

HENDERSON  
INDUSTRIAL  
DAYS

APRIL 18-26  
1964

# HENDERSON

## INDUSTRIAL DAYS



This view of the site selected for the BMI plant was taken on September 15, 1942, by Ted Watterson of the McNeil Company, to record the atmosphere below Black Mountain just before a fleet of bulldozers went into action clearing off the brush, breaking the ground that would become Henderson, Nevada.

Industrial Days Bulletin Committee:

Selma Bartlett

Dick Pryor

Robert Olson

Pictures: Woodruff Photos

Historical Narrative:

Mary Ellen Vallier Sadovich

Layout: Joe Steiger

*Documented copy of the historical narrative used in this pamphlet is on file at the office of the Henderson Chamber of Commerce.*

# INDUSTRIAL DAYS DEDICATION

Henderson Chamber of Commerce takes great pleasure in dedicating the 1964 presentation of the Thirteenth Annual Henderson Industrial Days jointly to another exciting year of Henderson community growth and as a major activity of the Nevada statehood centennial celebration.

In keeping with this dedication there is included in this program a brief narration of the historical development of the city of Henderson, under the authorship of Mary Ellen Sadovich. The theme of the Industrial Days Parade is designed to depict "Historical Events in Nevada History;" The Industrial Days Booster Badges identifies the wearer as a "Settler." The Arts and Crafts exhibit will feature Nevada artifacts; The Industrial Days Ball will require settler or western attire; and the climaxing event of the historical theme will be an old fashioned Bar B Que following the Industrial Days Parade, so, you are cordially invited to "HEAD 'EM UP AND MOVE 'EM OUT" toward the Henderson Industrial Days celebration., April 23, 24, 25 and 26, 1964.

Lyal W. Burkholder, General Chairman

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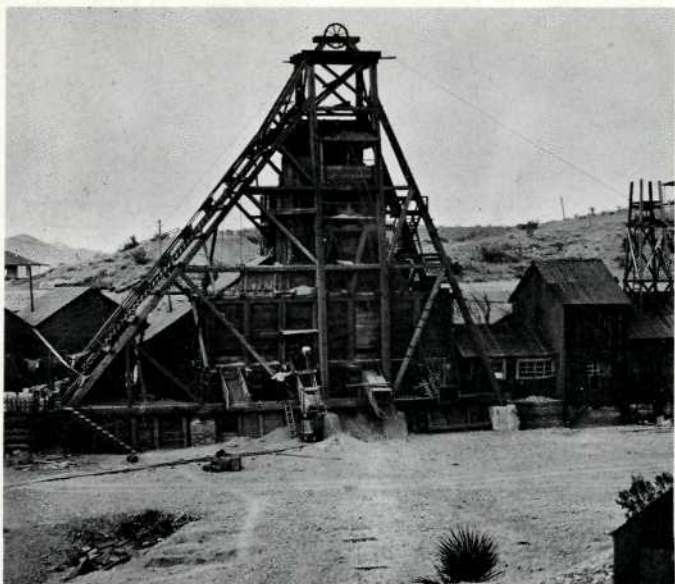
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This manganese mine now abandoned was discovered in 1917. One of the discoverers of the mine, B. R. Jefferson, bought the old ranch that became the nucleus of Pittman, now part of Henderson, Nevada.

On Halloween Day, October 31, 1864, President Abraham Lincoln signed into law the bill which brought all of that land between the Territory of Utah and the State of California, from the southern border of Oregon to the 37th parallel, into the Union as the State of Nevada. The largely uninhabited, unexplored area between the 37th parallel and the Colorado River was left a part of the Territory of Arizona.

This parcel of land called Mohave County, Arizona, contained a buried city, yet unexcavated; an eposn-salt spring; a cave that would become famous as the resting place of the giant sloth; a magnificent petroglyph area dating to prehistoric times; the Las Vegas Spring that would provide water for a railroad and a city; extensive mineral deposits that would give rise to Searchlight, Goodsprings, and El Dorado Canyon, towns that became famous in the annals of western mining communities; and several hundred acres of desolate desert land on the eastern slope of Las Vegas Valley at the foot of Black Mountain, which was destined to become the site of Henderson, the Industrial and Recreational Center of Nevada.

May of 1866 found Nevada with boundaries extended to seize from Arizona the lands contiguous to the Colorado River. The entire acquisition was attached to Lincoln County, with the County Seat at Pioche. Nevada's unhappy new residents found it necessary to travel two or three days to conduct business at the nearest seat of government.

