

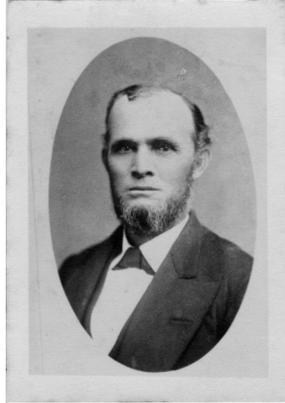
William Lewis “Nick of the Woods” Pritchard, California Pioneer

Chronological history, mainly from newspaper articles, of W.L. Pritchard

Compiled by

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Information found about W.L. “Nick of the woods” Pritchard, by Year

1. Birth place, marriages and children
 - a. Born 25 March, 1827, Wales, United Kingdom. Father: Thomas 1804-; Mother: Anna 1801- (on ship manifest her occupation was Basket maker); Brother: Thomas 1829-; Departed from Wales on the Ship Cosmo in Dec 1829 and arrived in New York 4 Jan 1830. A condensed record of W.L. Pritchard’s family information is included here and additional details arranged by date can be found below.
 - b. Married 28 April, 1857 to America “Mary” Chambers who was born in Indiana in 1841. America died of pneumonia on 13 Nov 1858 and is buried in Lot 208, Old Sacramento Cemetery. The Pritchard’s had a son, Robert, who was born on Oct 15, 1858 and died 18 Dec 1861 in Sacramento, CA of phthisis pulmonalis (tuberculosis) according to the record at the cemetery.
 - c. Married Margaret before 1863. Margaret was born in Ireland in 1834 and died 6 Aug 1880 in Sacramento of suicide. She hung herself in the back garden.
 - i. Son William L., called Billy, was born 8 Oct 1863 in Sacramento and died 2 Apr 1940 in Alameda, CA. William was married to Lulu Renee (maiden name not known)
 - ii. Daughter Flora G. was born 24 Oct 1868 and died in Palisade, NV, presumably of scarlet fever (see Eureka Daily Sentinel article below), 30 Nov 1874. Her body was sent to Sacramento. The funeral was 3 Dec 1874.
 - d. Married Elizabeth Ann Stevens Burton, a widow who had other children, on 7 Oct 1880. Elizabeth was born 28 Sept 1848 in Michigan and died 28 Aug 1934 in Sacramento.
 - i. Son Louis Henry was born 21 May 1882 in Sacramento and died 24 Sep 1938 in California
 - ii. Frank Stevens was born 29 Dec 1889 in Sacramento and died 15 Sep 1960 in Los Gatos, CA
2. 1852 - First evidence of presence in California
 - a. "California Census for Nevada and Placer County." Placer County census of 1852. Original not seen; source: http://www.budlink.us/MiscItems/1852_P.htm.
 - i. Pritchard, William, age 24, Male, White, Miner, born Venezuela, MA. Record on page 207, line 22. Assuming the census record was collected early in 1852, the age is approximately correct but the birthplace is incorrect. No corroborating evidence was found that this is William “Nick of the woods” Pritchard.
3. 1857
 - a. MARRIED. In Sacramento, April 28th, by Rev. W. R. Gober, Mr. William Pritchard to Miss America Chambers.
4. 1858
 - a. 15 October, 1858. Son Robert born in Sacramento.
 - b. 19 November, 1858. Sacramento Daily Union, page 2. Deaths, Sacramento. America Mary Pritchard died 14 November, 1858 of lung fever (probable pneumonia (Headstone lists date as 13 November).
5. 1860 - All information below relates to William L. “Nick of the woods” Pritchard
 - a. W.L. Pritchard was listed in the 1860 census as living in Sacramento Ward 4 and his occupation was teamster.
6. 1861
 - a. 19 December, 1861. Sacramento Daily Union, page 2. Deaths, Sacramento. Robert Pritchard, age 3 years, 2 months, died 18 December. The funeral was held at the family residence at 8th Street between N and O. Other sources state he died of phthisis pulmonalis, now known as tuberculosis.

7. 1862
 - a. Sacramento City Directory, 1861-1862. Sacramento, CA, pp. 104. Pritchard, Wm. ("Nick of the Woods"), teamster at Whittaker's 51 8th (sic). W.L. Pritchard was not listed in the Sacramento City Directories between 1851 and 1858.
8. 1863
 - a. No mention of W.L. Pritchard during this year has been found to date (June 3, 2015). Pritchard, William is not mentioned in the Sacramento City Directory for 1863-1864.
9. 1864
 - a. Reports of Cases Determined in the Supreme Court of the State of California, Volume 25, April Term, 1864 (Irwin vs Backus et als.). The following reference to W.L. Pritchard appears on p. 220.
 - i. "Sometime in the spring of 1857. T. T. M. Cooper departed this life in the City and County of Sacramento, where he resided prior to and at the time of his death. It does not appear that he ever had any residence in the State of California elsewhere than in Sacramento County. After the death of said Cooper, to wit: on the 21st day of April, 1857, Gordon Backus, then Public Administrator of Sacramento County, petitioned to be appointed administrator of said estate, and on the said 21st day of April, 1857, the Probate Court of said County of Sacramento made an order appointing said Gordon Backus administrator of said estate as aforesaid of said J. T. M. Cooper, and that he take charge of and administer upon the same according to law. That said Probate Court also appointed John C. Barr, L. Farmer and M. McIntyre appraisers of said estate, who went on and appraised the same and found the said estate to consist of the following items, to wit: Cash, one hundred and fifty-two dollars and thirty-eight cents; W. H. Bullard's certificate of deposit, five hundred and fifty dollars; **W. L. Pritchard's note, six hundred and fifty dollars**; etc.
 - (1) There is no further information about W.L. Pritchard in the article.
 - b. W.L. Pritchard reported to be paying taxes for his hauling business in Sacramento
 - c. Sacramento City Directory 1864-1865. Sacramento, CA. Listing in the 1864-65 directory: Pritchard, William, teaming over mts; res, O St between 8th and 9th.
10. 1865
 - a. No information found for the year.
11. 1866
 - a. No information found for the year.
12. 1867
 - a. Union, S., 1867. City and County, 1 January Sacramento Daily Union, Sacramento.
 - i. Pritchard & Kaiser's train of ten-mule teams returned from Silver City, Idaho, having made the trip from the Pacific Railroad at Colfax to Silver City, 421 miles, in 41 days, and returned to Sacramento in 26 days. They received \$1,500 from a Committee of Sacramento citizens for improvements made by the pioneer train of heavy teams.
 - ii. In the same paper under Summary of Events Occurring in the City of Sacramento during the year (1866).
 - (1) August 8. Pritchard & Kaiser train of ten-mule teams returned from Silver City, Idaho, having made the trip from the Pacific Railroad at Colfax to Silver City, 421 miles, in 41 days, and returned to Sacramento in 26 days. They received \$1,560 from a Committee of Sacramento improvements made by the pioneer train of heavy teams.
 - b. Present from Idaho, 3 January, Sacramento Daily Union, Sacramento.
 - i. Present from Idaho. W.L. Pritchard of this city, of the freighting firm of Pritchard & Kaiser, received a few days ago from Silver City, Idaho, a new year's present in the form of a new hat. It was accompanied by a note from Ewing, Boring & Co., with the following explanation: "Presented to W.L. Pritchard, by Ewing, Boring & Co., Silver City, Idaho Territory, in consideration of his exceedingly good time made from Sacramento cities, California, to this place with teams loaded with from 10,000 to 12,000 pounds each over the Humboldt route. Time, forty days."
 - c. City Intelligence, 8 January Sacramento Daily Union, Sacramento.
 - i. The application of W.L. Pritchard and Charles Kaiser, for the remission of taxes of (the year) 1866 on personal property, as they were compelled to pay the same in Idaho, was referred to the Finance Committee.
 - d. City Intelligence, 9 February Sacramento Daily Union, Sacramento.
 - i. The report of the Finance Committee, in favor of cancelling the taxes of W.L. Pritchard, was received and adopted.
 - e. Lost, Strayed or Stolen, 11 May Sacramento Daily Union, Sacramento.
 - i. Lost, strayed or stolen from the San Juan Grant, near Folsom, on or about the 1st of February, one black horse-mule, about 9 years old, weight 1,000 pounds, and branded with a straight hair-brand on left hip. The subscriber will pay \$10 for information that will lead to the recovery of the animal, or \$20 for its recovery. W.L. Pritchard, Care Whitney & Co., 87 Front street, Sacramento.
 - f. W.L. Pritchard was freighting for the CPRR while it was being built and cash receipts for payments for hauling rails can be viewed at the CPRR museum in Sacramento. Excerpts from various sources below illustrate the magnitude of the freighting operation and confirm W.L. Pritchard's involvement in that freighting operation.
 - g. Excerpt from *The Overland Monthly*. A. Roman and Company, Publishers. 417 and 419 Montgomery St., San Francisco. No. 5, May 1869. P. 476. "THE BUILDING OF THE IRON ROAD." With the melting of the snows, in the spring of 1867, the work of railroad building was resumed on both sides of the country with increased vigor. By midsummer the Central Pacific was completed to the summit of the Sierra; fifteen tunnels, embracing a length of 6,262 feet, were far advanced, and 10,000 men and 1,300 teams were working on the grade down the eastern slope. From 20,000 to 25,000 workmen and 5,000 to

6,000 teams have been engaged grading and laying track, or getting out stone and timber along the 1,100 miles of route between the base of the Sierra and Evans' Pass. Five or six hundred tons of material have daily been forwarded from either end to the front.

i. DB comment: It seems reasonable to speculate that W.L. Pritchard continued to haul freight for the CPRR up until 1869. He appears in the 1870 census in Hamilton, NV.

h. September 3, 1867 – W.L. Pritchard becomes a United States citizen. Application support by B.R. Crocker and F.L. Lardner.

i. At <http://cpr.org/Museum/Farrar/pictures/2005-03-28-01-03.html> Robert Lardin Fulton (autobiography at <http://cpr.org/Museum/Farrar/pictures/2005-03-28-01-10.html>), a railroad engineer (drove the locomotive) for the CPRR in early 1876 apparently interviewed a Mr. Strobridge who, according to information on the web page was manager of most aspects of construction of the CPRR. According to Fulton, Strobridge:

i. "was born on a farm near Albany, Vermont, from a long line of good American ancestry. Early in his career he took up railroad building and in 1844 laid the track into Fitchburg, Mass. For a year he was on the Vermont Central, then took a contract for two miles near Waterville, Conn. On January 30th, 1849, he started for San Francisco, via Cape Horn on the sailing vessel Orpheus, landing July 8th, 1849. He soon reached the mines at Placerville, digging gold in Coon Hollow. Forty years later he built the railroad into Placerville, crossing this same Coon Hollow on a trestle 120 feet high."

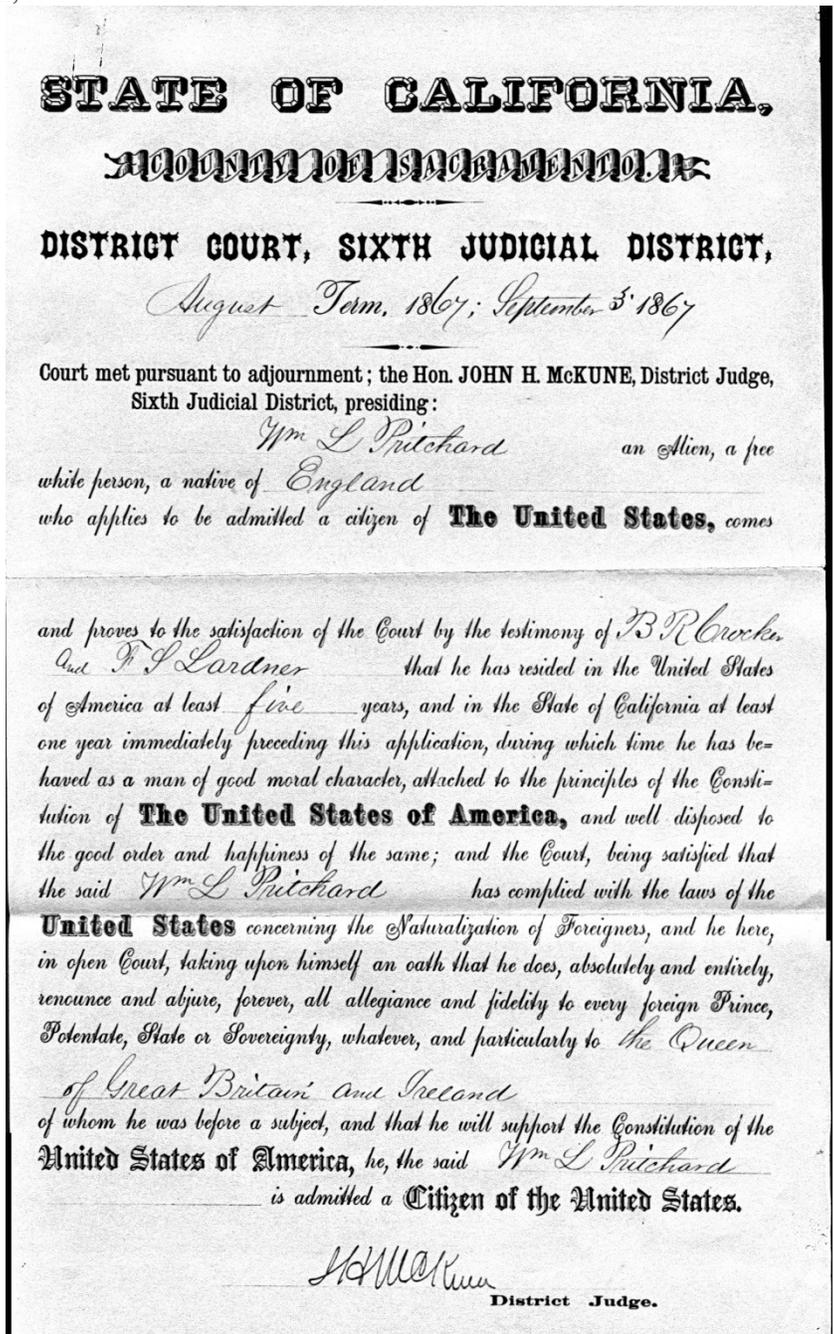
ii. Among the comments attributed to Strobridge was "Three locomotives were loaded on big sleds at Cisco in the winter of 1867, by W. L. Pritchard, known all over the West as "Nick of the Woods," which his teams hauled over the summit to Truckee. Twenty flat cars and forty miles of iron were taken over in the same way, so that by the time the Summit tunnel was finished the road was graded to Wadsworth and forty miles of iron laid.

The work of digging the Summit tunnel occupied thirteen months."

iii. Strobridge's comments have become part of the lore related to the building of the CPRR at [CPRR.org](http://cpr.org) (<http://cpr.org>). At the web site and related to the building of the Central Pacific Railroad, which met up with the Union Pacific Railroad at Promontory, Utah in 1869, the following is recorded. "In winter of 1867, three locomotives hauled from Cisco to Donner summit on sleds." At <http://cpr.org/Museum/Farrar/pictures/2005-03-15-01-04.html> (#43) "Donner Pass, over which we hauled on sleds track material for 40 miles of railroad, 3 locomotives, and 40 cars from Cisco to Donner Lake, where all was reloaded on wagons and hauled over miry roads to Truckee, a total distance of 28 miles, at enormous cost.

(1) NB: Similar commentary can be found on p. 83-84 of the book *Epic of the Overland* by Robert Lardin Fulton.

iv. In this way the road was forced to the east slope of the Sierra Nevadas. In crossing the deserts eastward from the Truckee River, water for men and animals was hauled at times 40 miles. It was necessary to have the heavy work in Palisade Canyon done in advance of the main force, and 3,000 men with 400 horses and carts were sent to that point, a distance of



300 miles, in advance of the track. Hay, Grain, and all supplies for the men and horses had to be hauled by teams over the deserts for that great distance, there being no supplies to be obtained on the entire route."

