



CASHMAN'S SEDAN – Jim Cashman is shown with a passenger, at left, in a 1908 Oldsmobile which was one of the first cars used on his passenger, express and mail run from Las Vegas to Searchlight, Nipton and Eldorado Canyon. The car at right is a 1906 Franklin.

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#### DOCUMENTATION

- Pg. CASHMAN ENTERPRISES: Las Vegas Sun series, Jan. 3, to Feb. 14, 1960.  
 21 RODNEY COLTON: Henderson Home News, Aug. 14, 1958.  
 5 WELLS SURVEY: Lewis E. Wells.  
 4 JERICHO HEIGHTS SUBDIVISION: Chauncey L. "Chan" Nay.  
 14 RAILROAD GRADE CONSTRUCTION: JERICHO HEIGHTS "SPEAK EASY": The author's brother, John M. "Jack" Kibler was one of Ed "Hook-Em-Up" Higbee's employees.  
 24 SIERRA VISTA CITY: See details printed on map.

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#### PICTURE FRONT COVER

The wagons shown on the cover were used 50 years ago on Cashman's ore haul from the Three Kids Mine to Las Vegas. An occasional application of paint and axle grease has kept them in working condition and they are used annually in the Helldorado Old Timer's Parade, pulled by a tractor of the same vintage.

Industrial Days Program Committee:  
 Chairmen

Selma Bartlett, Bob Woodruff

Pictures:

Woodruff Basic Photo

Staff: Ellen Shirley, Manager

Gara Merrill, Editor

Pittman Edition

of the

History of Henderson

Author

Rachel M. (Rae) Von Dornum

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Henderson Chamber of Commerce  
 Henderson, Nevada

# 1969 INDUSTRIAL DAYS DEDICATION

FRONTIERS—OLD AND NEW, our theme for this, our eighteenth Annual Henderson Industrial Days Celebration.

During this vast spread of time in Nevada history we have experienced a transformation of a way of life from the sod or log cabin homes and the horse, oxen and mule mode of transportation to the extreme of today's nuclear propulsion engines being FRONTIERED, engineered, tested and developed in Nevada.

Henderson has also experienced a similar transformation from transient workers in its beginning days of World War II to an established city of permanent citizens who from the bottom of their hearts love Henderson as their home town. We invite you to come out and join in the fun and excitement of typical western fun . . . Horseshow, Rodeo, Community night of talent contests and dancing, beauty contest, museum tours, carnival and a colorful 1-1/2 hour parade.

We guarantee you an abundance of that old home town atmosphere that Henderson is known for. Visit with our friendly neighbors and you too, will become infatuated with our community friendliness and neighborliness that so seldom prevails today except in Henderson. We invite you to tour our city, notice our schools, select a neighborhood, see our new homes, live with us and raise your family in Southern Nevada's friendliest home town -- Henderson.

An enclosed program will acquaint you with all the fun you will find during Henderson Industrial Days.

Get into your western duds, wear your Industrial Days button and join with us in this exciting week of fun. We'll see you around folks.

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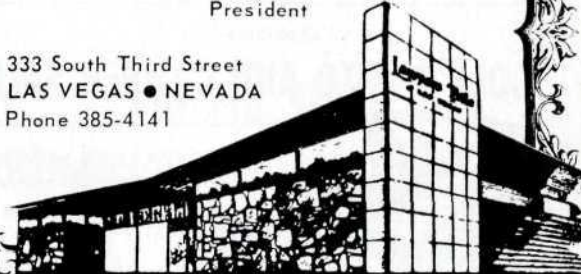
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# HISTORY OF HENDERSON

JERICHO HEIGHTS (By Rachel M. (Rae) Von Dornum)

"The wildcat real estate promotions around Las Vegas would be humorous except for the fact that most of the 'suckers' can't afford to lose," stated Emmett Donovan in a Los Angeles Record editorial, October 2, 1930.

"For a comprehensive picture of Las Vegas real estate promotions, board Jim Cashman's sedan for a trip to the damsite, 28 miles away. It is about 33 miles by the auto road. One is soon out of Las Vegas proper and therein is the rub," Donovan continues.

"The city is built in an area of approximately one and a half square miles---the city limits cover 14 square miles. It all looks great on a salesman's map, too. The dry washes, the gullies, the acres covered with hard gypsite, through which water will not penetrate, are not shown. Naturally!

"At the end of the five or six blocks that form Fremont Street, the main stem, trees bloom in fertile soil irrigated by the underground springs. And then--the car has not moved more than 50 feet but here is dry, hard desert! And it remains that until the arrival at the river.

"But the fact that the soil is bad and the prospects worse does not deter subdividers. Oh, no! One passes tract after tract. And the names--they sound swell!

"JERICHO HEIGHTS, for instance, is ten miles outside of town, a couple of shacks and an artesian well. There you buy 'business lots' for a hundred or so dollars. The new highway will run through there to the construction town. It is the nearest patented land to this town, the government having closed the rest. Cashman's driver, who takes a daily trip, laughs as he regales his passengers with stories of the suckers."

Mr. Donovan wouldn't have believed that the "couple of shacks and an artesian well," which he looked upon as "sucker bait" at Jericho Heights were the beginning of a city which would become known as the Industrial Center of Nevada.

He could have learned the other side of the story by talking with Jim Cashman, but it wouldn't have made a sensational editorial. Donovan apparently looked but didn't listen, and his writing indicates that his perception was none to perfect.

What Donovan actually saw at Jericho Heights was a good-sized square building, a small cottage, and a windmill on a wooden tower. The windmill is gone, but the "couple of shacks" and wooden tower are still in use.