During the first 30 years which followed this acquisition from Arizona, prospectors were lured into the area seeking new deposits of the metal which had already secured for Nevada the name "Silver State." Good luck accompanied these wanderers, and extensive veins of precious metals were located bringing into existence Searchlight and Goodsprings. However, a paucity of water and

*(Continued one page 11)*

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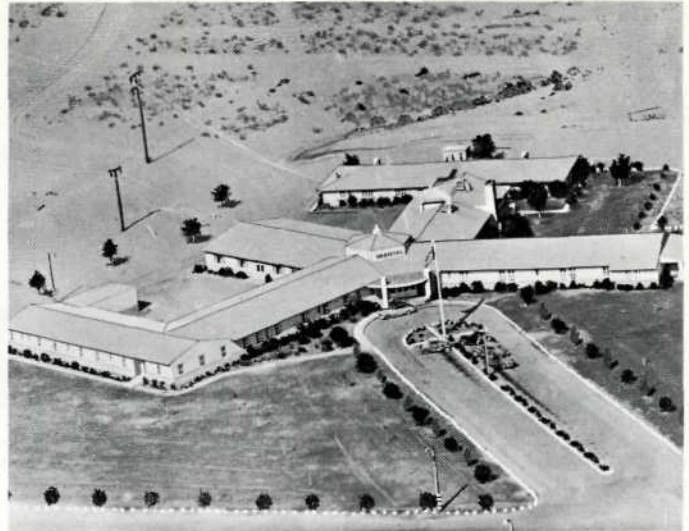


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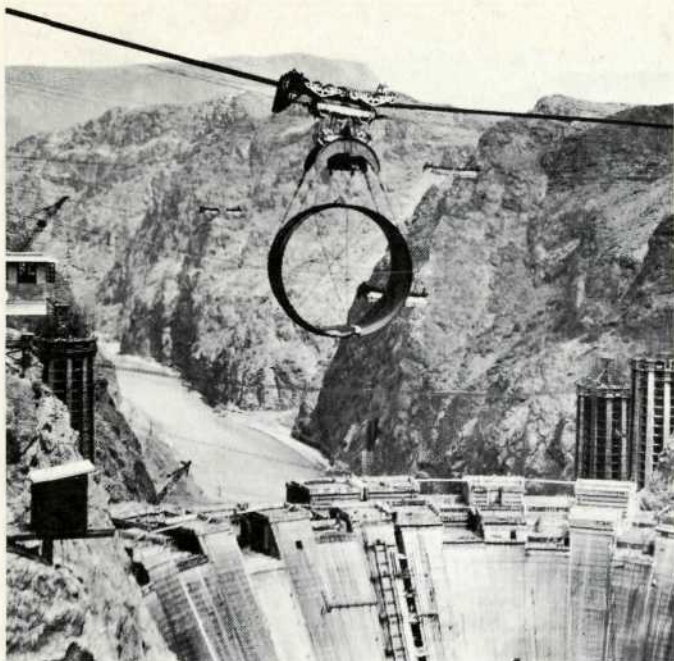
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On February 1, 1935, the gates of the diversion tunnel at the Dam site were closed, and water began to rise behind Hoover (Boulder) Dam to create Lake Mead. Water soon covered the old river towns, Callville, St. Thomas, and Rioville, to create the only lake in Southern Nevada. With its 550 mile shore line, Lake Mead is the largest man-made lake in the world.

transportation facilities, as well as the ever-present heat, inhibited industrial development and endowed the region with an evil reputation. The year 1900 found these lands with a total population under 1000, and completely separated politically from the rest of Nevada.

When a railroad was finally completed through Southern Nevada in 1905, mining activity increased, and speculators and miners moved into the area to increase the population sufficiently to attract the attention of Nevada politicians. Just 40 years after the acquisition of the southern lands from Arizona, in 1906, Governor John Sparks toured the area as a part of his political campaign, marking the first time a Nevada Governor had visited Southern Nevada.

Quick to realize their advantage, the inhabitants of the new lands bent the Governor's ear with the woeful tale of the injustice of having the county seat at Pioche. Leaving Las Vegas, Governor Sparks made the long trip by train to Caliente. After traveling another 33 miles from that village to Pioche, by wagon, over a little-maintained dirt road, Nevada's Governor had no doubt that Lincoln County should be divided.

Finally, on July 5, 1909, the County Division Law, passed by the Nevada Legislature, became effective, and the still uninhabited area in the shadow of Black Mountain became a part of Clark County, named for the Clark Brothers who had constructed the first railroad in Southern Nevada. Las Vegas became the County Seat.

County division brought extensive mining development, and the creation of numerous mining dist-

*(Continued on page 13)*



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riets, until the major portion of Clark County was blanketed with active districts converging on the lonely lands below Black Mountain.

With the idea of supplying produce for these mining operations, Big Jack Tuck moved his family into the desert five miles east of Las Vegas to homestead a ranch and dig a well. When Tuck's son was killed while hunting in 1912, under mysterious circumstances, Tuck was subjected to suspicion and criticism. Soon afterwards, he sold the ranch to Stovell Whitney. Here, Whitney and his partner, Jack Lisle, maintained a small dairy for many years.