- v. The above reference to hauling three locomotives on sleds appears to be the result of an overactive imagination or bad memory. While it isn't clear from the material on the CPRR web pages if the above story is true or false, research in the Sacramento RR Museum Library shows it is not true. The only verifiable fact was that one locomotive still in the original crating was purchased from _____ RR and was hauled to the summit in the **summer** of 1867.
 - vi. At <http://cpr.org/Museum/Farrar/pictures/2005-03-09-01-08.html>, Reminiscences of A. P. Partridge. "In November 1867, the Company hauled an engine from the Summit or near the Summit to Truckee, with seven or eight flat cars and set them up there. They also hauled over 20 miles of iron. The ties were handy. In the winter, early in 1868, they also hauled over two more engines and about ten flat cars and set them up at Truckee."
 - vii. A number of original receipts from the CPRR showing payments for the freighting of many thousands of pounds of rails by W.L. Pritchard's wagons from Cisco to Truckee in the late summer and fall of 1867 are, on special request, viewable at the CPRR museum . There was no receipt of payment to W.L. Pritchard for the hauling locomotives or cars to Truckee. No additional information on payments by the CPRR to W.L. Pritchard was found in the CPRR cash books.
 - j. <http://cpr.org/Museum/Farrar/pictures/2005-03-23-01-09.html> Interview of H___ with J.M. Graham. According to the interview, Graham arrived in California in 1867 and apparently worked as an engineer during the building of the CP RR.
 - i. From the web pages, "R. H. Pratt had been in charge of obtaining all the wagons and teams, from Cisco to (crossed out). It was his duty to keep the road open during the snows of winter, and to collect the tolls at toll house located at the east end of Donner Lake. This led to his being given charge of all of teaming. They were employed forwarding supplies and material during construction of the Central Pacific to Salt Lake.
 - (1) No cash receipts to W.L. Pritchard were found after 1867. It appears that once Pratt was put in charge of wagons and teams, cash receipts for payments to individual teamsters ceased to appear.
13. 1868
- a. 1 January 1868. Sacramento Daily Union. Sixth District Court. Aliens Naturalized in 1867. Among those naturalized on September 2, 1867 was William L. Pritchard, England.
 - b. 20 January, 1868. "Teamsters Ahoy (Ad appearing in the Sacramento Union). TEAMSTERS AHOY ! I desire to contract for the hauling of 2000 Tons of Iron from Cisco to Coburn's Station to be delivered in 90 days. Snow all the way and Splendid Sleighing! A Liberal price will be paid. Chas. Crocker, Superintendent, CPRR. The above copy was obtained on 11/15/2007 at http://www.cpr.org/Museum/AA_Hart-Mead_Kibbey_CSLF/Introduction.html in which it was reported that "2000 tons of rail would build 20 miles of track."
 - i. It was reported that the advertisement only ran for one day. It is possible that W.L. Pritchard was hired to haul the rails.
 - c. http://webpages.cwia.com/~mficklin/data_top.html. "Nevada County Assessors Records, 1868, 1870 at (Pritchard property in Truckee, California)." Pritchard, William L. Property listed in tax assessor's records as 3 horses, 50 mules, 15 wagons. No location or other information given. 1868-112. Information is in tabular format by last name, first name, property, property location, perhaps a boundary location, year, which may include a page number. Much of the property that includes town information is in Truckee, Nevada County, California. The above is a subsection of a subsection of <http://webpages.cwia.com/~mficklin/> (Early Truckee Records), which has extensive information on people residing in Truckee, a copy of the 1870 census (Pritchard is not listed there, only in the tax assessor's records, but see below that he was listed in the 1870 census for Hamilton, Nevada).
 - d. Sacramento City Directory. Sacramento, CA, 1868. W.L. Pritchard Listing in the 1866 directory is identical to that of 1865. In 1868, the listing was the same but the residence address had changed to 201 L St. between 7th and 8th.
14. 1869
- a. Sacramento City and Country Directory. Sacramento, CA, 1869. Pritchard, William, teaming over mts, res 201 L St. between 7th and 8th. There was no listing for W.L. Pritchard in the Sacramento Directory from 1870 through 1875.
 - b. 3 (p. 4 under heading Carriage Makers, Etc.), 5, 9, 10, 11, 26, August; 7, 9, 10, 15, 24, 26, 28 and 30 September; 8 October, 1869. Advertisement for Pritchard, Kaiser & Cos, freighting in Nevada, Sacramento Daily Union, Sacramento.
 - i. Advertisement headed by the names John McIntosh, S. Barclay, Chas. Kaiser, G.B. Kittridge, W.L. Pritchard. Fast freight line from Elko to Hamilton, Treasure and Sherman. Through in 84 or 96 hours (time varied in the ads). The undersigned, having stocked the rout with relays of A1 Mule Teams, will, on and after the 2nd day of August, be prepared to transport daily thirty thousand pounds of Freight from Elko to the above named places, at current slow Freight rates, where shipments exceed one thousand pounds in weight; under one thousand and over five hundred, one cent extra will be charged; less than five hundred, two cents extra. Bulky and perishable goods at special rates. All communications in regard to Freight will receive prompt attention. Pritchard, Kaiser & Co. M. McCuaig, Agent, Hamilton. Elko, July 20, 1869 (nothing found in Daily Union between July 20 and publication of the ad August 3, 1869).
15. 1870
- a. W.L. Pritchard was listed in the 1870 Nevada census as residing in Hamilton, White Plains County, NV in a hotel and his occupation was freight agent. Below are numerous listing of the amounts of base bullion, unrefined silver ore, usually mixed with lead, as well as other assorted freight that was hauled by Pritchard's teams to the Central Pacific RR in Elko, NV where it was hauled to San Francisco or Utah for refining.
 - b. JOHN F. KURTZ: John F. Kurtz, who resides about five miles southeast of the town of Mills, in Sacramento county, is a very

successful and enterprising rancher. He located on his present homestead in 1868, and with the exception of a few years has lived there ever since, broadening his field of work and material activity and increasing the range of personal usefulness with each succeeding year. At the time of his location he purchased two hundred and eleven acres from the government and three hundred and twenty of railroad land, which, combined, make a large and handsome estate which he still owns and manages. In 1870, leaving his landed possessions for the time being, he **went to Nevada, and for four and a half years engaged in freighting for W. L. Pritchard between Palisade, Eureka and Pioche.** In 1876 he returned to Sacramento county and settled permanently on his ranch, where for many years he has successfully engaged in general farming and stock-raising.

- c. "Base Bullion " White Pine News, April 2, 1870 3:1. Cole, agent for W.L. Perkins shipped by one of the latter's teams 300 bars of base bullion, weighing 27,000 pounds, from the Alsop Smelting Works. Shipment was to Elko.(See WPN, 3:3, April 4, 1870, which states that the named individual, W.L. Perkins, was in fact W.L. Pritchard).
- d. "Shippers of Base Bullion." White Pine News, April 4, 1870, 3, c3. W.L. Pritchard (of the old P.K. Co.), owner of the heaviest teams plying between this city and Elko has secured the services of George Cowles, the very personification of promptness and energy, as agent at this end of the line for the shipment of base bullion. We inadvertently used the name of W.L. Perkins instead of Pritchard, in this connection, Saturday. Cowles has small wagons to haul the bullion in from the furnaces, while the by-ways are impassable for his large teams, and is making himself generally useful by carrying supplies to the smelting works in going for bullion.
- e. "Base Bullion." White Pine News, April 4, 1870 3:2 or 3. George Cowles, agent for W.B. Pritchard (sic) yesterday dispatched 25,000 pounds of base bullion by one of the latter's large teams.
- f. "Boiler Works." White Pine News, April 4, 1870 3:3. Boiler Works. One of W.L. Pritchard's ("Nick of the Wood") teams yesterday brought in about 20,000 pounds of freight for the Pioneer Boiler Works of J.V. Hall.
- g. "Base Bullion." White Pine News, April 18, 1870 3:2. George Cowles shipped, on Saturday last, by one of Pritchard's teams, 261 bars of base bullion weighing 22,000 pounds, part of which was from the Alsop and part from the furnace of Van Wyek & Co.
- h. "Base Bullion." White Pine News, April 21, 1870 3:2. George Cowles, agent for W.L. Pritchard, yesterday shipped to Elko 340 bars of base bullion, weighing 28,500 pounds.
- i. "Pinto Ore." White Pine News, April 30, 1870 3:2. George Cowles, agent for Pritchard's base bullion, ore and general freight line, dispatched one of the large teams of the line to the Pinto Districts where it will take on 30,000 pounds of ore for transportation to San Francisco.
- j. "Base Bullion." White Pine News, May 12, 1870 3:2 or 3. George Cowles shipped on Tuesday by one of W.L. Pritchard's teams 355 bars of Alsop bullion weighing nearly 31,000 pounds.
- k. "Base Bullion." White Pine News, May 16, 1870 3:3. George Cowles, agent for Pritchard's teams, shipped yesterday and the day before, 120,000 pounds of base bullion -- making 150,000 pounds shipped during the past week.
- l. "Base Bullion." White Pine News, May 24, 1870 3:2. George Cowles yesterday shipped by on of Pritchard's teams 139 bars of base bullion from the Alsop Works, weighing 12,203 pounds and the White Pine Smelting Works shipped 527 bars weighing 47,957 pounds.
- m. "Base Bullion." White Pine News, June 2, 1870 3:1. Cowles shipped yesterday by Pritchard's teams 260 bars of base bullion weighing 21,000 pounds, product of Alsop Smelting Works.
- n. "W.L. Pritchard." White Pine News, June 16, 1870, 3:2. This popular fast-freighting concern has been obliged by the press of business to remove from the old place to Cross' large fire-proof warehouse on Hamilton street. Cowles, the Hamilton agent, understands business and is taking the lead of all competitors for bullion freights. See the new advertisement.
- o. "Fast Freight Advertisement, Elko to Hamilton." White Pine News, June 16, 1870, 2, c. not recorded. Fast Freight. The fast freight line of W.L. Pritchard is in full blast and running on 86 hours time from Elko to Hamilton and is prepared to take any amount of freight from Elko to White Pine! Mark goods care Pritchard Fast Freight. All goods thus marked will come free of forwarding charges at Elko. Will ship bullion, ore, or any other kind of freight from Hamilton to Elko or contract to deliver ore, bullion, etc. in San Francisco or New York. Office: In Cross Fire-proof warehouse, Hamilton St., Hamilton, Nev. P.A. Bommen, agent Elko. Geo. Cowles, agent Hamilton. W.L. Pritchard, Proprietor.
- p. "Census, Nevada, 1870, record for William L. Pritchard, Freight Agent."
 - i. Location Information
 - (1) County: White Pine. Post Office: Hamilton
 - (2) Census Information Census Year: 1870 Page: 76 Line 3:
 - (3) Day/Month: 21/6
 - (4) Subunit: The City of Hamilton
 - (5) Household Number: 1315
 - (6) Surname, First Names: Pritchard, William L.
 - (7) Age: 42
 - (8) Sex: M
 - (9) Profession: Freight Agent
 - (10) Able to Write: Y Able to Read: Y
 - (11) Place of Birth: NY
 - (12) Month/Year Born: 0/0
 - (13) Marital Status: U

- (14) Number of Children: 0
- (15) US Citizen: Y
- (16) Can Vote/Has Voted: Y
- (17) No info for Years in US, Year Immigrated, Naturalized, Year Naturalized
- (18) Real Estate: 0 Per Estate: 4000

- q. "Base Bullion." White Pine News 1870, June 22, Page info not recorded. Base Bullion. W.L. Pritchard's fast freight line was started to Elko Monday evening with 260 bars of Alsop bullion weighing 21,000 pounds.
- r. "Base Bullion." White Pine News 1870, July 4, page info not recorded. Mr. George Cowles, agent for Pritchard's fast freight line, shipped last week 42,000 pounds of base bullion bars, all from the Weiland works. He has also shipped about 50 tuns (sic) from the Maryland mine at Pinto.
- s. "Bullion and Ore." White Pine News, July 11, 1870. Wm. L. Pritchard's fast freight line transported 41,000 pounds of base bullion, in bars, last week to the railroad. Also 50 tons of ore from Pinto.
- t. 13 and 22 July, 11, 24 & 30 August, 1870 and frequently thereafter. Sacramento Daily Union. Advertisement. The Fast Freight Line of W. L. Pritchard is running on time of sixty-six hours from Elko to White Pine, taking in Eureka and Pinto. Will contract to deliver any amount of goods to Ely, Eurkea or any place south of the railroad. Mark goods care of Pritchard's Fast Freight, Elko. P.A. Bommen, Agent, Elko. Geo. Cowles, Agent, Hamilton. C. Carpenter, Agent, Eureka. W.L. Pritchard, Proprietor.
- u. "Base Bullion." White Pine News 1870, August 4. W.L. Pritchard's fast freight line yesterday carried away 20,000 pounds of base bullion.
- v. "Base Bullion." White Pine News, August 7, 1870 3:3. Base Bullion. Pritchard's fast freight line carried away 10,000 pounds of base bullion last week; and yesterday 20,000 pounds base bullion and 26,000 pounds copper mat were shipped from Shermantown.
- w. "Base Bullion." White Pine News, August 10, 1870 3:1. Base Bullion. Pritchard's fast freight line yesterday carried away 22,000 pounds of base bullion.
- x. "Base Bullion." White Pine News, August 12, 1870 3:1. Base Bullion Pritchard's fast freight line yesterday carried away 7,000 pounds of base bullion, and will take on 17,000 pounds of ore at Pinto.
- y. 10 and 13 September, 1870. Sacramento Daily Union. Advertisement. FAST FREIGHT. The Fast Freight Line of W. L. PRITCHARD is Running on Time of Sixty-six Hours from ELKO to WHITE PINE, taking in EUREKA and PINTO. Will contract to deliver any amount of Goods to Ely, Eureka, or any place south of the Railroad. Mark goods care of Pritchard's Fast Freight, Elko. P. A. BOMMEN, Agent Elko. GEO. COWLES, Agent Hamilton. C. CARPENTER, Agent Eureka. W. L. PRITCHARD, Proprietor.
- z. Telegraph at Palisades, Nev. - Increase of the Town (Pritchard moves freight line from Elko to Palisades). 12 December Sacramento Daily Union, Sacramento.
 - i. Palisades, Nevada, December 10th. The Western Union Telegraph Company has just opened an office at this, the great bullion shipping point for Pioche, White Pine, Eureka, Secret Canyon, Pinto, Mineral Hill and Railroad districts. This town is six months old, and contains 350 inhabitants, and is fast building up. It has neither doctor, lawyer, nor preacher, and has never had either a birth, marriage, or death. Nick of the Woods has removed his White Pine fast freight line from Elko to this place, this route being a more desirable one for freight.

16. 1871

- a. "In 1871, Pritchard's fast freight line removed its depot from Elko to Palisade." Myron Angel's History of the State of Nevada, 1881, p. 440
- b. Anonymous, 1871. Law Intelligence, Daily Alta California, San Francisco. Law Intelligence, 15th District Court. Incorporations. The Palisade Fast freight Line filed a certificate of incorporation also. Object to establish and carry on the business of freighting and transporting of goods, wares and merchandise in the State of Nevada. Capital stock \$200,000, divided into 2,000 shares. Trustees: George W. Stewart and Jesse S. Wall, of San Francisco; E. Woodruff, Hamilton, White Pine; George Cowles, Eureka, and W. L. Pritchard, of Palisade. The principal place of business will be in Palisade.
- c. 3 April 1871. Sacramento Daily Union. Fast Freight Line for Pioche. W.L. Pritchard's Fast Freight Line, now running from Palisade, via Eureka, to Hamilton, is to be incorporated as a stock company, with a capital of \$200,000, in shares of \$100 each. About one half of the stock is already subscribed, and so soon as arrangements can be effected the line will be extended to Pioche City. This will be of great benefit to the business community of that flourishing district, as well as a profitable investment to the stockholders.
- d. 23 June, 1871. Sacramento Daily Union. Stock Shipped. Two car loads of fine horses were shipped from this city yesterday to Palisade, which connects with the Central Pacific Railroad for the White Pine Country.
- e. 24 November, 1871. Eureka Sentinel, "Good News for All!", 3 c. 2. W.L. Pritchard, of fast freight notoriety, so long and successfully engaged in business between here and Palisade proposes making immediate and extensive additions to his line. We are informed that in the course of a few days, Pritchard will put on a fast freight "which is" a fast freight, consisting of six horse wagons, guaranteed to make the trip from Palisade here in thirty-six hours. The stock and wagons are imported direct from the East making the line superior to any fast freight line in the country. Merchants, and others wanting perishable goods forwarded with dispatch will do well to make a note of this. We are also told six horse teams will connect at Eureka for Hamilton. This fast freight line is bringing in immense quantities of goods daily, averaging as we are informed by George Cowles, the agent here, 40,000 or 50,000 pounds per day. The heavy teams will run on time as usual.