James Cashman was well acquainted with the entire Southern Nevada area. He had owned and operated half a dozen businesses in Searchlight during the 20 years before Donovan wrote his "deathless prose." These included the Searchlight Garage, Eldorado Canyon Auto and Truck Line, Western Telephone System and a stage line carrying passengers, express and mail between Searchlight, Las Vegas and Nipton, and a truck line from Searchlight to Kingman.

In 1912, Cashman saw the need for a road from Nevada to Arizona and he and Jack McCready constructed and started operation of a ferry across the Colorado river in the area now known as Cotton-

Continued on Page 7

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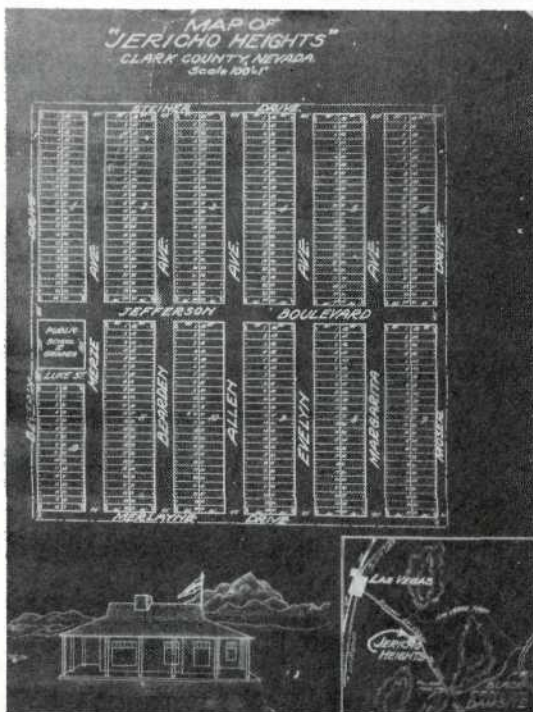
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START OF A CITY – The original map of Jericho Heights includes a picture of the tract office and a map showing the location of the subdivision on the highway between Las Vegas and the Black Canyon Dam site. Beverly Street, at left, has since been renamed Ward Drive.



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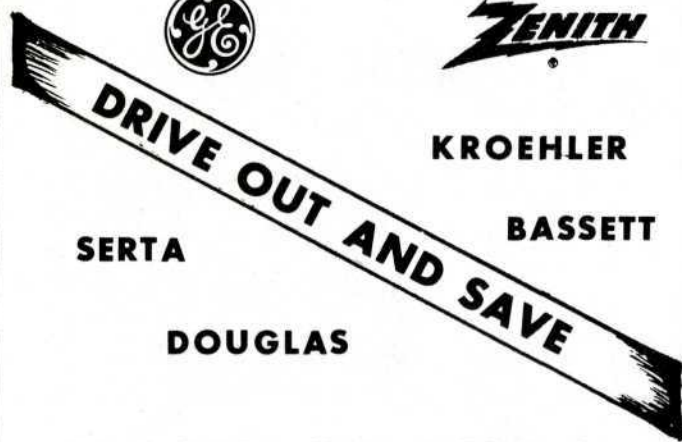


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MR. AND MRS. T. ALONZO WELLS—are shown here in 1953. Mr. Wells is now deceased. Mrs. Wells and their three sons, Linden A. Wells, C.E. Perry and Lewis E. Wells, still reside in Las Vegas. Lewis E. Wells owns and operates a Texaco Service Station in Pittman.