Almost directly across Boulder Highway from the present Railroad Pass Casino, some 10 miles east of Stovell Whitney's ranch, the little village of Alunite was established in 1908. From here, an eastern Geologist, Robert T. Hill, stirred booming Searchlight with a theory of "scientific prospecting." Asserting that the land in the vicinity of Railroad Pass was geologically similar to Nevada's famed Goldfield, and therefore similar in gold content, Hill promoted sufficient financial aid to organize the Alunite Mining District. Hill's theory proved unsound, and now, the Alunite #1 shaft, marked only by a mine dump and piles of debris, is visible from Boulder Highway.

Alunite soon faded, as the gold failed to materialize, but newspapers as far away as Los Angeles carried exaggerated tales of Hill's gold discoveries, and prospecting was instigated bringing miners almost within the present city limits of Henderson.

Automobiles had entered Southern Nevada by this time, and one of the interesting news stories from October, 1910, relates how John T. Hayes established a speed record by driving an automobile from Alunite all the way to Las Vegas, (some 20 miles), in 1 hour and 15 minutes. Hayes' route fol-

*(Continued on page 14)*

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lowed the trail that would become a highway, traversing the lands that would become Henderson. Then, westward, he cut through Stovell Whitney's ranch, establishing a trail which others would now brave to visit Hill's mysterious diggings.

Shortly after Hayes' historic journey had created headlines in the Las Vegas newspaper, James Miller, who claimed to be a senator from an eastern state, entered Las Vegas intent upon solving his marital troubles in the Nevada courts. Once here, he decided to stay! Seeking the solitude of the desert, Miller left Las Vegas, traveling east some six miles past Whitney's ranch. On the trail pioneered by Hayes, he homesteaded a ranch, to become the first inhabitant of the lands within present Henderson. Big cottonwood trees soon marked the place where Miller dug a well. In his elation at finding sweet water, he named the ranch "Jericho."

Excitement over the Alunite fiasco had barely subsided, when in September of 1917, R. H. Edwards, B. R. Jefferson, and F.F. Marrs, of Las Vegas, located the manganese deposits which became famous as the "Three Kids Mine," near Las Vegas Wash.

This discovery gave birth to the "Las Vegas Mining District," and early in 1918, James Cashman of Las Vegas received the contract for hauling the 90,000 tons of ore expected to be shipped monthly. Unfortunately, the ore was of such low grade that the mine closed until a special flotation process was initiated in the early 1940's.

*(Continued on page 17)*

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Now a ghost town, five miles east of Henderson, Railroad Pass once boasted a school that served 40 students. Railroad Pass was built on the site of an earlier ghost town, Alunite. Art Klinger, long time resident of Railroad Pass, was a member of the Board of Education of the Railroad Pass School District. His son still maintains a service station and the only home in the Pass.

The mining activity from the "Three Kids" did not affect the development of the lands below Black Mountain at this time, however, with profits which accrued from his mining interests, B. R. Jefferson acquired the ranch which Senator Miller called "Jericho."

Mining declined after World War I, and Clark County was soon bordered by a ring of silent ghost towns as El Dorado Canyon, Searchlight, Goodsprings, and Arden were vacated by miners seeking employment in more prosperous areas.

Attention was now directed to consideration of the theory that the Colorado River could be utilized for irrigation and generation of electricity. For ten long years residents of Clark County awaited the legislation that would bring about an effort to harness the Colorado. Finally, in 1928, the Swing-Johnson Bill was signed by President Calvin Coolidge, authorizing a dam in the Black Canyon of the Colorado, some twenty miles east of Jefferson's "Jericho."

Work on the gigantic Hoover (Boulder) Dam construction began on March 11, 1931. The personnel at Black Canyon during the first drilling season numbered some 58 men. Their camp consisted of 28 tents, and it was located on Jefferson's ranch, "Jericho." With this influx of squatters on

*(Continued on page 21)*

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The above photograph shows Fremont Street looking toward the Union Pacific Railroad Depot in late late 1920's.

his property, Jefferson felt uncomfortable. Anxious to live in a more private location, he subdivided his ranch to create the little town "Jericho Heights," the real beginning of the present Henderson.

Somehow the name "Jericho Heights" did not appeal to the new inhabitants, and the name "Midway City," indicating the distance between the heat of Black Canyon and the cool of an icy drink in Las Vegas, came into common usage.

Employment at the Hoover (Boulder) Dam Project soon swelled to over 5,000, and it seemed possible that Midway City would become a permanent town. However, when the Federal Government built Boulder City, many residents of Midway City moved to the new town near the Dam site.

