage will be updated as SHPO is informed of change. Furthermore, maintenance funds for this program are not guaranteed. Markers may retain their status, such as in production or awaiting install, for prolonged periods of time.

- **Before heading out, check the status of markers on the SHPO website**. Scan the QR code provided for the website or type in the URL into a browser.
- **Report missing or damaged markers.** Notify the SHPO office by email at shpo-info@shpo.nv.gov or by phone at (775) 684-3448
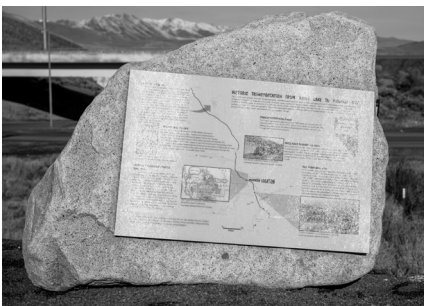
MARKER TYPES

Blue Marker
38. Pahrangat Valley

On Building
266. African Americans and the
Boston Saloon

Concrete
247. Site of Nevada's First Public
Library

Stone Marker
256. Historic Transportation

Stone Marker
15. Tonopah

Most of the markers across the state are large blue metal markers. However, there are a variety of other marker styles out there. For this guide they have been simplified into a few categories (blue, blue small, concrete, and stone). Sometimes, the markers are on buildings, fences, or metal stands. Be aware that each category contains its own variety as well. For example, see the two different types of stone markers pictured above.

CARSON CITY MAP

213

179

INTERSTATE 580

1

ROUTE 50

134

235

180

King St

5th

Fairview Dr

193

194

Saliman Rd

Carson City

76

INTERSTATE 580

181

ROUTE 50

91

77

518

ROUTE 395

DOWNTOWN CARSON CITY

ROUTE 395

Elizabeth St

Pratt St

Washington St

Caroline St

196

259

70

Robinson St

Spear St

78

Telegraph St

75

Musser St

71

King St

175

252

44

258

234

25

King St

250

Mountain St

Minnesota St

Division St

Nevada St

Curry St

Valley St

5th

7th

72

Carson St

Stewart St

4

CARSON CITY

1. Empire and the Carson River Mills

MINING-RAILROAD Comstock Lode gold and silver ore was hauled to the mills for over 40 years. Traces of Empire and its mills can still be seen today.

39.187312, -119.706358   [stone]

25. Nevada's Capital

ARCHITECTURE Sandstone Victorian-era Capital building completed in 1871.

39.163897, -119.766391   [on building]

44. Carson City

CALIFORNIA EMIGRANT TRAIL Description of the start of Carson City as Eagle Station and Ranch in 1851 through the placement of the state capital in 1871.

39.163924, -119.766659   [concrete]

70. Bliss Mansion

ARCHITECTURE-PERSON Built in 1879, this was the most modern and largest home in Nevada.

39.167294, -119.772154   [blue]

71. Methodist Church of Carson City

ARCHITECTURE Dedicated in 1867, this church serves a congregation that dates to 1859 and is one of Nevada's oldest religious structures.

39.164723, -119.769636   [on building]

72. Nevada State Children's Home

ARCHITECTURE Children's facilities first opened here in 1864. The site went through many changes but continued to serve children's needs until 1992.

39.160038, -119.764359   [blue]

75. Federal Government Building (1888-1970)

ARCHITECTURE This marker is on the front of the Paul Laxalt Building. This imposing 1891 Romanesque Revival style public structure represents the first federal office building constructed in the State of Nevada.

39.166188, -119.766671   [on building]

76. Eagle Valley

CALIFORNIA EMIGRANT TRAIL-FIRST TELEGRAPH-RAILROAD Centrally located between Genoa and the gold and silver of the Comstock Lode, Eagle Valley, site of present Carson City, was a vital link for inland communications.

39.124864, -119.767411   [blue]

77. Dat-So-La-Lee

CEMETERY-PERSON-NATIVE AMERICAN Famed Washoe basket maker, Datsolalee - also known as Louisa Keyser, is buried in this cemetery along with

many other Washoe weavers. Utilitarian, straight-walled, decorated coiled willow basketry is a Washoe tradition extending back thousands of years.
39.117891, -119.754701 [blue]

78. Orion Clemens Home

MARK TWAIN Samuel Clemens (Mark Twain) stayed in his brother Orion's home periodically.
39.166720, -119.769604 [on building]

91. Stewart Indian School

ARCHITECTURE-PERSON-NATIVE AMERICAN The controversial school was operated by the U.S. Bureau of Indian Affairs and provided vocational training and academic education for American Indian students from throughout the West for nearly a century.
39.117722, -119.756290 [blue]

134. Trans-Sierran Pioneer Flight

AVIATION-PERSON The first authenticated air flight over the Sierra Nevada touched down here.
39.172323, -119.748925 [blue]

175. Stewart – Nye Residence

ARCHITECTURE-PERSON This sandstone house was built about 1860 and was home to many historical figures. In 1917 it was sold as a rectory for the Catholic Church.
39.163987, -119.770685 [blue]

179. First Air Flight Over Nevada

AVIATION-PERSON Marker

6

removed.
39.198266, -119.778498

180. The Warm Springs Hotel and Nevada State Prison

ARCHITECTURE-EVENT Warm Springs Hotel was built near this site in 1860 from a local sandstone quarry inside the old Nevada State Prison complex. The hotel housed Nevada's first Territorial Legislature meeting in 1861 and became integrated into the Prison complex which operated until 2012.
39.161333, -119.739001 [blue]

181. Washoe Indians

NATIVE AMERICAN Marker removed for update. The previous marker described aspects of the Washoe Tribe (Washeshu Itdeh - "the people from here") who inhabited the area long before the first emigrant wagon trains arrived.
39.115006, -119.858469

193. Historic Flume and Lumberyard

LUMBER-MINING Approximately one-half mile south of this point and west of the present highway lay the immense yard of the Carson-Tahoe Lumber and Fluming Company, a Comstock timber company in the Lake Tahoe Basin in operation from 1870-1898.
39.151942, -119.766450 [blue]

194. Gardner's Ranch

LUMBER-RAILROAD-RANCHING/ FARMING From 1870 until a fire in 1918, this site contained Matthew Culbertson Gardner's home and ranch. The lumberyard for the Carson-Tahoe Lumber and Fluming Company, which had the only standard gauge

logging railroad in the Tahoe Basin, was also located here during that time.
39.152929, -119.767267   [blue]

196. The United States Mint Carson City, Nevada

ARCHITECTURE-EVENT   In 1862, Congress passed a bill establishing a branch mint in the Territory of Nevada. It was housed in the original Carson City building built from sandstone blocks quarried at the Nevada State Prison.

39.167733, -119.767309   [stone]

213. Lakeview

LUMBER-RAILROAD   In 1873, the Virginia and Gold Hill Water Company built a world famous 76 mile box flume and pipeline system that furnished water to Virginia and Carson Cities. From 1881-1896, Lakeview was a lumber storage area and timber products were shipped to the Comstock mines and other points via the V. & T.R.R cars.

39.207966, -119.802901   [concrete]

235. Camp Nye 1864-1865

MILITARY   Established one-half mile to the north in October 1864 (During the Civil War), Camp Nye served as the home base for the men of companies "D" and "E," 1st Nevada Volunteer Cavalry. Time has obliterated all vestiges of the barracks, stables and other facilities.

39.162420, -119.794175   [blue]

243. Corbett-Fitzsimmon Flight

EVENT   On March 17, 1897, at an arena located on this site, Carson City played host to Nevada's first World Championship prizefight.

39.164453, -119.759683   [blue]

250. State Printing Building

ARCHITECTURE   Completed in 1886, this building is the second oldest structure built by the State within the Capitol Complex. Architects Morrill J. Curtis and Seymore Pixley, designed the Italianate structure to compliment the older State Capitol.

39.163794, -119.765026   [on building]

252. Rinckel Mansion

ARCHITECTURE-MINING-RANCHING/ FARMING   In 1863, Rinckel settled in Carson City, he raised livestock and supplied the mining and timber districts surrounding Eagle Valley with meat. Charles H. Jones, a French-schooled designer, constructed Rinckel's High Victorian Italianate architectural residence in 1876.

39.164034, -119.768264   [on building]

258. Charles W. Friend House, Observatory & Weather Station

EVENT-PERSON   This is the site of the house and observatory of Nevada's first weatherman, astronomer, and seismologist, Charles William Friend.
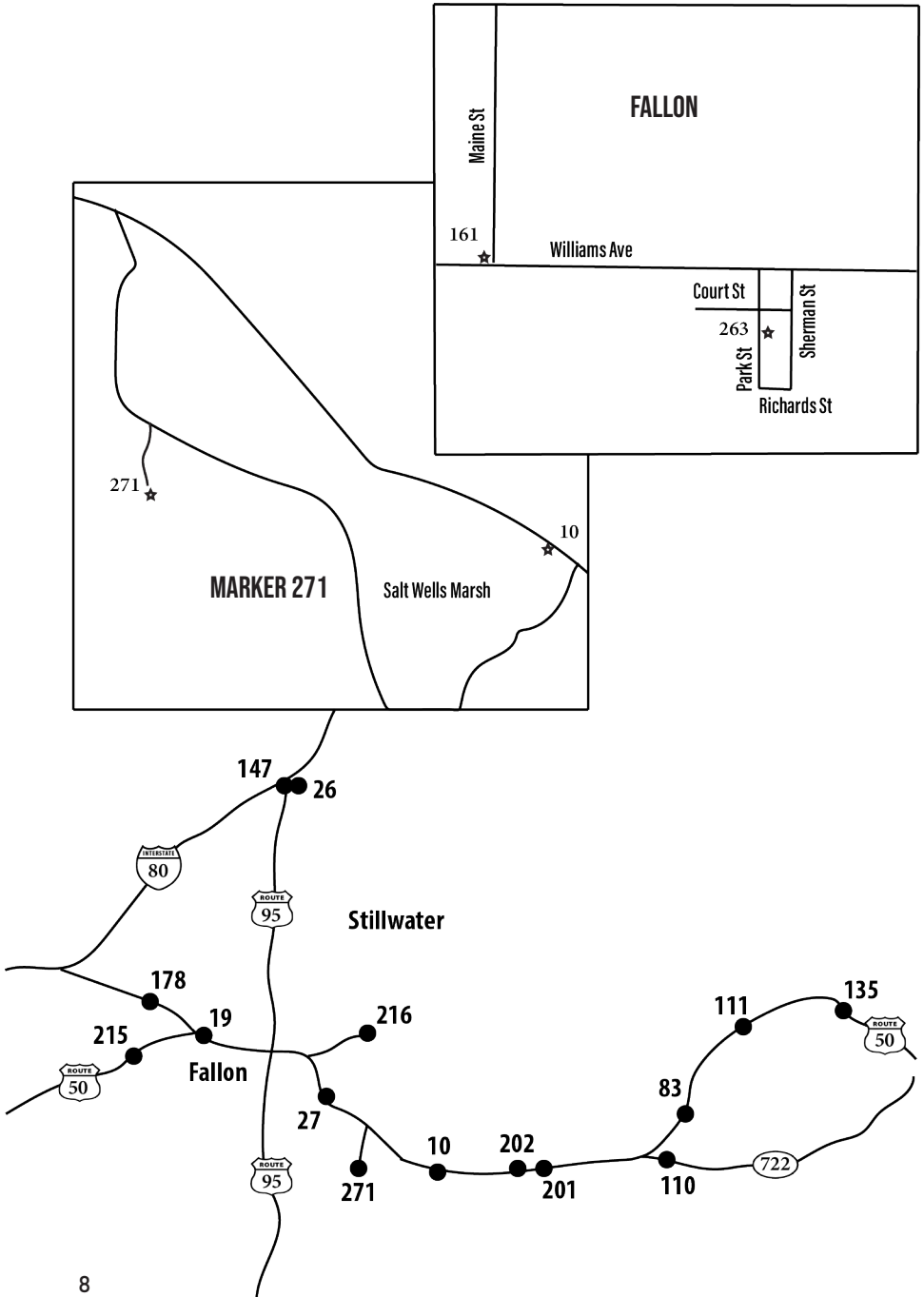
39.164080, -119.764283   [concrete]

259. The Governor's Mansion

ARCHITECTURE-PERSON   Reno architect George A. Ferris designed this neoclassical mansion in 1909. It is the only home ever built for Nevada's highest elected official.

39.167279, -119.773000   [on fence]

CHURCHILL COUNTY MAP

FALLON

Maine St

161

Williams Ave

Court St

Sherman St

263

Park St

Richards St

271

10

MARKER 271   Salt Wells Marsh

147

26

INTERSTATE 80

ROUTE 95

Stillwater

178

19

215

216

111

135

ROUTE 50

83

Fallon

ROUTE 50

27

10

202

201

110

722

ROUTE 95

271

CHURCHILL COUNTY

ARCHITECTURE (2) NATIVE AMERICAN (5) RANCHING/FARMING (2)
CE TRAIL (2)   PERSON (1)   TELEGRAPH (1)
EVENT (1)   PONY EXPRESS (4)   TRAIL/ROAD (2)
MINING (2)   RAILROAD (1)

10. Sand Mountain
PONY EXPRESS-NATIVE AMERICAN
Sand Mountain is a sinuous transverse dune important to the Stillwater Northern Paiutes. Sand Springs was home to a Pony Express Station in 1860. The Sand Mountain blue butterfly is only found here.
39.275180, -118.413353 [blue]

19. Ragtown
CALIFORNIA EMIGRANT TRAIL This water stop along the Carson River was the first watering opportunity after the Forty Mile Desert, immediately to the north.
39.505685, -118.919229 [blue]

26. Forty Mile Desert
CALIFORNIA EMIGRANT TRAIL
The Forty Mile Desert, beginning here, is a barren stretch of waterless alkali wasteland. It was the most dreaded section of the California Emigrant Trail.
39.940687, -118.750153 [blue]

27. Grimes Point
NATIVE AMERICAN Grimes Point is one of the largest and most accessible petroglyph sites in Northern Nevada. It contains about 150 basalt boulders covered with more than 1,000 petroglyphs. 39.401567, -118.647333 [blue]

83. Rock Creek (Cold Springs Station)

PONY EXPRESS-TELEGRAPH In 1860, a Pony Express Station was built to the east. At this site, in 1861 fresh horses, blacksmith services, and wagon-repair facilities were available to service stagecoaches. The ruins of a telegraph repeater and maintenance station are also nearby.
39.390158, -117.854349 [blue]

110. Wagon Jack Shelter
NATIVE AMERICAN This rock shelter was used by Native Americans at least 3,150 years ago. It has been excavated by archaeologists and all that remains is the shelter.
39.302441, -117.883495 [blue]

111. Edwards Creek Valley
NATIVE AMERICAN-PONY EXPRESS
Shoshone and Northern Paiutes gathered and hunted for food in the area. Settlers, miners, Pony Express riders, and others traveled through the valley starting in 1854.
39.530296, -117.725999 [blue]

135. New Pass Station
TRAIL/ROAD The rocks composing the walls of this stage station and freighter stop were in neat array and roofed with bundles of willow twigs. In July 1861, John Butterfield's Overland Mail & Stage Company began traversing this Central Route between Salt Lake City and Genoa, Nevada.
39.567418, -117.510172 [blue]

CHURCHILL COUNTY

147. People of the Humboldt
NATIVE AMERICAN Archaeologists concluded that Native Americans have occupied this region for at least the last 12,000 years. In the 1830s, the area was dominated by vast wetlands that still supported Numa (Northern Paiute) villages.
39.940653, -118.749496

161. Churchill County Courthouse
ARCHITECTURE-EVENT This Neo-Classical Churchill County Courthouse was constructed in 1903 and has been in continuous use since opening. The building is the only monumental wooden courthouse built in Nevada.
39.474987, -118.777356   [concrete]

178. Hazen
RAILROAD-RANCHING/FARMING The town, established in 1903, housed laborers working on the Newlands irrigation project to the south. In 1906, the Southern Pacific Railroad built a large roundhouse and depot here.
39.563469, -119.047996   [blue]

201. Wonder
MINING Located 13 miles to the north is the camp of Wonder, a major mining center in the early years of the 20th Century. Wonder's boom from 1906 to 1915 was brief, but spectacular.
39.287123, -118.162069   [blue]

202. Fairview (1905-1917)
MINING Fairview had a few silver booms between 1905 and 1917. The town boasted 27 saloons, hotels, banks, assay offices, a newspaper, a post office, and a miner's union hall.
39.283282, -118.214901   [blue]

215. Lahontan Dam
RANCHING/FARMING Lahontan Dam, completed in 1915, is the key feature of the Newlands irrigation project that turned Lahontan Valley into one of Nevada's most productive farming and ranching areas.
39.466105, -119.069503   [blue]

216. Stillwater
NATIVE AMERICAN-RANCHING/FARMING-TRAIL/ROAD The town originated as an overland stage station in 1862 and later became home to incoming ranchers. The Stillwater Indian Reservation adjoins the lush Stillwater National Wildlife Refuge full of natural resources.
39.521659, -118.546626   [blue]

263. Oats Park School
ARCHITECTURE-PERSON The Oats Park School was designed in 1914 by Frederick J. DeLongchamps, Nevada's pre-eminent architect of the period. This building is one of his earliest, and perhaps his first, public school designs.
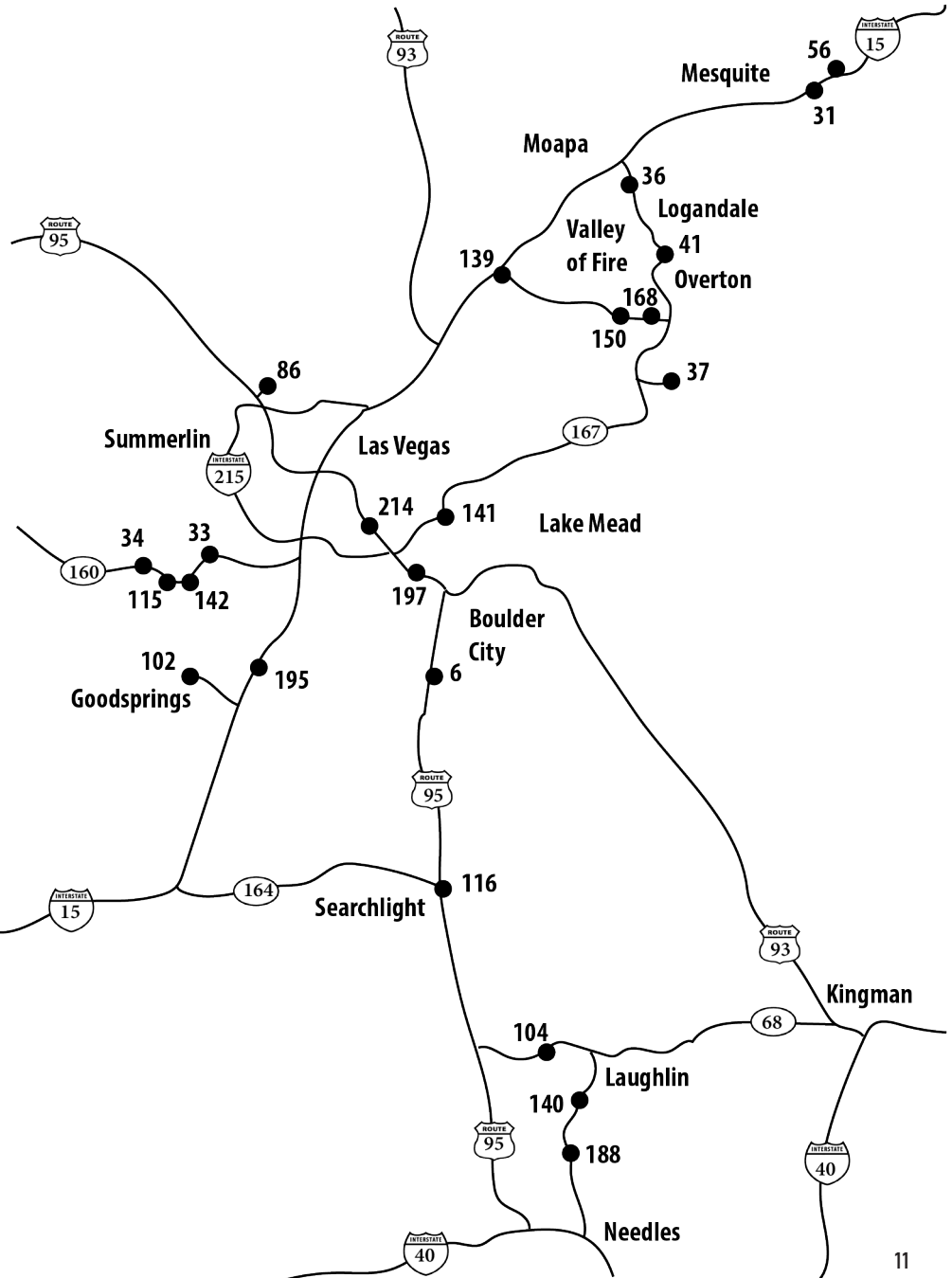39.473455, -118.768678   [unknown]

271. Pony Express Route-1860 Sesquicentennial 2010
PONY EXPRESS This marker provides the history of the Pony Express.
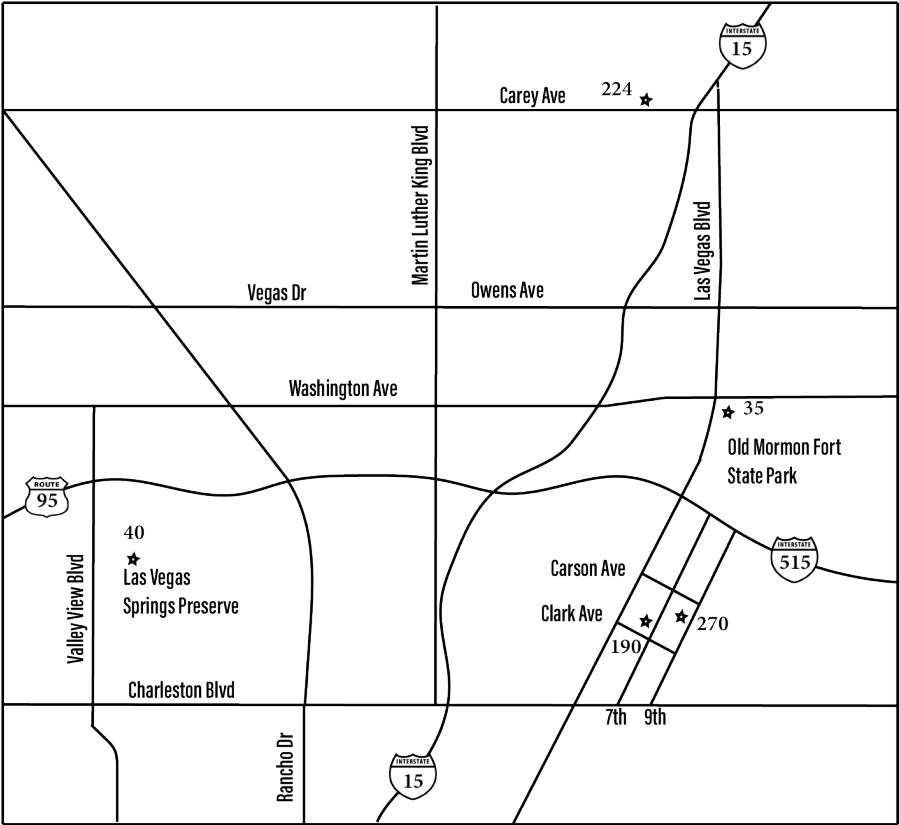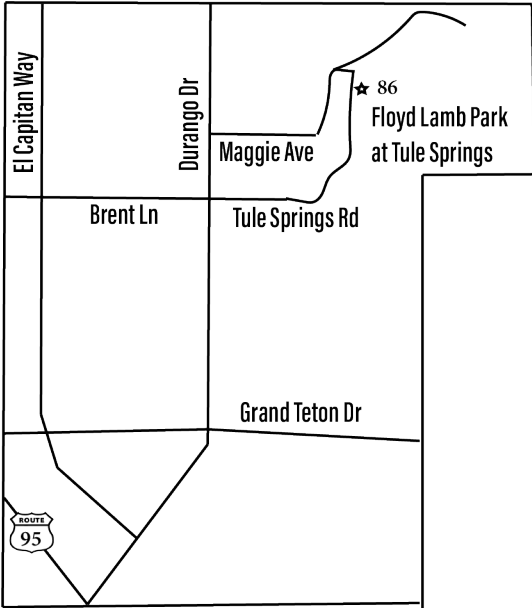39.287541, -118.571526   [blue]