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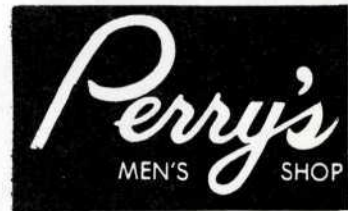
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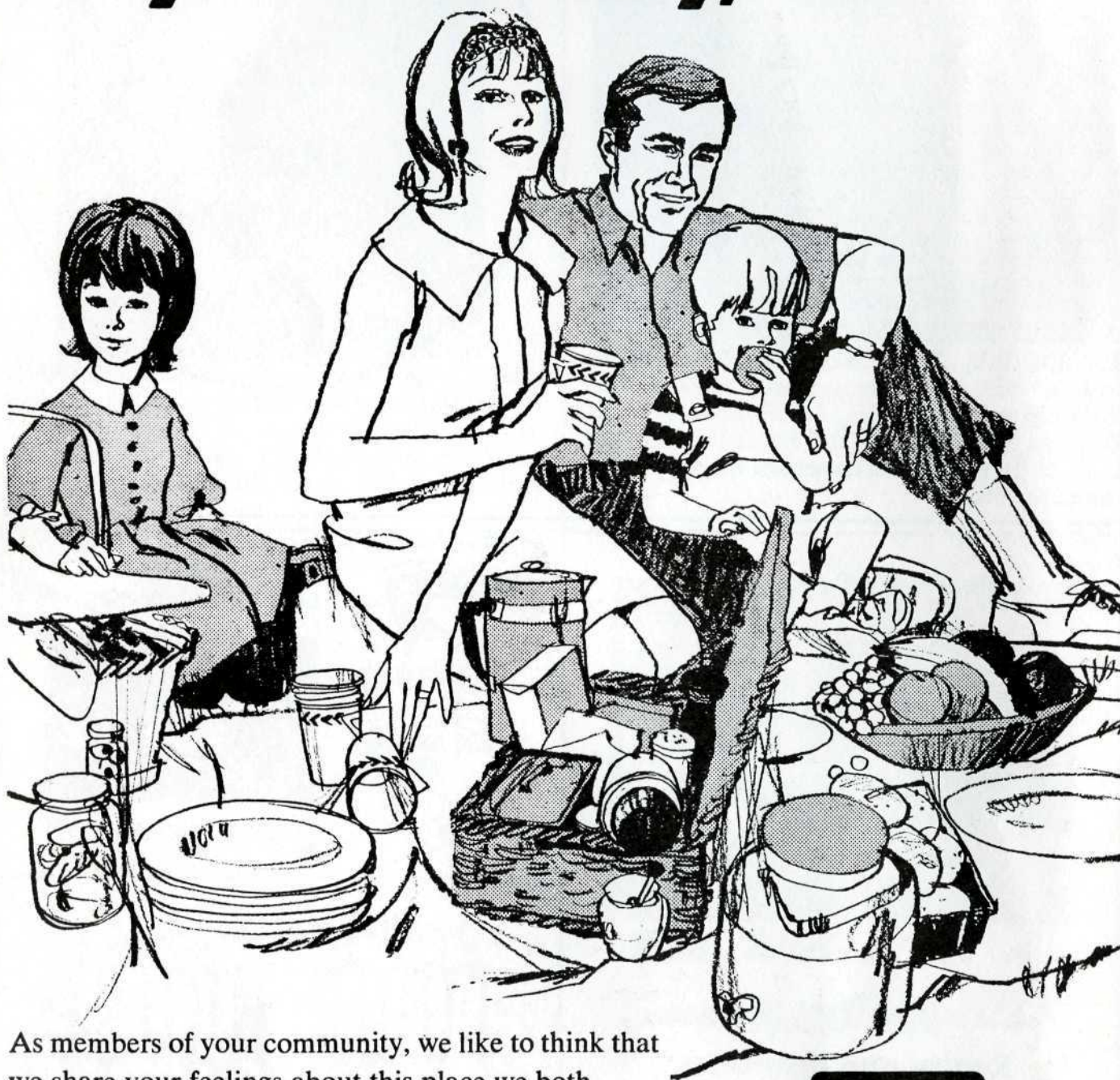


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## HISTORY OF HENDERSON

(Continued from Page 3)

wood Cove, connecting the road between Searchlight and Chloride, Arizona. This ferry remained in use until roads were constructed on each side of Boulder Dam and Cashman started another ferry above the dam.

The first industrial activity in Nevada's Industrial Center occurred during World War I when operation of the Three Kids Mine, later known as Manganese, Inc., was started to supply manganese for the U. S. Government after manganese imports were halted.

Jim Cashman contracted to haul the ore from the mine to the railroad at Las Vegas, and worked on the job as transportation boss.

Equipment used on the job included a C. L. Best track layer pulling three big wagons and a fleet of one ten-ton and 16 five-ton White Trucks. The track layer hauled 42 tons and made the round trip in 20 hours. It made its own road across the desert and the foot-wide steel rims of the wagon wheels smoothed and packed the road for the trucks.

Rodney Colton was sent here by the U. S. Government in 1918 to work at the Three Kids Mine, and was employed as driver of the track layer. At that time the only habitation in what is now the City of Henderson was that of R. B. Jefferson, one of the Three Kids, who had a ranch in the area.

According to Colton, who remained in Southern Nevada and served on the Clark County Board of Commissioners from 1940 to 1965, the truck drivers and track layer often had to make the half-mile trip from the road to Jefferson's place for water as there was none available elsewhere on the route.

After the mine closed in 1919, five years elapsed before anyone else became interested in the area. This was T. Alonzo Wells, an attorney, who visited Las Vegas in 1922 and returned with his family the following year.

Wells was a man of many talents, one of which was vision, and he shared the faith of other residents that Boulder Dam would become a reality. He knew that a more direct highway would be built than the one which then wound its way across the valley, skirting the base of Sunrise Mountain and then crossing to the pass at the southern end of Black Mountain and continued across the dry lake in Eldorado Valley to Searchlight.

Feeling that he should explore the area this future highway would traverse, Wells went to the farthest point from the center of Las Vegas which he thought would remain a permanent part of the existing road. This spot is now known as 25th and Fremont Streets. Assisted by his three sons, Wells spent his weekends running a survey from this point to the area of the pass. This proved to be a very profitable enterprise.

When the survey line reached the point where it crossed Jefferson's Ranch, Wells and his sons became acquainted with Jefferson, and subsequently with his problems.



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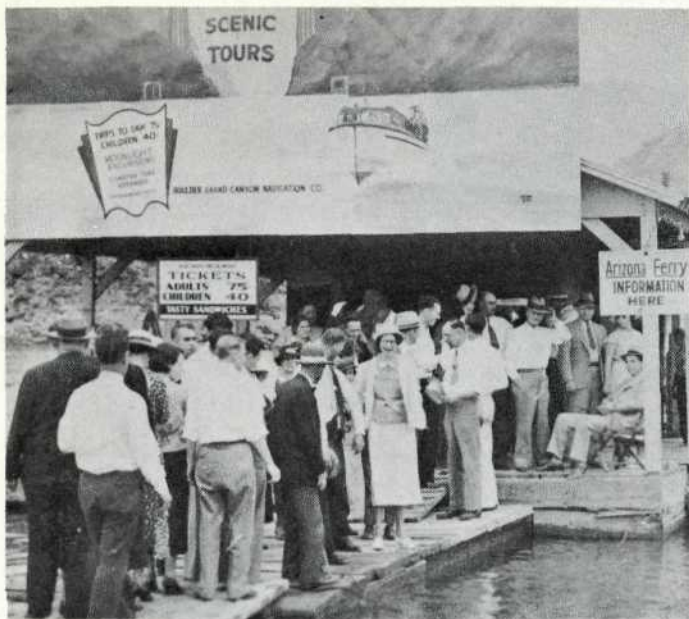
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## HISTORY OF HENDERSON