Others preferred to move closer to Las Vegas, to live in Whitney, the town created when Stovell Whitney subdivided his ranch. The Duck Creek School District was created to serve Whitney and Midway City, and students were transported to classes in Las Vegas. When a post office became necessary to serve the population of the two new towns, Midway City lost out again. Whitney received a post office on March 28, 1932.

Still another town was created as the construction of the Dam progressed, and construction workers rebelled against the prohibition of the normal Nevada attributes, "legal gambling and liquor over the bar," in the federally managed

*(Continued on page 25)*

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Now a ghost town, five miles east of Henderson, Railroad Pass once boasted a school that served 40 students. Railroad Pass was built on the site of an earlier ghost town, Alunite.

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Aerial photograph of BMI taken September 15, 1943. Ventilators can be noted adorning the tops of all the metal units, relieving the unpleasant working conditions characteristic of early BMI operation.

Boulder City. Just a few miles outside the city limits, homes were once more constructed in the Railroad Pass on the foundations of the old ghost town Alunite. A typical casino-bar type of saloon, several frame houses, and a school house served the town which now became known as Railroad Pass. The Railroad Pass School District was organized, and at one time 40 children attended classes in the one room building that served the entire group.

February 1, 1935 was an exciting day in Clark County, Nevada! Gates of the diversion tunnels at the Dam site were closed, and water began to rise behind Hoover (Boulder) Dam to create Lake Mead. This lake would soon be 115 miles long. It would be the only lake in all of Southern Nevada, and with its 550 miles of shore line, it would be the largest man-made lake in the world.

When it became evident that the reservoir of Hoover (Boulder) Dam would submerge lands in which interesting artifacts had been observed, archaeologists were induced to examine Southern Nevada carefully. This interest soon resulted in the creation of the Valley of Fire State Park, comprising some 8,800 acres near Overton, where more than 100 house ruins of early Pueblo families, 500 to 800 A.D., were excavated.

The Lost City Museum within the Park still displays a fascinating collection of the skeletons, weapons, pottery, and other artifacts found in the Pueblo village, long buried in the Nevada desert.

A large cave near Las Vegas was also excavated at this time, and the remains of the prehistoric, giant sloth were discovered, resting beneath a spectacular array of fluorescent rocks.

By 1936, thousands of persons annually flocked into Clark County to see the world's highest dam and to play on the shores of Lake Mead. The Lake

*(Continued on page 26)*

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Mead National Recreation Area was created to manage the tourists and supervise the development of recreation facilities on the popular new lake. Fish were planted, and year-around water sports facilities soon made Lake Mead a favorite recreational area for the people who lived in Midway City, less than a half-hour drive from the lake shore.

While Clark County, Nevada, basked in the prosperity brought by the Dam construction, and the tourist boom that followed, events were taking place in the mountains around Gabbs, Nevada, 300 miles north, and in Europe, across the Atlantic, which would ultimately serve to transform the barren lands beneath Black Mountain into the Industrial City of Nevada.

A prospector named Harry Springer spent three years wandering about in the mountains near Gabbs. When he couldn't find outcroppings of the precious metals, he located a huge deposit of brucite, far from rail or highway facilities. Near Springer's claim was found a large deposit of magnesite. Even Harry Springer knew that from brucite and magnesite could be manufactured magnesium, and several other metallic products, but in 1935, "who wanted magnesium?"

Cursing the luck that caused some prospectors to find gold and others to find only brucite, Springer left his prospecting activities, and for some time served as bar tender in a little Hawthorne saloon which he called "Harry's Club."

European politicians were spending their days in more serious pursuits while Harry Springer

*(Continued on page 29)*

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Charles Belknap Henderson, grandson of Lewis Rice Bradley, Nevada's first Governor, was District Attorney of Elko County from 1901-1905, a member of the Nevada Legislature from 1905-1907, and a U. S. Senator from 1918-1921. It was during the period 1941-47 that Henderson came into existence under the guidance of the Reconstruction Finance Corporation, and the new city was named Henderson, honoring this man who was the Chairman of the Board of Directors of the RFC during this time.

spent his days tending bar, and on September 1, 1939, German troops invaded Poland. Two days later, England and France declared war on Germany.

Suddenly, the production of magnesium assumed a vital importance, not only in the United States, but all over the world.

Investigation indicated that the brucite and magnesite deposits at Gabbs contained more than 70,000,000 tons of commercial grade ore, the largest deposit in the United States. With this raw material, the United States could produce indefinite quantities of magnesium, if they only knew how!

In this "IF" unfolds a legend that may someday be recognized as one of the most fantastic espionage stories of World War II. Early in 1940, English and American forces were united in the formation of Basic Magnesium Incorporated, with Howard P. Eells, Jr., of Cleveland, Ohio, as President, and Major C.J.P. Ball, President of Magnesium Elektron, Ltd., of Manchester, England, as Vice President. Together, English and American forces might be able to produce magnesium, but Germany was already known to have produced this miracle product.