CLARK COUNTY MAP

CLARK COUNTY MAP

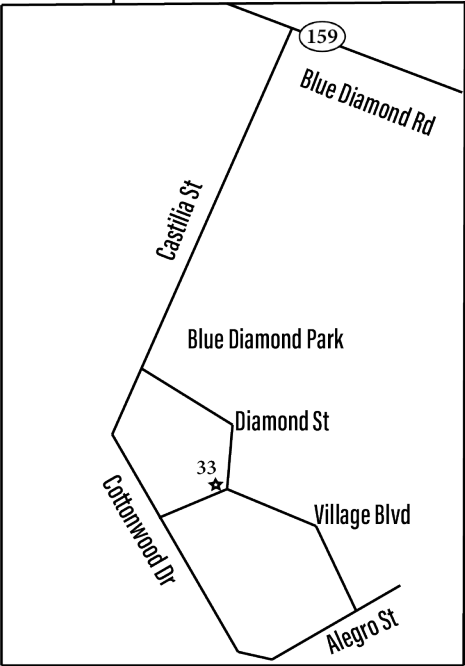|	
33	1 Village Blvd, Blue Diamond, NV 89004
35	500 E Washington Ave, Las Vegas, NV 89101
40	333 S Valley View Blvd, Las Vegas, NV 89107
86	9200 Tule Springs Rd, Las Vegas, NV 89131
190	400 S 7th St, Las Vegas, NV 89101
197	551 Mission Dr, Henderson, NV 89002
214	East side of Mountain Vista south of Russel Rd
224	2465 Kiel Way, North Las Vegas, NV 89030
270	861 E Bridger Ave, Las Vegas, NV 89101

DOWNTOWN LAS VEGAS

CLARK COUNTY MAP

NORTH LAS VEGAS
MARKER 86

El Capitan Way

Durango Dr

Maggie Ave

★ 86

Floyd Lamb Park
at Tule Springs

Brent Ln

Tule Springs Rd

Grand Teton Dr

ROUTE
95

BLUE DIAMOND
MARKER 33

159

Blue Diamond Rd

Castilia St

Blue Diamond Park

Diamond St

33 ★

Cottonwood Dr

Village Blvd

Alegro St

HENDERSON AREA

MARKER 214
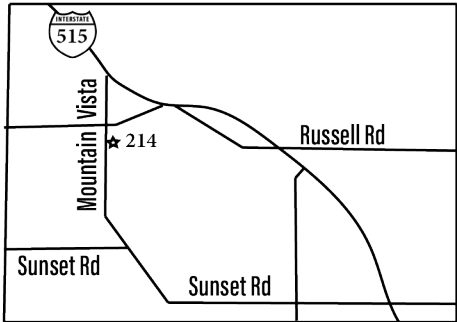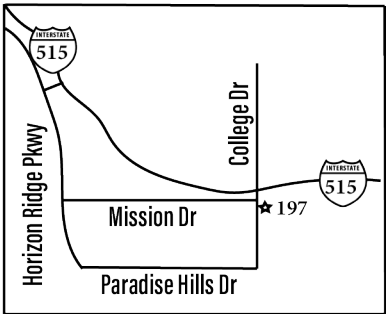
INTERSTATE
515

Mountain Vista

★ 214

Russell Rd

Sunset Rd

Sunset Rd

MARKER 197

INTERSTATE
515

Horizon Ridge Pkwy

College Dr

INTERSTATE
515

Mission Dr

★ 197

Paradise Hills Dr

13

CLARK COUNTY

6. Eldorado Canyon

MILITARY-MINING Eldorado Canyon, was home to the Colorado Mining District. In 1867, the U.S. Army established an outpost here to secure riverboat freight and to protect miners in the canyon from Native Americans.
35.827603, -114.936414   [blue]

31. Old Spanish Trail

Stretching for 130 miles across Clark County, this historic horse trail became Nevada's first route of commerce in 1829. The trail was later used by the wagons of the "49ers" and by Mormon pioneers.
36.804102, -114.068703   [blue]

32. Old Spanish Trail

Marker missing. New location pending.
36.181224, -115.133064

33. The Old Spanish Trail 1829-1850

36.046865, -115.406494
[concrete]

34. The Old Spanish Trail 1829-1850

36.018350, -115.506856
[stone]

35. Las Vegas Mormon Fort (Nevada's Oldest Building)

ARCHITECTURE-PERSON-RAILROAD-RANCHING/FARMING In 1855, Mormon missionaries established fields and built an adobe fort. The adobe later became headquarters for the Las Vegas Rancho. Helen J. Stewart purchased and expanded the ranch before selling it in 1902 to the Railroad for the Las Vegas townsite.
36.180732, -115.132676   [blue]

36. Moapa Valley

LDS-OLD SPANISH TRAIL-RANCHING/FARMING The Old Spanish Trail crosses Moapa Valley. In 1865, Brigham Young sent 75 families to settle the area and grow cotton. They developed the townsite of St. Thomas. The Moapa area remains one of the most agriculturally productive in the state.
36.633278, -114.492248   [blue]

37. Powell of the Colorado

EVENT-PERSON In 1869, Major John Wesley Powell landed at the mouth of the Virgin River, about twelve miles south of here, thus ending the first expedition through the Grand Canyon of the Colorado River.
36.307583, -114.420423   [blue]

40. Las Vegas (The Meadows)

ARCHITECTURE-EVENT-NATIVE

CLARK COUNTY

AMERICAN-OLD SPANISH TRAIL-PERSON-RANCHING/FARMING This marker is located inside the Las Vegas Springs Preserve. Water from the Las Vegas Spring fed meadows and mesquite forests that were the homeland of Southern Paiutes. The springs were a stopping point on the Old Spanish Trail. John C. Frémont camped here in 1844. The waters made a great location for the Las Vegas Mission and Fort in 1855.
36.170611, -115.189000   [blue]

41. Pueblo Grande De Nevada
ARCHITECTURE-NATIVE AMERICAN Several hundred ancient pithouses, campsites, rockshelters, salt mines and caves of ancestral Puebloan people make up what is commonly known as "Lost City." Lake Mead, created by Hoover Dam, flooded the most intensively developed portion of Lost City.
36.518001, -114.426315   [blue]

56. Virgin Valley
MORMON TRAIL-OLD SPANISH TRAIL The valley served as the right-of-way for many trails. The Virgin River provided water for settlers in Bunkerville (1877) and Mesquite (1880).
36.804107, -114.068481   [blue]

86. Tule Springs
NATIVE AMERICAN This site contains evidence of both early human (~13,000 years ago) and Ice Age animals including ground sloth, mammoth, prehistoric horse, and American camel.
36.322461, -115.269333   [blue]

102. Goodsprings Mining

District 1856-1957
LDS-MINING-RANCHING/FARMING Named for cattleman Joseph Good, Goodsprings mining district got its start in 1856, when Mormons began work at Potosí mine. Mining reached its peak in 1916 when Goodsprings had 800 residents.
35.172087, -114.710797   [blue]

103. Gypsum Cave
NATIVE AMERICAN Marker removed. The cave contains both Native American artifacts including stone points and dart shafts, and giant ground sloth remains. It was thought Native Americans and Ice Age Mammals inhabited the cave at the same time but evidence placed the sloth in the cave about 8,500 B.C. and the human artifacts at about 3,000 B.C.

104. The Camel Corps
MILITARY Marker missing. In 1855, Congress authorized $30,000.00 for camels as frontier military beasts of burden because of their adaptability to desert heat, drought, and food. The experiment was not successful.
35.172087, -114.710797

115. Potosí
LDS-MILITARY-MINING Mormon settlers mined for lead at Potosí but smelting difficulties forced the remote mine to be abandoned in 1857. In 1861, the mine was reopened and a smelter and cabins for miners were built. During World War I, Potosí was an important source of zinc.
36.000991, -115.485424   [blue]

116. Searchlight

MINING-PERSON-RAILROAD Marker is unreadable. In 1897, gold and other ore discoveries were made here. In 1907, a Railroad spur connected the town with the then main Santa Fe line from Needles to Mojave. This town is also the birthplace of former U.S. Senator and Senate Majority Leader Harry Reid.

35.468306, -114.922614   [blue]

139. Old Spanish Trail (The Journey of the Dead Man)

PERSON Awaiting install. This is the longest stretch along the Old Spanish Trail without water. It was littered with the skeletons of animals and parts of wagons abandoned along the sandy desert. John C. Frémont crossed this section in 1844.

36.499500, -114.760972

140. The Garcés Expedition

SPANISH EXPLORATION-NATIVE AMERICAN Garcés, a Franciscan missionary priest and explorer, was the first European to enter the present boundaries of Nevada. In 1776, he had reached the Mohave villages located just south of this location on the banks of the Colorado river.

35.106519, -114.650708   [blue]

141. Old Spanish Trail (Armijo's Route)

In 1830, the first pack train to pass from Santa Fe to Los Angeles crossed the Las Vegas Valley along Antonio Armijo's route. Until the end of the Mexican War in 1848, this route was the principal means of transportation between the Mexican territories of New Mexico and California.

36.097652, -114.904643   [blue]

142. Old Spanish Trail (Mountain Springs Pass)

Marker down. This portion of the Old Spanish Trail was discovered in January 1830, by Antonio Armijo. The springs just north of this marker provided excellent water and fed meadows of grass for draft animals.

35.998436, -115.447709

150. Nevada's First State Park

EVENT In 1934, donated land was officially dedicated as Valley of Fire, Nevada's first state park. By 2015, the park had grown fourfold, and is recognized internationally for its outstanding scenic, geologic, and archaeological features.

36.429923, -114.513954   [blue]

168. Arrowhead Trail (1914-1924)

TRAIL/ROAD This trail was promoted as an all-weather route between Los Angeles and Salt Lake City. Local communities along the route promoted its construction and the tourism possibilities of Southern Nevada, including Valley of Fire.

36.426315, -114.463134   [blue]

188. Von Schmidt State Boundary Monument

PERSON-SURVEY This marker commemorates the iron column erected in 1873 at the southernmost tip of the boundary survey line run by Alexey W. Von Schmidt, U.S. astronomer and surveyor.

35.014268, -114.661826   [blue]

190. Original Home of "Pop" Squires (1865-1958)
EVENT-PERSON Charles "Pop" Squires, often referred to as "the Father of Las Vegas," lived at this location, with his wife Delphine, from 1931 until his death in 1958.
36.164606, -115.140944 [on building]

195. The Last Spike
RAILROAD Marker missing. On January 30, 1905, near this site, workers drove the last spike that completed the railroad between Salt Lake City and Los Angeles. This was the last "transcontinental" line to southern California and one of the last lines built to the Pacific Coast.
35.839769, -115.271795

197. Arrowhead Trail — Henderson
OLD SPANISH TRAIL-TRAIL/ROAD
Prior to 1850, New Mexican trading caravans en route to Los Angeles used this segment of the Old Spanish Trail. Later it became part of the Arrowhead Trail, an early automobile road (1916-1924) connecting Salt Lake City and Los Angeles.
35.997119, -114.961784 [concrete]

214. Rafael Rivera
MORMON TRAIL-OLD SPANISH TRAIL-PERSON In 1830, pioneer scout, Rafael Rivera, was the first known European American to traverse the Las Vegas Valley. He connected the Las Vegas Springs with the Old Spanish Trail. He ascended the Vegas wash twenty miles east of this marker. John C. Frémont mapped the trail in 1844 which later became known as the Mormon Trail.

36.083550, -115.072753 [blue]

224. Kyle (Kiel) Ranch
PERSON-RAILROAD-RANCHING/ FARMING Established by Conrad Kiel in 1875, this was one of only two major ranches in the Las Vegas valley throughout the 19th century. The railroad purchased the ranch in 1903. It changed hands a few times before Edwin Losee (1939-58)developed it into a divorce ranch. Currently Kiel Ranch is a 7-acre historic site owned by the City of North Las Vegas.
36.203273, -115.140478 [on fence]

270. The Morelli House
ARCHITECTURE-PERSON The Morelli House is a classic example of Las Vegas mid-century residential architecture. It was built in 1959 by the Sands Hotel orchestra leader Antonio Morelli and his wife Helen.
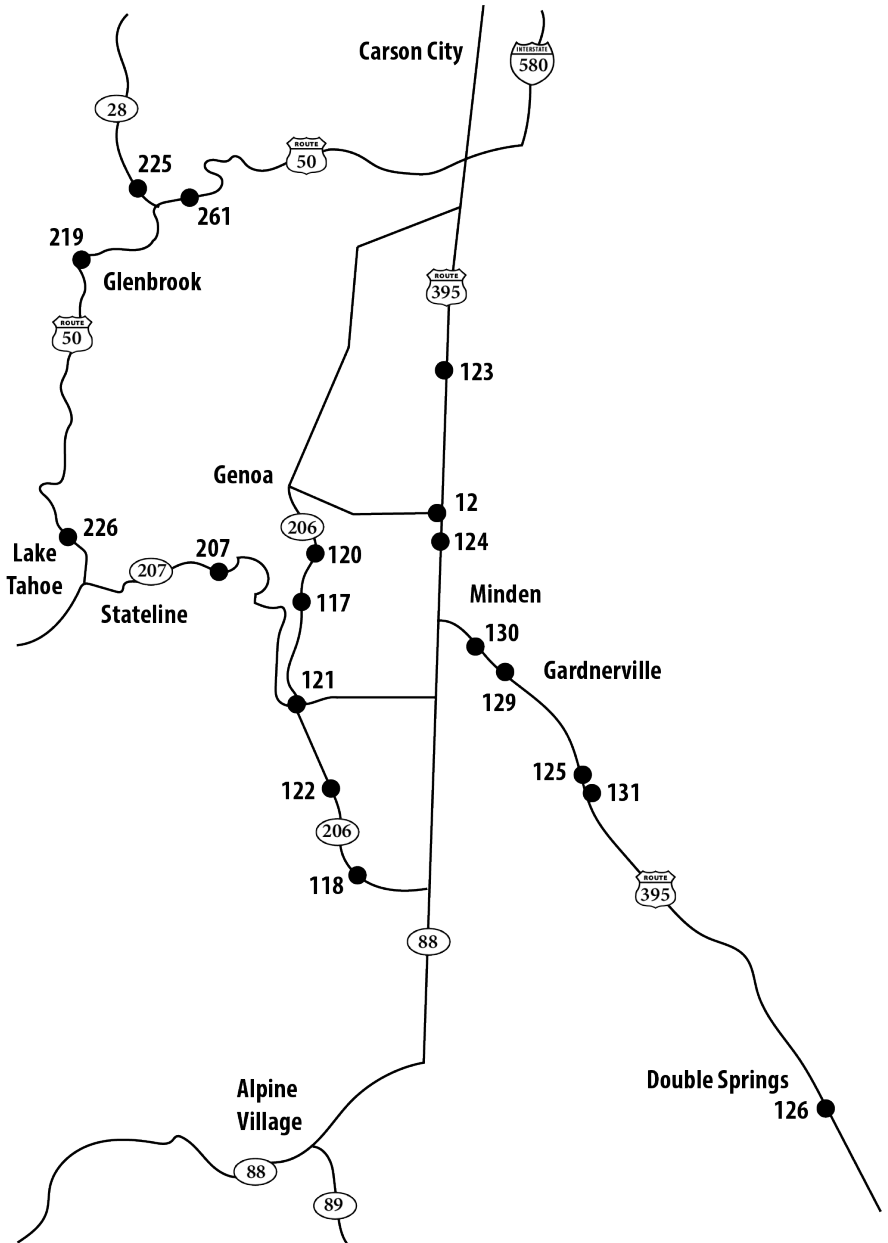36.165279, -115.137737 [on building]

Main Street Searchlight
Courtesy of UNR Special Collections

DOUGLAS COUNTY MAP

Carson City

INTERSTATE 580

28

ROUTE 50

225

261

219

Glenbrook

ROUTE 50

ROUTE 395

123

Genoa

12

206

226

120

124

Lake Tahoe

207

207

117

Minden

Stateline

121

130

Gardnerville

129

122

125

131

206

118

ROUTE 395

88

Alpine Village

Double Springs

126

88

89

DOUGLAS COUNTY

ARCHITECTURE (2)
BASQUE (1)
CE TRAIL (4)
CEMETERY (1)
DUTCH (1)
EVENT (2)

LUMBER (3)
LDS (1)
MINING (7)
NATIVE AMERICAN (1)
PERSON (6)
PONY EXPRESS (1)

RAILROAD (1)
RANCHING/FARMING (5)
TELEGRAPH (1)
TRAIL/ROAD (7)

12. Nevada's Birthplace
EVENT-PONY EXPRESS-TRAIL/ROAD
Carson Valley is the birthplace of
Nevada. This sign covers the early settlement
of area communities.
38.995981, -119.780024   [concrete]

117. Kingsbury Grade
TRAIL/ROAD In the late 1850s a toll
road was constructed to meet the
demand for a more direct route from California
to the Washoe mines and to shorten the
distance between Sacramento and Virginia City
by ten miles.
38.965550, -119.839676   [blue]

118. Luther Canyon (Fay Canyon)
CALIFORNIA EMIGRANT TRAIL-
LUMBER-PERSON Luther Canyon, west of
this site, takes its name from Ira M. Luther, a
Nevada Territorial Legislature delegate, who
from 1858-1865 had a sawmill there. The
house behind the marker was his home. John
and Lute Olds, owners of the next ranch south,
operated a station along the Emigrant Trail for
a number of years.
38.870489, -119.809402   [blue]

120. Walley's Hot Springs
CALIFORNIA EMIGRANT TRAIL In

1862, along this Carson branch of the Emigrant
Trail, David and Harriet Walley developed
a $100,000 spa resort. The thermal waters
became well known as a cure for "rheumatism
and scrofulous afflictions."
38.981193, -119.833243   [blue]

121. Mottsville
CALIFORNIA EMIGRANT TRAIL-
CEMETERY-EVENT-PERSON

Mottsville, was settled along the Emigrant
Trail by Hiram Mott and his son Israel in
1851. Their homestead was the scene of an
impressive number of firsts in Carson County,
Utah Territory including the first school and the
first cemetery that marks the site of Mottsville
today.
38.931096, -119.840046   [blue]

122. Sheridan
ARCHITECTURE-PERSON-RANCING/
FARMING In 1861, a blacksmith
shop, a store, two saloons and a boarding
house comprised the village of Sheridan. The
former boarding house is all that remains and
it has been converted into the dwelling seen
across the road.
38.901252, -119.825849   [blue]

123. Cradlebaugh Bridge
MINING-TRAIL/ROAD Marker

awaiting installation. The remains of Cradlebaugh Bridge, built in 1861, by William Cradlebaugh, stand ¼ mile west of here. This bridge shortened the distance from Carson City to Aurora in the then-booming Esmeralda Mining District.
39.046729, -119.780249

124. Boyd Toll Road
MINING-TELEGRAPH-TRAIL/ROAD
Boyd's toll road is still visible to the northwest and southeast of this marker. It was constructed in 1861 to provide a road to join Genoa to the Cradlebaugh toll road, the trunkline to the mining district of Esmeralda. In 1863, a telegraph line from Placerville through Genoa was strung along it.
38.987612, -119.779225   [blue]

125. Twelve Mile House
ARCHITECTURE-MINING-PERSON-TRAIL/ROAD
Marker in production. Built in 1859, this was an important stop on the road to the Esmeralda mining camp of Aurora. Mile houses were critical places for rest and supplies along early western road systems before railroads.
38.905804, -119.706766   [blue]

126. Double Springs
MINING-RANCHING/FARMING-TRAIL/ROAD Double Springs was a station on the wagon road through the south end of the Pine Nut Mountains. The road provided access between Carson and Walker valleys, both ranching and dairy regions. The site of the Eagle Mining District post office is about four miles north along the highway.
38.793525, -119.599536   [blue]

129. Gardnerville
BASQUE-DUTCH-RANCHING/FARMING
Early Gardnerville served the farming community and teamsters who hauled local produce to booming Bodie. After 1879, Gardnerville became the center for 1,870 Danish immigrants, who met in Valhalla Hall, one block south. Starting in 1898, Spanish and French Basque shepherds tended thousands of sheep in Carson Valley.
38.940808, -119.748830   [blue]

130. Minden
RAILROAD-RANCHING/FARMING The seat of Douglas County since 1916, Minden, was named for a town in Germany, where the founder of H.F. Dangberg Land and Livestock Company, was born. The company established Minden in 1905 to provide terminal facilities for the Virginia and Truckee Railway. The passenger and freight depot was situated at this point.
38.952691, -119.761831   [blue]

131. Dresslerville
NATIVE AMERICAN-PERSON-TRAIL/ROAD In 1917, State Senator William F. Dressler gave this 40-acre tract to the Washoe Indians, then living on ranches in Carson Valley. After a school was opened in 1924, it became a nucleus of settlement.
38.905171, -119.706420   [blue]

207. Carson Valley
CALIFORNIA EMIGRANT TRAIL-LDS-MINING-RANCHING/FARMING
This valley was well suited for ranchers and agriculturalists to prosper. The river provided an influx of California bound travelers in need

of provisions. The nearby Comstock Lode (1858) boom and development of Virginia City increased demand for local hay, meat, and other goods. Demand continued with the mining in Bodie, Tonopah, and Goldfield.
38.974261, -119.877126   [blue]

219. Glenbrook

LUMBER-MINING In 1873, Glenbrook was home to the Carson & Tahoe Lumber & Fluming Company, the largest Comstock wood and lumber combine. Consolidation of V-flume systems in and near Clear Creek Canyon by 1872 made it possible to float lumber and other material from Spooner's Summit to Carson City, eliminating the need for wagon hauling over Lake Bigler Toll Road (King's Canyon Road).
39.081489, -119.942589   [blue]

225. Spooner Area (Logging and Lumbering Period: 1868-1895)

LUMBER-MINING-PERSON This area bears the name of Michele E. Spooner, a French Canadian entrepreneur, who, along with others, was instrumental in establishing the wood and lumber industry which supplied the needs of the Comstock mines and mills.
39.106219, -119.918022   [blue]