(Continued from Page 7)

Jefferson said he had a well with good drinking water; however, it was in such bad repair that it was becoming unusable. He told Wells that if he and his sons would make the necessary improvements on the well, he would give him 250 acres of land as payment. Wells, who was certain the new highway would cross this property, accepted the offer and thereby became the second property owner in what is now the City of Henderson. The youngest son, Lewis W. Wells, who now operates a Texaco Station in Pittman, recalls that he was nine years old at the time and he still remembers the long, hot weekends spent with his father and brothers in 1924 working on Jefferson's well. The well, he says, was about eight feet square, dug down to where the old pipe had rusted through and could be cut off and sealed. From this main shaft, laterals were dug in three directions and the whole chamber sealed with cement to create an underground storage tank. A new pipe was sunk down to the water table, then the top of the chamber was sealed and a new pipe extended to the surface. This well furnished water for the community for almost 20 years.

After President Calvin Coolidge signed the Boulder Dam Bill, Dec. 21, 1928, Jefferson lost little time in taking advantage of his unique location on the new highway, midway between Las Vegas and the Dam site.

He had constructed a small dwelling in 1927 and early in 1929, with a partner named Bearden, he subdivided a 40 acre tract which was called Jericho Heights. Chauncey L. "Chan" Nay cleared and leveled the streets using a Fresno and four mule team. Nay recalls that the tract office and windmill tower were constructed before the streets were cleared. Bearden Ave. and Jefferson St. were named for the two subdividers.

Jericho Heights boasted one of the first air strips in Clark County, which was situated between the tract and the highway. It was also the camp site of the first crew of engineers to arrive at the Black Canyon Project.

The tract office at Jericho Heights did a land office business after work was started on the railroad to the Dam, but few of the patrons were interested in land. This building doubled as a "speakeasy" where weary workers could wash the desert dust out of their throats.

Lewis Construction Company built the railroad, which was completed in September 1931, and Ed "Hook-Em-Up" Higbee of Hiko was subcontractor of the railroad grade which was also built with four-mule teams and Fresnos. Higbee's workers lived in a tent camp, which moved as the grade progressed toward Black Canyon, and these workers found Jericho Heights a real oasis, which was also frequented by workers from other parts of the area.

Real estate sales moved more slowly and only five families moved into the new subdivision during the first year of its existence. Most of the early residents lived in boarded-up tents as few people were financially able to construct a house during this part of "the depression."

(Continued on Page 16)

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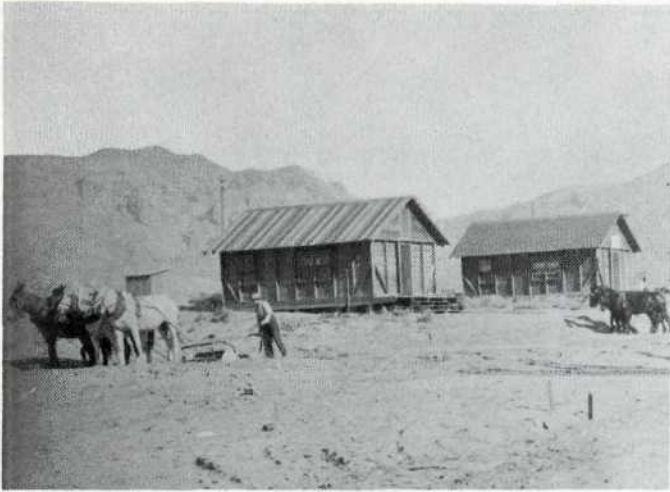
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**EARTH MOVING** – Equipment for earth moving during Dam construction days was still somewhat primitive. Roads, streets and railroad grades were built with four-mule teams and Fresno's. The worker shown here is grading the streets in Boulder City, September 25, 1931. It is believed that R. G. LeTourneau used his first earth mover or "Le-Tourneau" during construction of the highway from Boulder City to the Dam. *Photographer: Paul A. Jones*



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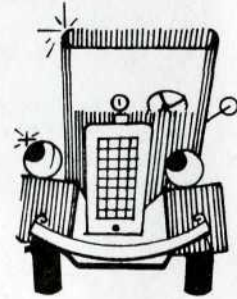
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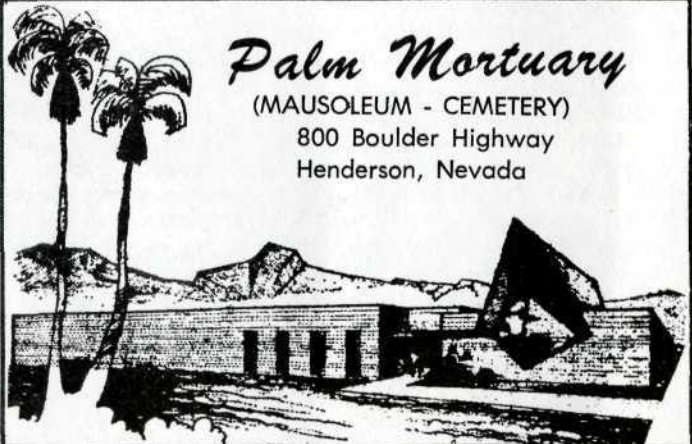
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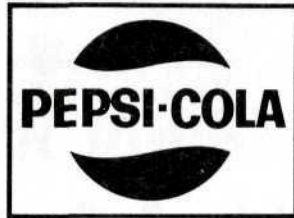


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**WHITE TRUCK** – This five-ton 1912 White Truck is one of the type used in 1919 to haul ore from the Three Kids Mine to Las Vegas. Jim Cashman is shown behind the wheel. Tires were solid rubber and wide wheels were necessary on the dirt roads of 50 years ago. There were no service stations along the roads and no desert-wise driver traveled without one or more barrels of water atop his load to fill and refill his thirsty radiator and douse himself with when the heat became unbearable.