During May of 1940, the U. S. Office of Production Management assured BMI officials that a magnesium plant would be constructed in Nevada, on 2000 acres one mile from Midway City, in the uninhabited desert below Black Mountain.

One month later, in June of 1940, six large cases of plant designs were aboard ship, on their way from England, guarded by two English tech-

*(Continued on page 31)*

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nicians. A German torpedo sunk the ship, and the plans were lost, but the two technicians were rescued, and returned to England.

Once again an attempt to get the plans to the United States was organized. This time, the original drawings were microfilmed, and sped to Washington, D. C., by plane. Then, the two technicians threw agents off the track of the plans by boarding ship themselves, and also heading for the United States. Both the plans and the technicians arrived safely, and within one month, BMI signed a contract with the Defense Plant Corporation for the construction of the plant. At the last minute, Defense Plant Corporation decided to request a plant four times as large as the one agreed upon in the contract. BMI accepted the challenge.

On September 3, 1941, the McNeil Construction Company of Las Vegas signed the contract to build a Magnesium processing plant one and three quarters miles long, and three quarters of a mile wide. This gigantic plant, with an estimated cost of \$63,000,000, would become the largest producer of metallic magnesium in the United States. Raw material for the process would be shipped over 300 miles from Harry Springer's mine at Gabbs, Nevada.

Twenty-two members of the BMI staff arrived from Cleveland, on September 15, 1941, and from their headquarters in the Marine Airplane Hanger at Boulder City, they came over to participate in the ground breaking ceremony for the huge plant.

McNeil's construction crews worked with skill

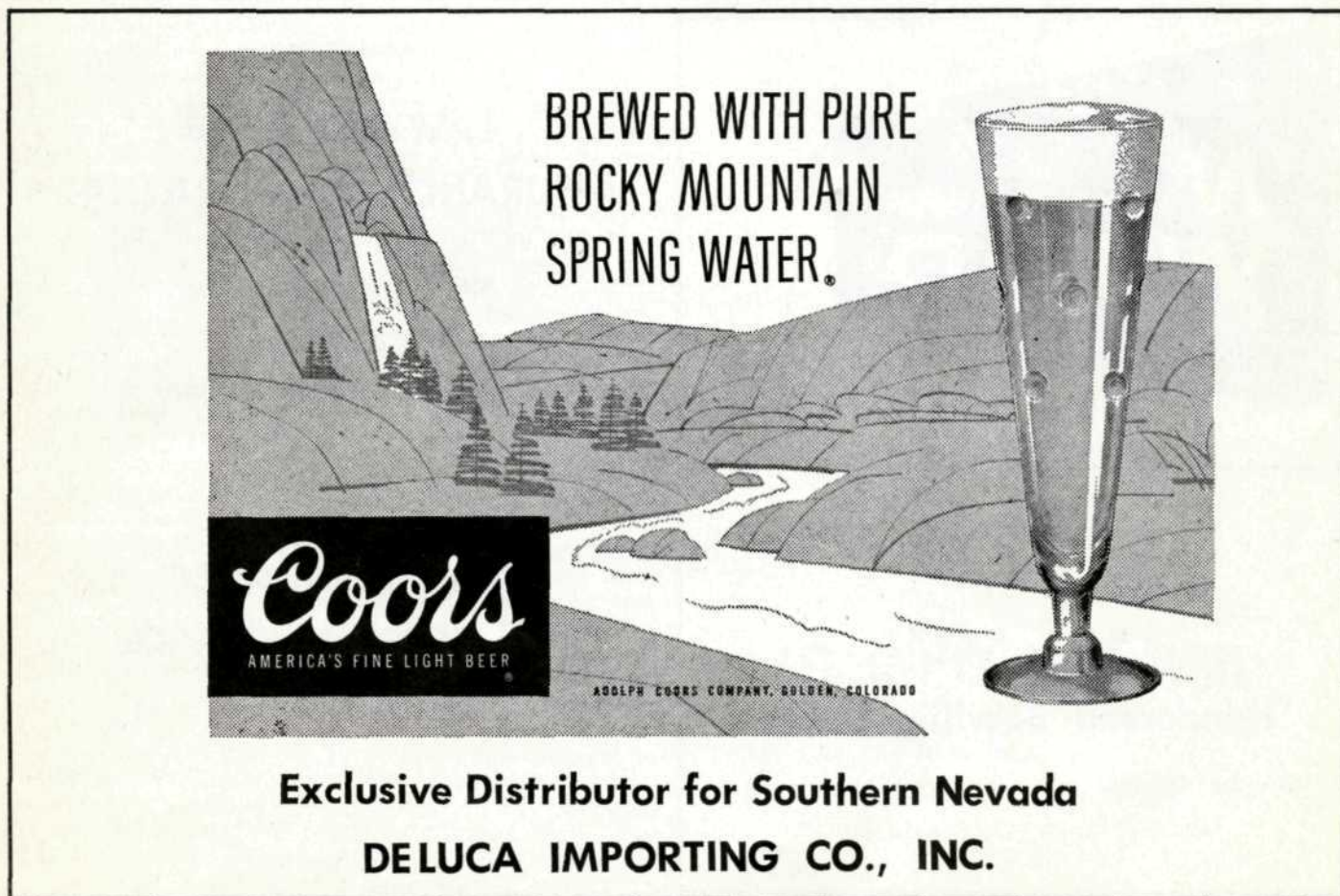
and efficiency. On December 7, 1941, when word was received that Japan had destroyed a large part of the U. S. Fleet in a surprise attack on Pearl Harbor, the construction of a magnesium plant that would be substantial aid in conducting a defensive war was on its way to completion.