226. De Ek Wadapush - Cave Rock

NATIVE AMERICAN-TRAIL/ROAD A sacred place to the Washoe Tribe of Nevada and California, cave rock is as important now as it has been for thousands of years. Named for a cave, a remnant of which can be seen above the waterline. It also served as a landmark on the Lake Bigler Toll Road and was tunneled for the highway in 1931 and 1957.
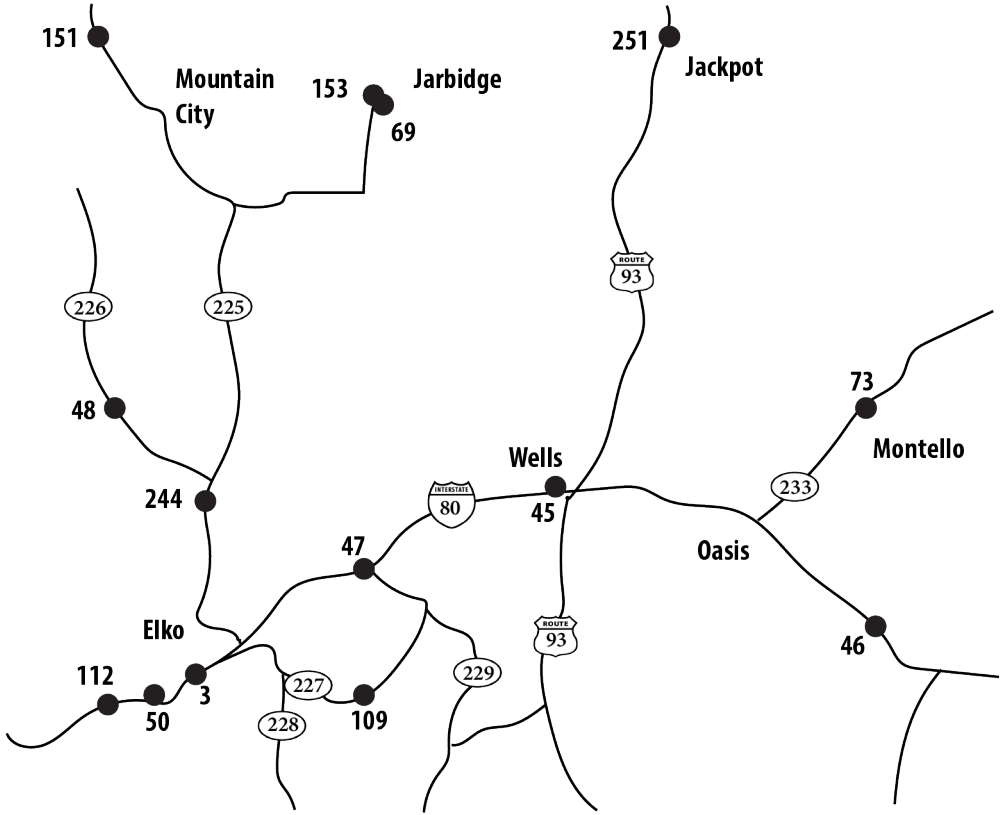39.044977, -119.948432   [stone]

261. Spooner Summit

TRAIL/ROAD From early toll roads linking California to the new towns east of the Sierra Nevada to today's two lane segment of US 50, Spooner Summit's history is discussed on this marker.
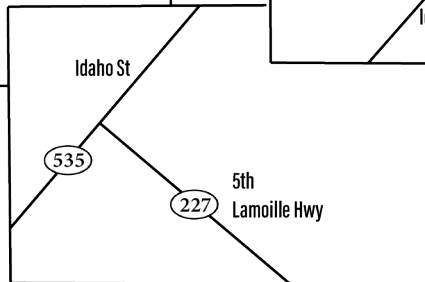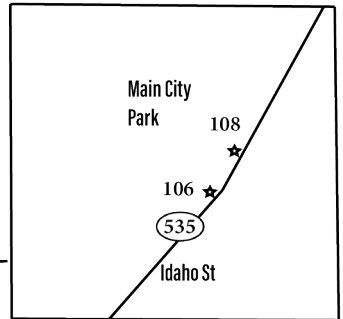39.104273, -119.895662   [stone]

Gardnerville 1910
Courtesy of UNR Special Collections

ELKO COUNTY MAP
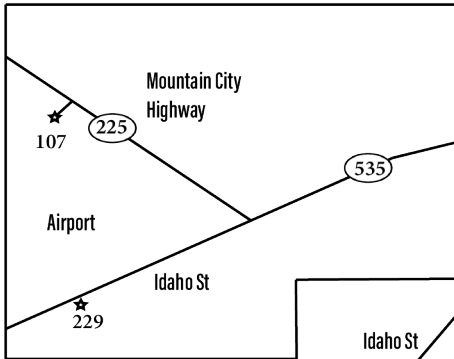
151
Mountain City
153
Jarbidge
69
251
Jackpot
226
225
73
Montello
48
244
Wells
233
80
45
Oasis
47
Elko
93
112
3
227
229
50
228
109
46

ELKO

Mountain City Highway
107
225
535
Airport
Idaho St
229

Main City Park
108
106
535
Idaho St

Idaho St
535
227
5th
Lamoille Hwy

ELKO COUNTY

3. West End of Hastings Cutoff

DONNER-TRAIL/ROAD Across the Humboldt Valley southward from this point a deeply incised canyon opens into a valley. Through that canyon ran the route called the Hastings Cutoff. It was first traversed in 1841 by the earliest organized California emigrant group. In 1846, The ill-fated Reed Donner Party traveled through here.
40.766087, -115.919748   [stone]

45. Humboldt Wells

CALIFORNIA EMIGRANT TRAIL-RAILROAD These springs, seen as marshy spots and small ponds of water in the meadows, are Humboldt Wells, a historic oasis on the California Emigrant Trail. In 1869, the Central Pacific Railroad established a station named Humboldt Wells later named just Wells.
41.117892, -114.978171   [blue]

46. Pilot Peak

CALIFORNIA EMIGRANT TRAIL-DONNER-PERSON The high, symmetrically shaped mountain seen rising to the north is Pilot Peak, named by John C. Frémont. The mountain was a symbol of hope and relief to the Reed-Donner Party and all other wagon train pioneers who traveled across the Great Salt Lake Desert on the California Emigrant Trail.
40.843933, -114.207478   [blue]

47. Fort Halleck Site 1867-1886

CALIFORNIA EMIGRANT TRAIL-NATIVE AMERICAN-RAILROAD-TRAIL/ROAD Marker missing. In 1867, Fort Halleck was established twelve miles to the south near Soldier Creek. The Army intended the Fort to protect the California Emigrant Trail, the Overland Mail Route, and construction work on the Central Pacific Railroad during conflicts with Goshute and Western Shoshone in that decade.
40.956274, -115.465769

48. Tuscarora

CHINESE-MINING-RANCHING/FARMING Mines that made up the Tuscarora Mining District experienced their boom between 1872 and 1884. The population reached over 3,000, including several hundred Chinese. Tuscarora residents shifted their work between mining gold and silver and ranching in Independence Valley.
41.281007, -116.113917   [blue]

50. Carlin Canyon

CHINESE-PERSON-TRAPPING In 1828, Peter Skene Ogden and his trapping brigade (Hudson's Bay Company) were the first European Americans to enter here. In 1845, John C. Frémont dispatched a group down

23

the Humboldt including this difficult canyon. The Central Pacific's Chinese track gangs constructed the transcontinental railroad (now Union Pacific) through here in 1868.
40.727940, -116.019831   [blue]

69. Jarbidge
MINING-NATIVE AMERICAN
Shoshone-speaking people have lived in this area for generations. The name Jarbidge comes from a Shoshone word meaning "a bad or evil spirit". Dave Bourne discovered gold in this isolated area in 1909.
41.871744, -115.431220   [blue]

73. Unknown Soldiers
CEMETERY-MILITARY Burried here are ten unidentified soldiers, victims of the influenza epidemic of 1918. They were unloaded from the Southern Pacific Railroad to a makeshift hospital at the town's hotel. In 1975, some graves were able to be marked.
41.261992, -114.193398   [blue]

106. Elko
RAILROAD-RANCHING/FARMING The Central Pacific Railroad planned out Elko in 1868. The railhead was busy with stage lines carrying freight and passengers to area mines. By the early 1870s, Elko became the center for northeastern Nevada's range livestock empire.
40.841389, -115.753441   [blue]

107. Elko Airport
EVENT-PERSON In 1926, Varney Air Lines pilot, Leon Cuddeback carried one bag of mail and landed his tiny Curtiss Swallow biplane at Elko, Nevada, completing the first scheduled Air Mail run in the United States. Varney sold to Boeing, which merged with United Airlines in 1931.
40.828743, -115.780109   [blue]

108. Ruby Valley Pony Express Station
This small building was originally located 60 miles to the south, where it served the Pony Express from April 1860 to 1861. It was moved to this location in 1960.
40.841851, -115.752835   [blue small]

109. Lamoille Valley
CALIFORNIA EMIGRANT TRAIL-RANCHING/FARMING In order to rest their livestock in Lamoille Valley, many emigrants skirted the east Humboldt Range and the Ruby Mountains along a Shoshone Indian path before returning to the Humboldt River. Lamoille Valley was first settled in 1865. The original buildings, and the most recent 20-bedroom Lamoille Hotel, creamery, flour mill, and dance hall are gone.
40.727632, -115.479733   [blue]

112. Carlin
CALIFORNIA EMIGRANT TRAIL-MINING-RAILROAD A favorite stopping place for wagon trains along the California Emigrant Trail, Carlin, the oldest town in Elko County, was established as a railroad division point in 1868 by the Central Pacific Railroad. Carlin competed with Elko, Palisade, and Winnemucca for the staging and freighting business of the many mining camps north and south of the railroad.
40.710312, -116.118394   [blue]

ELKO

151. Duck Valley Indian Reservation

NATIVE AMERICAN The Shoshone and Paiute people have occupied northern Nevada, southeastern Oregon, and southern Idaho since time immemorial. In the mid-1800s European emigrants changed the Shoshone and Paiute homelands forever. The Duck Valley Indian Reservation was first established in 1877 and expanded twice: once in 1886 and a second time in 1910. Between 1880 and the early 1900s, other small bands of Paiutes and Shoshone made their way to the reservation, some by choice and others by force. In 1934, the different bands that came to the reservation from other areas became federally recognized as the Shoshone-Paiute Tribes of the Duck Valley Indian Reservation.
41.997450, -116.132001   [blue]

153. Jarbidge Community Hall

ARCHITECTURE In 1910, citizens built this pioneer-type community hall with a "floating" maple floor. Support from the Nevada Commission for Cultural Affairs and the community funded the restoration of the building.
41.875519, -115.430682   [on building]

229. Oil From Shale

EVENT Directly south of this point and across the valley floor are the remains of a short-lived oil extraction plant from the early twenties. Out of several tries at extracting oil from shale, this was the only successful operation in Nevada.
40.825540, -115.779914   [blue]

244. Dinner Station

ARCHITECTURE-TRAIL/ROAD

Marker removed. Dinner Station was established in the early 1870s as a meal stop for the Tuscarora and Mountain City Stage Lines. After a fire in the 1880s, a two-story stone house, outbuildings, and a corral were built. Early in the twentieth century, it became one of the most popular county inns of the time.
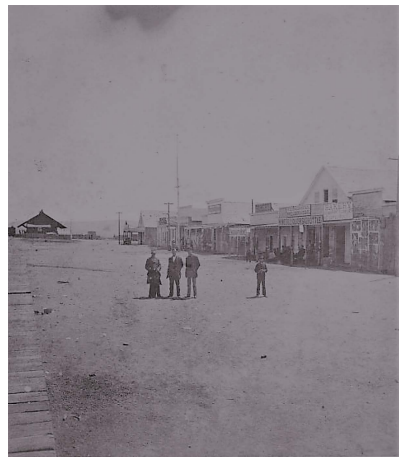41.099749, -115.866354

251. Diamondfield Jack Davis

MINING-PERSON-RANCHING/
FARMING This historical marker commemorates the lasting notoriety of flamboyant western gunman Jackson Lee Davis (1870-1949), who was better know by the colorful name, "Diamondfield Jack". In the late 1890s, Davis was a gunman for cattle interests. Later he became a successful mine operator and founder of several mining camps.
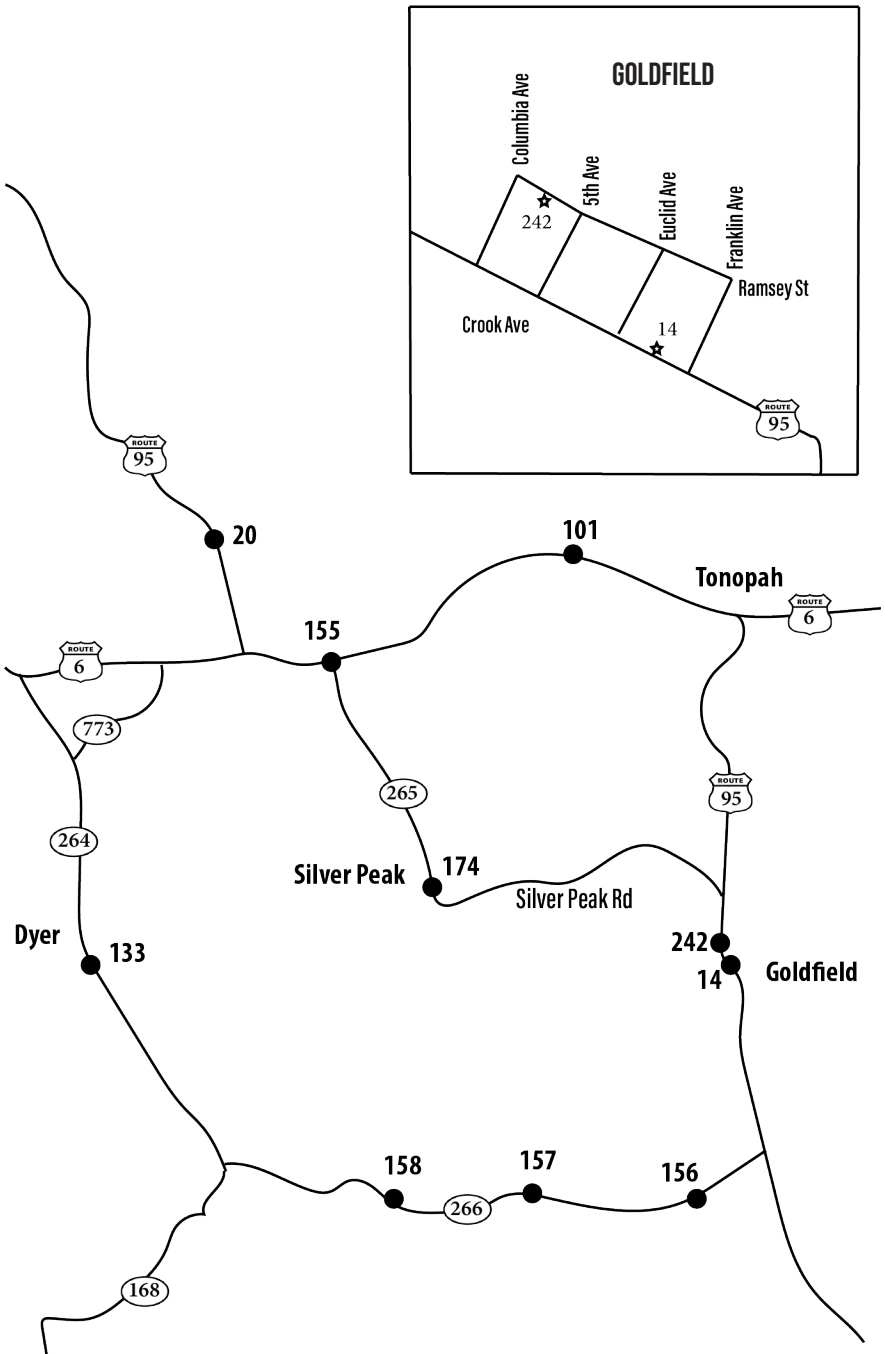41.984799, -114.671903   [stone]

Carlin Late 19th Century
Courtesy of UNR Special Collections

ESMERALDA COUNTY MAP

GOLDFIELD

Columbia Ave

5th Ave

Euclid Ave

Franklin Ave

242

Ramsey St

Crook Ave

14

ROUTE 95

ROUTE 95

20

101

Tonopah

ROUTE 6

155

ROUTE 6

773

265

264

Silver Peak

174

Silver Peak Rd

ROUTE 95

Dyer

133

242

14

Goldfield

158

157

156

266

168

ESMERALDA COUNTY

14. Goldfield

MINING-RAILROAD Gold ore was discovered here in 1902 by two Nevada-born prospectors, Harry Stimler and Billy Marsh. Goldfield boomed from 1904 to 1918. The city had a railroad that connected to Las Vegas and a peak population of 20,000, making it Nevada's largest community at the time.

37.707608, -117.233431   [stone]

20. Columbus

MINING Marker missing. The remnants of Columbus are located on the edge of the salt marsh, five miles to the southwest. The town was initially settled in 1865, when a quartz mill was erected at the site. In 1871, William Troop discovered borax in the locality. Four borax companies worked the deposits until around 1881.

38.149407, -117.947939

101. Millers

MINING-RAILROAD This town was originally established in 1904 as a stage station and watering stop on the Tonopah and Goldfield Railroad. The Tonopah Mining Company had its 100-stamp cyanide mill built here in 1906. The town was abandoned in 1947 when the railroad went out of business.

38.140509, -117.454420   [blue]

133. Fish Lake Valley

MINING-PERSON-RANCHING/FARMING

The valley was settled when the Palmetto Silver Mining District was discovered in 1866. In the 1870's companies mined for borax. Several local ranches supplied food to the freight industry and mining communities. This marker commemorates W.O. Harrell, known as "Harrell, the irrepressible," who lived here in the 1870's.

37.693977, -118.090260   [blue]

155. Silver Peak

MINING Silver Peak is one of the oldest mining areas in Nevada. Lawlessness prevailed during the late 1860s. In 1906, Silver Peak was, at times, one of the leading camps in Nevada, but by 1917 it was abandoned. The town burned in 1948.

38.018306, -117.775778   [blue]

156. Gold Point

MINING In 1908, miners discovered a form of silver chloride known as hornsilver. Later, a town of over 225 wood-frame buildings, tents, and shacks appeared. The camp assumed the name Gold Point after 1930 when more gold was being mined than silver.

37.437505, -117.284975   [blue]

157. Lida

MINING-NATIVE AMERICAN Known as a gathering point for Shoshone and Northern Paiute Indians, Lida Valley was the site of early prospecting in the 1860s. A town was built in 1872. Mining efforts were off and

on through the years and a small community existed here until World War I.
37.455434, -117.499636   [blue]

158. Palmetto

MINING A local 12-stamp mill processed silver ore here in the late 1800s, but the town died for lack of profitable material. New prospecting in 1903 caused Palmetto to grow to a town of 200 tents. By 1906, most miners were gone and lease mining has been minimal ever since.
37.444168, -117.694873   [blue]

174. Blair

MINING-RAILROAD The remnants of stone buildings and mill foundations are the only survivors of the once thriving, but short-lived, mining town. The Pittsburgh-Silver Peak Gold Mining Company built a 100-stamp mill here in 1907 as well as a railroad to the Tonopah & Goldfield main line.
37.787702, -117.636535   [blue]

242. Southern Nevada Telephone — Telegraph Company Building

ARCHITECTURE-TELEGRAPH This building was the communications center of Goldfield from 1908 to 1963. This building was one of the few spared by a fire that destroyed 53 blocks of the downtown area in 1923.
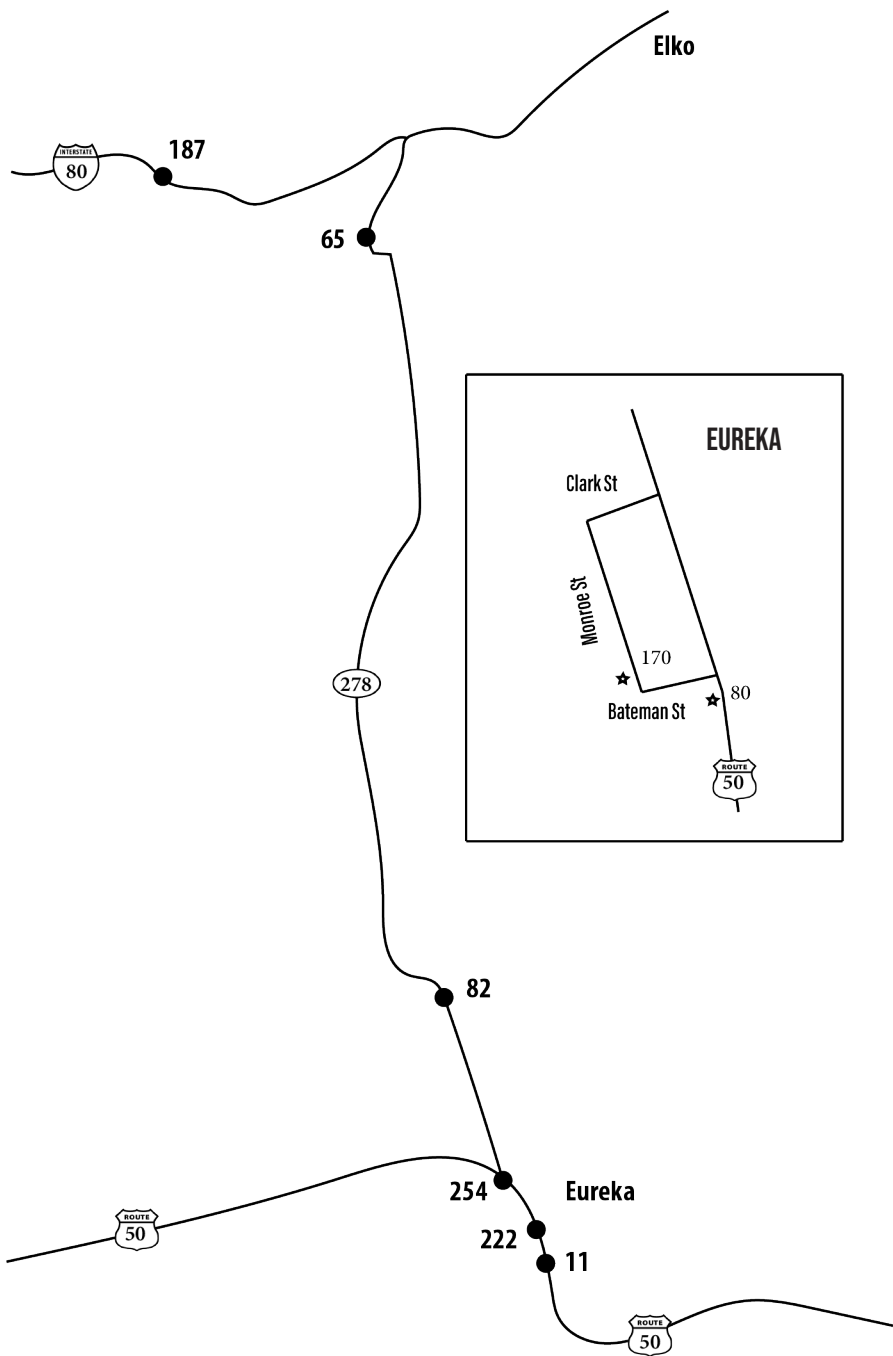37.709118, -117.234879   [on building]
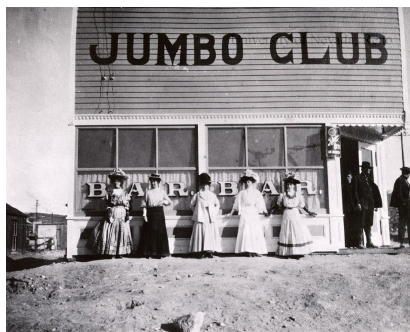
Blair, Nevada
Courtesy of UNR Special Collections