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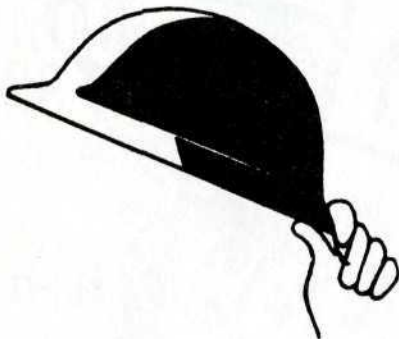
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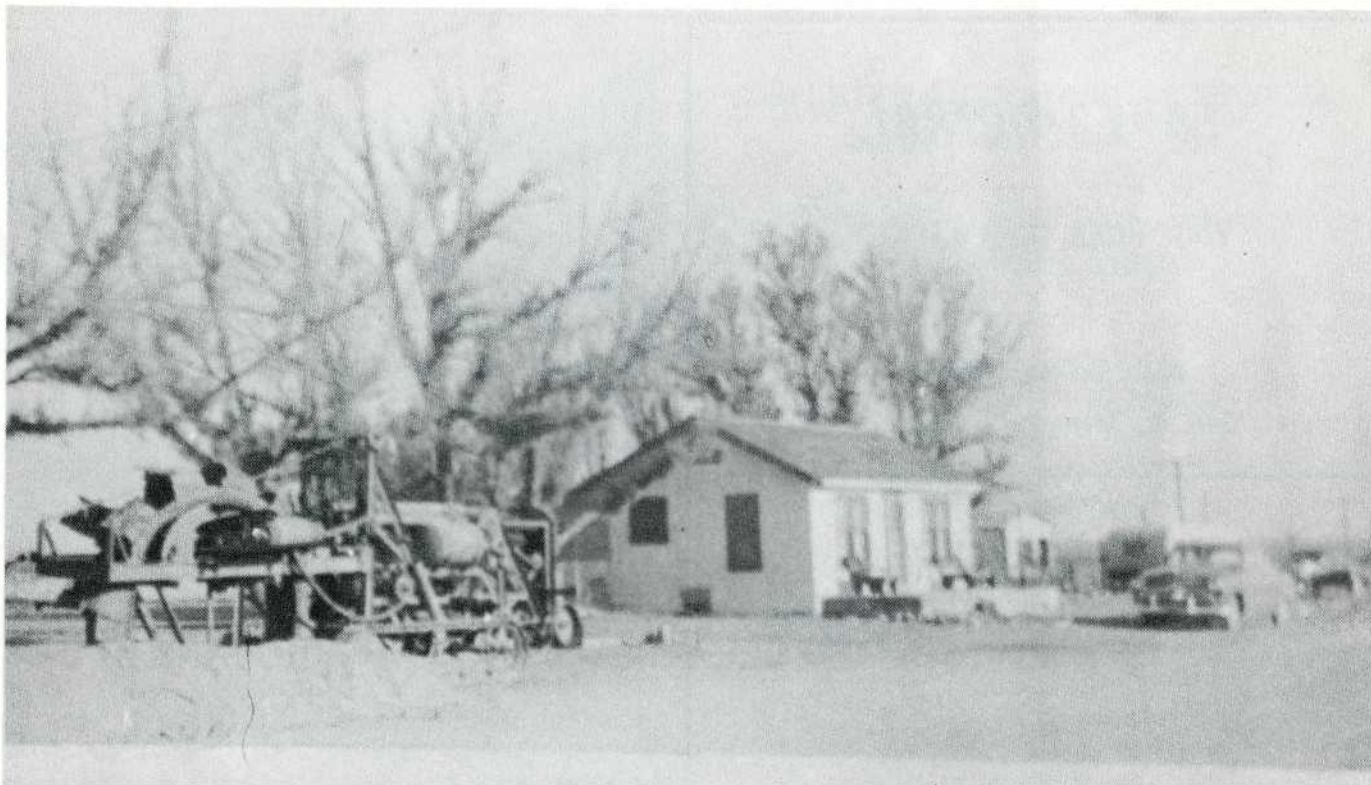
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## HISTORY OF HENDERSON

(Continued from Page 9)

When actual work on the dam was started, Jericho Heights became a thriving community. Prohibition agents put an end to the illicit traffic in liquor and the name was changed to Midway City.

The town was doubled in size in 1931 when T. Alonzo Wells and his wife, Maude, subdivided the Sierra Vista City addition, which straddled the highway adjacent to Midway City.

Many of the residents returned to their former homes when construction of the dam was completed. Others remained to make their permanent home in Midway. A few years later all of Jefferson and Bearden's land, including the unsold lots in the original subdivision, was sold to T. Alonzo Wells and Clark County Sheriff M. E. "Gene" Ward.

Next edition, Midway City.

---

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The SOUTHERN NEVADA MUSEUM, 240 Water Street, Henderson, Nevada, first opened it's doors to the public just one year ago during Henderson's Industrial Days.