By December 31, 1941, Nevada's Senator, Berkeley Bunker, could advise the Las Vegas Chamber of Commerce that Defense Plants, Inc., had assured the construction of 1000 homes and a number of dormitories designed to serve the workers at the BMI plant. A project to supply water from Lake Mead to the BMI plant was also in progress. This project, utilizing a 40-inch line, 14 miles long, would make possible the transfer of more than 30,000,000 gallons of water per day to operate the BMI plant.

President Eells now predicted that BMI would become the Pittsburg of the light metal industry, and Jay Carpenter, director of the Mackay School of Mines at the University of Nevada, agreed to devote a portion of the curriculum to the training of Engineers for the industry which was expected to develop in the Las Vegas Valley.

When New Year's Day of 1942 broke over the Southern Nevada desert, activity in the 200 acres below Black Mountain resembled a beehive. Several thousand men and women now inhabited the area, working in around-the-clock shifts. Construction of dormitories and the townsite housing unit was under way, and a huge kitchen under the direction

*(Continued on page 33)*



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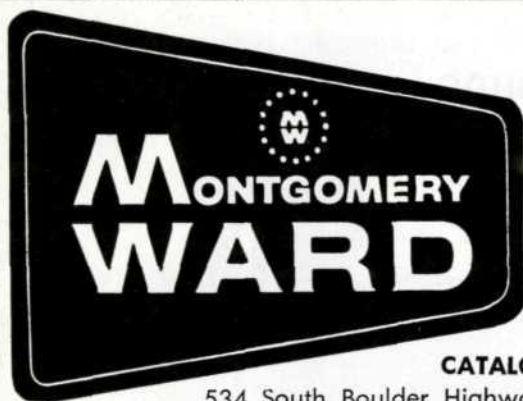
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This temporary post office outside the BMI turn stile handled enormous quantities of company and employee mail prior to the establishment of the present Henderson post office. During March of 1944, Defense Plants Incorporated approved an appropriation of \$4000 for the conversion of this building into a Christian Science Church and reading room. It was moved to Kansas and Atlantic streets and remodeled for that purpose.

of the Anderson Brothers Company which provided food for the entire project was erected in the vicinity of the present Thunderbird Speedway. Still, the site was listed only as Basic Magnesium, Inc., Las Vegas, Nevada.

As families moved in to work on the BMI project, Midway City expanded, and on July 3, 1942, was granted a post office. The new post office was formally named, "Pittman Post Office," honoring the family that had already given Nevada a Sheriff, a Senator, a Governor, and many years of political service. With this act, Midway City now became known as Pittman, Nevada.

Less than a year after the initial ground breaking in the desert below Black Mountain, the construction of the BMI plant had progressed to the point where partial production could be realized. More than 13,000 employees were on hand that exciting day on August 31, 1942, when the switch was thrown to put into operation the first electrolytic cell in the world's largest magnesium plant.

Ore from Gabbs, Nevada, was shipped in by rail to start the process, but by December 1943, twenty-two giant, special trucking units were taking the place of trains and shortening the haul of 160,000 tons of concentrates a year from the mill at Baggs to BMI. "It's the biggest trucking operation of its kind in the United States—longest haul ever undertaken on a continuous basis, largest equipment, heaviest payload, widest variation in temperature—and a pioneering venture into an entirely new field." This was the way the job was described in the *Basic Bombardier*, on December 17, 1943.

Joe Wells of Las Vegas received the contract to make the 668 mile round trip calling for trucks covering the ground every 28 hours, or an average of one truck each way every 74 minutes. Some 112 persons were employed by Wells for the operation.

(Continued on page 39)

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It took a big man to attempt and succeed in this big job, and this would not be the last that Southern Nevada would hear of Big Joe Wells.