Main Street in Goldfield 1906
Courtesy of UNR Special Collections

EUREKA COUNTY MAP

EUREKA COUNTY

ARCHITECTURE (3)　　PERSON (1)　　RANCHING/FARMING (2)
MINING (4)　　PONY EXPRESS (1)　　TELEGRAPH (1)
NATIVE AMERICAN (1)　　RAILROAD (3)

11. Eureka
MINING-RAILROAD "Eureka!" a miner is said to have exclaimed in 1864 when he discovered rich lead-silver ore here. During the 1880s Eureka had 16 smelters, over 100 saloons, a population of 10,000, and a railroad — the colorful Eureka and Palisade — that connected with the transcontinental line to the north.
39.499881, -115.958485　[stone]

65. Palisade
RAILROAD Palisade was surveyed and laid out by the Central Pacific Railroad in 1870. At this time, it was a departure point on the line for wagon, freight, and stage lines to Mineral Hill, Eureka, and Hamilton. The Eureka and Palisade Railroad was completed in 1875 and until 1930, the town was the principal transfer and shipping point on the Central Pacific.
40.601131, -116.178075　[blue]

80. Eureka Courthouse
ARCHITECTURE Designed by George Costerisa and built in 1879-80 from locally-fired brick and sandstone quarried nearby, the Italianate style courthouse remains a fine example of boomtown Victorian opulence. This relic reflects the glory days from 1864 to 1890 when Eureka was the first important lead-silver district in the United States.
39.512349, -115.961003　[on building]

82. Diamond Valley
MINING-NATIVE AMERICAN-PERSON-PONY EXPRESS-RANCHING/FARMING-TELEGRAPH For generations Shoshone and Paiute Indians had gathered nature's bounty here. John C. Frémont mapped the area in 1845. A route, through the north end of the valley, became the Pony Express route from 1860-1861. The Overland Telegraph replaced the Pony Express and also crossed the valley. In the 1860s, area led and silver mines were supported by limited ranching and serviced by toll roads all across the valley. In 1957, a large underground lake was tapped to supply water for irrigation.
39.755569, -116.083893　[blue]

170. Eureka Sentinel Building
ARCHITECTURE Constructed in 1879, this building was designed by architect C.M. Bennett. The Eureka Sentinel was published here from 1879 to 1960.
39.512468, -115.961652　[on building]

187. The Cattle Industry
RAILROAD-RANCHING/FARMING The numerous valleys of Nevada have supported a vigorous cattle industry since the 1850s. The completion of the transcontinental railroad in 1869 was the catalyst that created a prosperous industry.
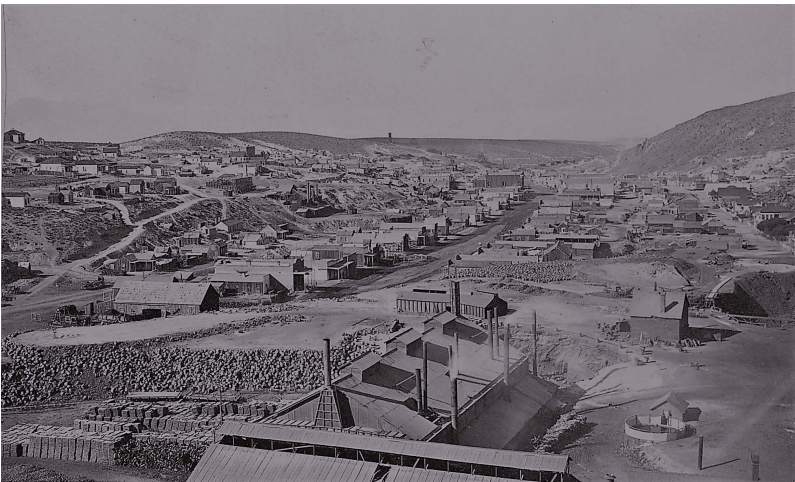40.680140, -116.473798　[blue]

222. Tannehill Cabin

ARCHITECTURE-MINING In 1864, the Tannehill brothers, who owned mining interests, built one of Eureka's first houses. Over time, the cabin has had a number of owners, including the firm of Nathan & Harrison, one of the area's first mercantile establishments in the late 1860s.
39.503149, -115.959516   [blue]

254. The Eureka Mining District Producing Ore Since 1864

MINING In 1864, a group of prospectors from Austin, Nevada discovered rock containing a silver-lead mixture on Prospect Peak. From 1870-1890, the Eureka Mining District was one of the top mineral producing districts in the state. Many hills around Eureka still contain rock piles, open shafts, and abandoned mining equipment. Modern day gold mining continues in the area today.
39.555260, -115.995721   [stone]

Eureka 1880
Photo by Louis Monaco
Courtesy of UNR Special Collections

HUMBOLDT COUNTY MAP

WINNEMUCCA

2nd St

ROUTE 95

INTERSTATE 80

★ 21

Pioneer Park

★ 2

3rd St

INTERSTATE 80

Merlarkey St

McDermitt

143

144

146

140

ROUTE 95

89

162

Paradise Valley

290

Black Rock Desert

217

22

105

Winnemucca

164

34

INTERSTATE 80

239

167

ROUTE 95

Gerlach

Battle Mountain
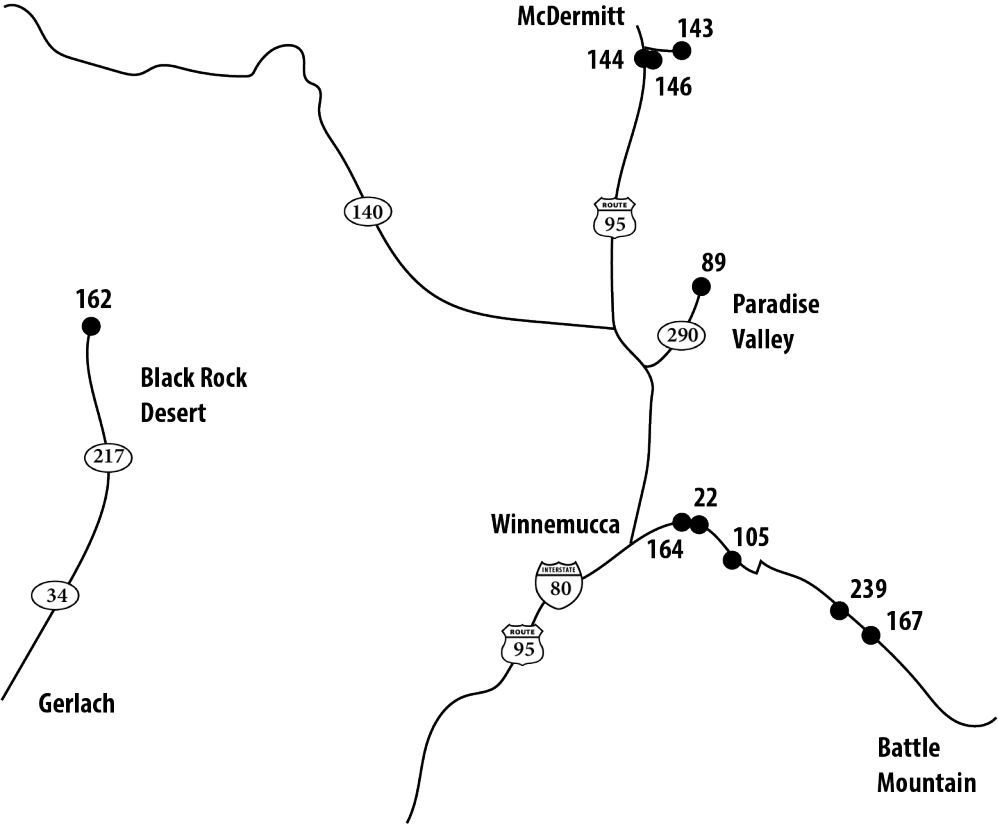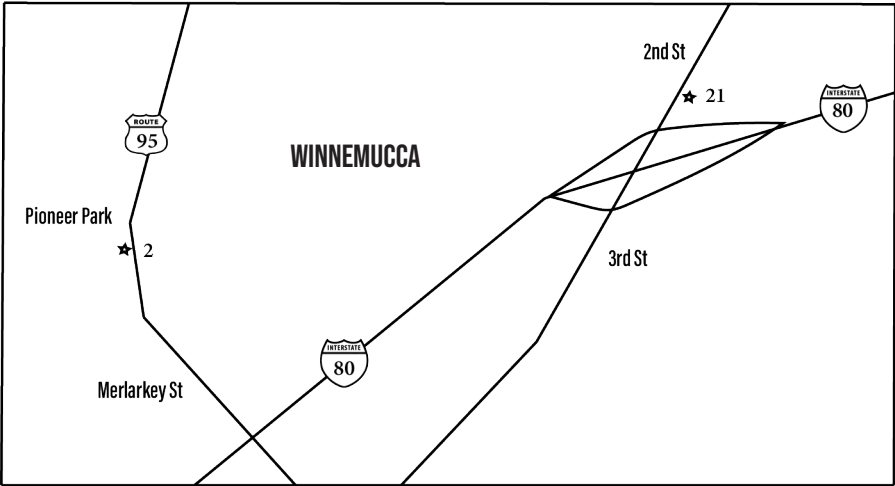
HUMBOLDT COUNTY

ARCHITECTURE (1)
CE TRAIL (2)
CEMETERY (1)
EVENT (1)

MILITARY (5)
MINING (4)
NATIVE AMERICAN (8)
PERSON (5)

RAILROAD (3)
RANCHING/FARMING (2)
TRAILS/ROADS (2)
TRAPPING (2)

2. Pioneer Memorial Park
CEMETERY-NATIVE AMERICAN-PERSON
This part of the cemetery is the last resting place of Frank Baud and other pioneers who founded Winnemucca. Baud arrived in 1863 and is one of the men credited with naming the town Winnemucca after the famous Northern Paiute chieftain.
40.978808, -117.741942   [stone]

21. The Humboldt Canal
MINING The Humboldt Canal coursed southwestward from Preble, near Golconda, toward Mill City. Its primary purpose was to supply water for over forty stamp mills planned at and above Mill City, but it was also designed for barge traffic and some irrigation water supply. The present highway crossed it at this point.
40.982104, -117.726696   [blue]

22. Humboldt River
EVENT-PERSON-TRAPPING Peter Skene Ogden, of the Hudson Bay Company, encountered the Humboldt River in 1828, explored hundreds of square miles, left records in his journal, and drafted the first map of the area. The Humboldt was the only natural arterial across the Great Basin. From 1841-1870, it funneled thousands of emigrants along its valley enroute to the Pacific Coast.
41.016642, -117.573543   [blue]

89. Paradise Valley
MILITARY-MINING-NATIVE AMERICAN-PERSON-RANCHING/FARMING-TRAPPING In 1828, Hudson Bay Company's Peter Skene Ogden traversed this valley. Thirty-five years later, settlers started to arrive and conflicts with local Native Americans led to the establishment of Camp Winfield Scott (1866-1870) four miles from here. Settlers established farms that supplied the nearby mines in both Nevada and Idaho territories. Later, ranching became the major industry in the area.
41.491674, -117.534556   [blue]

105. Golconda
CALIFORNIA EMIGRANT TRAIL-MINING-RAILROAD
Golconda, a one-time Utah territory mining town and a landmark on the California Emigrant Trail, was famous for its hot springs. In 1868, Golconda became an ore shipping station on the new Central Pacific Railroad.
40.948614, -117.486583   [blue]

143. Sarah Winnemucca Hopkins
MILITARY-NATIVE AMERICAN-PERSON
Marker in production. Sarah Winnemucca, whose Paiute name was Thocmentony (Shell-flower), was the daughter of Chief Winnemucca. Because of her importance to the nation's history, Sarah Winnemucca Hopkins was

honored in 2005 with a statue in the National Statuary Hall of the U.S. Capitol. This marker discusses some of her accomplishments.
41.972534, -117.622723

144. Fort McDermitt

MILITARY-NATIVE AMERICAN-TRAIL/ ROAD Established in 1865 to protect the Virginia City-Quinn River Valley-Oregon road, Fort McDermitt consisted of several adobe, stone, and frame buildings. Its troops participated in the Modoc War and in conflicts with the Bannock and Shoshone Tribes. It was the last of the Nevada army posts in service when it converted into an American Indian reservation school in 1889.
41.942901, -117.707561   [blue]

146. Fort McDermitt Indian Reservation

MILITARY-MINING-NATIVE AMERICAN In the mid-1860s many poorly treated Paiutes from both Oregon and the Pyramid Lake Indian Reservations joined and settled around Fort McDermitt. At times they aided the local military and many worked at nearby mercury mines.
41.942919, -117.707581   [blue]

162. Camp McGarry

MILITARY-NATIVE AMERICAN From 1865-1868, the U. S. Army operated Camp McGarry twelve miles northeast of here at Summit Springs near Summit Lake. The troops protected the Idaho-California mail, stage roads, and the nearby trails in Nevada and Oregon.
41.394447, -119.166116   [blue]

164. Button Point

PERSON-RANCHING/FARMING In 1873, Frank Button and his uncle Isaac Button drove cattle to the area to begin ranching operations in the fertile valleys of northern and eastern Humboldt County. They had 4,000 square miles of ranchland.
41.016539, -117.573459   [blue]

167. Valmy

CALIFORNIA EMIGRANT TRAIL-NATIVE AMERICAN-RAILROAD Overlooking the old California Emigrant Trail, Valmy was established as a water and fuel stop in 1910 by the Southern Pacific Railroad Company. Treaty Hill, to the northwest, marks a division point between the Northern Paiute lands to the west and Shoshone lands to the east.
40.788890, -117.129009   [blue]

239. Stonehouse

ARCHITECTURE-NATIVE AMERICAN-RAILROAD-TRAIL/ROAD Native Americans and passing emigrants once camped here. The Overland Stage Company built this stone house in the 1860s. In 1868, the Central Pacific Railroad line passed through here and the nearby springs provided water for engines.
40.839754, -117.191418   [blue]

LANDER COUNTY MAP

Battle
Mountain

95

INTERSTATE
80

Beowawe

305

306

ROUTE
50

66

Austin

176

136

137

ROUTE
50

722

376
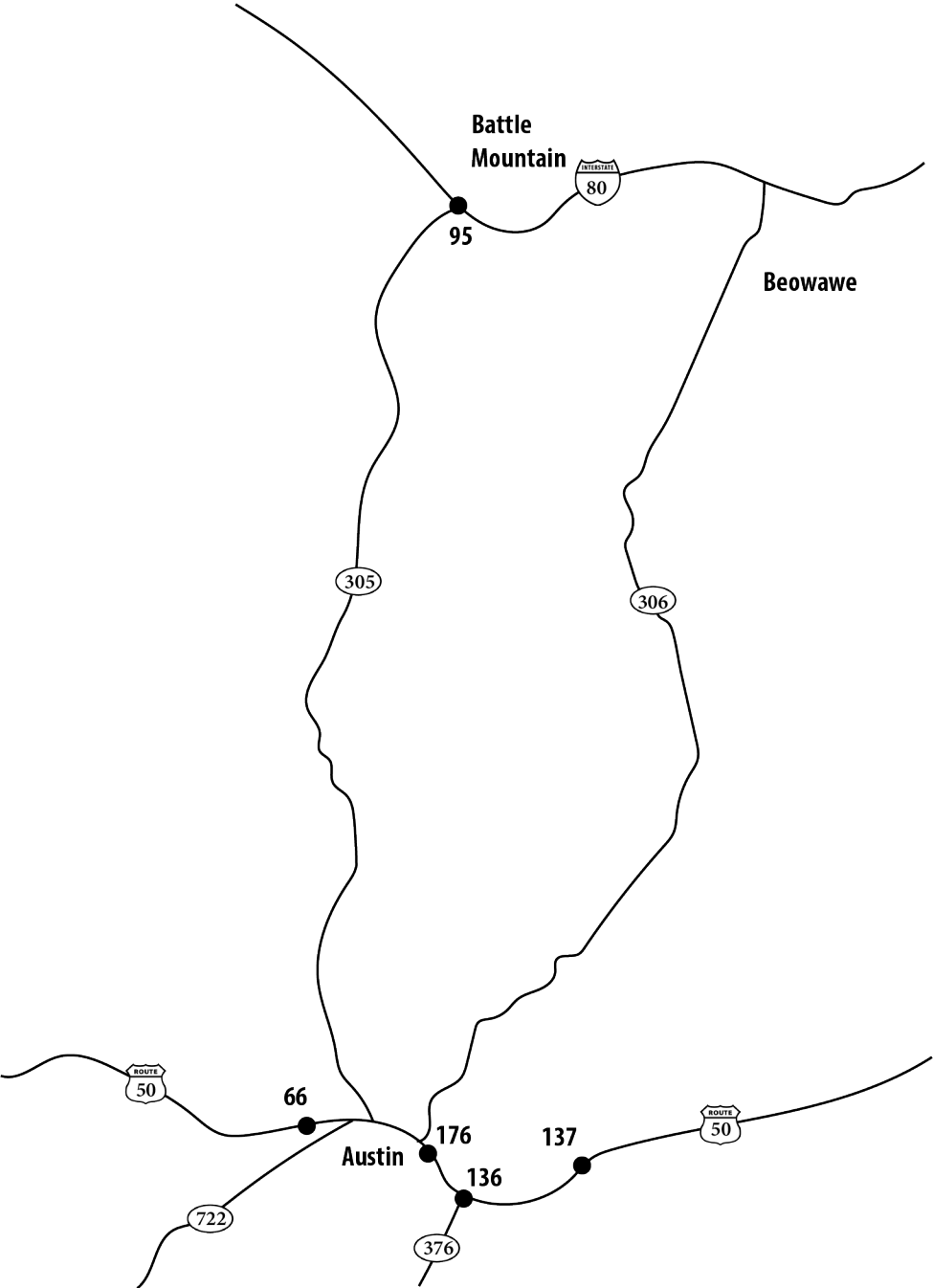
LANDER COUNTY

ARCHITECTURE (3) NATIVE AMERICAN (2) RAILROAD (1)
EVENT (2) PERSON (4) TELEGRAPH (1)
MILITARY (1) PONY EXPRESS (1) TRAIL/ROAD (1)
MINING (2)
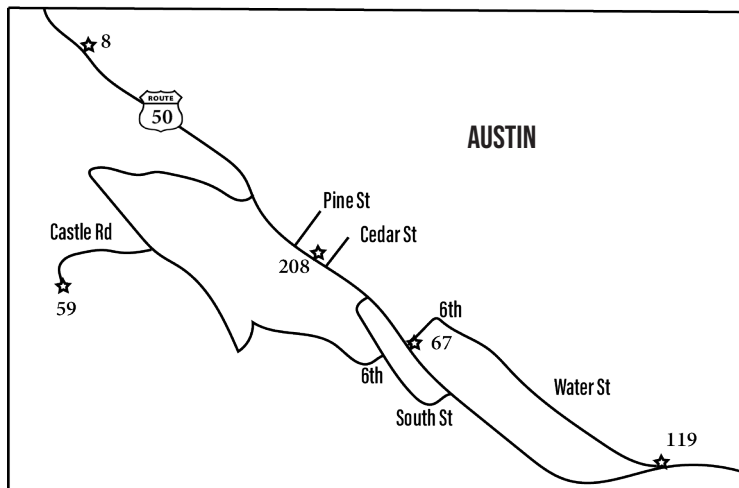
8. Austin
MINING Austin sprang into being after William Talcott discovered silver at this spot in 1862. Just a year later, Austin became the Lander County seat and was home to thousands of residents.
39.498340, -117.079546 [stone]

59. Stokes Castle
ARCHITECTURE-PERSON In 1879, Anson Phelps Stokes, mine developer, railroad magnate, and member of a prominent eastern family, built Stokes Castle as a summer home for his sons. The family only used it for two months.
39.493476, -117.079916 [blue]

66. Jacobsville
PONY EXPRESS-TELEGRAPH-TRAIL/ROAD The stone foundations of Jacobsville are one-half mile north of here. The town was established in 1859 as an Overland Stage and Mail Station and became a Pony Express stop in 1860. In the early 1860s, it boasted of having the first telegraph relay station and was the first county seat of Lander County.
39.492893, -117.183836 [blue]

67. Austin Churches
ARCHITECTURE-PERSON St. Georges Episcopal Church, to the east, was consecrated in 1878. St. Augustine's Catholic Church, to the west, was built in 1866. The Methodist Church, to the north, was built in 1866. Emma Wixom, also known as the famous opera singer Emma Nevada, attended Sunday school there.
39.491955, -117.070085 [blue]

95. Battle Mountain

MINING-RAILROAD In 1868, the railroad established a siding here. In 1870, a station was moved to this location. Between 1880 and 1938 this was the operating headquarters for the Central Nevada Railway and the shorter-lived Battle Mountain and Lewis Railroad. The town's first copper boom developed in 1897 and Battle Mountain steadily outgrew Austin to the south and the county seat was moved here in 1979.
40.641894, -116.934046   [blue]

119. Reuel Colt Gridley "Citizen Extraordinaire"

EVENT-MILITARY-PERSON This simple stone structure, opened to the public in late 1863, originally operated as a general store. Gridley, one of the store owners, is best remembered for his 1864 wager that prompted the auctioning of a sack of flour for donations to the "Sanitary Fund," the Civil War forerunner of the American Red Cross.
39.489508, -117.062922   [on building]

136. Toquima Cave

NATIVE AMERICAN Located about 18 miles away by car and a half mile on foot, Toquima Cave is an important Great Basin Native American site. The cave is gated but visitors can still see the colorful pictographs (images applied to rocks with paint) that cover the walls and ceiling.
39.399926, -116.941823   [blue]

137. Hickison Summit

NATIVE AMERICAN Marker in production. About one mile northwest lies Hickison Summit (named after rancher John Hickison). Archaeological evidence indicates passes like this one were used by Native American hunters for funneling and ambushing bighorn sheep and deer herds. Native American petroglyphs (images carved into the rock surface) are interpreted along a short hiking trail.
39.444361, -116.743148