Henderson residents helped to unpack and display the original collection of Mrs. Anna Roberts Parks.

The growth of the Museum has been phenomenal. It is now open 7 days a week with the aid of volunteer workers. It has become incorporated as a non-profit, educational institution with it's own Board of Trustees who are residents of both Henderson and Las Vegas.

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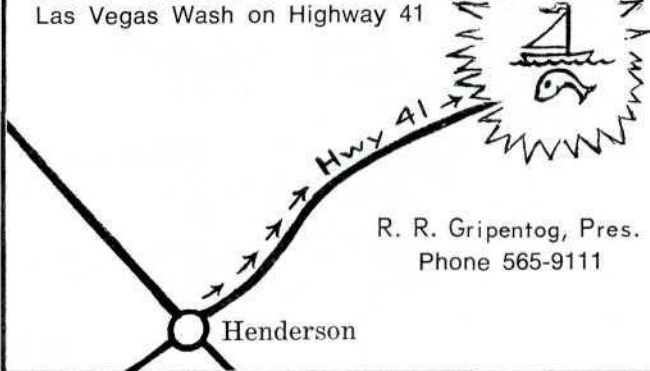


HENDERSON'S FIRST FAMILY — Mr. and Mrs. Earl A. Foster, shown at their home, 121 Foster Street, were married in Las Vegas in 1930 and have since made their home here. They purchased property on Boulder Highway adjacent to the Jericho Heights subdivision on which they have since built a home and the building which is now used as a studio by KHBV TV. They have four children: Annette, now Mrs. Tom McKinney, Jr. of Washington, D.C.; Evelyn, Mrs. James Rebollins, San Francisco; and Harold, a senior planning analyst for the City of Las Vegas. The Fosters have four grandchildren.



## LAS VEGAS BOAT HARBOR

Las Vegas Wash on Highway 41



R. R. Gripentog, Pres.  
Phone 565-9111

## HENDERSON TRAILER HAVEN

Wishes You the Best

of

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## FIRST WESTERN SAVINGS

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Earl Lewis, Manager

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Something New -  
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Title Insurance Services**



## Title Insurance & Trust Co.

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## SAY FOLKS!

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## THE GOLD MINE

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Bud Franklin

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FLOWERS

"FLOWERS OF DISTINCTION"

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Henderson, Nevada



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bright future!



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SERVING NEVADA SINCE 1906



CONGRATULATIONS  
TO THE  
INDUSTRIAL DAYS COMMITTEE

## **CARDY'S RADIO & TV REPAIR**

223 Water Street  
Henderson, Nevada

*Best Wishes*

*for the*

*1969 Industrial Days*

## **MARKET BASKET**

Henderson's Favorite Grocery Store

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## **HUGHES TOOL CO.**

**NEVADA AIRPORT OPERATIONS**

2 LOCATIONS TO SERVE YOUR AVIATION NEEDS

North Las Vegas Air Terminal - 870-5911

McCarran Field - 736-2121



MR. AND MRS. CHAN NAY – are shown at their home in East Las Vegas. Chan came to Las Vegas with his parents, Mr. and Mrs. Ormis Nay in 1905. He retired several years ago from the Clark County Road Department. Chan has been driving cars and trucks on Nevada's highways since 1915 and has never received a traffic citation. His formula for safe driving: obedience to the traffic laws and courtesy behind the wheel. If others are in a hurry, Chan figures, it is their own hard luck.

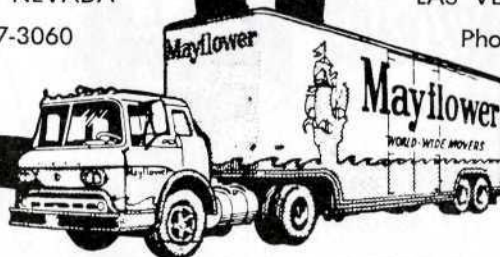
## BEST WISHES . . . for a Successful 1969 INDUSTRIAL DAYS Celebration

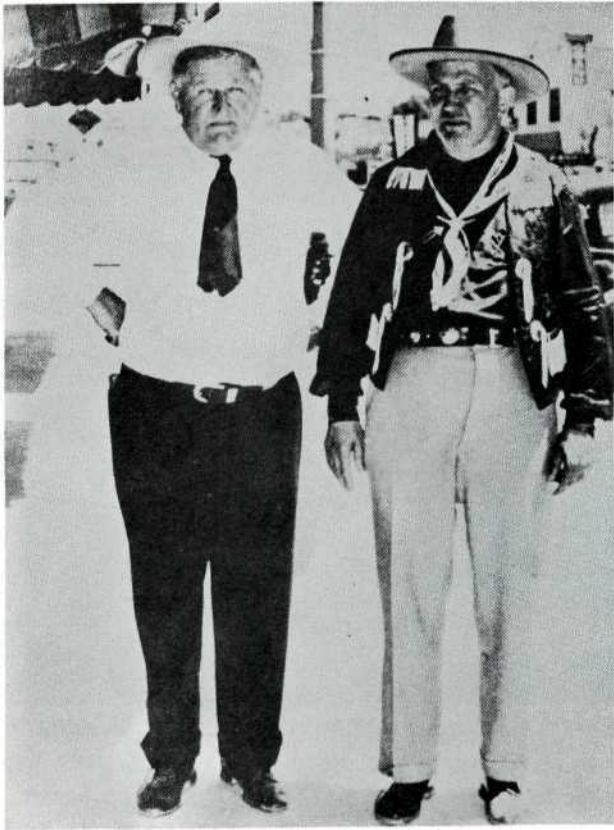
**Young & Rue  
Moving and  
Storage Co.**