- f. 2 December 1871. Eureka Sentinel, , 3:1. Local Intelligence. Eureka and Palisade Railroad. (Justification for a railroad; gives number of men working for freight lines, including that of W.L. Pritchard)." Major W.W. McCoy, president of the Eureka and Palisade Railroad Company, having addressed B.E. Burns, a prominent merchant of Palisade, on matters relative to the carrying trade and general business of the proposed road received the following statement in reply. Etc. Number of men engaged in the transport of goods to and from Palisade were: Pritchard's line, 35; N.T. (Nevada Transportation) Company, 35; W&W, 54; irregular teamsters, etc., 45.
- i. Commentary on the Eureka and Palisade RR can be found on pages 83-87 of Gilbert H. Kneiss' *Bonanza Railroads*. Pritchard's involvement in the construction of the railroad is mentioned. The book contains no verifiable sources.
- g. "Some Freight." Eureka Sentinel, December 2, 1871, 3 c 2. During this week Pritchard's Fast Freight Line has delivered 200,000 pounds of merchandise to the businessmen of Eureka. We would like to hear from the town in the State that can beat it. Don't all speak at once.
- h. 2 December 1871. Eureka Daily Sentinel, 3:6. "Notice to Shippers, Palisade Fast Freight, W.L. Pritchard, Superintendent (Advertisement). From and after June 6, 1871, the rates of freight per Palisade Fast Freight Line will be as follows: On Flour and Groceries.....1 3/4 cts. On Flour and Barley.....1 1/2 cts. On Bullion..... \$12 per ton. Time from Palisade to Eureka.....48 hours; From Palisade to Hamilton 65 hours. W.L. Pritchard, Superintendent. (This ad appeared almost daily in the Eureka Sentinel though page location varied.
- i. NB: The last date the ad for Palisade Fast Freight appeared in the Eureka Daily Sentinel was December 26, 1871. After that date, it was advertised as Pritchard's Fast Freight.)
- i. 15 December, 1871. Sacramento Daily Union. Horses Shipped. W.L. Pritchard shipped to Palisade yesterday a car-load of fine, large horses, for use on the fast freight line through the White Pine region from the line of the Central Pacific Railroad.
17. 1872.
- a. 21 January 1872. Eureka Daily Sentinel, 3. c. 2. Daily Line to Pioche. We wish particularly to call the attention of the business men of Eureka to the importance of immediately making first-class the now partially opened road to Duckwater. W.L. Pritchard has now in process of building, in Sacramento, twenty wagons, which in the early spring are to be put on a daily line from the railroad to Pioche. From Eureka via Duckwater, Kern Creek, Blue Eagle and Troy, through Cherry Creek Pass to Pioche, the distance is 175 miles. It is 155 miles to the same place from Hamilton. The road is already made from Hamilton. From Eureka to Duckwater some little work is needed at Fish Creek and beyond there to Duckwater. Three hundred dollars will cover the entire expense. Now W.L. Pritchard is undecided whether to run this line from Elko by Hamilton or from palisade by Eureka. With the road built to Duckwater the line would certainly come this way. This is a matter of first importance. It would send the products of Duckwater here, and cause trade with our merchants which now goes to Hamilton. The same is true of Hot Creek, Frieberg and Troy. The line established this way would also be another help toward making Eureka the great distributing point for this section of the State. We have thus briefly pointed out the facts in the case. Who will now move in the matter?
- b. 2 April 1872. Eureka Sentinel, 3 c 1. Fast Freight to Pioche. (A similar but shorter article appeared in the Salt Lake Daily Tribune of April 25, 1872) W.L. Pritchard, the celebrated freighter, has established a fast freight line from Palisade direct to Pioche, via Eureka, Fish Springs, Duckwater, Curran Creek and White River, leaving Hamilton a considerable distance to the eastward and thus obviating the necessity of crossing the White Pine range of mountains. The new route is forty to fifty miles shorter than the Hamilton road and possesses the additional merit of being almost entirely level and free from snow in the winter. Crossing over the Curran Creek to White River the road bears south along the western base of the Snake range of mountains, entering Pioche by the way of Highland district and General Conner's Water Works. Mr. Pritchard has built the road, erected stations and dug wells at his own expense. Seven teams, drawing fourteen wagons, destined for Pioche over the new road passed through Eureka on Sunday. As soon as matters are regulated it is intended to make through trips in five days. It may be stated in this connection that as soon as stock can be got on the road Pritchard will run three grades of freight with prices to correspond, namely: five, ten, and fifteen days. We also hear it intimated that through stages will run direct to Pioche by this route, but whether it is the intention of Messrs. Woodruff & Ennor to stock the new road, continuing simply a branch to Hamilton, we are not advised. It is quite certain, however, that this is to be the grand thoroughfare hereafter for all freight and travel for the southeastern part of the State, and it is equally certain, as we have repeatedly stated, that the railroad to the Colorado river, whenever built, must also follow the same course. We hail this move as an event in the history of Eureka which is destined to add immensely to its permanent prosperity. Pritchard's new wagon road is but the pioneer track of the railway. We congratulate Pioche on her increased facilities for obtaining freights through so speedy and reliable a channel. Mr. Pritchard is one of the most enterprising men in the Great Basin, and we hope he will receive, as he deserves, a patronage from shippers equal to his indomitable energy.
- c. 2 April 1872. Eureka Sentinel, 3 c 1 (same issue and column as above article). "A Big Haul.", Geo. Cowles, resident agent for Pritchard's (sic) fast freight line, shipped for Eureka Consolidated, last Saturday, "illegible" pounds of bullion by one team. Considering the condition of the roads we call this rather a big haul.
- d. 5 April 1872. Eureka Sentinel, 3 c 2. "Passed Through." Five more of Pritchard's teams bound for Pioche by the new route, passed through Eureka yesterday. The line will be daily as soon as the stock is properly distributed over the road, making through trips from Palisade to Pioche in five days.
- e. 16 April 1872. Eureka Sentinel, 3, c. 1. "Local Intelligence. Palisade Items." From a reliable party at Palisade, we have several items of interest in this section of the country. W.L. Pritchard is busily engaged in building a new bridge at that point

exclusively for Eureka travel, which, when completed will be a material benefit to all who travel that way. There are upward of twenty heavy teams loaded with lumber destined for this place now en route and consigned to our lumber dealers. The best part of the news from Palisade, however, is the fact that McCue, one of the oldest and most enterprising stage men on the Pacific coast, will immediately stock the southern road leading from Eureka to Pioche, and may possibly extent (sic) the route through to Palisade.

- f. 18 April 1872. Eureka Sentinel, 3 c. 2. "Passed Through." Freight for Pioche, whole wagon loads of it passed through Main street yesterday. Soon we may expect regular daily teams passing through town on their way southward, which, in connection with the stage line shortly to go into operation, will make lively times here among stage and fast freight men.
- g. 25 April 1872. Salt Lake Daily Tribune, P. 1, Thursday. W.L. Pritchard, the celebrated freighter, says the Eureka Sentinel of April 2, has established a line from Palisade direct to Pioche via Eureka, Fish Springs, Duckwater, Curran Creek and White River, leaving Hamilton a considerable distance to the eastward, thus obviating the necessity of crossing the White Pine range of mountains. The new route is from forty to fifty miles shorter than the Hamilton road and possesses the additional merit of being almost entirely level and free from snow in the Winter. Crossing over from Curran Creek to White River the road bears south along the base of the Snake range of mountains entering Pioche by Highland District and General Connors water works. Mr. Pritchard has built the road, erected stations and dug wells at his own expense. Seven teams, drawing fourteen wagons destined for Pioche over the new road, passed through Eureka on Sunday. As soon as the matters are regulated it is intended to make through trips in five days. It may be stated in this connection that as soon as stock can be got on the road Pritchard will run three grades of freight with prices to correspond, namely five, ten, and fifteen days. We also hear it intimated that through stages will run direct to Pioche by this route, but whether it is the intention of Messers Woodruff and Ennor to stock the new road, continuing simply a branch to Hamilton, we are not advised. It is quite certain however that this is to be the grand thoroughfare hereafter for all the freight and travel to the southern part of the State, and it is equally certain, as we have repeatedly stated, that the railroad to the Colorado River, whenever built, must follow the same course.
- h. 27 April 1872. Eureka Sentinel, 3 c. 1. "The New Route." The New Route. The Pioche Record of a late date has the following concerning Pritchard's Fast Freight Line by the new southern route. No other argument is needed at our hands to show the advantages of a stage line direct from Eureka to Pioche. The Record says: "Pritchard's fast freight teams arrived yesterday morning at five o'clock, less than five days from Palisade, having left the latter place Monday morning at nine o'clock. A large amount of goods were brought through for our merchants and business men in from seven to eight days from San Francisco. Superintendent Cowles informs us that the line will arrived (sic) on alternate days on time for the present, but within a month the teams will come through twelve hours ahead of the advertised time, or four and a half days from Palisade. By this arrival we were placed in possession of the Eureka Sentinel, of Wednesday morning, at eight o'clock. Only a little time is necessary to elapse and the Fast Freight Line of Pritchard will be one of the main institutions of the country, and a convenience for all."
- i. 27 April 1872. Sacramento Daily Union. Fast Freight Line, The steamer Lark, Captain Cunningham, came down from Colusa yesterday, towing the barge Union, upon which were loaded nineteen large wagons--of the size a little smaller than "prairie schooners"--manufactured by John Plumer of Knight's Landing for Pritchard's fast freight line, between Palisade and Pioche. During the past few weeks Pritchard has been purchasing in Yolo and Sacramento counties all the desirable draft horses and mules obtainable, and now has in corral in this city about seven car-loads of as fine stock as one would wish to see. Horses, mules and wagons will be forwarded to Palisade today.
- j. "Fast Freight Line." Eureka Sentinel, April 30, 1872, 3, c. 2. The Sacramento Union of last Saturday (April 27) has the following item of interest to our local readers. Pritchard evidently intends to do business on a comprehensive scale. A stage line direct to Pioche from Eureka by the southern route will soon follow. The Union remarks: "The steamer Lark, Captain Cunningham, came down from Colusa yesterday, towing the barge Union, upon which were loaded nineteen large wagons--of the size a little smaller than 'prairie schooners'--manufactured by John Plumer, of Knight's Landing, for Pritchard's Fast Freight Line, between Palisade and Pioche. During the past few weeks Pritchard has been purchasing in Yolo and Sacramento counties all the desirable draft horses and mules obtainable, and now has in corral in this city about seven carloads of as fine stock as one would wish to see. Horses, mules and wagons will be forwarded to Palisade today."
- k. "Notice to Shippers." Eureka Sentinel, May 2, 1872, 2, c. 3. Notice to Shippers. Rates of freight by Pritchard's Fast Freight Line are as low as the N.T. Company's if at a cent a pound. Having greatly increased our facilities for shipping goods, we are prepared to ship any amount of freight on schedule time. W.L. Pritchard.
- l. "Pritchard's Fast Freight." Eureka Sentinel, May 2, 1872, 3, c. 2. We learn from Geo. Cowles that ninety head of horses and mules and twenty-four wagons, for W.L. Pritchard's Fast Freight Line arrived at Palisade yesterday. The whole line from Palisade to Pioche is to be strengthened with this extra stock. As will be seen by reference to a notice under the head of "New To-day," this line is now prepared to ship merchandise in any desired quantity as cheap as the cheapest and on schedule time.
- m. "Notice to Shippers." Eureka Sentinel, May 7, 1872, 2, c. 4. Pritchard's Fast Freight Line. Having made extensive and important additions to their stock, and having furnished the route completely, is Prepared to forward Freight from Palisade via Mineral Hill, Eureka, and Hamilton to Pioche, promptly and on Schedule time. This Line is Prepared to Compete with Any Other now running, both as to quickness of transportation and prompt delivery of goods. Rates as low as by any other line! Warehouse on North Main Street, Eureka. Agents: P.A. Bommen, Agent at Palisade. George Cowles, Agent at Eureka and Hamilton. G.W. Dwight, Agent at Pioche. W.L. Pritchard, Proprietor.
- n. "Daily Line." Eureka Sentinel, May 21, 1872 3, c. 2; p. 3, c. 3. Daily Line.--Pritchard's Fast Freight Line to Pioche has been increased to a daily line. The first through trip of the daily left Eureka yesterday morning.

- o. "Machinery." Eureka Sentinel, May 21, 1872 3, c. 2. Three of Pritchard's big teams, loaded with machinery for the Meadow Valley Company, at Pioche, passed through Eureka Yesterday.
- p. "Notice to Shippers". Eureka Sentinel, May 21, 1872 3, c. 3; Rates of Freight by Pritchard's Fast Freight Line are as low as the N.T. (Nevada Transportation) Company's if at a cent a pound. Having greatly increased our facilities for shipping goods, we are prepared to ship any amount of freight on scheduled time. W.L. Pritchard.
- q. July 23, 1872 Sacramento Daily Union. Man Lost. — We clip the annexed item from the Ely Heard of July 17th : Some time last week a man named Taylor, better known as English George, who drove a quartz team for Ham Light, and was very dissipated of late, was given charge of a mule team belonging to Pritchard's fast freight line. At the time it was not known that he was suffering from delirium tremens, but it has since transpired that such was the case, as on Thursday or Friday last the team was found in the road about 35 miles from here, seemingly not having been attended to for two or three days, and the driver nowhere to be found. It is supposed that he strayed off and perhaps perished for water or from exposure. Dwight says parties have been looking for him for some time, but cannot get on his track.

18. 1873

- a. NB: Sally and Duane did not survey the papers of the Eureka Sentinel/Eureka Daily Sentinel for 1873 due to lack of time. Instead we jumped to the 1874 papers to try to determine when W.L. Pritchard ceased to run a freighting business out of Eureka, NV. Excerpts related to the building of the Eureka & Palisade RR come from <http://utahrails.net/articles/tufford.php> unless otherwise noted.
- b. Eureka Daily Sentinal 1/4/73 p2c1. Jack Gilmer and Monroe Salisbury, well-known stage operators, had bought the franchise to build a railroad from Elko to Hamilton in January.
- c. 18 January, 1873. Sacramento Daily Union. Epizootic in Nevada--Bullion at Mineral Hill, Nevada,. Mineral Hill, January 17th. It is reported by one of the drivers driving between here and Eureka for Woodruff & Ennor, that over twenty-seven head of horses were very much attacked by epizootic. It is also reported that some of Pritchard's fast freight stock has been attacked by the disease. The amount of bullion shipped from this place from January 1st to December 31st, 1872 was \$590,448.
- d. 21 January, 1873. Sacramento Daily Union 44, No. 6802. City Intelligence: No fast freight to Palisade. The Central Pacific Railroad Company yesterday issued an order instructing their employees not to receive any freight to be forwarded from Palisade by the fast freight lines owing to the disabling of the teams employed there by the epizootic.
- e. 9 July, 1873. Sacramento Daily Union. Railroad Extortion and its Remedy. We have already published a statement from the Eureka (Nev.) Sentinel explaining a recent extortionate movement on the part of the Central Pacific Railroad company, and its results. Pritchard, familiarly known in this city a few years ago as "Nick of the Woods," is the largest team owner in Nevada. He owns and employees in his business some 500 horses and mules, and has heretofore fed them on corn and oats received at the Palisades from the East. The railroad company recently advanced its charges \$100 per car from Ogden to the Palisades. Pritchard was unwilling to submit to this imposition, and now receives his grain at the end of the Union Pacific road and hauls it to the various points at which it is needed. Eureka is but eighty miles from the railroad, but Pritchard saves money by hauling a portion of his grain from Ogden, a distance of over 400 miles, rather than submit to the attempted imposition of the company. So far as Pritchard is concerned the railroad company makes nothing by the movement, but is decidedly the loser by it. But it must be remembered that the community generally does not enjoy the same facilities for self-protection. As a rule our citizens are at the mercy of the company in their ordinary business affairs. The tariff maybe raised on lumber, wood, ore, bullion, wool, grain, or any other material, according to the caprice or malignity of the railroad junta or the general tariff may be increased in any particular country, as has been done recently in Placer, to punish its citizens for their past opposition to injustice and extortion. These exactions may extend even to the old prices of the staging and teaming period and the country is without redress. It is unsafe and impracticable to build new wagons, construct new stages, and get up new teams, even if there was an inclination to do so, because the railroad company could at any time render them valueless by reducing their charges to a reasonable figure. There is a remedy, however, in the hands of the people, and we greatly mistake the signs of the times if they do not apply and enforce it. The only peaceful remedy is to elect honest, fearless, reliable opponents of the monopoly to the Legislature, who will regard as their most important duty the passage of a law to reduce freight and fare to a reasonable figure, and to make discrimination against persons or localities more unprofitable to the railroad company than to its intended victims. The people should not allow themselves to be betrayed by the next Legislature, as they were by the last one, but should be prepared to punish either bribery or treachery as they deserve. Last Winter an array of corruptionists, with unlimited means at their disposal, assembled at Trenton, New Jersey, in the interest of Tom Scott and his associates, to prevent the passage of a law to allow the construction of a competitive air line road between New York and Philadelphia. Money and villainy would have won the day, but the people were there in person by thousands, and as they thronged in and around the Capitol, day after day and night after night, it became evident to the weak or corrupt members of the Legislature that the least profitable course they could possibly pursue would be to sell their votes to the Pennsylvania monopolists. The people's bill was passed, and the air line railroad is now being constructed. The people of California should profit by this precedent.
- f. 29 July 1873. Sacramento Daily Union. A CASE IN POINT. Some one, whose letter is dated from North San Juan, Nevada county, informs the local organ of the Central Pacific Railroad that the *Union* is in favor of doing away with railroads and returning to ox and mule team. This is not a true statement of our position. We oppose such railway corporations as the monopoly, because they are driving the people in many parts of the country back to mule and ox teams, as cheaper than the railway transportation. For example, here is a case just in point: The Eureka Sentinel (State of Nevada) tells the story of a man named Pritchard, the largest team owner in Nevada, who employs the labor of over 300 horses and mules in his wagons.

These he had been feeding on corn and oats, received at his main rendezvous, the Palisades— from the East. Recently (to speculate on this man's imagined necessities) the Central Pacific Railroad Company advanced its charges \$100 per car-load from Ogden to the Palisades. Pritchard, resolved not to submit to such an outrageous discrimination, "sent his wagons to the end of the Union Pacific road and received his grain at that point." He actually finds it cheaper to haul his grain 300 miles over rough roads than to pay the charges of the Central Pacific Company. And this is but one case of the kind among hundreds. We are glad that the New York Sun has seen this statement of the Eureka paper and given it general publicity at the East.