Early in 1942, the construction of 1000 frame homes near the BMI plant was completed. Now, the name "Basic Townsite" was used to designate the location of the BMI project. Action to insure school facilities for children of project families resulted in the expansion of the Railroad Pass School District to include Basic Townsite, Pittman, and a trailer camp established near the townsite. When construction of the 12-grade building and auditorium in the Basic Townsite was completed in the fall of 1942, the old Railroad Pass School was dismantled, and those students transported to the new building, to begin classes on Friday, October 2, 1942. This district was advertised as the 4th largest school district in Nevada when it was just one year old.

Carver Park, 324 dwellings and dormitories for 175 single men, was completed during 1943. Basic Townsite could soon boast a restaurant, library, theater, hospital, bowling alley, and churches of various denominations. On January 10, 1944, the post office was completed, and dedicated "Henderson Post Office," honoring an early Nevada Sen-

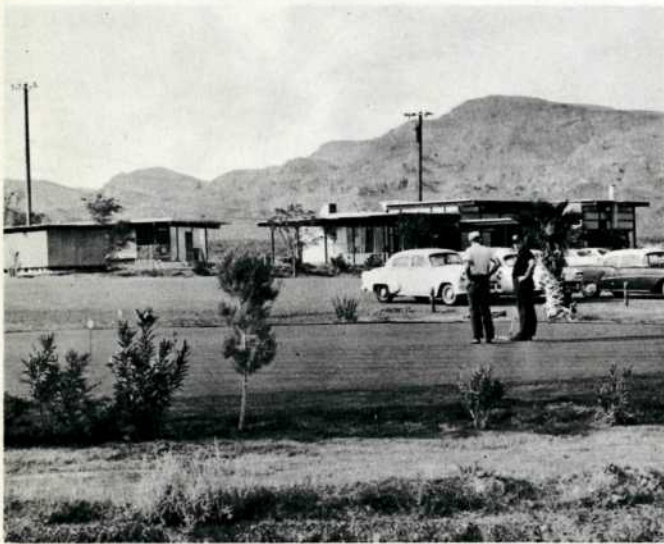
ator, Charles W. Henderson.

Henderson, the Industrial and Recreational Center of Nevada, was born!

Nevada will be 100 years old on October 31, 1964. Twenty-year-old Henderson is already the fifth largest city, and the industrial center of the State. Very few residents now remember that when BMI was forced to suspend operations after World War II, Henderson almost became a ghost town. In 1947, the Federal Government actually offered the entire city for sale to the highest bidder.

How Nevada legislators saved Henderson from the auction block; how Henderson was transformed from a Federal Reservation to an incorporated city; how Pittman became a part of Henderson; how the BMI plant was reactivated to become the nucleus for several large industries; and how the citizens of Henderson reconciled themselves to the various changes of government, and extended their loyalty and support to the development of these barren lands below Black Mountain is a story worthy of a separate volume of recorded history.

The Henderson Chamber of Commerce promises another volume will be forthcoming.



#### BLACK MOUNTAIN GOLF & COUNTRY CLUB

Recreation is playing a greater part in life now than it ever has before.

Because of shorter working hours, many people are looking to golf for recreation and pastime.

Golf is fairly young in this area. Up until just a few years ago there was no golf course in Henderson.

In 1957 a group of six men incorporated Black Mountain; Hershel Trumbo, Jack Miller, Dave Jamison, Joe McBeath, Lou LaPorta and R. Julian Moore.

The program was spearheaded by Hershel Trumbo and construction began on nine holes in November 1957 with Bob Baldock as the architect. Play began in June 1958 and the first Black Mountain Open golf tournament was held in October 1958.