1624 Mojave Road  
LAS VEGAS • NEVADA  
Phone 737-3060

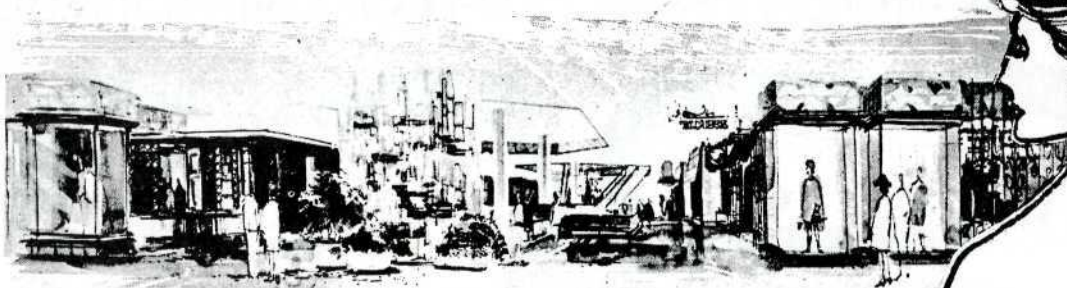
**Las Vegas  
Convention  
Service Co.**

1624 Mojave Road  
LAS VEGAS • NEVADA  
Phone 737-4115





THE WESTERN WAY – Death Valley Scotty, at left, is shown with Clark County Sheriff Gene Ward during Helldorado at about the time Ward purchased the Midway City subdivision and other acreage from Jefferson and Bearden, thus becoming the third big land owner and builder in the future City of Henderson.



## "The Prestige Store"



**RONZONE'S** of Las Vegas, Inc.  
DEPARTMENT STORE

AT THE BOULEVARD • DOWNTOWN • 734-2111



# BEST WISHES... for a Successful Industrial Days Celebration!

8 SESSIONS OF BARGAIN BINGO EVERY DAY

AT THE ELDORADO CLUB'S  
9:30 a.m. - 12 Noon - 3 p.m.  
6:30-7:30, 10-12 Midnight-1 a.m.

BINGO GAMES

2	16	31	46	62
4	19	33	49	63
5	23	FREE	52	68
8	27	38	57	70
	29	41	58	73

NEVADA'S BIGGEST  
**BINGO**  
Bargain!

AND YOU'LL FIND IT  
ONLY AT HENDERSON'S  
ELDORADO CLUB!

Here's a Special  
INVITATION TO VISIT US  
During the Industrial  
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the Friendly

# ELDORADO CLUB

DOWNTOWN  
HENDERSON

- CASINO
- RESTAURANT
- BAR
- KENO
- POKER

PARTY BINGO FOUR  
TIMES DAILY...



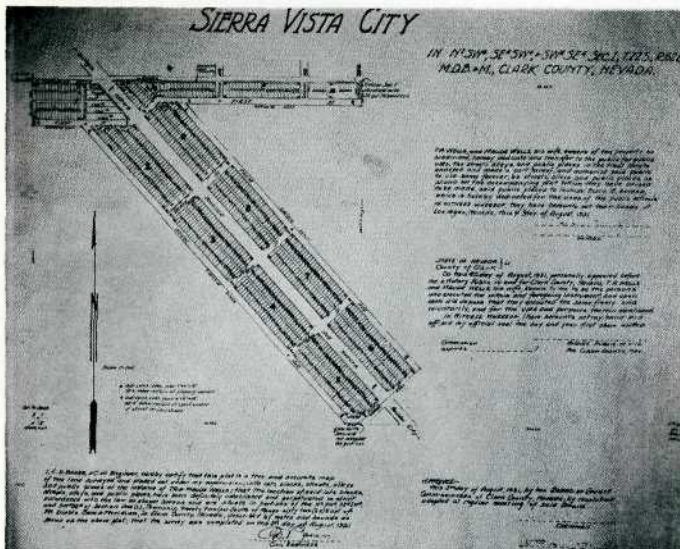
There's always plenty of action  
... 24 hours a day ... at the  
friendly ELDORADO CLUB. Lots  
and lots of "loose-as-a-geese"  
slot machines. FREQUENT  
"DOUBLE-JACKPOT TIMES"  
ON ALL OF THE SLOTS

BIG SLOT PRIZES

DELICIOUS FOOD  
AT ECONOMICAL PRICES

Check Our Money-Saving  
Luncheon and Dinner

LOTS OF FREE PARKING



**DOUBLES SIZE OF CITY** – The Sierra Vista City subdivision, filed by T. Alonzo Wells and his wife Maude Wells and approved by the Clark County Board of Commissioners, August 4, 1931, doubled the size of Midway City and made construction possible on both sides of Boulder Highway. Survey for the subdivision was made by C. D. Baker, who later served as Mayor of the City of Las Vegas.

GREETINGS TO  
**HENDERSON'S  
 PEOPLE and VISTORS**

from

**PACIFIC ENGINEERING  
 AND  
 PRODUCTION COMPANY**

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Brake Work	Radiator Repair
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Safer with a Lower Mortgage Rate

### BUILDER OF NEW HOMES

Remodels and Commercial Builders

564-1866

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### DOCUMENTATION MARKINGS ON COPY

- (1) Page 3, Paragraph 10, following the words: James Cashman was well acquainted with the entire Southern Nevada area.
- (2) Page 7, Paragraph 4, at end of paragraph, following the words: one of the Three Kids, who had a ranch in the area.
- (3) Page 7, Paragraph 8, following the words: 25th and Fremont Sts.
- (4) Page 9, Paragraph 3, at end of paragraph, following the words: Bearden Ave. and Jefferson St. were named for the two subdividers.
- (5) Page 9, Paragraph 5, at end of paragraph, following the words: where weary workers could wash the desert dust out of their throats.
- (6) Page 16, Paragraph 2, at end of paragraph, following the words: which straddled the highway adjacent to Midway City.