- g. 20 August Sacramento Daily Union. The Late Fire at Eureka- Narrow Gauge Railroad— Freight Line Suspended. Eureka, Nev., August 19th. The loss sustained by fire at the Taylor furnace, Sunday morning, will not exceed \$500. Salisbury, Kerr and Clark, connected with the Elko and Hamilton narrow gauge railroad project, have been in town for the last few days. They express a determination to commence the construction of a narrow gauge railroad immediately, and assert that it will be completed and in running order to the mouth of Railroad Canyon by the first of January. Pritchard's fast freight, hitherto plying between Eureka and Pioche, has been suspended, owing to the raise of freight rates to Palisade and the reduction of rates to Toano, causing the shipment of all freight destined for Pioche to Toano.
- h. 27 August, 1873. Sacramento Daily Union. In a rant against an article in the San Jose *Patriot*, the Sac. Daily Union compares CPRR fares over comparable distances to show that CPRR cuts prices drastically where competition is present. Related to W.L. Pritchard, "The Eureka Sentinel seriously states that Pritchard is about to establish a wagon freight line between Ogden and Eureka, on the route of the old overland stage road. This route runs for 400 miles alongside of the Central Pacific Railway. It is absolutely cheaper to haul the freight of Eureka these 400 miles by mules and oxen over a bad road than the infamous charges of the railway company!
- i. 1 September, 1873. Sacramento Daily Union. Mistake regarding "hauling off" of Pritchard's fast freight line to Pioche. Several days ago a dispatch was published announcing that Pritchard's fast freight line from Palisade to Pioche, Nevada, had been hauled off. We find, however, that it is all a mistake.
- j. 3 September, 1873. The Monopoly Against Private Enterprises. The Eureka Sentinel of August 30th says : We are reliably informed that the Central Pacific Railroad has aimed another blow at Pritchard's fast freight line. The tariff from San Francisco to Palisade has been greatly increased, while the rates to Elko have been correspondingly reduced. In other words, it now costs a couple of dollars more per ton to have goods stopped at Palisade than it does to have them continued on thirty or forty miles to Elko. How this will affect the business men of Eureka remains to be seen. If Pritchard is forced to the wall, of course, transient teams will take the place of his regular line. Whether freight rates would be higher under such a state of affairs is a matter that no one can well foretell. We are of the opinion that it is far better for our business men that Pritchard's regular and reliable line should be continued. When our merchants are certain of getting their goods through on time there is not the same necessity for carrying heavy stocks that there would be in case they had to rely upon straggling teams. Reliable and rapid transportation is always best for any community. However, the railroad managers are going for Pritchard, and the indications are that they will make it uncomfortably warm for him.
- k. 3 September, 1873. Sacramento Daily Union. The Monopoly Against Private Enterprises. We are reliably informed that the Central Pacific Railroad has aimed another blow at Pritchard's fast freight line. The tariff from San Francisco to Palisade has been greatly increased, while the rates to Elko have been correspondingly reduced. In other words it now costs a couple of dollars more per ton to have goods stopped at Palisade than it does to have them continued on thirty or forty miles to Elko. How this will affect the business men of Eureka remains to be seen. If Pritchard is forced to the wall, of course, transient teams will take the place of his regular line. Whether freight rates would be higher under such a state of affairs is a matter that no one can well foretell. We are of the opinion that it is far better for our business men that Pritchard's regular and reliable line should be continued. When our merchants are certain of getting their goods through on time there is not the same necessity for carrying heavy stocks that there would be in the case they had to rely upon straggling teams. Reliable and rapid transportation is always best for any community. However, the railroad managers are going for Pritchard, and the indications are that they will make it uncomfortably warm for him.
- l. 5 September, 1873. Sacramento Daily Union. Railroad Matters. —We understand, says the Eureka Sentinel of August 31st, that there is nothing in the report published by us yesterday to the effect that the railroad company had put up rates to Palisade and reduced them to Elko. We got our information from a number of business men, and as a matter of course considered it entirely correct ; but, it seems our informants were mistaken. The mistake resulted from the confounding of different classes of freight. Certain kinds of freight come higher over the railroad than others—as for instance, coal-oil, powder, turpentine, etc. Some of our merchants having compared notes, and finding charges apparently lower to Elko than Palisade, gave out the story which we published. But, as stated above, the whole thing was wrong. The same class of freight is dropped at Palisade for a little less per ton than if taken up to Elko. It is true the railroad company is after Pritchard, but they have not yet resorted to the cinching process noted in yesterday's Sentinel. How soon they will adopt such measures no one can tell. In the meantime Pritchard swears they shall not break him. He will turn out his stock and quit the business before he will allow them to do that. He has over 1,200 fine horses and mules, 250 mammoth wagons, and money to sell. Pritchard is too well fixed to suffer much at the hands of the monopoly. His back freight, in the shape of bullion from Eureka, will almost support his line.
- m. 5 September, 1873. Sacramento Daily Union. Pritchard Ships Bullion. The Eureka Sentinel of August 30th says: W.L. Pritchard shipped yesterday for the Richmond Company 60,086 pounds of bullion; for the Eureka Consolidated 52,682 pounds; and for the Ruby 20, 821 pounds. To this should be added 40,000 pounds shipped by the K K Company, by private teams to Elko, making a grand total of 173,589 pounds. This is the largest shipment ever made from the district in a single day.

- n. 2 October Sacramento Daily Union. The Eureka Sentinel, of September 27th, notes the following immense bullion shipment. The K K mine shipped yesterday, by private teams, 117,000 pounds of bullion. W.L. Pritchard shipped, for the Eureka consolidated, 91,545 pounds, and for the Richmond, 40,000 pounds. Total for the day, 248,545 pounds. Not a bad showing for one day, and that, too, at a time when several of our smelters are temporarily out of service.
 - o. 31 October, 1873. Sacramento Daily Union, Pacific Coast Items: Freight rates from San Francisco and Sacramento for Pioche. W.L. Pritchard of the fast freight line announces that on and after the 1st proximo freight rates from San Francisco and Sacramento for Pioche, per Central Pacific Railroad, will be the same to Palisade as they are to Toano. So says a late issue of the Pioche Record. It means of course that the great bulk of freight for Pioche is to pass through Eureka hereafter.
 - p. Eureka Daily Sentinel 11/24/73 p1c1. Jack Gilmer and Monroe Salisbury joined with Erastus Woodruff and William Ennors, of the other major Nevada stage company, in November to build the line from Palisade to Eureka instead.
 - q. 24 November, 1873. Sacramento Daily Union. Pacific Coast Items. Pritchard shipped from Eureka, Nev. November 17th and 18th, a total of 256,000 pounds of bullion.
 - r. Eureka Daily Sentinel 11/28/1873 plc2. Construction was started immediately with the first ground moved on the 25th.
 - i. Eureka Daily Sentinel 12/24/1873 p3c3. "Twenty miles of iron is in San Francisco and negotiations are pending with one of the Narrow-Gauge companies of Utah for twenty more, including also a locomotive and several freight cars."
 - ii. Eureka Daily Sentinel 12/30/73 p3c3. "a narrow gauge locomotive has already reached Palisade."
19. 1874
- a. Eureka Daily Sentinel 1/9/74 p3c1; 1/11/74 p3c2: By this time William L. Pritchard, the freighter, had also obtained an interest in the E. & P.
 - b. 15 January, 1874. Sacramento Daily Union. The Eureka, Nevada, Sentinel is informed that W. L. Pritchard, the celebrated freighter, has bought an interest in the Narrow Gauge Railroad. Pritchard is an energetic man, and if he has really taken an interest in this important enterprise it is a pretty good sign that there is to be no delay in the completion of the road.
 - c. 15 January, 1874. RAILROAD DISCRIMINATION. The Eureka Sentinel of January 9th copies from the Sacramento *Record* a portion of an article on railroad management, in which the latter journal maintains that "all the denunciations of the California railroads have been based upon fears of what the corporation might, could, would or should, do; and though this kind of thing has been bandied back and forth for several years, the first well authenticated case of actual unfair discrimination has yet to be produced. Now, if there does exist discrimination, it must be capable of demonstration, and as in any such case the persons aggrieved are tolerably sure to entertain feeling of hostility toward the corporation, there should be no difficulty in ascertaining the truth. To this the *Sentinel* replies as follows:
 - i. "The *Record* is the organ of the Central Pacific Railroad, and serves its master to the best of its ability. It ventures on dangerous ground, however, when it demands the proof of the un just and tyrannical discriminations of the Monopoly. Nothing is more easily established. It is a fact susceptible of the most convincing proof that during last Summer, through some little misunderstanding with Pritchard, who freights to all points south from Palisade, Pioche freights from San Francisco were laid down at Toano at a much less rate than was charged for delivering the same at Palisade, although the latter place is 300 miles nearer San Francisco than the former. This was done "to get even" on Pritchard, who dared to purchase the feed for his two thousand horses and mules in the East instead of in California. The matter was finally settled, however, and everything for Pioche is now landed at Palisade; but while the war lasted hundreds of people were greatly inconvenienced, and in many instances, doubtless, positive damage resulted. No principle whatever of commercial policy entered into the course pursued by the railroad managers; the whole thing was dictated by that meanest of all traits, spite. When a great institution like the Central Pacific Railroad, built with the people's money and lands, seeks to oppress those same people who gave it existence and fostered it in all of the trying times of its early history, it is high time that the monster should be fittingly denounced and its managers held up to the execration of the people throughout the length and breadth of the land. On the subject of the general management of the road, not one single word can be said in their praise. Every day they live they are guilty of discriminating against both individuals and places, the *Record's* assumed ignorance of the facts to the contrary notwithstanding."
 - ii. The people of this State should not forget that on Governor Bradley's vetoing the bill passed by the last Legislature for the reduction of the taxes on the Central Pacific Railroad in Washoe county, that railway raised its freight rates immediately from California to Reno; nor the further fact that freights are now higher from San Francisco or Sacramento to Reno than they are from the same places to Ogden.
 - d. 17 January, 1874. Sacramento Daily Union. Pritchard buys interest in narrow-gauge railroad. The Eureka (Nev.) Sentinel is informed that W.L. Pritchard, the celebrated freighter, has bought an interest in the narrow-gauge railroad.
 - e. 2 February, 1874 (Eureka Daily Sentinel, 2/7/74 p3c1). Related to the building of the Eureka & Palisade RR, the first spike was driven on Monday. By this time William L. Pritchard, the freighter, had also obtained an interest in the E. & P. (Eureka Daily Sentinel, 1/9/74 p3c1, - 1/11/74 p3c2, -6/23/74 p2c1).
 - f. 30 November, 1874. Eureka Daily Sentinel. The engine destined to pull the first cars on the E&P RR was in the Central Pacific shops at Carlin for several weeks where "it [had] been undergoing repairs and been repainted" (Eureka Daily Sentinel 1/30/74 p3c1, -2/14/74 p3c3, -2/18/74 p3c2).
 - g. 28 March, 1874. Eureka Daily Sentinel. "Sale of Stage and Railroad Property.
 - i. The leading topic of conversation on the street yesterday was the change in proprietorship of the Palisade and Hamilton stage line. Colonel Cowles arrived from Palisade early yesterday morning and gave out the news. During the remainder

of the day the subject was much discussed by all classes of people. The unanimous verdict seemed to be that Pritchard knows what he is doing. That he is a very shrewd manager in all matters pertaining to his line of business can not be denied. The principal point of interest to the people of Eureka related to the probable course of Mr. Pritchard with reference to the Narrow-Gauge Railroad, the interest of Messers. Woodruff & Ennor in that enterprise having also passed with the stage line. Messers. Gilmer & Salisbury retain their interest (one-half) in the railroad. The talk now is to have thirty miles of the road in operation within thirty days after work is resumed, which will be as soon as the weather becomes settled. Whether any more than thirty miles will be completed this season, is a question that no one on the outside can satisfactorily answer. Will it inure to the interest of the present proprietors to build the entire road? That is the question to be considered. The completion of thirty miles will, undoubtedly, serve to turn all of the travel and freight for points south over this route. From the end of the railroad Mr. Pritchard is now amply prepared to handle not only the freight but the passenger travel as well. And yet, knowing that the road will pay, he may be as anxious to push it through to Eureka as were the former owners. There will be a demand for all of his freight teams and stage stock south of Eureka when once the railroad shall have been completed to this point.

- ii. Relative to the amount of money required in the transaction under notice, we have heard mentioned sixty-five thousand dollars, but, of course we can not vouch for the correctness of these figures. The line has heretofore been one of the best paying properties in the State, and no doubt is well worth the sum stated, if not more. None of the ranches owned by Messrs. Woodruff & Ennor are included in the sale. The new proprietor assumed control yesterday. It is the intention to change within a few days from the Mineral Hill route over to Pritchard's road along the valley. This, it is estimated will save in time about five hours on each trip. Some fresh stock are being put into the stage teams and the fastest kind of time is promised. It will require, however, several days to make the proposed changes and get everything in good running order. Colonel Cowles informs us that just as soon as things are placed in proper shape the stage from the railroad will get in here regularly at eight o'clock in the morning. This is daring the continuance of bad roads. When the Summer arrangements go into effect still better time will be made. The stage office is to be transferred, in a few days, to the freight depot above the Turner House, so we are creditably informed. Our handsome young friend Al Snetziner, so the efficient and accommodating agent in this place will, we believe, continue the mercantile business at the old stand.
- iii. Col. Cowles goes over to Hamilton today to receive the stock and other property on that part of the route. He will return to Eureka in a couple of days when he will devote his energies to the affairs of the new management. Whether he is inclined to "chalk" the hats (?) of poor newspaper men remains to be tested, but etc.
- h. 29 March, 1874. Eureka Daily Sentinel. "Stage Rumor. It was currently reported on the streets yesterday that Pritchard will immediately establish a line of stages direct to Pioche by the Southern route. We can not say whether the rumor is true or the reverse. It is certain that Pritchard has any amount of stock for the undertaking, and it is equally certain that he has always considered the Curran Creek road the best and shortest to Pioche. Should he conclude to stock the new route, we presume a branch line to Hamilton would still be maintained.
- i. 13 April, 1874. "Dean, J.W. vs W.L. Pritchard. Case No. 0656." 232: Supreme Court of Nevada, Appeal from the District Court, 6th Judicial District, Eureka County. This was an action to recover \$6275.50 for hay sold to defendant, boarding furnished to defendant's hired man, and horse feed, with interest and costs. Etc.
- j. 19 April, 1874. Eureka Daily Sentinel p2c I and p3c4). Severe winter storms prevented work on the roadbed and track of the E&P RR from progressing very fast, and the engine's appearance in Palisade was delayed until April 18th when it arrived and was put on the track ready for work. The first run was made the same day with five flat cars over the first mile of track.
- k. 1 May, 1874. Sacramento Daily Union. At the present time, says the White Pine (Hamilton, Nev.) *News*, it costs six cents per pound to land freight here from the railroad, by Pritchard's line, via Eureka, and the rate from Elko to the latter point is now two cents. A distance of eighty miles and more costs two cents, and four cents additional is charged for less than forty miles!
- l. 11 July, 1874. Palisade and Eureka, p. 269, Railroad Gazette, July 11, 1874. Track is laid for 20 miles south from Palisade, Nev., the junction with the Central Pacific. The passenger cars have arrived at Palisade and a passenger train will shortly be put on to run to the end of the completed section. Gilmore and Salisbury have sold their interest in the road to W.L. Pritchard.
- m. 6 May, 1874. Eureka Daily Sentinel. Whatever locomotive became the Eureka & Palisade's first locomotive, it was named the Eureka (Eureka Daily Sentinel 5/6/74 p2c2; EI 5/9/74; SFC 4/19/74).
- n. Eureka Daily Sentinel 6/23/74 p2c1. According to <http://utahrails.net/articles/tufford.php>, comments were similar to those made in the EDS in early January.
- o. 26 July, 1874. Eureka Daily Sentinel. "White Pine Stage Line (Advertisement; Page information not recorded). White Pine Stage Line. Running Daily from Palisade via Mineral Hill, Eureka, and Pinto to Hamilton. Daily Line. Concord Coaches. Six-horse teams. W.L. Pritchard.
- p. "Local Intelligence. Arrivals and Departures." Eureka Daily Sentinel, August 4, 1874. A list of arrivals and departures for W.L. Pritchard's Stage Line are given.
- q. "The Narrow Gauge." Eureka Daily Sentinel, August 12, 1874. We yesterday had a conversation with a gentleman who passed over the Eureka and Palisade Narrow Gauge railroad last Saturday, for the first time. He says it is the smoothest road of which he has any knowledge. Trains pass down from the terminus at Palisade in one hour, including stoppages at all of the ranches along the route. First-class passenger cars will shortly be provided. On the course of the second section the grading is progressing at the rate of about a mile per day. Barring bad luck, fifty miles of the road will be completed and in successful operation by October 1st. This will bring the work to a point in the vicinity of Chimney Station, where all hands will go into

winter quarters.