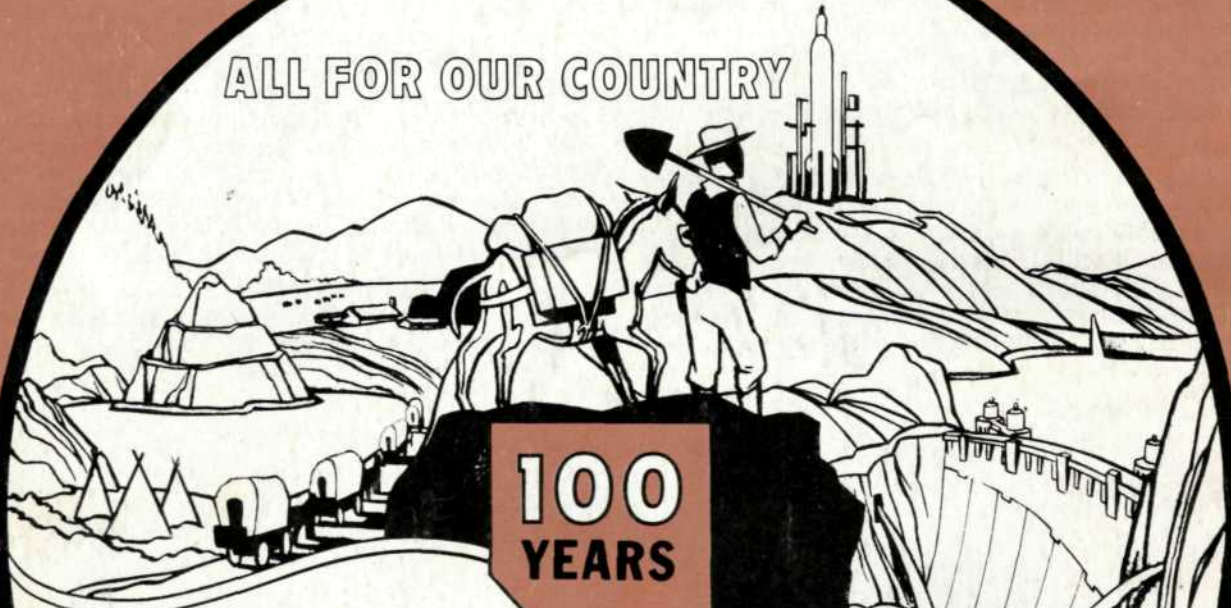
Since then there has been an open held each year, with the seventh coming this year in October. It will be called the Black Mountain Industrial Centennial Open. The dates are October 22 to 25.

In 1963 construction began on an additional nine holes. This will give Henderson a golf course of championship caliber, for all to enjoy.

The Black Mountain Golf and Country Club golf course adds the new touch to Henderson and is open to the public. Green fees are nominal and the club house features a cocktail lounge, dining room and swimming pool.

Golfers also have the use of a very fine golf shop, driving range, putting green, electric carts and a good test of golf.

ALL FOR OUR COUNTRY



100  
YEARS

CENTENNIAL  
OF THE STATE OF  
**NEVADA**  
1864-1964





DOCUMENTATION FOR "History of Henderson, Nevada," published in Henderson Industrial Days Bulletin, April 18-26, 1964.

- Page 7
1. Goodsprings: Vanderburg, William O., Reconnaissance of Mining Districts in Clark County, Nevada (Bureau of Mines Information Circular, #I.C. 6964, Dept. of Interior, Nov. 1937), pp. 37-54
  2. Searchlight: Ibid., pp. 68-77
- Page 11
1. John Sparks: Report upon the visit of Governor John Sparks to Southern Nevada is located in "Las Vegas Age," August 13-26, 1906.
- Page 13
1. Whitney: Records of Whitney Ranch, and old movies of the Ranch are in possession of Mrs. Celesta Lisle Lowe, daughter of Whitney's partner, Jack Lisle. Mrs. Lowe's Father left the Whitney Ranch to take a homestead in Paradise Valley near Las Vegas, upon which Mrs. Lowe still resides with her husband and family.
- Page 14
1. Alunite: Vanderburg, op. cit., pp. 12-13: See also: "Las Vegas Age," Oct. 1, 1910, for Hayes' Journey.
  2. Three Kids Mine: Ibid., p. 54
  3. Jericho: Las Vegas Age, Aug. 6, 1910
- Page 17
1. Hoover (Boulder) Dam: Arizona Highways, Vol. XXXII No. 3, Mar. 1956: This entire issue is dedicated to activities on the Colorado River.
- Page 21
1. Whitney Post Office: Frickstand, Walter, N., A Century of Nevada Post Offices, (Pacific Rotaprinting Co., 1958) p. 31
- Page 25
1. Railroad Pass: Art Klinger, whose picture appears on page 17, was a member of the first Board of Education for Railroad Pass School District. His children attended the school in the Pass. Klinger now resides in Boulder City, Nevada.
  2. Lake Mead: Arizona Highways, op. cit.
  3. Lost City: Harrington, M. R., Ancient Tribes of the Boulder Dam Country (Southwest Museum Leaflet #9, 1937, Los Angeles, Calif.) pp. 1-9
  4. Gypson Cave: Southwest Museum Paper #28. On file at Henderson District Public Library, Henderson, Nevada
- Page 26
1. Harry Springer: Letter to author from Efton E. Swindler, Postmaster, Hawthorne, Nevada, April 8, 1958.
- Page 29
1. Basic Magnesium Inc. On June 26, 1942, the first issue of The Big Job, a Basic Magnesium newsletter, was distributed to over 13,000 employees at BMI. This weekly publication did not miss an issue until 1943, when it was expanded to a regular tabloid, under the name, Basic Bombardier. Basic Bombardier was published every two weeks until Nov. 17, 1944, recording the transformation of the BMI project into the birth and development of the leading industrial city of Nevada.
- Page 33
1. Pittman Post Office: Frickstand, op. cit., p. 22
- Page 39
1. Henderson Post Office: Frickstand, op. cit., p. 13