176. The Surveyors

PERSON Two notable surveys crossed the Nevada Territory: Honeylake to Fort Kearny Wagon Road, completed in 1860 by Captain Frederick West Lander, and the route surveyed by Lieutenant James H. Simpson, from Camp Floyd in Utah to Genoa, Nevada in 1859. Captain Lander has been memorialized in the name of this county. Nearby Simpson Park Mountains are named in honor of Lieutenant Simpson's efforts.
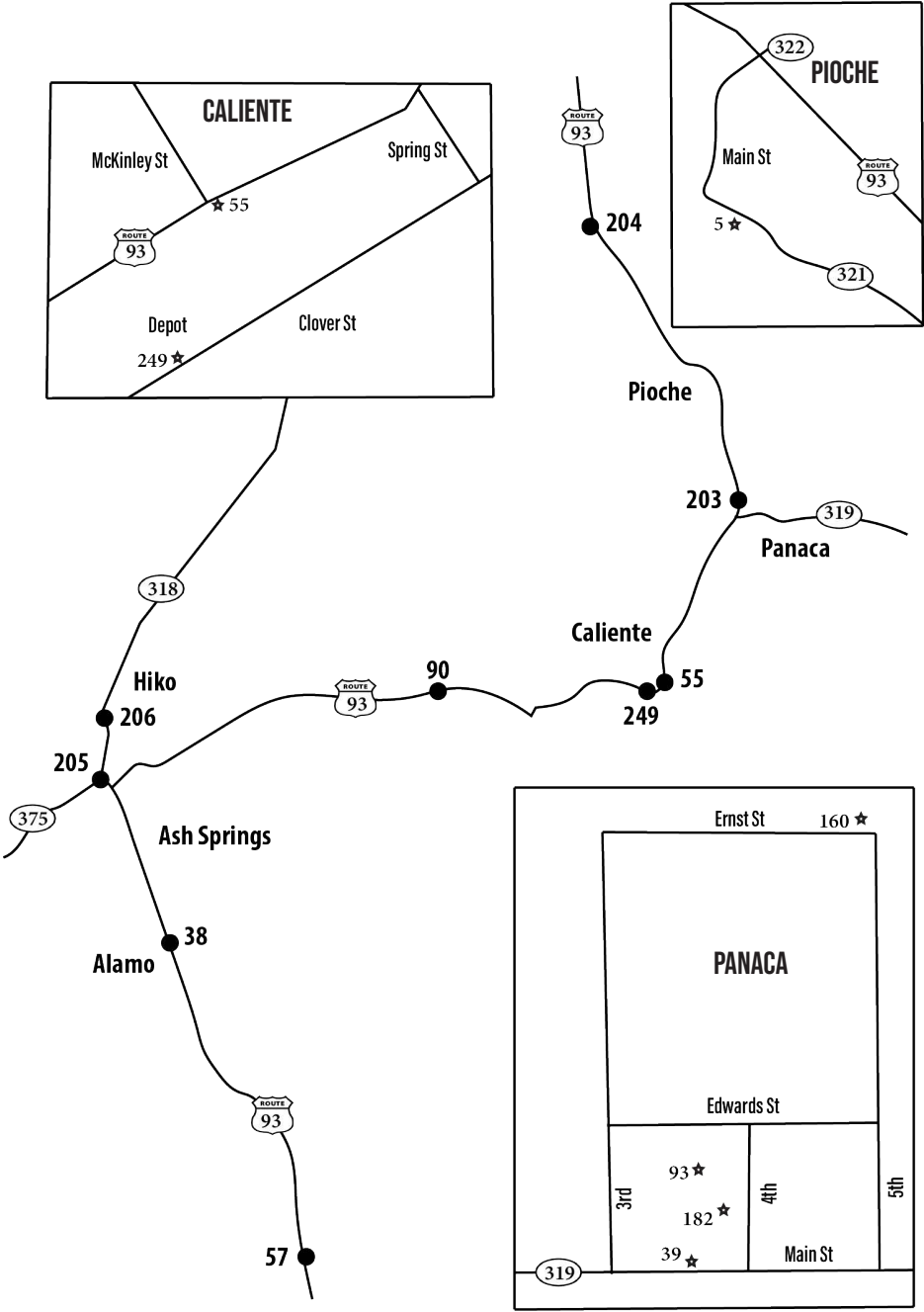39.457089, -116.996581   [blue]

208. International Hotel

ARCHITECTURE-EVENT This was the first commercial building constructed in Austin. It was built in 1863 of lumber from the first International Hotel, constructed in Virginia City.
39.493719, -117.072493   [on building]

International Hotel 1870s
Courtesy of UNR Special Collections

LINCOLN COUNTY MAP

CALIENTE

McKinley St

Spring St

☆ 55

ROUTE 93

Depot

Clover St

249 ☆

PIOCHE

322

Main St

ROUTE 93

5 ☆

321

ROUTE 93

204

Pioche

203

319

Panaca

318

Hiko

206

90

ROUTE 93

Caliente

55

249

205

375

Ash Springs

38

Alamo

ROUTE 93

57

PANACA

Ernst St

160 ☆

Edwards St

93 ☆

3rd

182 ☆

4th

5th

39 ☆

Main St

319

LINCOLN COUNTY

5. Pioche

MINING Silver ore was discovered here in 1864. In 1869, the mines opened and Pioche was founded. In about three years, over five million dollars in ore was retrieved. In 1871, the town was designated the seat of Lincoln County. In the 1930s, Pioche enjoyed two decades of lead-zinc mining.
37.926683, -114.449234   [stone]

38. Pahranagat Valley

MINING-NATIVE AMERICAN-RANCHING/FARMING

There are three local springs that feed the valley's lakes and meadows. This area continues to be important to both Western Shoshone and Southern Paiute Tribes. In 1865, ore was discovered in the area and the ore processing town of Hiko became the center of activity.
37.362174, -115.159125   [blue]

39. Panaca

EVENT-LDS-MINING-RANCHING/FARMING Southern Nevada's first permanent settlement was established as a Mormon colony in 1864. Although nearby mining at nearby Bullionville and Pioche has had its effect, Panaca remains an agricultural community.
37.790113, -114.388076   [blue]

55. Caliente

RAILROAD-RANCHING/FARMING
Caliente was first settled as a ranch, furnishing hay for nearby mining. In 1901, rancher Charles Culverwell allowed a railroad grade to be built through his land and the population boomed. With the completion of the Las Angeles, San Pedro, and Salt Lake Railroad in 1905, Caliente became a division point. The iconic Mission Revival-style depot was built in 1923.
37.614346, -114.512537   [blue]

57. Old Boundary

EVENT Starting in 1850, the 37th degree north latitude, marked at this point, was the dividing line between the territories of Utah and New Mexico. In 1861 it became the southern boundary for the Nevada Territory.
37.044596, -114.984411   [blue]

90. Delamar, "The Widow Maker" 1893-1909

MINING Around 1891, gold was discovered twelve miles south of here. By 1893, the mining town of Delamar was home to over 1,500 residents. The dry milling process, used at the time, created a fine silica dust, or "death" dust. Many residents died of lung disease giving the town its nickname, "The Widow Maker".
37.619598, -114.794884   [blue]

93. Panaca Mercantile

ARCHITECTURE This adobe building was constructed in 1868. The "Panaca Cooperative Mercantile Institution,"

comprised of more than one hundred stock holders, was established to meet barter, merchandising, and marketing needs.
37.791415, -114.387868   [on building]

160. Panaca Spring
EVENT-LDS-MINING-RANCHING/ FARMING This spring produces a large constant flow of warm water. Mormons built the first permanent settlement in southern Nevada at Panaca in 1864. The same year the Meadow Valley Mining District, including the Pioche area, was organized with its center at Panaca Spring.
37.795446, -114.385129   [blue]

182. Panaca Ward Chapel
ARCHITECTURE-LDS One of the oldest buildings in Lincoln County, the Panaca Ward Chapel was constructed of adobe from the swamps west of town in 1867-1868. The building was also used as a school and recreation hall.
37.790921, -114.387486   [on building]

203. Bullionville
CEMETERY-MINING Bullionville was established in 1870 when the Pioche mills were located here. By 1875, the town had a population of 500. During the same year a water works was constructed at Pioche, which led to the relocation of the mills. All that remains is the cemetery at the top of the hill.
37.806563, -114.406246   [blue]

204. Jackrabbit
MINING-RAILROAD The Jackrabbit District was started in 1876. A fifteen-mile narrow gauge railroad opened in

1891 between the Jackrabbit Mine and Pioche. After 1893, the mines fell silent except for several short periods of activity.
38.095466, -114.582300   [blue]

205. Crystal Springs
MORMON TRAIL Crystal Spring was used as a watering place and campsite on an alternate route of the Mormon Trail in the mid-nineteenth century. In 1866, the town site was designated as the provisional County Seat for Lincoln County. The Governor found that the region lacked the number of voters necessary and the county government was organized at Hiko.
37.532594, -115.233563   [blue]

206. Hiko
MINING In 1865, a mining camp was established here. The next year a 5-stamp mill began processing Pahranagat ores and soon after, Hiko became the first county seat. About two years later, area mining enterprises failed and the mill was moved to Bullionville in 1870. Hiko consequently declined in population and importance, which accelerated following the removal of the county government to Pioche in 1871.
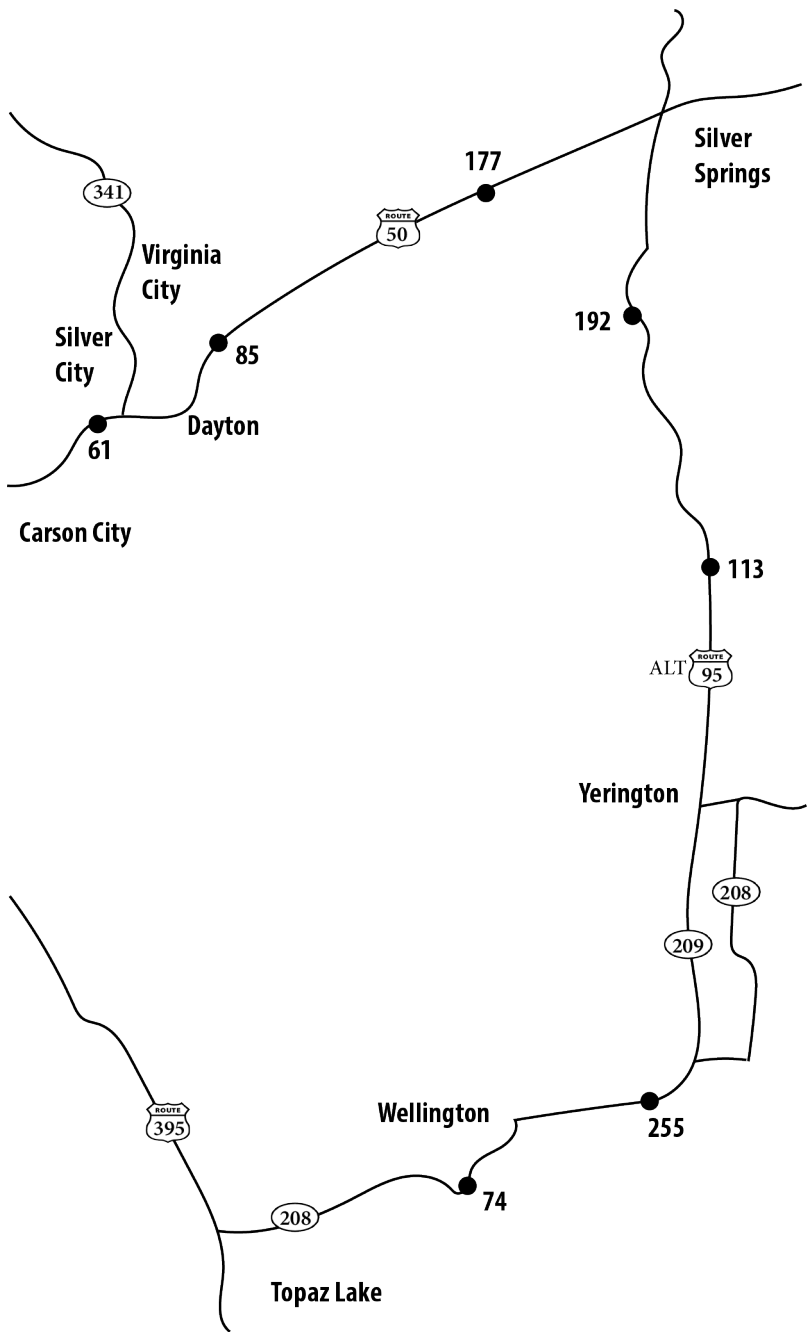37.596713, -115.223904   [blue]

249. Union Pacific Depot 1923
ARCHITECTURE-RAILROAD Constructed as a Union Pacific railroad depot in 1923, this mission revival structure was designed by well-known Los Angeles architects, John and Donald Parkinson. The depot replaced a former structure which burned on September 9, 1921
37.612767, -114.513880   [blue]

LYON COUNTY MAP
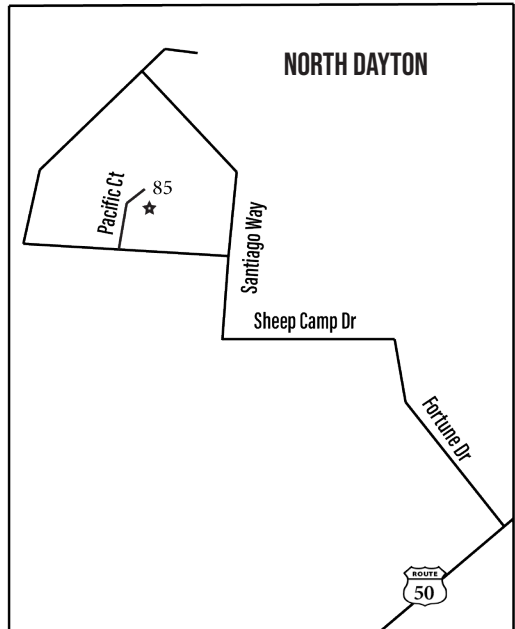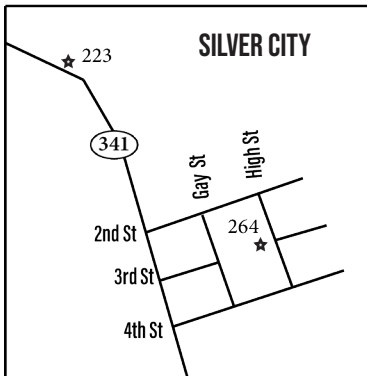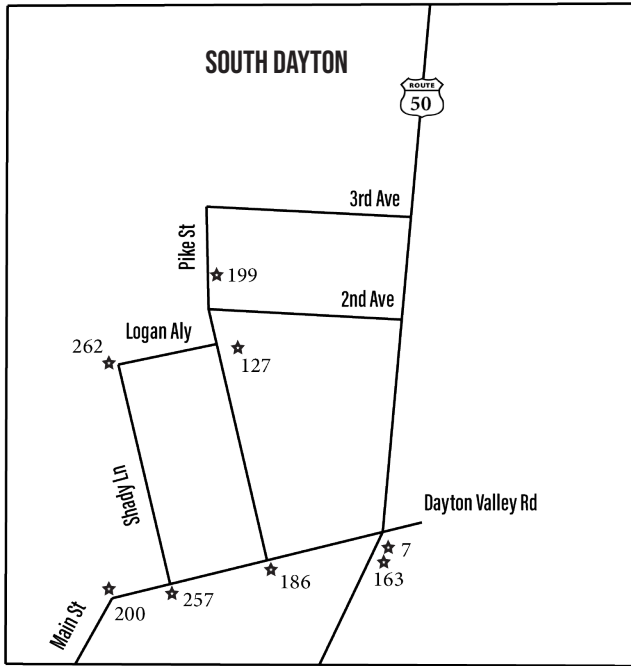
341

Virginia City

177

ROUTE 50

Silver Springs

Silver City

85

192

Dayton

61

Carson City

113

ALT ROUTE 95

Yerington

208

209

ROUTE 395

Wellington

255

208

74

Topaz Lake

LYON COUNTY MAP

SOUTH DAYTON

ROUTE 50

3rd Ave

Pike St

★ 199

2nd Ave

Logan Aly

262 ★

★ 127

Shady Ln

Dayton Valley Rd

★ 7
★ 163

★ 186

Main St

★ 200   ★ 257

NORTH DAYTON

Pacific Ct

85 ★

Santiago Way

Sheep Camp Dr

Fortune Dr

ROUTE 50

SILVER CITY

★ 223

341

Gay St

High St

2nd St

264 ★

3rd St

4th St

LYON COUNTY

7. Dayton
CE TRAIL-MINING Dayton was first known as a stopping place on the river for California—bound pioneers. In 1849, gold was found at the mouth of Gold Canyon and prospecting began. Ten years later, miners discovered ore deposits at Gold Hill and Virginia City.
39.236240, -119.589305   [blue/stone]

61. Mound House
MINING-RAILROAD Located one-half mile north of this point, Mound House started off as a station and siding on the Virginia and Truckee Railroad in 1871. In 1880, the Carson and Colorado rail was built from here to the mining camps of western Nevada and eastern California. In 1900, the Southern Pacific Railroad purchased the two railroads. From 1900 to 1920, immediately northwest of Mound House, extensive gypsum mining and milling operations were carried on.
39.214004, -119.670048   [blue]

74. Wellington
RANCHING/FARMING-TRAIL/ROAD
Following the mining boom in the Aurora District in 1860, a bridge was built across the West Walker River and a stage station/trading center was established. In 1863, Daniel Wellington bought interests and the place became known as "Wellington's

Station".
38.751930, -119.370536   [blue]

85. Sutro
MINING-PERSON Sutro was a town, a drainage tunnel, and a man. Miners completed the main tunnel in 1878 and then extended lateral excavations, providing drainage, ventilation and access to many Comstock mines.
39.272266, -119.579585   [blue]

113. Wabuska
MINING-RAILROAD-TRAIL/ROAD
Wabuska was established in the early 1870s as a station on the road from Wadsworth, on the Central Pacific, to the mining camps of Aurora, Bodie, Candaleria, Columbus, and Bellville. In 1881, the town served as a distribution center on the narrow gauge Carson and Colorado Railroad. When copper was discovered in Mason Valley, the town became the northern terminus of the new Nevada Copper Belt Railroad, built 1909-1911.
39.143603, -119.181766   [blue]

127. Courthouse Site 1865 – 1909
ARCHITECTURE-EVENT Dayton, the first seat of Lyon County, had one of the first courthouses built in Nevada. It was an Italianate style two-story brick building

finished in 1864. In 1909, the building burned. Utilizing the ruins, a high school was built and opened in 1918. The school closed in 1959 and the building became an elementary school, then a junior high school, and is now the Dayton Valley Community Center.
39.238094, -119.591121   [blue small]

163. Dayton Chinatown

CHINESE-EVENT-MINING Dayton is the site of Nevada's first Chinatown. The Dayton Chinese were hired in 1857 to dig the four-mile Rose Ditch from the mouth of the Carson River west of town to the miners working the placers at the entrance to Gold Canyon. The community continued to be an important hub for Chinese Americans in Nevada into the 1880s.
39.236240, -119.589305   [blue/stone]

177. Desert Well Station (Overland Mail and Stage Station)

EVENT-MARK TWAIN-TRAIL/ROAD Located approximately one mile south are the remains of a typical stage station of the period 1843 to 1869. The station achieved a measure of fame when Mark Twain wrote of his experience there in Roughing It. The original site featured two wells, an inn, and corrals. One of the wells was used exclusively by camels brought to the Nevada desert to haul salt to the mines on the Comstock.
39.364120, -119.365569   [blue]

186. Union Hotel & Post Office

ARCHITECTURE-PONY EXPRESS-TRAIL/ROAD Private property not open to the public. The free standing rock wall is the original wall of the Overland Stage Station and Pony Express stop.
39.236143, -119.590638   [on building]

192. Buckland's Station

ARCHITECTURE-MILITARY-NATIVE AMERICAN-PERSON-PONY EXPRESS-TRAIL/ROAD Samuel S. Buckland settled here in 1859 and began a ranching operation, established a station for the Overland Stage Company, and operated a tent hotel. The station served as the assembly point for volunteers for the Pyramid Lake War, a station on the Pony Express, and later on, a store. He also constructed the large two-story house, presently located here.
39.294228, -119.251578   [blue]

199. Camels in Dayton

MILITARY-MINING Camels were imported into the United States and tested for military purposes in the mid-1850's. The experiment failed and the camels were auctioned. Some were brought here to haul wood and salt to the mines and mills of the Comstock. They were corralled behind this stone hay barn, known as the Leslie Hay Barn.
39.238749 -119.591254   [blue]

200. Hall's Station

CALIFORNIA EMIGRANT TRAIL-EVENT This site as the place where the first recorded dance was held on New Year's Eve, 1853. Spafford Hall built this station and trading post in the early 1850s to accommodate emigrants bound for California. Major Ormsby was the last owner. The title was still in his name in 1860 when he died in the first battle of the Pyramid Lake War. The exact site was

destroyed by borrow pit.
39.235818, -119.592469 [blue]

223. Devil's Gate

MINING-NATIVE AMERICAN Devil's Gate marks the boundary line between Storey and Lyon Counties. From 1850-1860 Gold Canyon was busy with placer mining. During the brief Paiute War of 1860, residents of Silver City built a stone battlement on the eastern summit and a wooden cannon for protection. Later on, miners traveled through here on their way to the gold and silver mines of the Comstock Lode.
39.266623, -119.643199 [concrete]

233. Dayton Cemetery

MINING-PERSON Founded in 1851, this is one of the oldest constantly maintained cemeteries in Nevada. The trail to the California Mother Lode passed directly in front and the wagon tracks can still be seen with careful observation. James Finney ("Old Virginny") after whom Virginia City is named, is buried here. Many people buried here are Italian Americans, as this ethnic group dominated much of Dayton's early history.
39.233421, -119.597071 [blue]

255. Wilson Canyon

MINING-NATIVE AMERICAN (GHOST DANCE)-PERSON-RANCHING/FARMING Wilson Canyon and the Wilson Mining District were named for brothers David and "Uncle Billy" Wilson. The family settled in the area in 1863 mining gold discovered in Pine Grove and ranching in Mason Valley. A Northern Paiute named Wovoka was raised with the Wilson boys and took the name Jack Wilson. Wovoka started the Ghost Dance movement in 1890, which swept into the Great Plains with potent political force.
38.809668, -119.220149 [stone]

257. Nevada's First Gold Discovery

EVENT-MINING This monument commemorates the 150th anniversary of the discovery of gold and the thousands of pioneers who passed near this site. The continuous occupation of Gold Canyon's mouth makes this site Nevada's first non-Native American settlement.
39.235897, -119.591806 [stone]

262. Dayton School House — 1865

ARCHITECTURE In 1865, Lyon County built a stone school building for the residents of Dayton, then the county seat. It is the second oldest schoolhouse in Nevada and is the oldest such structure to remain in its original location.
39.237918, -119.592480 [on building]

264. Silver City School House

ARCHITECTURE The growing town of Silver City built a schoolhouse at this site in 1867-1868. The school closed in 1958. The building then served as a community center and volunteer fire department. Fire destroyed the original building in 2004. The new building closely resembles the old schoolhouse in size and architectural style. Materials from the original building are incorporated into the new structure.
39.264552, -119.639577 [stone]