- r. "Freighting in Eastern Nevada." Eureka Daily Sentinel, August 14, 1874, 3.
 - i. The Lyon Times (presumably Lyon County Times published in Silver City, NV from 1864-1907; in Nevada State Library, Carson City, NV) has an article on this subject which may interest some of our local readers. The account was evidently written by a novice, as it covers much space and gives not more than half of the facts that might be adduced on the subject, yet it will serve to convey some idea of the great importance of this section of the State. Says the Times: Perhaps the most extensive freight and stage line in the world is that of W.L. Pritchard, from Palisade, on the Central Pacific, to various points in southeastern Nevada. There may be other lines greater in length, but certainly there are none, on this coast at least, which approach the magnitude, in point of tons of merchandise and products transported, of Pritchard's. Of course, freight lines by wagons are only alluded to. The topography of the country over which these ponderous vehicles travel, which carry the miner his supplies, and bring back the fruits of his toil, in the shape of cords of base bullion, renders it convenient to unite together in one team as many animals as a single driver can guide with safety, over a road comparatively level, or with a regular gradient. The average number reaches about twenty. It is not uncommon, however, to see as high as twenty-six gathered together in one string, and under command of a single teamster. These are, with rare exceptions, mules of fine stature and proportion. They are also kept in excellent condition of flesh. The wagons, too, are of the most ponderous build. In the early days of California, before the completion of the trans-continental railway, some immense freight trains were daily to be seen putting out from the head of water navigation to the mines, laden with correspondingly large cargos; but none equated in size and power those which now traverse the semi-sterile wastes of the eastern portion of this State, and which bear the name of their owner, formerly yclept (sic) "Nick of the Woods."
 - ii. To give the aggregate capacity of all the conveyances employed along the line, or the average of each, would involve some little calculation, as well as a slight acquaintance with the technicalities of teaming. But the following data, gathered from a source highly trustworthy, may convey to the reader some definite knowledge of the subject in hand: The total number of animals is put down at 900; freight wagons, 200; stages, 32; men, 100. The number of miles traversed, exclusive of the Belmont route, which has lately been established, is 230. All along this line from the place of beginning to the extremest point, Pioche, there are provided at regular intervals of distance, ample accommodations for animals and men. These in some localities were obtained at considerable cost. The earth in numerous instances had to be pierced to a great depth before it would yield the indispensable article. Also the material to construct the necessary shelter had to be carried long distance. But all obstacles of this sort soon gave way before the indomitable perseverance of Mr. Pritchard, and now the route, together with its equipments, is unquestionably unexcelled by any on the Western Slope of America. The reader will understand that these statements and figures have reference to the freight and stage line together. The latter was purchased four months back from Woodruff and Ennor.
 - iii. But the freighters and stage men early saw that the increasing importance of the Great East (as one of the journalists a long while ago named it) demanded that steam should take the place of muscle, and the narrow gauge project thereupon had its birth. The enterprise has been so far pushed forward, as we mentioned in a recent issue, as to place twenty miles of the road in good running order. This twenty miles is so much cut off from Pritchard's great freight and stage line, and ere long it will be reduced by twenty miles more, for a large force of hands is vigorously engaged in grading and otherwise preparing for the rails for that distance. Prichard (sic), however, will make connection with the various termini as the road progresses, and however far it may penetrate the interior, even to the great Colorado, there will still be opportunities for teaming in the directions angular to the course of the road. Meanwhile, he is himself a large owner in the enterprise. At the present time all freight is transhipped from cars to wagons at the terminus, and passengers also change from stage to caboose, or vice versa, as the case may be. There is no regular passenger car yet placed upon the road. This transshipment having heretofore taken place in Palisade, the place has been rendered somewhat dull by the change and business men are rather loth to speak favorably of narrow gauge railroads. Nevertheless, the Eureka and Palisade Narrow Gauge is something of which there is a pressing need. It will serve largely to develop a section of country as yet only partially explored, and is an undertaking in which the State at large feels an interest.
- s. "Narrow Gauge Items." Eureka Daily Sentinel, August 22, 1874, 3, c. 2. Narrow Gauge Items. The grading party are now out fifteen miles from Lodi and progressing at the rate of three quarters of a mile a day. The iron for the road, ordered some time since in the East, is expected to arrive soon. The grading to "The Chimneys" will be completed by September 20th and the track-laying finished by October 1st. The new locomotive for the passenger train is receiving its finishing touches in the manufactory and will be put on the road in a short time. It will be four tons heavier than the one now in use--the Eureka. Surveyors are making preliminary surveys for the road over the mountain range between here and "The Chimneys." Lodi is becoming quite a town.
- t. "Narrow Gauge Item." Eureka Daily Sentinel, August 23, 1874. Track-laying is progressing at the rate of about one mile a day. An additional force of Celestials has been brought from California, and is now at work on the grade. It is the intention of the company to have the locomotive at Alpha by the 20th of next month. Extreme cold weather will only prevent it being done. A temporary station is to be established opposite Mineral Hill, which will serve as a passenger station, when completed. The stage will stop at this point some time next week. Sufficient iron and spikes are on hand so as to not delay the construction of the road.
- u. Nevada Items. Pritchard Ships Bullion, 13 September Los Angeles Herald, Los Angeles. The Richmond Company on Saturday, shipped 20,019, and the Eureka Consolidated Company 27,305, and Hoosac Company 20,000 pounds of bullion by

- Pritchard's teams to Palisade. The K.K. Company shipped 80,000 pounds to Elko by private teams.
- v. "Narrow Gauge Items." Eureka Daily Sentinel, November 23, 1874 3, c. 2. Track laying is progressing at the rate of about one mile a day. An additional force of Celestials has been brought from California, and is now at work on the grade. It is the intention of the company to have the locomotive at Alpha by the 20th of next month. Extreme cold weather will only prevent it being done. A temporary station is to be established opposite Mineral Hill, which will serve as a passenger station when completed. The stage will stop at this point some time next week. Sufficient iron and spikes are on hand so as to not delay the construction of the road.
 - w. "Died, Probably of Scarlet Fever." Eureka Daily Sentinel, December 1, 1874, 3, c. 2. Died, Probably of Scarlet Fever. We sincerely regret to learn of the death of the little daughter of W.L. Pritchard, at Palisade, yesterday (November 30, 1874). Deceased was an only daughter, six years of age, and was greatly doted upon by the parents. The circumstances of her death are as follows: On last Friday evening, after the stage had left, a dispatch was received here announcing the illness of Mrs. Pritchard, and requesting that a physician be immediately sent down to Palisade. Dr. Bishop was at once dispatched by private conveyance, reaching his destination at about 3 o'clock the following morning. Mrs. Pritchard was speedily relieved, but before the Doctor left the little girl, who was still running around as usual, was noticed to be a little unwell. Dr. Bishop prescribed for her, remarking that he thought the symptoms were those of scarlet fever. The Doctor thereupon took the stage for Eureka, arriving Sunday morning, and early in the same day Mr. Pritchard, who was here received a dispatch that the little girl was considered much better. In the evening, however, and again after the stage had departed, he receive a second telegram summoning him home immediately, as the condition of the little sufferer had undergone a sudden change and fears were entertained for her recovery. Taking Dr. Bishop in a buggy, he started at once for home, leaving here at 7 o'clock and meeting the up stage at Chimney Station at 10 o'clock, probably the fastest time ever made over that portion of the road. All day yesterday nothing was known of the condition of the child, until in the afternoon, when Mr. Cowles received a dispatch announcing its death. Mr. Pritchard had but two children, a girl, now unfortunately deceased, and a boy. His son, a mere lad, is attending school at Benicia. Some weeks since the boy was attacked with scarlet fever, and his parents were called down to see him. In this way, it is supposed, the contagion was brought to Palisade, as it is the opinion of some physicians that it may be carried for a long distance in the clothing of those who may come in contact with it. The stricken family in their sad bereavement have the heartfelt sympathy of a large circle of friends and acquaintances, both in Nevada and California.
 - i. In Memoriam (Flora Pritchard), p. 3, c. 3, 3 December, Eureka Daily Sentinel, Eureka, NV. The remains of little Flora Pritchard, who passed so suddenly away from this life a few days since, were on Tuesday last taken to Sacramento for interment, accompanied by the bereaved parents. The funeral takes place today. Little Flor's gone! Yes, gone to that dreamless land, From Earth's life riven; Gone to a purer world;' Asleep in heaven. At rest within a brighter world above Ere she had felt the blight of earthly care.
 - x. "Bullion Shipment." Eureka Daily Sentinel, December 4, 1874 3, c. 3. The Eureka Consolidated Company shipped, yesterday, by Pritchard's teams, to Palisade, 34,869 pounds of bullion.
 - y. 3 December, 1874. Sacramento Daily Record. Brief Reference. The remains of a little child of W. L. Pritchard, of Lodi, Nevada, were brought to the city yesterday for interment.
 - z. "On The Trail (Added to provide local color and one of Pritchard's drivers found a team that had broken free during or after the robbery, the finding of which was reported in a later issue of the paper. The robbery was first reported on December 4, the story on Dec. 5 focused on following the "Road Agents" who robbed a Wells Fargo Stage)." Eureka Daily Sentinel, December 4 and 5, 1874, 3, c. 2.
 - i. A Lively Pursuit After the "Road Agents"- They Flee to the Mountains-Hopes of a Speedy Capture. Sheriff Emery Joins the Chase. The daring attack made by two highwaymen on the passenger coach leaving here for Palisade on Thursday night, was the topic of conversation in all quarters yesterday. The regret that the robbers had escaped was universal, and sympathy toward Miller, the messenger who was so badly wounded, was expressed on all sides. All whom we approached were confident that had he not unfortunately been rendered unserviceable at the first fire, he would have succeeded in cutting the career of the two.
 - ii. Knights of the Road In short order. Of the two posse that started out in pursuit, one has returned, after a fruitless search. The two parties left town together, but parted company at the forks of the road, Sheriff Sullivan and posse going in the direction of Devil's Gate; the other two men, Zeph King and George Gilmore, keeping the main road and scouring the country in the immediate vicinity of the scene of the conflict, hoping to strike the trail of the fugitives in their flight. The latter returned last night. The robbers had taken the precaution to ride at random over the country for several miles, previous to the attack, and had in this manner totally obliterated their tracks, rendering it almost an impossibility for the pursuers to strike the right trail. At the regular station, four miles distant from Diamond Wells, the scene of the action, they repeated their same measurers.
 - iii. To Blind their Trail. And then proceeded to the left of the old Overland road toward Devil's Gate. Here they again rode in several directions in order to baffle their pursuers, one taking a circuit to the south and the other to the north, but meeting again and taking the Overland road in the direction of the Lander county line. Sheriff Sullivan and party struck the trail yesterday morning at daylight and followed it until it soon again left the road. The robbers had doubtless changed their tactics and were making for Robert's Creek mountains, hoping to elude pursuit by this means. At last reports the pursuers were still on their trail in close pursuit; with a possible chance of overtaking the fugitives during the night. Sheriff Sullivan and party procured fresh horses at a ranch and continued in pursuit, having the advantage of fresh horses, while the animals of the pursued must be, by that time, greatly jaded. It was thought that the fugitives would

make a raid on some of the stock ranches last night in order to procure fresh animals, and men were dispatched to warn the ranchers to be on the lookout etc.

iv. Later issues of the paper indicate the hunt continued and latter reports state that the robbers got away.

- aa. "The Narrow Gauge." Eureka Daily Sentinel, December 18, 1874, 3, c. 2. On account of getting short of ties, the work of laying the track on the Narrow-Gauge has been delayed for more than a week. There are plenty arriving now, however and the road will be in complete running order and the iron horse put in an appearance at the Chimneys by the middle of next week. Only six miles of the track remain to be laid, and the workmen are putting it down at the rate of a mile a day. A spacious hotel is being erected by the company at the Chimneys, which will be the terminus of the road for this winter at least. When the road is finished to that point the stage will leave Eureka at 6 o'clock p.m., reaching the Chimneys in five hours, where the passengers will remain over night, taking the cars in the morning in time to connect with the western bound train at Palisade. We are informed that negotiations are pending to sell the Narrow-Gauge back to Gilmer & Salisbury, and that Messers. Pritchard & Mills were to meet Mr. Gilmer at Lodi yesterday for the purpose of talking the matter over. The sale, if consummated, will include the freight and stage lines. The cost of building the road to the Chimneys will approximate \$300,000, and probably less than half that sum will complete it through to Eureka.

20. 1875

- a. "Pritchard's Fast Freight, Palisade to Pioche (Advertisement)." White Pine News, February 27, 1875, 3:4. Pritchard's Fast Freight Line, Teams running Constantly from Palisade to Pioche via Hamilton. Quick Time, and Low Rates!. W.L. Pritchard, Proprietor. Evertys & Co., Agents. Hamilton, July 1, 1874.
- b. "Shoes and Dies." White Pine News, April 10, 1875, 3:2. Fifteen thousand pounds of shoes and dies arrived here on Wednesday last through Pritchard's Fast Freight Line, destined for the Eberhardt mill.
- c. In the corporate record book of the E&P RR it is written that at a meeting of the board of directors on June 2, 1875, W.L. Pritchard resigns from the board.
- d. 22 May, 1875. A shooting affray took place on the 12th instant at Pritchard's Station, on the road from Kern creek to Lower White river, between a man named Rogers and Pritchard's Chinaman, in which the latter was killed. Five shots were exchanged, Rogers firing three. The circumstances seemed to justify Rogers in his action. The scene of the tragedy was in Nye county about eighty-five miles from Pioche.
- e. "An Important Transaction." Eureka Daily Sentinel, June 5, 1875. Mention is made in our local columns of the sale by Mr. Pritchard of his interest in the Eureka and Palisade Railroad to his associate Edgar Mills. This transaction is one of great importance to Eureka and its immediate surroundings. Mr. Pritchard, who was an equal partner in the road, was either unable or unwilling to go on with the work this season. By the sale the early completion of the enterprise to this point is assured, the intention being, as we understand it, to commence the construction of the unfinished division immediately. This insures rail connection with the Central Pacific by the middle of October, if not much sooner. The great benefits that are certain to accrue to this community by the completion of the work are well understood and need not be particularized at this time. Cheap, rapid and reliable transportation is all that Eureka has ever demanded to make it the first town in the State. This we are now to have, and with it will dawn a brighter future than awaits any other mining town on the Pacific Coast. The change in ownership is also auspicious as it is important to our mercantile men. No longer will our merchants in the sale of staples be compelled to compete with the special freight rates allowed by Mr. Pritchard to himself. Mr. Mills now announces that he will carry on a legitimate railroad and freighting business, and will not interfere in the remotest degree with any other branch of trade. This is eminently the proper course, and we risk nothing in saying that it will tend very materially to popularize Mr. Mills with our business men. All things are indeed shaping most satisfactorily for the prosperity and general well-being of this section, and we here take occasion to congratulate our people on the greatly improved outlook. "Clear the track when the whistle blows."
- f. "Extensive Transfer of Property." Eureka Daily Sentinel, June 5, 1875. The rumors, which were circulated for a day or so past, that a change was about to be made in the management of the Eureka and Palisade Railroad Company, and the stage and freight lines connected therewith, are now fully corroborated. The transfer took place on Wednesday night, Edgar F. Mills purchasing of W.L. Pritchard his entire interest in the road, together with the freight lines and the coaches and stock of the stage line running between Alpha and Hamilton. The consideration is said to have been \$300,000 and the assumption, by the purchaser of the liabilities of the company. We are informed by Mr. Mills that work will soon resumed (sic) on the railroad and the road completed to this point as speedily as possible. Parties are now in the East purchasing the iron, rolling stock and other necessary material. Engineer Norton is now engaged in selecting the most practicable route for the road, on which, as soon as determined, a party will be set to work and grading commenced. With the railroad terminus at Eureka, the building of the necessary shops, the additional number of mechanics and artisans thereby required, and the headquarters of the various fright lines diverging in all directions, the future of Eureka is a brilliant one, brought about by the efforts of those now having the management of the railroad in their hands. In time the road will be extended to the southward and finally reach the head of navigation on the Colorado river, thus opening up the many districts that need only the means of cheap transportation to enable them to work the mines and pursue agricultural pursuits, which, at present, is rendered impossible to be largely carried on.
- g. "W.L. Pritchard" Eureka Daily Sentinel, June 5, 1875. In retiring from active business in this section, the above gentleman, sometimes known as "Nick of the Woods," is perhaps entitled to a parting word from us. He is the type of man found nowhere, save on the frontier. Possessed of indomitable energy and an iron will, he is just the man to stay by an enterprise until success is assured. In his peculiar sphere he is a great man. Commencing twenty years ago in Sacramento with two mules and a mustang (a "spike team") he persevered in his calling until he finally became the greatest freighter possibly in the world. At

one time he employed in the prosecution of his business from Palisade to points south, over 2,000 mules and horses and more than 500 wagons and coaches. He reduced everything to a system, and over all this he exercised a personal surveillance that was absolutely wonderful in its way. It is told of him that he knew by name every animal he owned, and could tell with exactness the particular place of each mule in all that long string of teams. He is also a remarkably shrewd business man, attentive and watchful of his own interests and usually getting away with the last dollar that can be legitimately claimed in any undertaking. He is withal, a man of the strictest integrity and many generous impulses. Having, after many weary years of toil and privation, amassed a splendid fortune, he now goes, we understand, to San Francisco to reside permanently. We wish him a long and prosperous career in his new home.