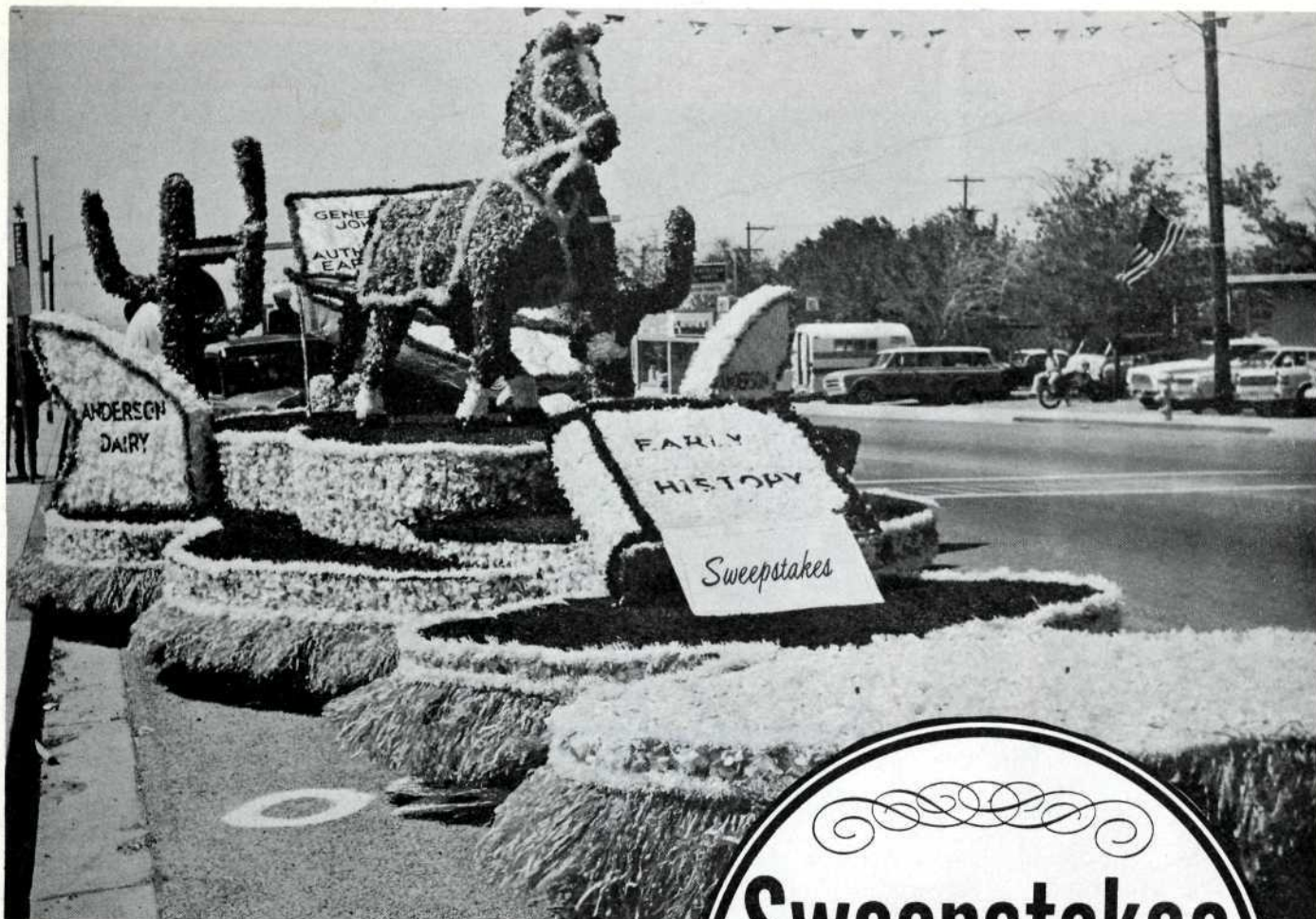
The logo features the word "TIMET" in a bold, white, sans-serif font. The letters are set against a dark grey background. Behind the text is a stylized, white, three-pointed star or arrow shape, composed of multiple overlapping outlines that create a sense of depth and movement. The entire logo is centered horizontally.

**TIMET**

*"First in Titanium"*

**TITANIUM METALS CORPORATION OF AMERICA**

**Henderson, Nevada**



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### **SWEEPSTAKES WINNERS**

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(Desertaires)
- 1958—BASIC HIGH SCHOOL  
(Desertaires)
- 1959—HENDERSON PHONE COMPANY
- 1960—HENDERSON PHONE COMPANY
- 1961—BASIC ELEMENTARY SCHOOL  
(Parade of Nations)
- 1962—BASIC ELEMENTARY SCHOOL  
(Parade of Nations)
- 1963—BASIC ELEMENTARY SCHOOL  
(Parade of Nations)
- 1964—HENDERSON JAYCEES
- 1965—HENDERSON JAYCEES
- 1966—Basic Management Inc.
- 1967—Anderson Dairy
- 1968—Anderson Dairy

# Sweepstakes Trophy

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Industrial Days**

**Plan Now ... to Have Your Organization Enter A Float in the Parade Next Year**