MINERAL COUNTY MAP

ROUTE 95

Freedom Rd

BYP ROUTE 95

60 ★

10th

HAWTHORNE

F St

E St

D St

5th

ROUTE 95

237 ★

4th

ROUTE 95

Schurz

183

16 Walker Lake

Hawthorne

60

237

Lunning

Mina

359

154

92

360

ROUTE 95

ROUTE 6
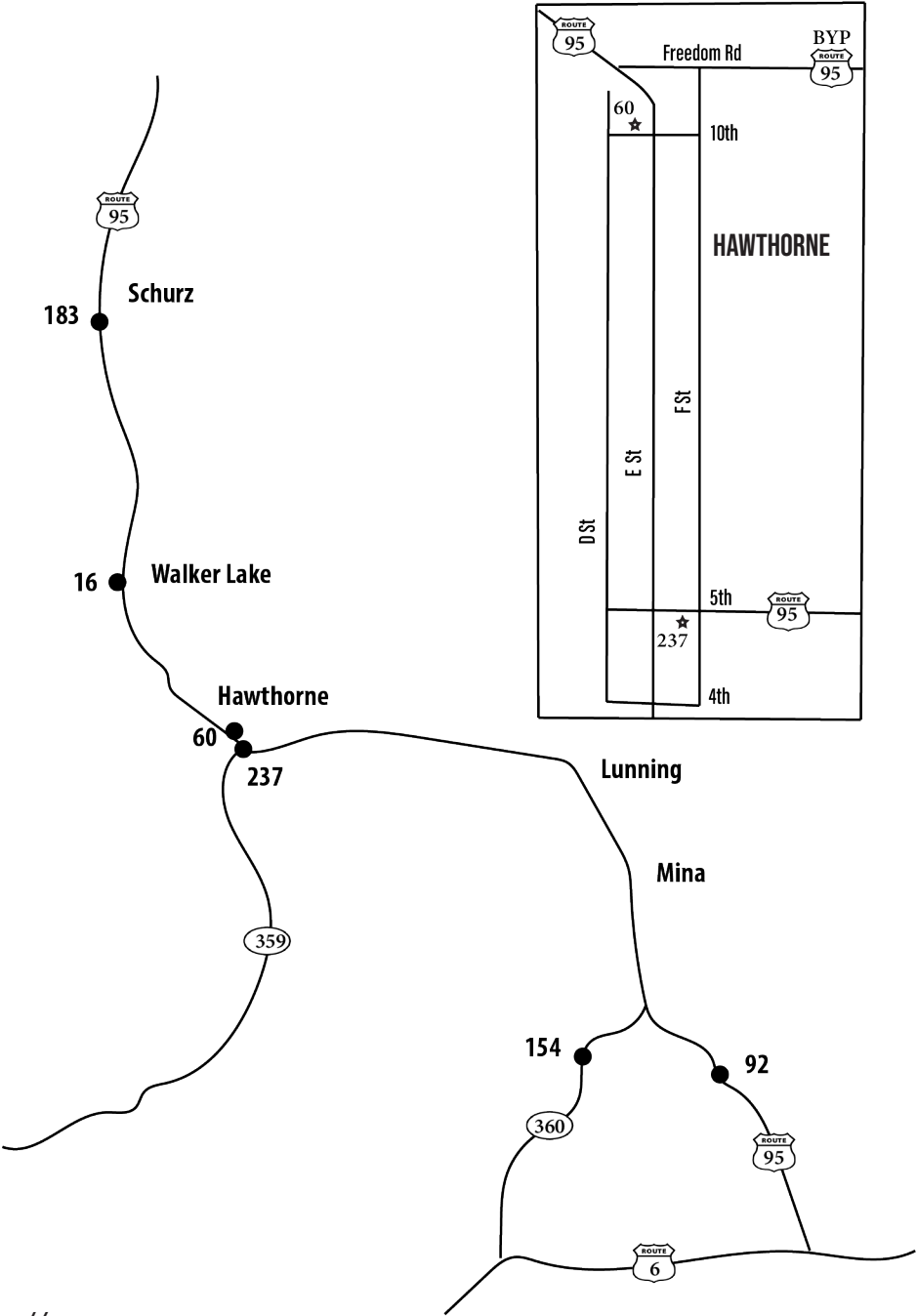
MINERAL COUNTY

LUMBER (1)   MINING (4)   PERSON (2)
MILITARY (1)   NATIVE AMERICAN (1)   RAILROAD (3)

16. Mineral County
MINING-PERSON Jedediah Smith passed near here in 1828 during his remarkable trip across the Great Basin. Peter Skene Ogden traveled through the region in 1829. John C. Frémont arrived in 1845 with his guide, Joseph Walker, for whom the lake is named. Formerly part of Esmeralda County, Mineral County was formed in 1911. The county includes several well-known mining towns as well as other smaller mining camps.
38.690385, -118.770673   [stone]

60. Hawthorne
LUMBER-MILITARY-MINING-PERSON-RAILROAD In 1880, the Hawthorne townsite was a division and distribution point for the Carson and Colorado Railroad. The town was named after William A. Hawthorne, a Nevada pioneer, lumberman, road superintendent, and Justice of the Peace. In 1926, the Navy selected Hawthorne for a new ammunition depot.
38.532510, -118.625006   [blue]

92. Candelaria and Metallic City
MINING The ghost towns of Candelaria and Metallic City are seven miles west of here. Candelaria was located in the mid-1860s and in 20 years it was the largest town in the immediate area. Metallic City lies ¾ mile to the south of Candelaria.
38.208077, -118.001744   [blue]

154. Belleville
MINING-RAILROAD Founded in 1874, Belleville flourished by milling ore from Northern Belle Mine at Candelaria. The mill, located just east of here, made its first bullion-bar shipment (worth $9,200) in 1875. Starting in 1881, Belleville was also the terminus and work camp of the Carson and Colorado Railroad.
38.222908, -118.180332   [blue]

183. Walker River Reservation
NATIVE AMERICAN Although the area around Walker Lake in the Utah Territory was set aside for "Indian purposes" in 1859, it was not until 15 years later that President Grant signed the executive order formally establishing the Walker River Indian Reservation, on March 19, 1874.
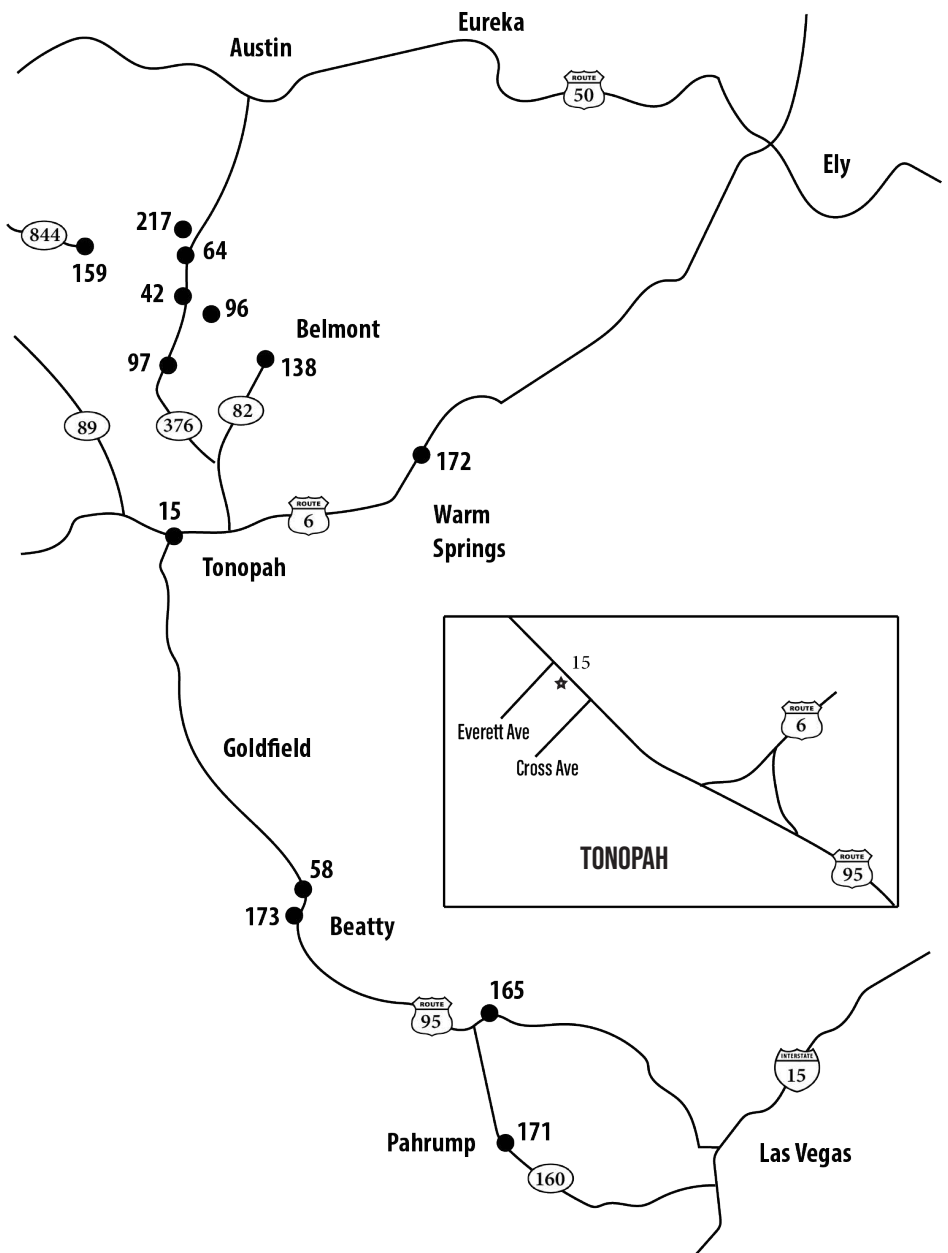38.952343, -118.810608   [blue]

237. Carson and Colorado R.R. Freight Depot
RAILROAD This is the first railroad building to be constructed in Hawthorne. It is the remnant of the narrow-gauge Carson and Colorado Railroad built south from Mound House, near Virginia City in 1881. In later years, this building served as a general store, a bar and restaurant with a bingo parlor, and a banquet hall, until acquired by the Hawthorne Elks Lodge in 1946.
38.524330, -118.623862   [on building]

NYE COUNTY MAP

NYE COUNTY MAP
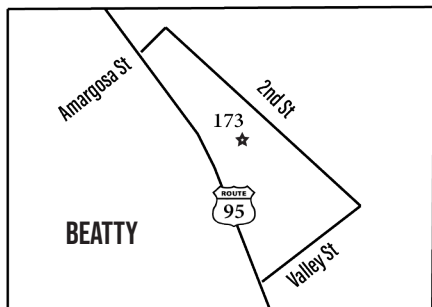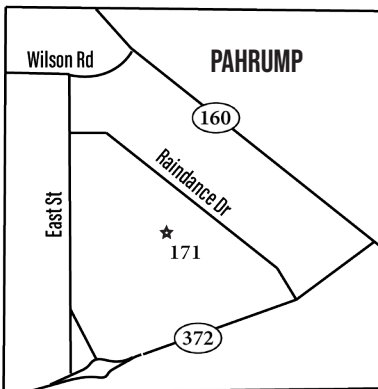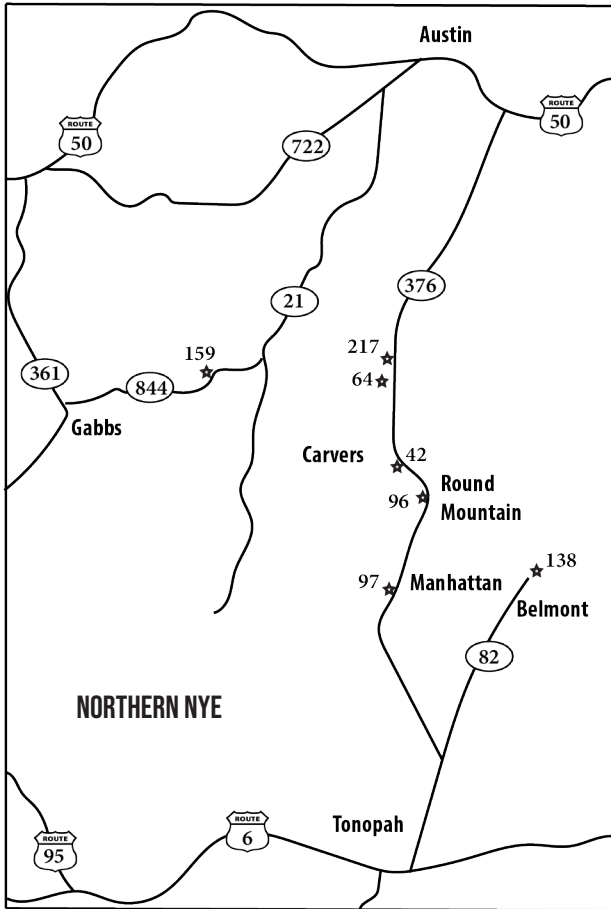
Austin

ROUTE 50

722

ROUTE 50

376

21

217

159

64

361

844

42

Gabbs

Carvers

Round Mountain

96

138

97

Manhattan

Belmont

82

NORTHERN NYE

ROUTE 95

ROUTE 6

Tonopah

PAHRUMP

Wilson Rd

160

Raindance Dr

East St

171

372

BEATTY

Amargosa St

2nd St

173

ROUTE 95

Valley St

NYE COUNTY

15. Tonopah

MINING-RAILROAD Tonopah became the richest silver producer in the nation and replaced Belmont as the Nye County seat in 1905. The mines spawned a railroad, several huge mills, and a bustling population of approximately 10,000. The mines faltered in the 1920s.
38.066994, -117.229351   [stone]

42. Big Smokey Valley

MINING-NATIVE AMERICAN-PERSON-PONY EXPRESSS-TELEGRAPH-TRAIL/ROAD This valley and its bordering Toiyabe and Toquima ranges are Shoshone territory. European American explorers came into the area starting with Jedediah Smith in 1827. Other figures include John C. Frémont, and Kit Carson. Between 1859-1869, the valley was crossed by Chorpenning's Jackass Mail, the Pony Express, the Overland Telegraph, and the Concord Coaches of the Overland Mail and Stage Company. Silver strikes at Austin (1862-1863) initiated the valley's first mining boom. Numerous bustling mining camps sprang up. In 1900, the Tonopah silver strike reinvigorated mining in the valley.
38.783165, -117.175405   [blue]

58. Old Boundary

EVENT Starting in 1850, the 37th degree north latitude, marked at this point, was the dividing line between the territories of Utah and New Mexico. In 1861 it became the southern boundary for the Nevada Territory.
37.002016, -116.725944   [blue]

64. Ophir

MINING Up in the canyon above this marker are massive stone foundations and other mining town relics. In 1864, the Murphy Mine opened. By the 1890s, the town was deserted but some mining activity at the Murphy Mine continued sporadically into the 20th century.
38.938781, -117.197451   [blue]

96. Round Mountain

MINING Round Mountain got its start as an early 1900s gold mine. It was productive for more than 60 years. Many small, high-grade veins were easily mined with hand tools while larger, lower-grade veins provided ore for milling plants.
38.726551, -117.114944   [blue]

97. Manhattan

MINING-TELEGRAPH The Manhattan Mining District, northeast of here, was first organized in 1867. In 1905, gold was discovered and a typical boom followed. Soon the camp had a post office, telegraph, utilities, and businesses. After an earthquake in 1906, mining switched from big investors to lessees.
38.572373, -117.180949   [blue]

NYE

138. Belmont
MINING-NATIVE AMERICAN A spring that flows year-round made this area an attractive gathering site for Shoshone Indians and miners. In 1865, silver ore was discovered and Belmont boomed. It was the Nye County seat from 1867-1905. A courthouse survives from this period. By 1890, Belmont's population dwindled as most residents left for new discoveries in nearby mining towns.
38.596333, -116.875722   [concrete]

159. Ione
MINING In 1863, European Americans discovered silver here. A year later, Ione City was the first county seat of the newly created Nye County. Over 600 people worked in town until a promising ore body in Belmont attracted most of the miners and later captured the county seat in 1867.
38.949536, -117.585166   [blue]

165. Nevada Test Site
EVENT-MILITARY-NATIVE AMERICAN The nation's principal nuclear explosives testing laboratory was located within this 1,350 square mile, geologically complex area. The first nuclear test took place in 1951. Archeological studies of the testing area have revealed continuous occupation of the area over the past 9,500 years with Southern Paiutes being the most recent Native American inhabitants.
36.592657, -116.028351   [blue]

171. Chief Tecopa: Peacemaker of the Paiutes
NATIVE AMERICAN Chief Tecopa was a young man when the first European Americans came to Southern Nevada. He is honored for the peaceful relations he maintained between the Southern Paiutes and the settlers who came to live among them.
36.209098, -115.989518   [blue]

172. Tybo
CHINESE-MINING Eight miles northwest of this point lies what was formerly one of the leading lead-producing districts in the nation. Ore was first discovered in 1866. It's mainly European residents had internal conflicts. Later, the different groups banded together to drive away a company of Chinese woodcutters.
38.310030, -116.275635   [blue]

173. Beatty
MINING-RAILROAD Beatty was the center of three short-lived, so-called "gold" railroads that were spawned by early 1900s strikes in Tonopah, Goldfield and Rhyolite. The town was referred to as the "Chicago of the West".
36.905963, -116.755789   [blue]

217. Tate's Stage Station
TRAIL/ROAD Thomas Tate sub-contracted mail routes in central Nevada for over thirty years. In 1886, he and his wife established a station due east as an overnight stop between the county seats of Austin and Belmont.
38.978274, -117.196327   [blue]

PERSHING COUNTY MAP
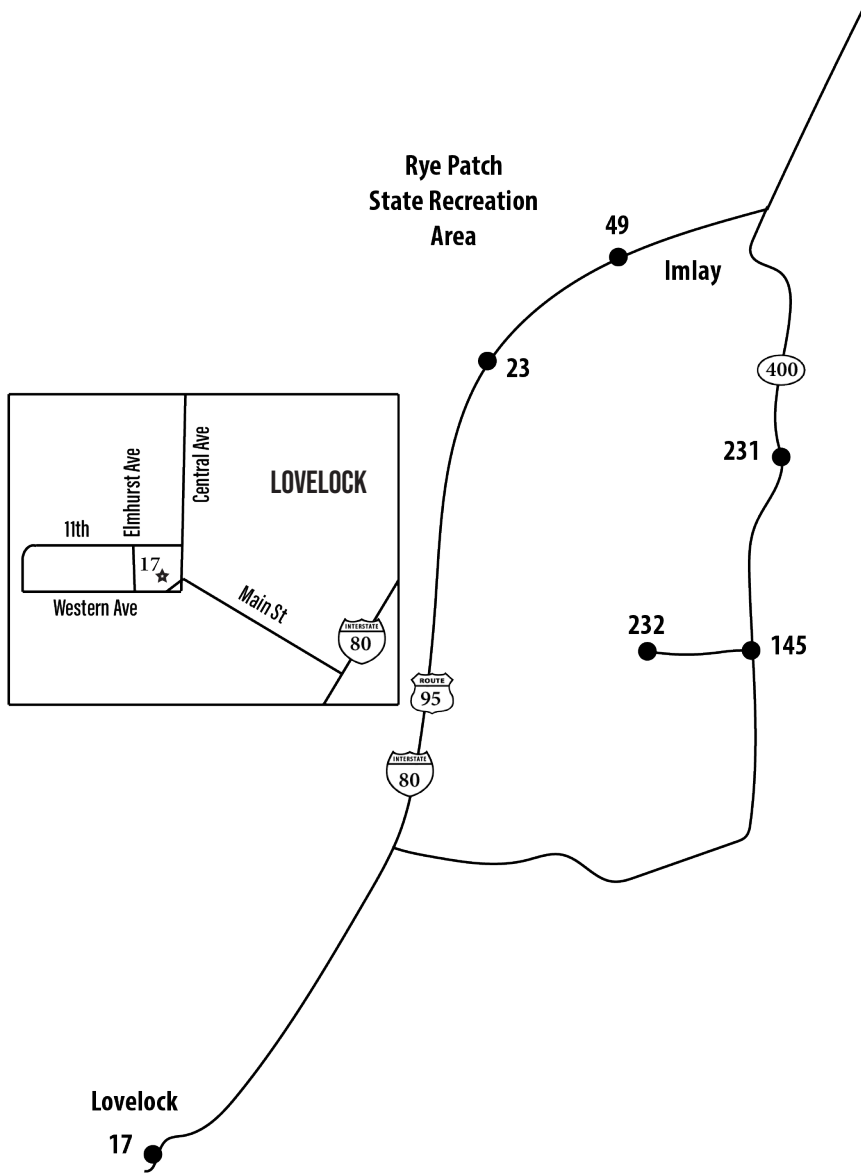
Rye Patch
State Recreation
Area

49

Imlay

23

400

231

232

145

Elmhurst Ave

Central Ave

LOVELOCK

11th

17

Western Ave

Main St

INTERSTATE **80**

ROUTE **95**

INTERSTATE **80**

Lovelock
17

PERSHING COUNTY

17. Pershing County

CALIFORNIA EMIGRANT TRAIL-MINING-RAILROAD Travelers on their way to California in the 1840s and 1850s named this rich valley Big Meadows. Mining began here in the 1850s. The coming of the railroad in 1869 brought new growth to the area. Pershing County, established in 1919, was previously part of Humboldt County.
40.180457, -118.476651   [stone]

23. Humboldt House

CALIFORNIA EMIGRANT TRAIL-MINING-RAILROAD Humboldt House, also known as Humboldt Station, was a departure point for Humboldt City, Prince Royal, and the mines in that vicinity. As the Central Pacific Railhead advanced from eastern California, it reached Humboldt House in September 1868. Between 1841 and 1857, 165,000 Americans traveled the California Emigrant Trail past here.
40.598778, -118.251639   [blue]

49. Applegate-Lassen Emigrant Trail Cutoff

TRAIL/ROAD From 1846-1848, Oregon emigrants successfully traveled the Applegate Trail. In 1848, Peter Lassen, guided a party of ten to twelve wagons bound for California from here to Goose Lake where he turned southward over terrain that was barely passable. It became known as the "Death Route."
40.652280, -118.165702   [blue]

145. Unionville

EVENT-MINING Southern (Confederate) sympathizers settled in Buena Vista Canyon in 1861 after the discovery of silver ore. Appropriately called Dixie, their camp's name changed to Unionville in 1862, when the will of the neutral and northern factions of the population prevailed.
40.449753, -118.071769   [blue]

231. Star City

MINING Marker is damaged. Located in the Star Mining District some seven miles west of here, Star City was established in 1861 when rich silver ore was discovered in the area. The town boomed in both 1864 and 1865. All that remains today are crumbling foundations, rusted mill equipment, and memories.
40.553250, -118.051641   [blue]

232. Reunion in Unionville

EVENT-MARK TWAIN Across the road and down about 300 feet was the original Unionville School. Built in 1862, this was the first public structure in Humboldt County. It served the community until its demolition in 1871. Exactly 109 years later, members of the Honorable Order of E Clampus Vitus gathered here to hold a reunion in commemoration of this propitious event. To the rear of this marker is the site where Samuel Clemens allegedly lived briefly before going to Virginia City in 1862 and taking the name Mark Twain.
40.448044, -118.146047   [blue]