- h. 4 September 1875. Sacramento Daily Union. The Handicap Race.— The entries for the State Fair handicap race, dash of two miles, for a purse of \$500 with \$100 entrance, are as follows:
 - i. Winters enters Ballot Box, Donathan enters Wene Harding, and Pritchard enters Flesh and Lotta Lee, formerly Flora.
- i. 11 September 1875. Sacramento Daily Union. At Pritchard's stables on 11th street is the well known running mare Katie Pease, by Planet, dam Minnie Mansfield, by Glencoe. She is in training for the October races at San Francisco and may possibly enter for one of the Fair cups next week. Here also is the runner Wildidle, 5 years old. He is by Imported Australia, dam Idlewild. Also, the sorrel mare Flush, 6 years old, sired by Hiawatha, dam Fanny Bug. This mare is a thoroughbred and will, it is expected, enter for next week's races. Sorrel mare Flora, formerly Lottie Lee, by Eclipse, dam Derby. Sorrel horse William Newell, 3 years old, sire Norfolk, dam Mary Givens. In these stables we found also three new horses of good family, all in training and not yet ready for record.
- j. 14 September 1875. Sacramento Daily Union. SPECIAL PURSE. The Board ordered a special race for Friday; Purse \$300, for a trot 3 in 5; first, horse, \$200; second horse, \$70; third horse, \$30. W.L. Pritchard enters s. g. Teddy McGee.
- k. 15 September 1875. Sacramento Daily Union. STATE AGRICULTURAL SOCIETY TWENTY-SECOND ANNUAL FAIR. First Day, Wednesday, Sept. 15, 1875. Second Race. Running Race, Purse \$400—For all 4-year-olds; mile heats; \$250 to first horse, \$150 to second, and \$50 to third horse. Among the horses entered was:
 - i. W. L." Pritchard names s. m. Flora, formerly Lottie Lee, by Derby, dam Ringlet.
- l. 16 September 1875. Sacramento Daily Record. Second Race. The second race was now called. It was a running race for \$400, free for all 4-year olds, mile heat ; \$350 first money, \$100 second, and \$50 third. Among the horses running was:
 - i. W. L. Pritchard named Flora, by Derby. Flora came in third and was lame at the end.
- m. 17 September 1875. Sacramento Daily Union. Today's Races. Running- Purse \$300. Dash 1 mile; for 2-year-olds; \$50 entrance added ; second horse to save entrance. Among those horse entered was:
 - i. W. L. Pritchard names ch. m. Flush, 6 years, by Hiawatha, dam, Fannie Bug. W. L. Pritchard names s. m. Flora, formerly Lottie Lee, 4 years old, by Derby, dam, Knight.
- n. 20 September 1875. Sacramento Daily Union. PROGRAMME. TWENTY-SECOND ANNUAL FAIR. STATE AGRICULTURAL SOCIETY. Fourth Day, Monday, Sept. 20, 1875. AT THE PARK. GRAND PARADE OF STOCK At 10 A.M. RACES TO COMMENCE AT 1 O'CLOCK, P.M. Purse No. 10-Rinsing. Purse, \$300; 3-year-olds; dash of one and a half miles; \$200 to first; \$75 to second; \$25 to third horse. Among the horses enteree was:
 - i. W. L Pritchard names s. c. Billy Newell, by Norfolk, dam Mary Givens.
- o. 21 September 1875. Sacramento Daily Union. Agricultural Park Course. Sacramento, Sept. 20th.
 - i. Purse No. 10— Running. Purse, \$300; 3-year-olds; dash of one and a half miles \$200 to first; \$75 to second; \$25 to third horse. Among the horses entered was:
 - ii. W.L. Pritchard names s. c. Billy Newell, by Norfolk, dam Mary Givens.
 - iii. Judges, R.S. Carey, Captain Moore, and W.W. Stow; starters, James Haworth and Colonel Younger; timers, C. Green, H. Bernard and N. C omos. Time. 2:39 3/4 SEC.
- p. 25 September 1875. Sacramento Daily Record. W.L. Pritchard was named as a prominent visitor at the fair.
- q. Pritchard, W.L., and Eureka and Palisade Railroad Co. "Deeds, Eureka County, Book 4, pp 535-537.
 - i. Two separate deeds were recorded on the respective pages. One deed recorded the 24th day of September transferred certain lots of property of W.L. Pritchard in the town of Eureka, NV to Eureka and Palisade Railroad Co. Transferred for the sum of \$1,000 were lots 1-5 in Block 6 of the McCoy Survey of the town of Eureka, each of said lots fronting 25 feet on Main Street and extending Eastward 100 feet to Buell Street: also that certain other piece, parcel, or tract of land lying and being situate in the Eureka Mining District in said County of Eureka and State of Nevada and known as the "Mackinson Survey" having been originally surveyed for the said Mackinson by Deputy Surveyor W.A. Edwards and a plat of which is now on record on the books of the County Recorder of Sanders County of said State, except the following reservations to wit: That certain portion of said survey extending north from the line known and recognized as the "ditch fence" being to the extreme northern portion of the survey including the Toll houses, well, corral and appurtenances: also reserving the right of way to the roads known respectively as the "Eureka Canon and the "Elko and Eureka Toll Roads" as they now run.
 - ii. Also reserving that certain piece or parcel of land now occupied by Wm. A. Montgomery as a corral and slaughter house to wit: (property description followed). A second deed stating "This indenture made the ___ day (no date is in the record) of August, 1875 between W.L. Pritchard and the Eureka and Palisade Railroad Company. Pritchard is paid \$100 in gold coin for lots 9 and 10 in Block D of Monroes Survey of said town of Eureka. An affidavit confirming the transfer was prepared on September 24, 1875 and both deeds were recorded on September 28, 1875.

- r. Our Railroad - Those Who Built it. 28 October Daily Alta California. Vol 27, No. 9338.
- i. Last year the Eureka and Palisade Railroad was completed to Alpha, forty miles distant from Eureka. At that time the principal owners of the road were Edgar Mills, V. O. Mills, and W. L. Pritchard. Mr. Pritchard was the General Superintendent as well as one of the principal owners. At Alpha he determined to stop the road, build up a town and continue the road no further until it had made money enough to pay for its building.
 - ii. This policy did not suit Edgar Mills, who desired to complete the road to Eureka at once. This led to a disagreement between Pritchard and the brothers Mills, which culminated in the purchase of the interest of the former in the road by the brothers. Immediately upon the retirement of Pritchard, the Mills inaugurated the most energetic measures for the completion of the road to Eureka.
 - iii. Steel rails for the balance of the distance were ordered from the East, of the heaviest character for narrow-gauge roads, and all necessary preparations were made to grade and lay the track. In the selection of subordinates to perform this work, the owners exhibited some judgment and discrimination. Mr. Everets was selected for the chief manager. How well he has performed arduous duties is attested by fact that the road has become completed sooner than the day originally set for its occurrence, a thing almost unheard of upon works of this magnitude and character. Mr. Everets has been ably assisted by George Royal, a gentleman of great experience in railroad building.
 - iv. The engineers, those pioneers of all railroads upon whom so much depends in the selection of the best route, were, at the commencement of the work, Mr. Norton and Mr. Graham, but upon the last part, including the difficult route up the canyon, Mr. Graham and Mr. Ellis have conducted that work. The route chosen attests the skill of those gentleman.
 - v. Mr. Marshall, formerly of the Central Pacific and other California roads, has had the construction of the road here under his charge, and the fact that with a limited force of laborers he graded five miles of road in one day, demonstrates that none better could have been chosen for that work. Systematic in all he did, untiring in his attention to the work, understanding the character of his workmen—chiefly Chinamen—whenever they became refractory and refused to work, he did not quarrel or resort to any violence, but he simply cut off their supply of water. All of the water for drinking, cooking and for the stock had to be hauled from five to ten miles. The Johns soon found that work with water was decidedly preferable to no work and no water, on a dry alkaline plain, with the thermometer at 100, and they weakened every time. Mr. Marshall's deputies, Mr. Helder, Mr. Dunn, the McConnell brothers, Mr. Andrews and Mr. Thruster, were all experienced railroad men and had learned how to handle the Celestials on the Central Pacific, and all entered heartily into the work of completing the road.
 - vi. Last, though not least, of the builders were Mr. Jiles and Mr. Woods, with their ploughs and scrapers. Few hillsides were too rocky or too steep for them to work their teams upon, and the rapidity with which they made their heaviest fills was almost a marvel.
 - vii. Mr. Tracey, we believe, was brought here specially to superintend the laying of the track. The amount per day that he could lay with his Chinamen seemed only limited by the quantity of iron that was brought to him by the trains, a mile and a-quarter being a common day's work.
 - viii. Jas. Sharp, well known in Eastern Nevada as one of the best mechanics in this section of country, and a splendid fellow withal, had all the bridges and culverts built on time, and in the most substantial manner.
 - ix. Take it all in all, Eureka may consider herself extremely fortunate; fortunate to have attracted the attention of capitalists who had sufficient faith in her future to build a road costing over a million of dollars to connect her with the great continental line, and fortunate that in the selection of agents to carry out the enterprise who have not permitted the work to drag.
- s. 28 October, 1875. Sacramento Daily Union. There arrived from Colorado yesterday two fine stallions in charge of Terry Ashcroft. They have been quartered at Pritchard's stable.
- t. 3 November, 1875. Sacramento Daily Union. City Intelligence: A New Industry - California Carriage Manufacturing Company. What It Is—Where it Is—What is Being Done—What Is to be Done— Why Sacramento was Chosen— The Building—The Works— Scope of the Plan—Capital Invested. The California Carriage Manufacturing Company.
- i. Passers by on K street, at Eighth, have noticed lately the work being done upon the foundations of a very large and massive building, and inquiry has naturally arisen as to what it is. The very substantial manner in which the walls are built, the extent of the structure and the rapidity with which the work progresses affords fitting opportunity to gratify public desire by a general statement of what it is. The building is that of the California Carriage Manufacturing Company. Already the walls begin to rise above the street grade, and supervising idlers, half a hundred or more, line the walks watching the rapidity and perfection of the work. The building fronts upon the north side of K street 88 feet, and upon the east side of Eighth street 160 feet, and forms an L, with the long arm upon Eighth street. The K street wing is 52 feet in width and the Eighth street 50 feet. The building will be entirely of brick and iron. The foundations are planted 12 inches below the surface of the old grade and at the footings are 6 feet in width. The wall for the basement story is 2 feet and 2 inches in width, and is laid up in cement and in the best style of masonry, strength, solidity and exactness in this line being the aim. The walls for the second or main story will be 21 inches. It will be a fire proof flat roof building, covered with corrugated iron of heavy quality. The main story will bear an awning with ornamental guard and rail along the entire 248 feet of frontage, with substantial floor and close ceiling; the whole supported by turned ornamental posts. The exterior will present a structure Romanesque in style, all the corners above the main story in quoin blocks, niched openings, iron sills and ornamental iron anchor-rod rosettes, from which thorough anchor and binding rods will cross and traverse the

- building, binding it in the most thorough manner. The cornice will be a plain bracketed one, with very heavy projection. The height from the bottom of the footings to the top of the fire walls will be about 70 feet, divided as follows :Basement height, 9 feet 6 inches; main floor, 10 feet; third floor, 15 feet; fourth floor, 13 feet. The inside of the L will bear (or each story railed platforms 38 by 108 feet, thus filling the hollow of the L flush with the line of the ends of each arm. Upon these platform openings from each arm will afford ease of passage from any part of the building to another without going around the line of the walls.
- ii. THE INTERIOR. The basement, second and third floors will be open from end to end, with central column supports for girders, resting upon massive piers, flush with the foundations, and each capped with a solid 300 pound cast-iron plate. The Eighth street basement will be fitted with twelve forges of the best procurable pattern, blown by an improved steam blower, no bellows being mounted for any of the forges. The K. street basement will contain lathes, saws, planers and other necessary machinery. Throughout the basement will be used steam trip-hammers and other steam appliances for the blacksmith work. The main floor will embrace three departments. On the Eighth street side will be all the machinery and benches for fine woodwork, while the K street side will be fitted up as a material store, where will be a repository for the sale of whips, harness, blankets, curtains, carriage trimmings, robes and everything in the furnishing line. The corner section will contain the office, with glass partitions throughout. Inside this office, and fronting on both faces of the corner, will be a two-story show window, fourteen feet square, enabling carriages to be displayed behind the plate glass front upon either story. The front of this show window will be finished in best plate glass, between ornamental iron columns and on silver plated sashes, The next floor will be used as a storeroom for material and a depository for finished work, with an office for the supervising mechanic and draughtsman. The upper floor will be divided into three large rooms. The first will be the paint room, the second the trimming room, and the last the varnish room The 72 feet of the 160 feet remaining on K street east of the K street "L" and running back that width, 160 feet, flush with the end of the Eighth street wing, will be roofed over as a lumber depository, both for sale and the factory consumption. Next summer, however, the K street wing will be extended 52 feet wide along this vacancy, making the entire building front 160 feet on each street, or 320 feet in all.
 - iii. OTHER PARTS. In the inside corner of the "L" beneath the first platform will be placed the boilers, and just inside the walls the engine, the latter to be of 40-horse power capacity. From this point also will rise the smoke-stack, laid up in the best masonry, and rising 80 feet in height, ending with ornamental cornice of masonry. From near the stack, and rising through all the platforms from basement to roof, will run a large safety catch and guard elevator, with protected landings on each floor, and geared to the shafting so as to be operated by steam. On the main floor will be arched openings on both fronts – some six, some seven, and some eight feet wide, sufficient to enable any sized vehicle to be passed in or out. The approach to the stories from the exterior will be in the center of the K street front, and will consist of flights of stairs seven feet in width with broad steps and easy risers. In the center of each front of each floor will be arched openings eight feet in width with double paneled doors and ornamental iron sills.
 - iv. The Company. The California Carriage Manufacturing Company is composed of W.L. Pritchard, George Cowles and C. Zimmerman. Mr. Cowles will be the outside business manager, purchasing and soliciting agent. Mr. Pritchard will be permanent resident manager, and Mr. Zimmerman will be superintending mechanic. Pritchard will be remembered as the well known stage proprietor of the State of Nevada, with lines between Palisade, Eureka and Pioche. Cowles was his partner, and Zimmerman his superintendent of building and repairs. These gentlemen, on the building of the Palisade Railroad, cast about for a new place for business after having resolved to go into carriage manufacturing. They visited San Francisco and all the suburbs of that city, and examined into all the questions of eligible locality. Then turning to the interior, they fixed upon Sacramento as the very best place for their business.
 - v. The reasons for Locating Here. here seemed unanswerable, and their subsequent judgment confirms the former. Sacramento affords the company equal advantages for shipping goods, and superior advantages for receiving material. The climate is peculiarly adapted for successful first class carriage work. Work put up here will endure in any climate, but the same cannot be said of points subject to fogs, or even ordinary changes in the atmosphere as regards moisture. The buildings for the work they found could be erected here and maintained with less outlay, and at less running cost, than at a point on San Francisco bay. The members of the firm will make Sacramento their permanent residence. They announce their intention to manufacture every class of carriage and wagon work, street cars, hacks, buggies, wagons, trucks, from the finest family turnout, sulky or trotting wagon, to the heaviest wheeled vehicle desired, and to do nothing but first class work of the various grades. They will keep also a perfect supply of materials both in iron and wood fittings and trimmings to supply trade, local and throughout the State, and will cut material to order for smaller manufacturers.
 - vi. The Machinery. The machinery is to be the very best that can be built, and will embrace the latest improvements. This machinery has not yet been purchased, but negotiations are pending at various points to secure the best possible works. The engine will probably be constructed at the Union Iron Works in this city, which establishment now furnishes all the castings for the building. Where all other things are equal the preference is to be given to Sacramento establishments in the construction of the machinery. The building, when completed, will cost about \$50,000, and the stock and machinery about \$100,000. The building will be under roof by the 1st of December, and it is expected the heavy machinery will be on hand by the middle of January. From forty to fifty workmen will be employed at first, and it is the intention to engage only the best mechanics skilled in this line of work. Mr. Cowles goes East next week to purchase stock and material, which he will select at various points, taking especial pains in the choice of all woods to be used.
 - vii. The Doland Spring. One branch of manufacture by this company will be the production of what is known as the Doland

Spring. This spring, which is a combination the C and elliptic, is secured by letters patent. The right to make and sell it has been purchased by the new company of F.F. Doland, of Sacramento, the inventor, the right embracing the entire Pacific slope, Oregon, California, Nevada, Utah, Arizona and Idaho. This spring will be made in two forms, and the company is now engaged in experimenting with it with a view to further improvements upon, and new devices for hanging the spring.

- viii. The Work. Of constructing the building is being carried on by the members of the company, no contracts being let. A.A. Cook is the architect, Joseph Bailey supervising mason, and supervising carpenter and joiner. The works we have thus fully described promise to be a valuable addition to the industries of the city, the building will add much to the section of the city where it is located, and the best judges believe the company has been wise in locating the works here, and that a large and profitable trade will result to the projectors of the enterprise.
- u. 13 November, 1875. Sacramento Daily Union. Real Estate Transfers. William Doyle to W.L. Pritchard - West half of lot 6, in block between J and K, Eighth and Ninth streets; \$4,000.
- v. 27 November, 1875. Sacramento Daily Union. Real Estate Transfers. C. Tilden to W. L. Pritchard— East half of the northeast quarter of section 33, and the east half of the northeast quarter of section 28, both in township 10 north, range 4 east ; \$211.
- w. 8 December, 1875. Sacramento Daily Union. City Intelligence. Still Detained. — The steamer Yuba City Belle, which has been laid up at the levee for several days, having been seized for debt by Constable Swift, has had on board meanwhile a large quantity of merchandise belonging to W. H. Pritchard, and which the latter had loaded upon her to be conveyed to his ranch on the upper Sacramento. Yesterday, as it did not appear probable that the Belle would soon be released, Pritchard had his freight transferred to the Pioneer, Jr., which left with it for its destination. It is understood that Pritchard offered to purchase the Belle, but could not agree with her owners as to the price.
 - i. NB: It seems likely this is a misprint as no W.H. Pritchard has been mentioned in Several years of Sacramento Daily Union and W.L. Pritchard owned a ranch on the upper Sacramento River.
- x. 16 December 1875. Sacramento Daily Union. CITY INTELLIGENCE. Fire.— About 6 o'clock last evening a young man who is in charge of W. L. Pritchard's new brick stable, on the south side of I street, near Nineteenth, discovered that the hay in the south end of the upper story was on fire. He promptly gave an alarm, and immediately set about turning the horses, some fifteen in number, out of the stable into the lot adjoining. The fire department reached the scene in good season after the alarm was received at their houses, with the exception of the down town steamer, the horses attached to which became completely tired out on K street, near Fourteenth, owing to their long run and the bad condition of the street, the mud being deep and heavy, and had to stop a few minutes to rest. The hose cart, however, went on without detention. Steamer No. 2 found difficulty in getting a sufficiency of water from the plug on Eighteenth street, between H and I, the pipe supplying it being small, and hence was unable to send as good streams to the fire as were desired; and, the plugs in that vicinity being few and scattering, there was not hose enough left on the carts for steamer No. 1 to lead to the fire from the next plug on Eighteenth street, at which she had stopped. The wind having shifted to the southward, the fire extended from the rear end of the stable to the front, and though once or twice it appeared almost certain that the firemen had mastered it, the flames would break out in a new place in the hay, and finally the greater portion of the roof was honeycombed. Almost all of the property was got out of the building, except the hay. The only buggy in the premises was removed to the street, and was being taken away when a hose cart, in the haste of extending hose, struck against and wrecked it. The worst trouble of the whole was, that the crowd that rushed to see the fire broke down the fence surrounding the lot into which the horses had been driven, and they all escaped from the inclosure and disappeared. Among the number were the racers, Waterford, Billy Newell, Col. Cowles, Pedro, Queen, and numerous valuable brood mares recently arrived from the East. Parties were, as soon as the disappearance of the horses became known, sent in search of them, but, the night being very dark, it was evident that the search would be a long one. How the fire originated is a mystery. The man in charge of the stable says that the only fire that had been about the premises was a gaslight in the center of the stable down stairs, near which he had been clipping a horse, and there had not been any one in the upper story, where the fire started. Pritchard is absent from the city, and we were not able to ascertain whether the building was insured.
- y. 17 December, 1875. Sacramento Daily Union. All (horses) Recovered,. All of the horses that escaped from the lot adjoining Pritchard's stable, while that structure was on fire Wednesday evening, were recovered that night or early yesterday morning and are now quartered at Agricultural Park. None of them appear to have sustained injury because of their getting away. The damage to the stable, being confined principally to the roof, can be repaired at a cost of say \$500.
- Z. City Intelligence - Fire in Pritchard's brick stable., 17 December Sacramento Daily Union, Sacramento. Fire -- About 6 o'clock last evening a young man who is in charge of W. L. Pritchard's new brick stable, on the south side of I street, near Nineteenth, discovered that the bay in the south end of the upper story was on fire. He promptly gave an alarm, and immediately set about turning the horses, some fifteen in number, out of the stable into the lot adjoining. The fire department reached the scene in good season after the alarm was received at their houses, with the exception of the down town steamer, the horses attached to which became completely tired out on K street, near Fourteenth, owing to their long run and the bad condition of the street, the mud being deep and heavy, and had to stop a few minutes to rest. The hose cart, however, went on without detention. Steamer No. 2 found difficulty in getting a sufficiency of water from the plug on Eighteenth street, between H and I, the pipe supplying it being small, and hence was unable to send as good streams to the fire as were desired; and, the fire plugs in that vicinity being few and scattering, there was not hose enough left on the carts for steamer No. 1 to lead to the fire from the next plug on Eighteenth street, at which she had stopped. The wind having shifted to the southward, the fire

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- aa. Union, S., 1875. Real Estate Transfers, 11 December Sacramento Daily Union, Sacramento. Mary A. Callahan and Erskin Greer to W.L. Pritchard & Co. - Lots 7 and 8, J and K, Eighth and Ninth streets; \$12,000.

21. 1876

- a. Sacramento City Directory, 1876. Sacramento, CA, 1876. pp. 134. Calif Carr Manu Co. (W.L. Pritchard, George Cowles & Chris. Zimmerman), manufacturers of carriages, buggies, wagons, etc., of every description, NE corner K & 8th (see adv. pg xii) pp. 378. Pritchard, W.L. (California Carriage Manufacturing Co.; see advertisement at end of document), res Southeast corner 15th and H.
- b. Langley, H.G., 1876-78. Pacific Coast business Directory, p. 168. . Announcement in State of Nevada section of directory: Pritchard, W.L. Forwarding. Palisade, Eureka Co, Co, P O 85 miles N of Eureka, on the Central Pacific Railroad, 572 miles from San Francisco, and is the depot for the trans-shipment of passengers and freight to Mineral Hill, Eureka and other points south by the Eureka and Palisade Railroad which here connects with the main trunk. This is a narrow-gauge road, having a track of three feet in width, and when completed to Eureka, its point of destination, will have a length of 85 miles. Work was commenced on it in 1873 and its completion is expected early in 1876. The southern terminus, in August, 1875, is at Alpha, about 50 miles south. A large extent of country will be accommodated by this road, and its further extension is contemplated.
- c. Langley, H.G., 1876-78. Pacific Coast Business Directory, p. 603. Eureka and Palisades Railroad. Palisade, Eureka Co, Co, P O 85 miles N of Eureka, on the Central Pacific Railroad, 572 miles from San Francisco, and is the depot for the trans-shipment of passengers and freight to Mineral Hill, Eureka and other points south by the Eureka and Palisade Railroad which here connects with the main trunk. This is a narrow-gauge road, having a track of three feet in width, and when completed to Eureka, its point of destination, will have a length of 85 miles. Work was commenced on it in 1873 and its completion is expected early in 1876. The south-ern terminus, in August, 1875, is at Alpha, about 50 miles south. A large extent of country will be accommodated by this road, and its further extension is contemplated.
- d. Industries of Sacramento - California Carriage Manufacturing Company, 1 January Sacramento Daily Union, Sacramento. CALIFORNIA CARRIAGE MANUFACTURING COMPANY. Consisting of W. L. Pritchard, George Cowles and C. Zimmerman, has nearly completed a fine brick building for the purposes of its business at the corner of Eighth and K streets. It is one of the finest manufacturing buildings on the coast, and is an ornament to the city. The building, which is very strong and well built, fronts 88 feet on K street and 160 feet on Eighth street, and is 52 feet wide on the K street and 50 feet on the Eighth street side. It is a three-story and basement building, and early this month will be filled with machinery for the manufacture of wagons, carriages, cars, etc., and also with stock to supply manufactures of such articles. Every branch of the business will be carried on in this building. When fitted with all its machinery, the cost will considerably exceed \$150,000. A full and accurate description of these works and their capacities appeared in the Record Union of November 3d. About fifty men will be employed in the factory at the opening.
- e. Thoroughbreds, 11 January Sacramento Daily Union, Sacramento. W.L. Pritchard has purchased, in addition to the fine stock he already had, a large number of thoroughbred mares, formerly the property of Clifton, Bell & Cook, and they will arrive here from Colorado tomorrow; also, a splendid thoroughbred stallion. This makes Pritchard the largest owner of thoroughbred stock on the coast.
- f. Real Estate Transfers, 31 January Sacramento Daily Union, Sacramento. A.A. Bennett to W.L. Pritchard-- West half of lot 2 and the whole of lot 1, H, I, Fifteenth and Sixteenth streets; \$15,000.
- g. Commercial -- Arrived Saturday and yesterday., 28 February Sacramento Daily Union, Sacramento. Arrived on Steamer San Joaquin, No. 2 Raught, from San Francisco, with barge load of general merchandise and stock for W.L. Pritchard.
- h. 9 and 31 March 1876. Sacramento Daily Union. Advertisement. The Thoroughbred Stallion - Two fine Percheron-Norman Stallions, the thoroughbred stallion Leinster by Imp. Australian, Dam Luileme, by Lexington, will stand the coming season at Sacramento. Terms (gold coin in advance), \$50 the season. Leinster, chestnut stallion, foaled 1867, stands over 16 hands high. etc. Two fine Percheron-Norman Stallions, Belgrave and Champion. These celebrated horses were imported from France in 1875, by R.B. Chrisholm, of Elgin, Illinois. In color they are both light dapple gray; 6 years old, 17 hands high, and each weighs about 1,700 pounds. Belgrave will stand in Placer county, and Champion in Sacramento. Terms, \$20. W.L. Pritchard, Sacramento.
- i. 14 June 1876. Sacramento Daily Union. "Billy Newell" (a horse), Billy Newell." —This Norfolk thoroughbred, owned by "Nick of the Woods," which during the past week has won two sharp races in Sacramento, in the last one distancing the

hitherto celebrated Bradley and others, is probably the most promising four-year-old in California, if not in the United States. The original Billy Newell, after whom the colt was named, is a compositor in the Enterprise office. Like the colt, he is a thoroughbred. He believes in a good pedigree in man as well as beast, and thinks that if a man has going and staying qualities, courage and self-respect, he must have a worthy sire and dam as well as a horse. "Uncle Billy" is very proud of the colt's achievements, but thinks more is due to the colt's dam— where may be found the Belmont, Langford and Sir Archy crosses — than to his Norfolk sire; because he believes that colts, like men, even with good fathers, owe the most of their earthly achievements — wherein they obtain glory-- to their mothers. Billy Newell the horse— is one of a long list of thoroughbreds which W.L. Pritchard has in his stables in Sacramento and on his stock farm adjacent thereto; which farm, within the next few years, is liable to take the lead both in heavy and fast horses, as Pritchard has reduced his business to a science, and is backing his experiments with the money necessary to make it a great success.

- j. 7 July, 1876. Sacramento Daily Union. SACRAMENTO COUNTY AND ITS WEALTH. The Assessment Roll—The Richest Men and Women—From \$5,000 to \$1,000,000—Some Interesting Statistics. The assessment roll was yesterday turned over to the Board of Equalization by the Assessor. It foots up \$1,500 000 more than last year after excluding solvent debts and taxes on mortgages, which have heretofore been included. In addition to this the railroad company was assessed \$3,000 less per mile this year, and the Grand Island assessment was made from 20 to 30 per cent. less. With all these exceptions as against last year, and the gain in valuations is over \$1,500,000 during the past year in this county. We are indebted to Assessor Lansing for favors shown while we were making the following digest from his books: Taxpayers on assessment roll for 1876-7 THOSE WHO PAY ON \$20,000 AND UNDER \$30,000, includes the name of W.L. Pritchard.
 - k. 22 August 1876. Sacramento Daily Union. Advertisement for California Carriage Manufacturing Company, W.L. PRITCHARD. GEO. COWLES. C. ZIMMERMAN CALIFORNIA CARRIAGE MANUFACTURING CO.. CORNER OF 8th and K Sts., Sacramento. Every kind of vehicle, from a Farm Wagon to the finest. Phaeton or Rockaway, will be made in this establishment, by the best of workmen, of the best material, and in the latest styles. Exclusive owners and manufacturers for the Pacific coast of the celebrated DOLAND & SCHERB PATENT SPRING. This spring combines strength and beauty with durability and elasticity, and obviates all side motion. It has been fully tested during the last year by a large number of men of the best judgement and experience, and they are unanimous in pronouncing it the BEST AND EASIEST SPRING FOR VEHICLES MADE. Plain, Ornamental and Scroll Sawing and Planing done neatly and with dispatch. Hickory, Ash, Oak, Writewood and Carriage stock for sale. Also, a full and complete assortment of HARNESS, WHIPS, ROBES and CARRIAGE EQUIPAGE kept constantly on hand, and SOLD AT EASTERN PRICES. Parties desiring anything in this line will do well to call and examine our stock and prices before purchasing elsewhere. A thorough acquaintance with the wants of the trade, and a determination to give personal attention to all the details of the business, will, we trust, gain for us a liberal share of patronage. No better work done anywhere within the United States for the same money. Call on us, see for yourselves, and be convinced. A large stock of Carriages of all kinds on hand.
 - l. City Intelligence - Leg Crushed, 22 September Sacramento Daily Union, Sacramento. Leg Crushed.— John Stutz, a German, employed as a hay baler at Pritchard's ranch, about one and a half miles from Brighton (district east of Sacramento), met with an accident while it work about 6 p.m. of Wednesday, by which his right leg below the knee was crushed. He was taken to the County Hospital about 9 p.m., and Dr. White deciding that the leg would have to be amputated, the operation was successfully performed.
 - m. City Intelligence - Officers Elected, 28 September Sacramento Daily Union, Sacramento. Officers Elected. — The Directors of the City Railway Company, at a recent meeting, elected E.K. Alsip as President, vice Mike Bryte, resigned; Levy Wilsey, Director, vice Mike Bryte, resigned; W.L. Pritchard, Director, vice Fred Cox, resigned; J.H. Miller, Secretary, vice Geo. E. Bates, resigned. An assessment of \$5 per share was levied, payable immediately.
 - n. City Intelligence - City Railway Company, 13 December Sacramento Daily Union, Sacramento. City Railway Company.— At a meeting of the City Railway Company Monday night an assessment of \$5 per share was levied. T.J. Clunie and N.D. Trayer resigned as Directors, and George Cowles and A.J. Painter were elected to the vacancies. W.L. Pritchard was chosen Superintendent.
22. 1877
- a. Anonymous, 1877. Spirit of California Turf (horse stock sale). SACRAMENTO. June 26—The Combination Sale of Thoroughbred Broodmares and Colts belonging to Messrs. Theo. Winters. J. McM.Sbafter and J. B. Haggin, W. B. Todhunter and others, took place at Agricultural Park, Thursday, under the management of Messrs etc. The catalogue contained fifty-nine animals, as follows: Theo. Winters, eight yearlings ; W. L. Pritchard. five broodmares. six colts, from two to four years old. and seven yearlings: etc.
 - b. Union, S., 1877. District Court. 3, No. 224, 5 November.
 - i. 15,788 - W.L. Pritchard vs. W.T. Wilson - October 30th; Curtis & Clunie for plaintiff. The complaint avers that the defendant on April 4, 1866, sold to plaintiff an interest in that part of the Hartnell grant bounded on the north by the Cosumnes river, on the east by the line dividing numbers 6 and 7 of the Sherman survey of said grant, on the south by the back line of the Sherman survey, and on the west by the Chabolla grant - containing about 5,000 acres; that the defendant induced plaintiff to purchase by representing that he would be let into quiet and undisputed possession May 2, 1877, and that William Bandeen, who was pasturing stock on the land under a lease from Wilson, would surrender possession at that time: but that, in fact, Bandeen's lease does not expire until January 1, 1878 and plaintiff has been compelled to pasture his stock elsewhere, while Bandeen's stock are consuming the herbage and seed on the land described: wherefore he claims damages in the sum of \$3,000.