STOREY COUNTY/VIRGINIA CITY MAP

VIRGINIA CITY

A St
C St
★ 13
D St

236
★
F St
228 ★
★ 266
28 ★ Union St
A St
Taylor St

B St
★ 132
★ 87

C St
F St
★ 209

Main St 185
★
D St
341

Toll Rd

341
● 211

13 ●

Virginia City

185 ●

Silver City

Dayton

341

ROUTE
50

54
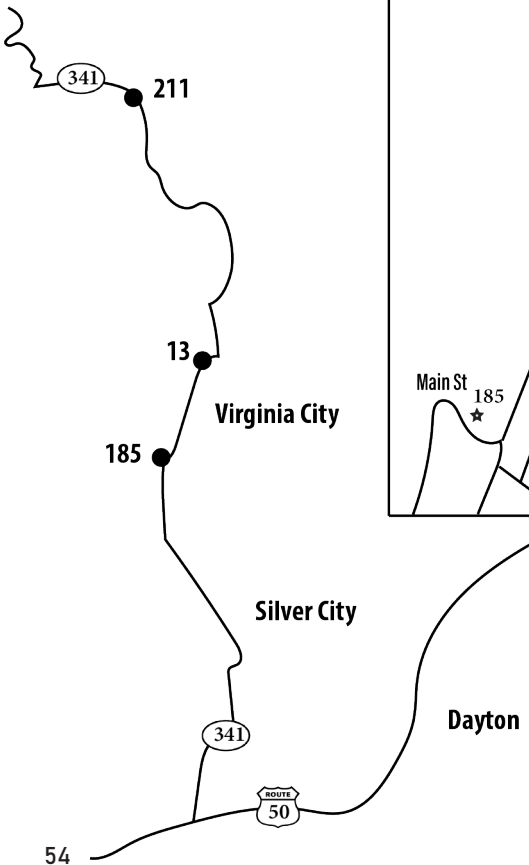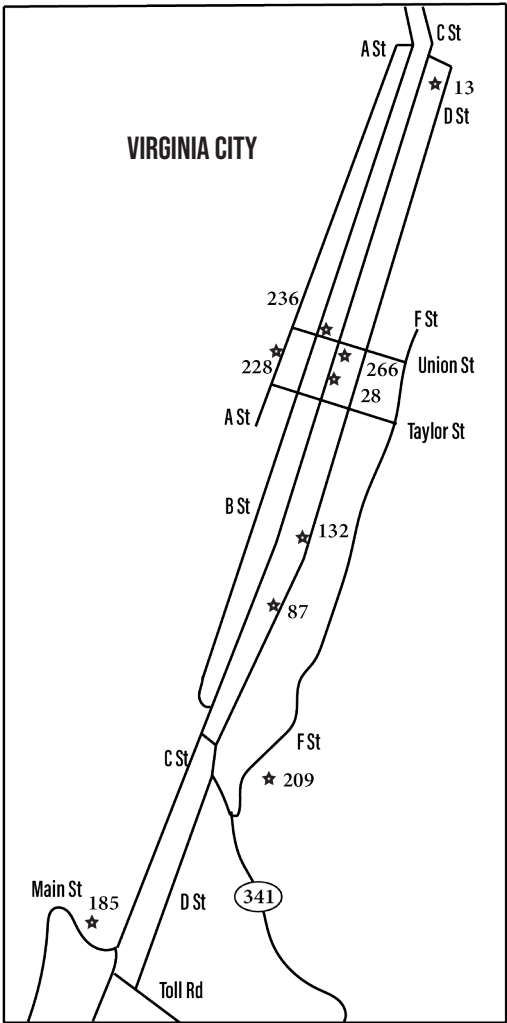
STOREY COUNTY/VIRGINIA CITY

AFRICAN AMERICAN (1)   MARK TWAIN (1)   PERSON (3)
ARCHITECTURE (3)   MINING (5)   RAILROAD (1)
EVENT (3)

13. The Comstock Lode
EVENT-MINING Near this spot was the heart of the Comstock Lode, the fabulous 2 ½ mile deposit of high-grade ore that produced nearly $400,000,000 in silver and gold. After the discovery in 1859, Virginia City boomed for 20 years, helping bring Nevada into the union in 1864 and building wealth for investors in San Francisco.
39.316170, -119.647265   [stone]

28. Mark Twain
PERSON Samuel Clemens was a reporter here in 1863 when he first used the name, Mark Twain. He later described his colorful adventures in Nevada in "Roughing It."
39.310097, -119.649696   [stone]

87. Savage Mansion (1861)
ARCHITECTURE-MINING-PERSON
This elegant mansion, designed in the French Second Empire style, served as a residence for the superintendent, as well as a mine office for the Savage Mining Company. Ulysses S. Grant, 18th President of the United States, spoke to the townspeople from here in 1879, after a town parade in his honor.
39.305347, -119.651000   [stone]

132. Mackay Mansion
ARCHITECTURE-MINING Once owned by John Mackay, the richest man the Comstock ever produced, this elegant mansion was built in the 1860s. It served as the office for the Gould & Curry Mining Company and the headquarters for Mackay, Fair, Flood, and O'Brian - "Silver Kings" of the Comstock.
39.306649, -119.650202   [blue small]

185. McCones' Foundries
RAILROAD In 1862, a foundry was established at Johntown, two miles southeast of here, in Gold Canyon. After a fire in 1872, John McCone bought the Fulton Foundry that was built in Virginia City in 1863. McCone made it into one of the largest foundries in the state and manufactured all the early castings of the Virginia and Truckee Railway.
39.298820, -119.655658   [stone]

209. Chollar Mine
MINING First located in 1859, the Chollar was consolidated with the Potosi in 1865. As the Chollar-Potosi, it was one of the leading producers on the Comstock. The Nevada mill was erected here in 1887. It was the last to use the Washoe pan process, but the first on the Comstock to generate and utilize electric power.
39.301941, -119.651126   [blue]

211. Old Geiger Grade
MINING-ROAD/TRAIL Constructed in 1862, this old toll road, seen in the canyon below, was the most direct connection between the Comstock Lode and the Truckee

Meadows. It was replaced by the present, New Deal-era highway in 1936.
39.372601, -119.667607   [blue]

228. The Great Fire of 1875
EVENT The origins of the fire lie within fifty feet of this marker. October 26, 1875, a coal oil lamp was knocked over in a nearby boarding house and burst into flames. Strong winds spread the blaze and thirty-three blocks of structures were leveled.
39.310530, -119.650957   [concrete]

236. Piper's Opera House
ARCHITECTURE This building was erected by John Piper in 1885. Piper's Opera House, with its original scenery, raked stage, and elegant proscenium boxes,

is a remarkable survivor of a colorful era in American theatrical history.
39.310991, -119.650105   [on building]

266. African Americans and the Boston Saloon
AFRICAN AMERICAN HISTORY-EVENT-MINING-PERSON Between 1866 and 1875, Free-born William A.G. Brown operated the Boston Saloon, serving Virginia City's African Americans. Shortly after Brown sold his business, the great fire of 1875 swept through town and destroyed the building. The site of the Boston Saloon is located uphill and to the left of this location at the corner of Union and D Streets now occupied by the Bucket of Blood Saloon parking lot.
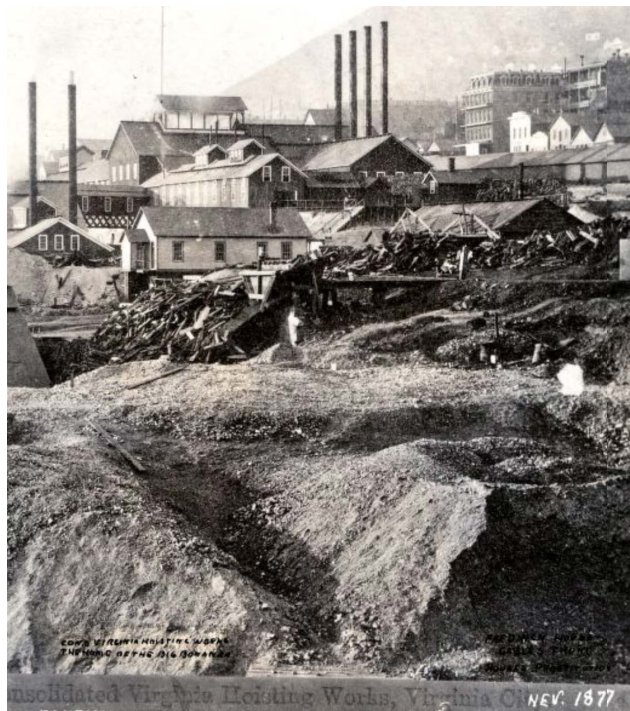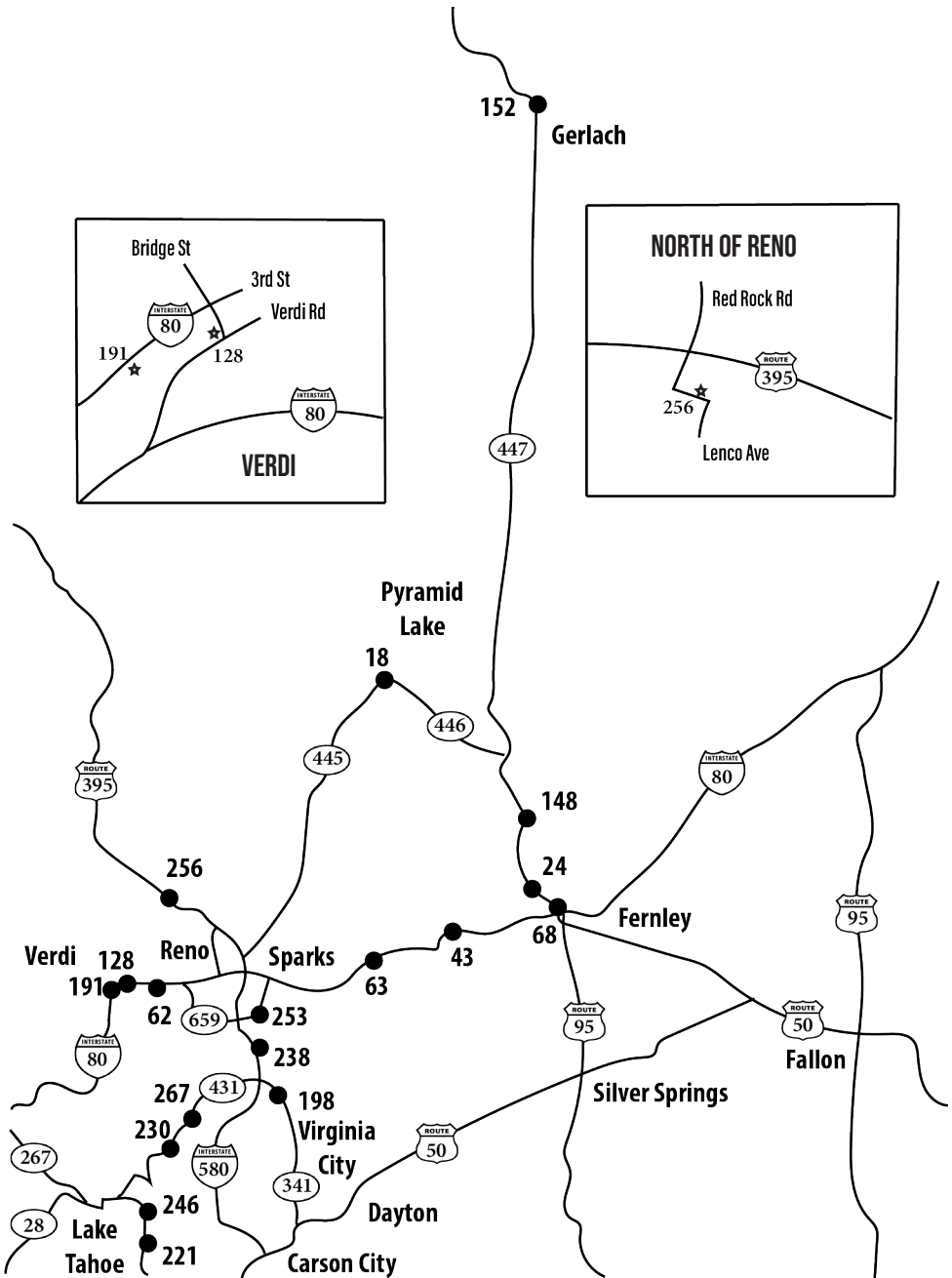39.310567, -119.649497   [on building]

Consolidated Virginia Hoisting Works, Virginia City. Nev. 1877
Photo by Carleton E. Watkins
Courtesy of UNR Special Collections

WASHOE COUNTY MAP

152 Gerlach

Bridge St

3rd St

INTERSTATE **80**

Verdi Rd

191

128

INTERSTATE **80**

VERDI

NORTH OF RENO

Red Rock Rd

ROUTE **395**

256

Lenco Ave

447

Pyramid Lake

18

446

445

ROUTE **395**

INTERSTATE **80**

256

148

24

68 **Fernley**

Verdi **128** **Reno** **Sparks** **43**

191 **63**

62 **659** **253**

INTERSTATE **80** **238**

267 **431** **198**

230 **Virginia City**

267 INTERSTATE **580** **341**

28 **246** **Dayton**

Lake Tahoe **221** **Carson City**

ROUTE **95**

ROUTE **95**

ROUTE **50**

Silver Springs

ROUTE **50**

Fallon

WASHOE COUNTY MAP

Virginia St

Moana Ln ⭐
234   ⭐ 4

Peckham Ln

659   McCarran Blvd

⭐ 253
Rio Poco Dr

SOUTH RENO

INTERSTATE 580

Meadows Pkwy
238 ⭐

⭐ 94

166 ⭐

114 ⭐

INTERSTATE 580

Washoe
Lake

429

Old US 395

**OLD US 395
SOUTH OF RENO**

431

Old US 395

INTERSTATE 580

341

Toll Rd

198 ⭐

218 ⭐

431

Callahan Rd

NORTHEAST OF 267

Cross Creek Ln

212 ⭐

Ranchland Cir

MOUNT ROSE HWY (431)

267 ⭐

431

Galena Creek
Park

WASHOE COUNTY MAP

WEST RENO

Keystone Ave

Stoker Ave

INTERSTATE 80

4th

265

Evergreen Ave

Sequoia Dr

Juniper Ave

Morisson Ave

DOWNTOWN RENO

Sierra St

Virginia St

Center St

Evans Ave

Valley Rd

INTERSTATE 80

Sutro St

79

9th

81

6th

220

210

4th

Arlington Ave

Truckee River

Kuenzli St

247

245

30

State St

Court St

227

BUS ROUTE 395

Holcomb Ave

Center St

Virginia St

Taylor St

248

Crampton St

Burns St

WASHOE COUNTY

SPARKS

Rock Blvd

Pyramid Way

18th

88 ☆

Prater Way

Victorian   169 29   189

INTERSTATE 80

☆
240

☆ ☆ ☆

4. Junction House

PERSON-TRAIL/ROAD The earliest emigrants from the east crossed through Truckee Meadows at this point, and by 1853, the intersection was known as Junction House. It was the first permanent settlement in this valley. Governor Sparks owned the property in the late 1890s.
39.902459, -119.565753   [stone & inside]

18. Koqyoqe Panunadu - Pyramid Lake

NATIVE AMERICAN This lake is a remnant of ancient Lake Lahontan which covered over 8,500 square miles in western Nevada during the Ice Age. This marker provides a history of the Numu (Paiute) people and the encroaching settlers.
39.902459 -119.565753   [blue]

24. Olinghouse

MINING-RAILROAD-RANCHING/ FARMING Marker missing. Named

for a former teamster-turned-sheepman, Elias Olinghouse, who settled at the base of the Pah Rah mountain range. Olinghouse bought several mining claims and erected a small stamp mill in 1903 to process ores. Both electric and telephone service were installed in 1903, and in 1907 the standard-gauge Nevada Railroad arrived.
39.649233 -119.320997

29. Chinese in Nevada

LUMBER-MINING-RAILROAD This honors the heroism and hardihood of the thousands of Chinese Americans who played a major role in the history of Nevada. They built railroads, cut timber, and performed countless tasks. Sizable Chinese communities grew up in Virginia City and other towns.
39.534711, -119.753426   [unique]

30. Reno

LUMBER-MILITARY-MINING-NATIVE AMERICAN-PERSON-RAILROAD-

RANCHING/FARMING-TRAIL/ROAD Before the arrival of European Americans, the Washoe and Paiute people were the only people inhabiting the Truckee Meadows area. European settlement began in the early 1850s. In 1868, land was offered to the Central Pacific Railroad for a depot and the town was laid out. Reno's transcontinental railroad connection and rail link to the Comstock Lode helped lay the foundation for the economy, as did the lumber industry and the surrounding ranches and farms. Throughout history and into modern day, gambling has been big business.
39.524251, -119.812394   [blue]

43. Derby Diversion Dam

PERSON-RANCHING/FARMING Marker missing. Derby Dam diverts the flow of the Truckee River for irrigation use. The dam was authorized in 1903 as part of the Newlands Project, named in honor of Nevada Senator Francis G. Newlands. Operational water diversions began in 1906.
39.589009, -119.446226

62. Truckee River West

CALIFORNIA EMIGRANT TRAIL-DONNER-EVENT-NATIVE AMERICAN-RAILROAD Native Americans settled for thousands of years in the Truckee Valley. Their camps were on flats near the river. In 1864, the ill-fated Donner party rested in the Truckee Meadows. Despite the Donner tragedy, many emigrant trains to California traversed the Truckee route. In 1868, the Central Pacific Railroad followed the Truckee's course.
39.509465, -119.936945   [blue]

63. Truckee River East

PERSON-RAILROAD The river's first recorded discovery was by Captain John C. Frémont in 1844. That same year the Truckee River became a route for California emigrants until the advent of the Central Pacific Railroad in 1868-1869. After the Southern Pacific took over the railway in 1899 and relocated much of its Nevada alignment, the old roadbed between Sparks and Wadsworth was deeded to Washoe County. In 1958, after reconstruction, this route became the initial section of interstate 80 across Nevada.
39.550095, -119.573599   [blue]

68. Wadsworth

RAILROAD From 1868 until 1884, the Central Pacific's Truckee Wadsworth Division was located on this site. In 1882, work was started on a new site across the river, and by 1883, a new roundhouse, shop, and other buildings were completed there. After two fires, the railroad planned to move to a new site. In 1904, division facilities moved west to an entirely new location, which became Sparks, Nevada.
39.630926, -119.279170   [blue]

79. Grand Army of the Republic Cemetery

EVENT-MILITARY In 1890, General OM. Mitchel bought 17 lots in the original Hillside Cemetery for the last resting place for comrades-in arms during the Civil War. Restoration began in 1963 by the Daughters of Union Veterans of the Civil War and other interested citizens in the Reno area.
39.536146, -119.819837   [blue]

81. Grand Army of the Republic Tree

EVENT-MILITARY This tree was planted in soil from Civil War battlefields and dedicated to the memory of the Grand Army of the Republic by the national commander in chief on June 10, 1913.
39.536392, -119.814745   [blue]

88. Sparks

PERSON-RAILROAD The Southern Pacific Company moved its shops and headquarters from Wadsworth to this location in 1904. Sparks boasted one of the largest roundhouses in the world during the steam era. The famous cab-in-front locomotive type known as Mallets, were the huge steamers hauling both freight and passengers over the steep grades of the Sierra Nevada between Roseville, California and Sparks.
39.538224, -119.766486   [blue]

94. The Winters Ranch

ARCHITECTURE-PERSON-RANCHING/FARMING This large Gothic-style structure, completed around 1864, was the ranch home of Theodore and Maggie Winters and their seven children. Winters had a large dairy operation and raised race horses, work horses, beef cattle, and sheep. He was also active in politics and was elected as a territorial representative in 1862.
39.310528, -119.823611   [blue]

114. Franktown

LUMBER-MINING-RANCHING/FARMING In 1855, Orson Hyde, probate judge of Carson County, Utah Territory, founded Franktown. The town was surrounded by farms.

It also had a sawmill that furnished timber to the Comstock mines and a sixty-stamp quartz mill that crushed ore. The town declined in importance after the completion of the railroad from Carson City to Virginia City in 1869.
39.271401, -119.840790   [blue]

128. The Great Train Robbery

EVENT-RAILROAD The West's first train robbery occurred near this site on the night of November 4, 1870. A gang of men concocted an elaborate scheme to rob the Central Pacific Railroad as the train passed through Verdi.
39.517454, -119.988444   [blue]

148. The Two Battles of Pyramid Lake

MILITARY-NATIVE AMERICAN-PERSON On May 12, 1860, Northern Paiute (Numu) warriors, fighting to retain their way of life, decisively defeated a volunteer army from Virginia City and nearby settlements. On June 2, 1860, a larger force of volunteers and regular U.S. Army troops engaged Numu warriors in battle. Several hundred warriors, held back forces until their women, children, and elders could escape. Numu war leader, Numaga (young Winnemucca) desired only peace, but he fought back to defend his people.
39.749278, -119.331785   [blue]

149. High Rock Canyon

NATIVE AMERICAN- PERSON-TRAIL/ROAD Marker removed. This area is important to Native Americans and contains rock shelters, campsites, and petroglyphs (images pecked into the rock surface) that are thousands of years old. In 1843, John C.

Frémont first journeyed through this canyon. In 1846, the Applegate brothers blazed their trail from Oregon through here to the Humboldt River. By 1849 gold seekers crowded the trail.

152. Gerlach

NATIVE AMERICAN-PERSON-RAILROAD-TRAIL/ROAD Established after the Western Pacific Railroad (1905-1909) was constructed, Gerlach lies in country occupied by Native Americans for thousands of years. John C. Frémont traveled through these Northern Paiute lands when he camped here in 1843. This was also emigrant country; the Noble Road left the Applegate-Lassen Trail at Black Springs, went past this site, and proceeded southwest through Smoke Creek Desert toward Susanville.
40.651621, -119.354357   [blue]

166. Bowers Mansion

ARCHITECTURE-MINING Bowers Mansion, built in 1864 and restored in 1869, recalls the wealth of the Comstock Bonanza. Lemuel S. "Sandy"& Eilley Orrum Bowers were probably the first millionaires produced by the famous find in Gold Canyon. Misfortune followed fortune and soon all was lost. The property had a succession of owners and from 1903-1946 it was a popular resort under Henry Ritter.
39.284693, -119.840610   [blue]

169. Glendale School (1864-1958)

ARCHITECTURE-PERSON "Oldest Remaining School Building in Nevada" Archie Bryant built this structure in 1864 and it remains as a testament of his craftsmanship.

It was moved from its original site in 1976 and finally came to rest at this location in 1993. Perhaps the most notable student that attended here was U.S. Senator Patrick A. McCarran.
39.534573, -119.754847   [on building]

189. Southern Pacific Railroad Yards

EVENT-RAILROAD Soon after 1900, laborers reworked some 373 miles of the original Central Pacific (now the Southern Pacific) line between Reno and Ogden, Utah. In 1904, the terminal in Wadsworth was moved to this location, which became the town of Sparks. The railroad dismantled a huge forty-stall locomotive roundhouse in 1959. The machine and erecting shops are still standing.
39.534695, -119.752618   [blue]

191. Verdi

LUMBER-RAILROAD-TRAIL/ROAD A log bridge was built across the Truckee River near where Verdi is now located. Known as O'Nell's Crossing, the site served as a stage stop during the 1860s. Modern Verdi came into being with the construction of the Central Pacific Railroad through Nevada between 1867 and 1869. Verdi was a major mill town and terminal for the shipment of ties and construction timbers. A fire in 1926, plus depletion of timber reserves, resulted in Verdi's decline.
39.515945, -119.993731   [blue]

198. Steamboat Springs

PERSON-RAILROAD-TRAIL/ROAD After the springs were located in 1860, a hospital and bathhouses were built. In 1871, the Virginia & Truckee Railroad built a

terminal at Steamboat. Materials for the silver mines were transferred to freight wagons for the steep haul to Virginia City. Fires destroyed the luxurious buildings, but the therapeutic waters remained and their mineral muds are sought by cosmeticians and race horse owners. President Ulysses S. Grant even visited the springs in 1879.

39.379958, -119.742317   [blue]

210. N.C.O. Railroad Depot — 1910

ARCHITECTURE-PERSON-RAILROAD
This railroad depot was built in 1910 along the Nevada-California-Oregon Railway. Architect Fredric DeLongchamps designed the building. He incorporated several architectural styles in the station (mission, Italianate, and Romanesque Revival). The depot continued to serve the traveling public until 1937.

39.530944, -119.809479   [blue]

212. Galena

LUMBER-MINING Galena began as an important lumbering center and mining camp. The Hatch brothers' quartz mill and smelter were among the earliest erected on this side of the Sierra. Eleven sawmills were operating by 1863. After two disastrous fires in 1865 and 1867, Galena was abandoned.

39.362563, -119.817533   [blue]

218. Geiger Station

TRAIL/ROAD Seven-tenths of a mile east of this marker was Geiger's Station, the largest station on the Geiger Grade Toll Road, the main thoroughfare between the Comstock Lode and the ranches of Truckee Meadows. Following the extension of the

Virginia & Truckee Railroad to Reno in August 1872, the toll road fell into disuse, and a few years later it became a public highway.

39.375751, -119.715927   [blue]

220. The Fight of the Century

EVENT-PERSON At this site on July 4, 1910, Reno hosted 'The Fight of the Century," a heavyweight championship boxing match between John Arthur Jack Johnson, the African American title holder, and James J. 'Jim' Jeffries, a former champion seeking to regain the title he had vacated in 1904.

39.533188, -119.796434   [blue]

221. Sand Harbor

LUMBER From 1881-1896, Sand Harbor played an important role in the operations of the Sierra Nevada Wood and Lumber Company that supplied lumber to the Comstock mines during the late 19th century. A steamer towed log rafts from the south end of Lake Tahoe to Sand Harbor. Here the logs were loaded on narrow-gauge railway cars and taken two miles north to a sawmill on Mill Creek.

39.200494, -119.929941   [blue]

227. Lake Mansion Home of Myron C. Lake Founder of Reno 1877

ARCHITECTURE-PERSON Built by Washington J. Marsh, this property is also on the National Register of Historic Places.

39.522695, -119.816047   [blue small]

230. Mount Rose Weather Observatory

EVENT-PERSON Two miles to the northwest of this point lies Mt. Rose. In 1905,

Dr. James Edward Church, of the University of Nevada, established one of America's first high-altitude meteorological observatories on this summit.
39.313053, -119.897332   [blue]

234. Moana Springs

ARCHITECTURE Opened as a resort in 1905, Moana Springs had a large bath house with a pool fed by hot springs, a hotel and other recreation amenities. The City of Reno purchased Moana in 1956 and the remaining buildings were demolished the next year to make way for a new recreational complex.
39.491117, -119.800011   [blue small]

238. Huffaker's

LUMBER-PERSON-RAILROAD-RANCHING/FARMING-TELEGRAPH In 1858, Granville W. Huffaker drove cattle into Truckee Meadows and established his ranch. In 1862, a stage line and post office were added. For ten years, Huffaker's was the center of the community. In 1875, a pacific lumber and flume operation from the Lake Tahoe Basin was completed. At the terminus of the flume, the Virginia and Truckee Railroad opened a depot and a telegraph office. They also constructed a spur where workers transferred timber.
39.441341, -119.771873   [blue]

240. Coney Island

ARCHITECTURE From 1909-1912, Coney Island was among the most elaborate amusement parks of its day. An aircraft assembly plant occupied the site in the early "twenties" and an auto court was established here later. All of the buildings were either burned or torn down when Interstate 80 was constructed.
39.534931, -119.780546   [blue]

245. Frederik Joseph DeLongchamps

ARCHITECTURE-PERSON Frederic Joseph DeLongchamps was Nevada's foremost architect of his time. He designed many of Nevada's civil and legal buildings.
39.524939, -119.812356   [concrete]

246. The Great Incline of the Sierra Nevada

LUMBER Located on the mountain above are the remnants of the "Great Incline of the Sierra Nevada". Completed in 1880, this lift carried cordwood and lumber up 1,800 feet to a v flume which carried the lumber down to Washoe Valley where it was loaded on wagons for use in the mines of the Comstock.
39.236793, -119.928791   [blue]

247. Site of Nevada's First Public Library

EVENT-PERSON In 1895, Frank H. Norcross began persuading the Nevada Legislature to enact a law to establish public libraries. The state's first public library building was erected on this site in 1904, with donations from philanthropist Andrew Carnegie and pioneer Myron C. Lake. It remained in service until 1930 and was demolished in 1931.
39.524939, -119.812356   [concrete]

248. Virginia and Truckee Railroad Right-of-Way

CHINESE-PERSON-RAILROAD The Virginia & Truckee Railroad was built between

1868 and 1872 to connect the mining and milling communities of the Comstock to the Central Pacific Railroad that ran through Reno. Chinese laborers graded this section during the summer of 1871. The first through train traversed the route in 1872.
39.516839, -119.806989   [stone]

253. Emigrant-Donner Camp
CALIFORNIA EMIGRANT TRAIL-DONNER-EVENT Here at the base of Rattlesnake Mountain, California emigrants established a campground. Once rested, the emigrants turned west to cross the Sierra Nevadas. In 1846, the ill-fated Donner Party spent five days in this area. One member of the party, William Pike, died from being shot accidentally and was buried in the vicinity.
39.475754, -119.754121   [concrete]

256. Historic Transportation
CE TRAIL-MINING-RANCHING/FARMING-TRAIL/ROAD The historic road corridors from the Truckee Meadows northwestward into the Honey Lake area contain a tangle of intertwined routes following the course of valleys. These routes include portions of an emigrant trail cutoff, toll roads, county roads, and casual parallel routes developed to bypass blockages such as mud holes. This marker talks about the history of these and later roads in the area.
39.625214, -119.915506   [stone]

Postcard of horses pulling carriages with caption: Moana Springs, circa 1920

Courtesy of UNR Special Collections

265. Governor Emmet Derby Boyle
CEMETERY-PERSON This marker is located in the Mountain View Cemetery on the northeast corner of the intersection of Sequioa and Juniper streets. Eight grave sites to the north of the marker rests Emmet Derby Boyle (1879-1926), the first native-born governor of Nevada. He was known for many things including calling a special session in 1920 to ratify the 19th amendment to the United States Constitution granting women the right to vote.
39.525223, -119.845044   [stone]

267. Galena Creek Fish Hatchery
EVENT-MINING This hatchery represents an attempt to make amends after Nevada's Comstock Lode ravaged the region's ecosystem in the 1860s and 1870s. Fishing decimated local streams and lakes. Eventually, restocking became an important goal. The county ceased hatchery operations in 1949.
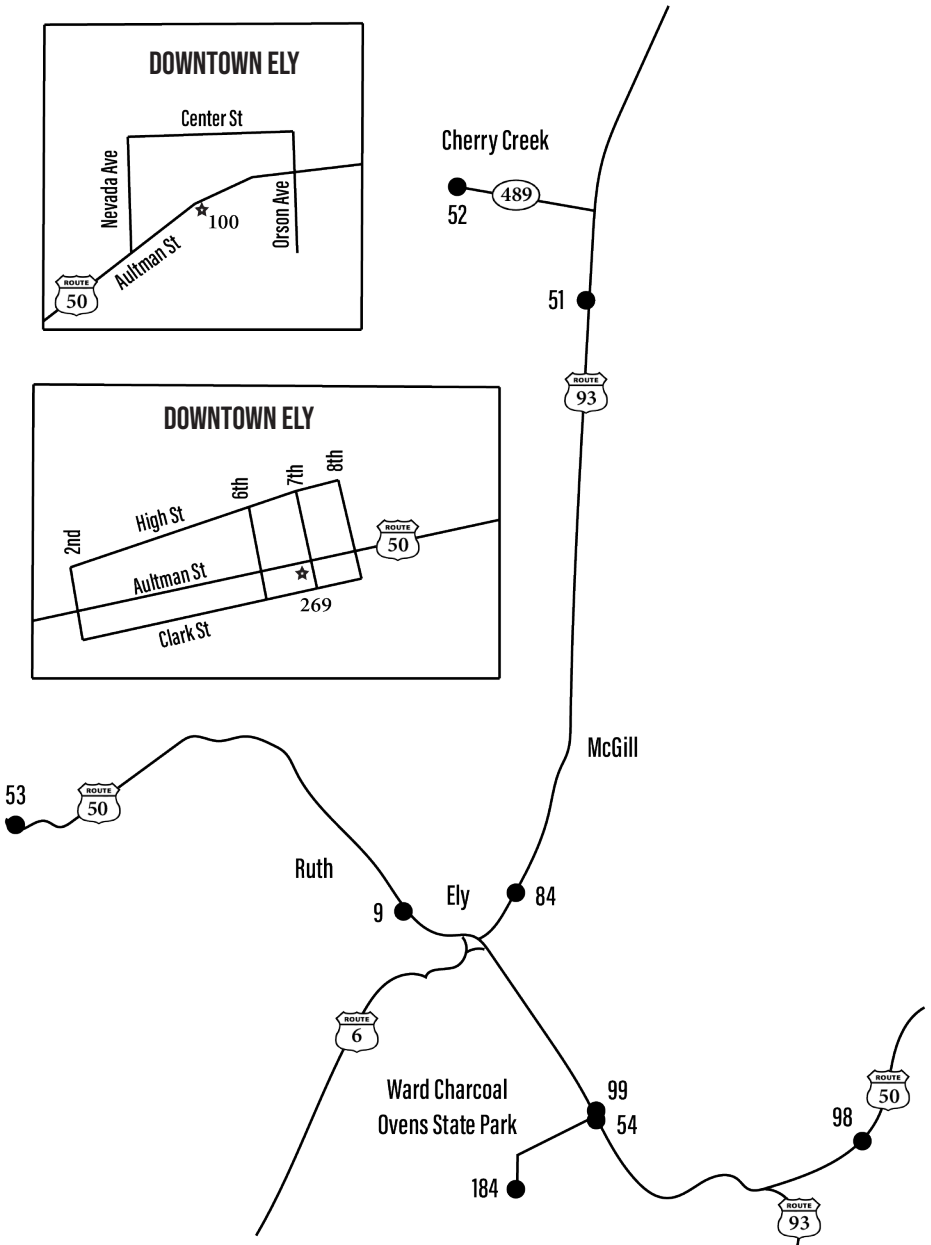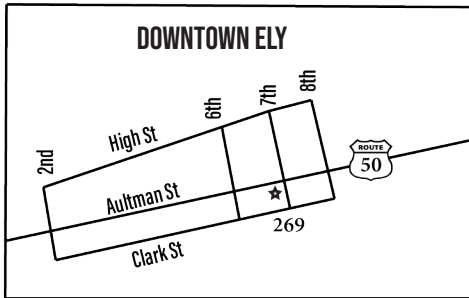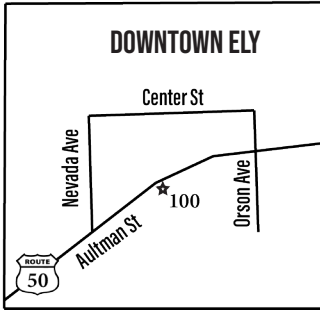39.352698, -119.860290   [on building]

WHITE PINE COUNTY MAP

DOWNTOWN ELY

Center St

Nevada Ave

Orson Ave

★ 100

Aultman St

ROUTE 50

Cherry Creek

● 52 489

51 ●

ROUTE 93

DOWNTOWN ELY

2nd

High St

6th

7th

8th

ROUTE 50

Aultman St

★

269

Clark St

McGill

53

ROUTE 50

●

Ruth

9 ●

Ely

84 ●

ROUTE 6

Ward Charcoal
Ovens State Park

99

54

184 ●

ROUTE 50

98 ●

ROUTE 93

WHITE PINE COUNTY

9. Copper Country

MINING The famed open-pit copper mines of eastern Nevada, including the Liberty Pit, are located two miles south of this point. Through the first half of the twentieth century, this area produced nearly a billion dollars in copper, gold, and silver. The huge mounds visible from here are waste rock, which was removed to uncover the ore.
39.283589, -114.964238   [concrete]

51. Schellbourne

MILITARY-MINING-PONY EXPRESS-RANCHING/FARMING Schellbourne was located approximately four miles east of this marker. The Pony Express established a mail station there in 1860. Fort Schellbourne, a small military post, protected the station. In the early 1870s, silver ore was discovered in the mountains immediately to the east. After mining dried up, the town was the headquarters for various ranches.
39.797254, -114.741044   [blue]

52. Cherry Creek

MILITARY-MINING-PONY EXPRESS-TRAIL/ROAD The town of Cherry Creek was part of a network of mining districts. The town peaked in 1882, with over 1,800 residents. Egan Canyon, to the south, was a thoroughfare for, Howard Egan and the Mormon Battalion in 1855. In 1860, the Pony Express placed a change station at the west opening. From 1861 to 1869, Butterfield's Overland Mail and Stage established a station here that grew into a small temporary town. Soldiers from Fort Ruby discovered gold in the canyon in 1863, leading to the creation of the town of Egan and a mining district. Like Cherry Creek, to the north, Egan boomed and busted into the 1920s before mining ceased.
39.900905, -114.886081   [blue]

53. Hamilton

MINING The mines of the White Pine district were first established in 1865. Between 1868 and 1875, they supported many thriving towns including Hamilton, Eberhardt, Treasure City, and Shermantown. These communities, now all ghost towns, are clustered eleven miles south of this point.
39.353654, -115.394466   [blue]

54. Ward Mining District

MINING The ghost town of Ward, in the foothills of the Egan Range, lies some eight miles west of here. Booming from 1876 until 1882, with a peak population of 1,500, Ward was somewhat of a lawless mining camp. The town was abandoned by the late 1880s, but new discoveries and better mining methods prompted a resurgence of activity in 1906 and again in the 1960s.
39.088861, -114.752903   [blue]

WHITE PINE COUNTY

84. Jedediah Strong Smith

PERSON-TRAPPING From May to June 1827, Jedediah Smith, explorer and trapper, found a route from California's central valley to the Great Salt Lake Valley in Utah. He became the first European American to completely cross what is now Nevada. Since Smith's journal and map have never been found, his exact route is unknown.
39.291445, -114.837921 [blue]

98. Osceola 1872-1940

MINING-RANCHING/FARMING
Osceola, most famous of the White Pine County gold producers, was one of the longest-lived placer camps in Nevada. The camp produced nearly $5 million, primarily in gold, with some silver, lead, and tungsten. It was a good business town because of its location near the cattle and grain ranches and gardens in the Spring and Snake Valleys.
39.071317, -114.449518 [blue]

99. Taylor

MINING Silver and gold were discovered by Taylor and John Platt in 1873 in what was to become Taylor, a typical mining community. In seven years, the town boasted a population of 15,000 people. By 1886, Taylor was the center of county activity. Mining continued intermittently until 1919. World War II renewed mining activity temporarily.
39.088917, -114.752759 [blue]

100. Nevada Northern Railway

ARCHITECTURE-MINING-RAILROAD
The Nevada Consolidated Copper Company laid 150-miles of track from Cobre, on the Southern Pacific line, to Ely in 1905-1906. Ore was loaded into railroad gondolas at Copper Flat mines, west of Ely, and transported by rail to the smelter at McGill. Passenger service and the "school train" carrying McGill youth to Ely High School ended in 1941. With the closing of local copper mines in 1983, the railroad ceased operations. Currently, part of the line serves the Nevada Northern Railway Museum for live steam rides. The East Ely shop complex for the Railway was listed as a National Historic Landmark District in 2006.
39.252605, -114.878593 [blue]

184. Ward Charcoal Ovens

ARCHITECTURE-LUMBER-MINING
These ovens were constructed during the mid 1870's and are larger and of finer construction than most other ovens found in Nevada. The charcoal was used in the smelters at nearby Ward. As railroads penetrated the west, charcoal was replaced by coke made from coal, and the charcoal industry faded.
39.037381, -114.846373 [blue]

269. Ely, Forging The Link

MINING-RAILROAD In the mid to late 1800s, Ely was surrounded by silver, gold, and copper mines. In 1887, it became the seat of White Pine County. Ely was the headquarters for the Nevada Northern Railway which connected Ely to the transcontinental railroad. In 1913, a road through Ely was incorporated into the transcontinental Lincoln Highway.
39.248205, -114.891086 [metal stand]

MARKERS BY TOPIC

MARKERS BY TOPIC

Pony Express 10, 12, 42, 51, 52, 66, 82, 83, 108, 111, 186, 192, 271

Railroad 1, 11, 14, 15, 17, 23, 24, 29, 30, 35, 45, 47, 55, 60, 61, 62, 63, 65, 68, 76, 88, 95, 100, 101, 105, 106, 112, 113, 116, 128, 130, 152, 154, 167, 173, 174, 178, 185, 187, 189, 191, 194, 195, 198, 204, 210, 213, 224, 237, 238, 239, 248, 249, 269

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Trapping 22, 50, 84, 89

MARKER PAGE AND COUNTY

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2	33	Humboldt	39	39	Lincoln
3	23	Elko	40	14	Clark
4	60	Washoe	41	15	Clark
5	39	Lincoln	42	50	Nye
6	14	Clark	43	61	Washoe
7	43	Lyon	44	05	Carson City
8	36	Lander	45	23	Elko
9	68	White Pine	46	23	Elko
10	09	Churchill	47	23	Elko
11	30	Eureka	48	23	Elko
12	19	Douglas	49	53	Pershing
13	55	Storey	50	23	Elko
14	27	Esmeralda	51	68	White Pine
15	50	Nye	52	68	White Pine
16	47	Mineral	53	68	White Pine
17	53	Pershing	54	68	White Pine
18	60	Washoe	55	39	Lincoln
19	09	Churchill	56	15	Clark
20	27	Esmeralda	57	39	Lincoln
21	33	Humboldt	58	50	Nye
22	33	Humboldt	59	36	Lander
23	53	Pershing	60	47	Mineral
24	60	Washoe	61	43	Lyon
25	05	Carson City	62	61	Washoe
26	09	Churchill	63	61	Washoe
27	09	Churchill	64	50	Nye
28	55	Storey	65	30	Eureka
29	60	Washoe	66	36	Lander
30	60	Washoe	67	36	Lander
31	14	Clark	68	61	Washoe
32	14	Clark	69	24	Elko
33	14	Clark	70	05	Carson City
34	14	Clark	71	05	Carson City
35	14	Clark	72	05	Carson City
36	14	Clark	73	24	Elko
37	14	Clark	74	43	Lyon

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76	05	Carson City	113	43	Lyon
77	05	Carson City	114	62	Washoe
78	06	Carson City	115	15	Clark
79	61	Washoe	116	16	Clark
80	30	Eureka	117	19	Douglas
81	62	Washoe	118	19	Douglas
82	30	Eureka	119	37	Lander
83	09	Churchill	120	19	Douglas
84	69	White Pine	121	19	Douglas
85	43	Lyon	122	19	Douglas
86	15	Clark	123	19	Douglas
87	55	Storey	124	20	Douglas
88	62	Washoe	125	20	Douglas
89	33	Humboldt	126	20	Douglas
90	39	Lincoln	127	43	Lyon
91	06	Carson City	128	62	Washoe
92	47	Mineral	129	20	Douglas
93	39	Lincoln	130	20	Douglas
94	62	Washoe	131	20	Douglas
95	37	Lander	132	55	Storey
96	50	Nye	133	27	Esmeralda
97	50	Nye	134	06	Carson City
98	69	White Pine	135	09	Churchill
99	69	White Pine	136	37	Lander
100	69	White Pine	137	37	Lander
101	27	Esmeralda	138	51	Nye
102	15	Clark	139	16	Clark
103	15	Clark	140	16	Clark
104	15	Clark	141	16	Clark
105	33	Humboldt	142	16	Clark
106	24	Elko	143	33	Humboldt
107	24	Elko	144	34	Humboldt
108	24	Elko	145	53	Pershing
109	24	Elko	146	34	Humboldt
110	09	Humboldt	147	10	Churchill
111	09	Churchill	148	62	Washoe

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153	25	Elko	190	17	Clark
154	47	Mineral	191	63	Washoe
155	27	Esmeralda	192	44	Lyon
156	27	Esmeralda	193	06	Carson City
157	27	Esmeralda	194	06	Carson City
158	28	Esmeralda	195	17	Clark
159	51	Nye	196	07	Carson City
160	40	Lincoln	197	17	Clark
161	10	Churchill	198	63	Washoe
162	34	Humboldt	199	44	Lyon
163	44	Lyon	200	44	Lyon
164	34	Humboldt	201	10	Churchill
165	51	Nye	202	10	Churchill
166	63	Washoe	203	40	Lincoln
167	34	Humboldt	204	40	Lincoln
168	16	Clark	205	40	Lincoln
169	63	Washoe	206	40	Lincoln
170	30	Eureka	207	20	Douglas
171	51	Nye	208	37	Lander
172	51	Nye	209	55	Storey
173	51	Nye	210	64	Washoe
174	28	Esmeralda	211	55	Storey
175	06	Carson City	212	64	Washoe
176	37	Lander	213	07	Carson City
177	44	Lyon	214	17	Clark
178	10	Churchill	215	10	Churchill
179	06	Carson City	216	10	Churchill
180	06	Carson City	217	51	Nye
181	06	Carson City	218	64	Washoe
182	40	Lincoln	219	21	Douglas
183	47	Mineral	220	64	Washoe
184	69	White Pine	221	64	Washoe
185	55	Storey	222	31	Eureka

MARKER PAGE AND COUNTY

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224	17	Clark	250	07	Carson City
225	21	Douglas	251	25	Elko
226	21	Douglas	252	07	Carson City
227	64	Washoe	253	66	Washoe
228	56	Storey	254	31	Eureka
229	25	Elko	255	45	Lyon
230	64	Washoe	256	66	Washoe
231	53	Pershing	257	45	Lyon
232	53	Pershing	258	07	Carson City
233	45	Lyon	259	07	Carson City
234	65	Washoe	260		Never Assigned
235	07	Carson City	261	21	Douglas
236	56	Storey	262	45	Lyon
237	47	Mineral	263	10	Churchill
238	65	Washoe	264	45	Lyon
239	34	Humboldt	265	66	Washoe
240	65	Washoe	266	56	Storey
241		Never Assigned	267	66	Washoe
242	28	Esmeralda	268		Never Assigned
243	07	Carson City	269	69	White Pine
244	25	Elko	270	17	Clark
245	65	Washoe	271	10	Churchill
246	65	Washoe			
247	65	Washoe			
248	65	Washoe			