- ii. 15,791 - W.L. Pritchard vs. T.H. Polly and C.A. Graham - October 31st; Curtis & Clunie for plaintiff. The complaint avers that plaintiff is the owner in fee of the fractional south part of the southwest quarter of section 7, township 10 north, range 4 east, and the fractional south part of the southeast quarter of section 12, township 20 north, range east, containing 139.38 acres in Swamp Land District No. 374; that the defendants are in possession under a lease from the grantor of the plaintiff, which expires November 1, 1877; that the defendants agreed to keep the fences and buildings in good repair and to surrender them in good condition; that decedents have torn down and removed a portion of the fences and are now removing them and threaten to continue it, wherefore plaintiff asks to recover \$100 and that defendants be enjoined from committing further waste.
- c. Police Court, 27 June Sacramento Daily Union, Sacramento. W.L. Pritchard pleaded guilty of disturbing the peace, and was fined \$12.50.
- d. Real Estate Transfers - W.L. Pritchard, 12 March Sacramento Daily Union, Sacramento. Clark & Cox to W. L Pritchard— North half of section 17, and the south half of section 23, township 10 north, range 4 east— 640 acres; \$1,500. W. L. Pritchard to Cox & Clark— Section 34 township 10 north, range 4 east— 10 acres; \$5. W. L. Pritchard to J. W. Haslberg— North half or section 33, township 10 north, range 4 east — 320 acres.
- e. Real Estate Transfers, 3 March Sacramento Daily Union, Sacramento. William L. Pritchard to Albert Gallatin — Lots 3 and 4, II and I, Fifteenth and Sixteenth streets, without the buildings \$2,500.
- f. Sacramento Jockey Club - Second Day, 18 April Sacramento Daily Union, Sacramento.
 - i. SACRAMENTO JOCKEY CLUB— SECOND DAY. The Running Race.— Today's Programme. There was a far better attendance on the second day's races of the Jockey Club yesterday. Running races are always attractive, and the stock brought out yesterday were as handsome specimens of horse flesh as are generally seen upon a course. Still such was the outcome that the day's racing was unsatisfactory. The betting was nearly all upon the two and a quarter mile dash, investors seeming to have little knowledge or the abilities of the three year olds.
 - ii. The First Race was a mile and a half dash, for \$400, in three moneys. It was contested for by Pritchard's Mollie H. and Lena Dunbar, both Leinster colts, very light trim and bright, and both sorrel, and by Dupayster's Lizzie Atchison, an iron gray, rather heavy bodied, but strongly knit frame. Mollie H. had the pole, Atchison second, Dunbar third. Mollie H. was the favorite in the pools at \$20 to \$8 each for the others, but few pools being sold.
 - iii. The horses got off at the half-mile pole on the first trial. They went to the second turn all in a bunch, when Atchison fell off to third place, and never got out of it. The other fillies went neck and neck to the stand, Dunbar being constantly under a strong pull. So on, about the whole course, Dunbar's rider held hard, while Mollie H. had a free head comparatively, and the two went like a matched team, with occasional forcings ahead of first one and then the other.
 - iv. As they came to the score the cries were loud to Dunbar's rider : "* Let her go!" * "Let her go!" "Stop holding that filly!" etc. They passed under the score with Mollie H. a neck ahead, Atchison third. Time, 2:48 ½, the mile being made in 1:53 ½.
 - v. There was a deluge of complaints that Dunbar was "sawed" and " pulled," and the Judges went into consultation over the matter. On behalf of Mr. Pritchard it was claimed that he entered his stable in the race, and that his stable won; and that he could win with either horse he pleased. On the other hand, it was held the Club compelled each horse to be sold separately, and that the contest was between horses, and not between a stable of horses and one horse. To this it was answered that the Club could make no such rule, and the response to that was that it was in fact made, and the entries made in its face, an hence became a part of the contract.
 - vi. Mollie H.'s friends averred with warmth that Dunbar could not beat her, and had she been "let out" Dunbar could not have come alongside. When at her best she runs under a hard bit, and appears to pull more than he really does. After long delay the Judges declared it no heat, and ruled that the horses must run that race over, pools to go.
 - vii. The second trial was even less satisfactory than the I first. Dunbar was again held. Atchison came along with the other two to the stand, when Mollie H. went ahead and left the other two running together. At the mile Mollie, Dunbar and Atchison were fifty yards apart, and in that order. At the outcome Dunbar was let out a little, and at once began to close the gap. Mollie came in first by 100 feet, Dunbar second, Atchison third, some fifty yards behind. The purse was given to the horses in that order, but the Judges declared the pools off. Time, 2:45 ½. The last mile was made In 1:54 ½. Recapitulation. Sacramento Jockey Club, Agricultural Park Course, April 17, 1877.
 - viii. Free for all 3-year-olds; mile and. a half dash. Purse. \$100. First home, \$300; second, \$60; third, \$10. W.L. Pritchard enters Mollie H. by Leinster, dam Sophia Jameson, by Jack Malone01; W.L. Pritchard enters Lena Dunbar, by Leinster, dam Tibbie Dunbar, by Connie Scotland 02; F. Dupoyster enters Lizzie Atchison, by Tom Atchison, dam Mary Given. 03. Time, 2:48 ½ - 2.45 ½. Judges— Christopher Green, Marion Biggs, E.G. Blessing.
 - ix. Second Race. The second race was a two and one-quarter mile dash for \$500 in three moneys between Mollie McCarty, Bazar and Lady Amanda. The pools sold in quantity at the same average as on Monday evening, Mollie McCarty \$30 to \$40, Bazar \$20 to \$25, Amanda \$11 to \$15. As the horses were called great was the disappointment to hear it announced that Mr. Pritchard had withdrawn Bazar, and the disgust of the company was plainly manifest, while the officers of the Club made no secret of their chagrin over the unfortunate circumstance of the day which had led to this result.
 - x. The old turf men declare the trouble all grew out of not selling the Pritchard horses as a stable, and that the custom is in running races that several horses from one stable in a dash, must be treated as a stable. In the second race Lady Amanda won the pole, starting at the three-quarter post, and to the stand ran even with Mollie, who was evidently not running with effort. At the turn Amanda led by a length, but at the quarter pole Mollie pulled alongside and led by a half length at

the half mile post. From that out she ran ahead with apparent ease. Amanda made a gallant effort, but was forced to come in two lengths or more behind. Time, 4:08. The first quarter was made in 25 seconds, the half in 51 ½, and the first one and a half miles in 2:44. The race was a pretty one and well contested, but the presence of Bazar, would have trebled its interest.

23. 1878

- a. Sacramento City Directory, 1878. Sacramento, CA, 1878. pp. 221. Pritchard & Miller. Phoenix Flour Mills, cor. 13th & J pp. 22?. Pritchard, W.L. pres't (Cal Carriage Co. also Pritchard & Miller), res. SE cor 15th H; 13,519 acres. No listing for the Cal. Carriage Co. was found in the city directory in the next few years.
- b. Transactions of the California State Agricultural Society During the Year 1877. Sacramento, CA: State Office. F.P. Thompson, Supt. State Printing
 - i. P 76. Report of the Gold Medal Committee for 1877. Gold Medal -- Second Department. To California Carriage Manufacturing Company, for carriages and wagons.
 - ii. P 77 (Cont. p. 78). Speed Programme -- 1877. Monday, September 17th. pp. 78. No. 1. Running. Stake, and purse of two hundred and fifty dollars added. Dash of three-quarters of a mile; free for all two-year old fillies; fifty dollars entrance; twenty-five dollars forfeit; second horse saves entrance. Entries Name and Pedigree of Horse, By whom entered, P.O. Address
 - (1) Lady Evangeline, by Leinster; dam Tibbie Dunbar, W.L. Pritchard, Sacramento
 - (2) Mattie More, by imported Glen Athol; dam, Mattie Gross, W.L. Pritchard, Sacramento
 - (3) Lilly Moore, by imported Glen Athol; dam Lilly Duke, W.L. Pritchard, Sacramento
 - (4) Lady Evangeline came in sixth in the race.
 - iii. No. 2 Running. Purse and stake three hundred dollars; fifty dollars entrance; twenty-five dollars, forfeit added; mile heats for threeyear olds; second horse saves entrance; entries close with the Secretary July first.
 - (1) Lena Dunbar, by Leinster; dam, Tibbie Dunbar, by Bonnie Scotland, W.L. Pritchard, Sacramento
 - (2) Lena Dunbar came in first in the race.
 - iv. pp. 80. Wednesday, September 19th. No. 7. Trotting. Purse Seven hundred and fifty dollars. For two minutes and twenty-five seconds class; first horse, four hundred and fifty dollars; second, two hundred and twenty-five dollars; third, seventy-five dollars.
 - (1) Governor Stanford, by John Nelson; dam, the Beach mare, W.L. Pritchard, Sacramento.
 - (2) Governor Stanford placed third among 6 horses.
 - v. pp. 80-81. No. 10 Running. Purse Seven hundred and fifty dollars. Dash of three miles, free for all; first horse, four hundred and fifty dollars; second, two hundred and twenty-five dollars; third, seventy-five dollars.
 - (1) Pittsburg, by Pat. Malloy; dam, Evangeline, by imported Eclipse, W.L. Pritchard, Sacramento
 - (2) Avail, by Leinster; dam, Charis by Lightning, W.L. Pritchard, Sacramento
 - (3) Pittsburg second and Avail third in race of three horses.
 - vi. Friday, September 21st. No. 11. Running. Stake, and purse of three hundred dollars added. Entrance, fifty dollars; forfeit, twenty-five dollars; free for all two-year olds; dash of one mile; second saves entrance.
 - (1) Lady Evangeline, by Leinster; dam, Tibbie Dunbar, W.L. Pritchard, Sacramento
 - (2) Mattie More, by imported Glen Athol; dam, Mattie Gross, W.L. Pritchard, Sacramento
 - (3) North Wind, by Norfolk; dam, Flora, W.L. Pritchard, Sacramento
 - (4) Pike's Peak, by Leinster; dam, Sophia Jennison, W.L. Pritchard, Sacramento
 - (5) None of the Pritchard horses placed in the race.
 - vii. pp. 82. No. 12. Trotting. Purse Six hundred dollars. For two minutes and twenty-seven seconds class; first horse, four hundred dollars; second, one hundred forty dollars; third, sixty dollars.
 - (1) Governor Stanford, by John Nelson; dam, Beach mare
 - (2) Governor Stanford placed second in race.
 - viii. No. 13 Running. Stake and Purse. Three hundred and fifty dollars; fifty dollars entrance, twenty-five dollars forfeit added; two-mile heats for three year olds; second horse saves entrance; entries to close with Secretary July first.
 - (1) Mollie H., by Leinster; dam, Sophia Jennison, by Jack Malone, W.L. Pritchard, Sacramento
 - (2) Avail, by Leinster; dam, Charis, by Lightning, W.L. Pritchard, Sacramento
 - (3) Mollie H. placed first in the race.
- c. Parkinson, R.R., 1878. Pen Portraits. Autobiography Of State Officers, Legislators, Prominent Business and Professional Men of The Capital of the State of California, etc. Alta California Print, San Francisco. Pen Portraits. Autobiography Of State Officers, Legislators, Prominent Business And Professional Men Of The Capital Of the State Of California; Also, Of Newspaper Proprietors, Editors, And Members Of The Corps Reportorial
 - i. Compiled by R. R. Parkinson, In Sacramento City, during the Session of the Legislature of 1877-8. Sacramento City 1878
 - ii. Our book having been gotten up at the Capital of the State, it is only proper that we should devote some of its pages to the city, its residents and public buildings, as well as to its prominent businessmen, and such other subjects as may be interesting to the citizens in general.
 - iii. Sacramento is called the "City of Homes," and it has very many beautiful ones, with corresponding lawns and walks. The number of the people who own the houses they live in probably is as great in proportion to population as any city in the Union. The millionaire, and the mechanic and laboring man seemed to be alike imbued with the spirit of adorning

their homes, and often times the modest cottage will be found as interesting to eye as the mansion of the rich man. Nearly every home, outside the business mart, has a pretty blue-grass lawn attached to it, which is kept neatly trimmed and well watered, looking fresh and green the year-round. In hundreds of gardens may be seen, growing in the open air, most delicate plants of the tropics, and the forest trees which bordered the sidewalks and yards are of nearly every variety. The cottonwood, which, although affording a good shade, has mainly given way to the elm, the locust, the walnut and the eucalyptus, or gum tree, which latter is being extensively planted here now. Among the most pretentious and Beautiful Homes

- iv. Worth from \$10,000 up to \$100,000, may be mentioned those of Chas. Crocker, the Redingtons, ex-Governor Leland Stanford, Mrs. E. B. Crocker, Edgar Mills, Mrs. Mesick, C. W. Clarke, Albert Gallatin, Levi Wilsey, Julius Wetzlar, Henry Miller, T. M. Lindley, F. Birdsall, John H. Carroll, Mrs. Hubbard, Mrs. H. H. Hartly, H. C. Kirk, W. L. Pritchard, Mrs. Scudder, W. R. S. Foye, D. W. Welty, Robert Hamilton, George Cadwaladar, D. H. Russell, W. B. C. Brown (occupied by Governor Irwin), Fred. Cox, Richmond Davis, R. Oppenheim, Capt. Ebner, Dr. Snider, Edw. Cadwaladar, Sylvester Tryon, Judge Denson, John F. Allen, Frank Miller, H. M. Larue, John Reel, J. L. Huntoon, W. F. Knox, W. R. Cluness, Judge C. H. Swift, Mrs. Doherty.
 - d. Advertisement - Horses at Auction. 7, No. 181, 20 September. During the holding of the State Fair I will offer, both at public and private sale, a lot of fine thoroughbred mares and colts. Also 2 and 3-year-olds. W.L. Pritchard. Sherburn & Smith, Auctioneers.
 - e. Advertisements. 7, No. 227, 15 November. NOTICE! ! The UNDERSIGNED OFFERS FOR SALE THE FOLLOWING PROPERTY : That elegant three-story and basement brick structure on the northeast CORNER OF EIGHTH AND K STREETS, KNOWN as The California Carriage Factory. A large and elegant stock of vehicles, consisting of Sulkies, Trotting Wagons, Open and Top Buggies, Mountain Buggies, Phaetons, Business Wagons, Concord Coaches, Thoroughbrace Wagons, Spring and Farm Wagons, Etc. Also, the finest lot of machinery ever brought to this coast, consisting of Band Saws, Jig Saws, Circular Saws, Boring and Mortising Machines, Tenoning Machines, Hand Planers, Dimension Planers, Wood and Iron Lathes, Molding Machines, and a variety oi other useful machinery. -- Also, a first-class Steam Engine and Boiler. Also, Tools of every description, both for wood and iron work. Also, two full Lots lying just east of the building. Wishing to close up the business as speedily as possible, this stock will be offered for sale, either as a whole or in lots to suit customers, very cheap and on reasonable terms. W. L. PRITCHARD
 - f. City Intelligence The Levees, Etc. 4, No. 2, 23 February. ..The steamer Varuna came down the river last evening, having on board about 100 horses and mules and about 200 head of cattle, mostly belonging to Pritchard & Graham, which were taken from the over flowed country about twelve or fourteen miles from the city.
 - g. City Intelligence; State Fair - Auctions, Sacramento Daily Union, Sacramento. Refitting a Fire Engine.— Amoskeag steam, No. 2, of the Sacramento Paid Fire Department, after being thoroughly overhauled at the California Carriage Manufacturing Company's works, was tested yesterday in presence of the Fire Commissioners and Chief Engineer and Assistants and a large assemblage of citizens, at the corner of Fourth and J streets. Auctions - W.L. Pritchard will sell during the State Fair at public and private sale a lot of fine thoroughbred mares and colts; also, two and three-year olds. A large stock of carriages, phaetons, open and top buggies, trotting wagons, sulkies, road, express and farm wagons, belonging to the California Carriage Manufacturing Company, will be sold at auction each day of the State Fair.
 - h. The Courts. 7, No. 211, 26 October. District Court. W.L. Pritchard vs. Peter McGraw - Partially tried, and continued till tomorrow.
 - i. District Court. Dumont Judge. Monday, March 4th. 7, No. 10, 5 March. W.L. Pritchard vs. W.T. Wilson - Same order (i.e.,continued for the term).
 - j. Horses and mules for sale. 7, No. 56, 25 April. Advertisement. A fine lot of large horses and large mules for sale cheap. W.L. Pritchard. Cor. of Eighth and K streets, Sacramento.
 - k. The Levees Above. 3, No. 305, 14 February. The water has risen in the overflowed section on the Sacramento side of the river to such an extent that the back levee of W.L. Pritchard's ranch, about 14 miles above this city, proved insufficient, the flood passing over it and inundating the ranch, many acres of which were sowed in barley. Pritchard's ranch on the Yolo side, about opposite the one referred to above, is also under water, but the damage is small, as crops had not been planted. The continued high stage of the river and the recent high winds have caused the levees above the city on the Yolo side to become quite soft, and if the weather does not soon settle there will be apt to be a break not many miles up. The levee at Bently's ranch, about five miles above, is said to be in critical condition.
24. 1879
- a. Mills, Flour, Feed, Etc. Sacramento Daily Union 7, No. 265, 1 January. Business never so good. From 10 to 30 per cent increase reported, and from 20 to 25 per cent enlargement of trade area. Volume \$2,648,000. Mentions Phoenix Mills (W.L. Pritchard) among other.
 - b. "On J.H. Miller." Placerville Mountain Democrat, February 15, 1879. J.H. Miller, a young man who left Georgetown, this county, less than two years ago, to accept a clerkship in Pritchard & Co's carriage factory in Sacramento, was in Placerville during the past week soliciting orders for grain, flour, corn, meal, ground barley bran &c. from the Phoenix Steam Flour Mills, corner 13th and J. streets, Sacramento, in which he and his former employer, W.L. Pritchard, have been equal partners since the 1st of January last. Besides this interest in the Phoenix Mill, Mr. Miller is still manager of the carriage factory and Secretary of the Sacramento street railroad company. It is seldom that so young a man in so brief a period works his way up from humble beginnings to positions so responsible and independent. It is a very gratifying tribute to exemplary habits and

- business capacity. We heartily congratulate our former neighbor and sometime correspondent on his deserved success.
- c. On J.H. Miller, February 15 Placerville Mountain Democrat, Placerville, CA. J.H. Miller, a young man who left Georgetown, this county, less than two years ago, to accept a clerkship in Pritchard & Co's carriage factory in Sacramento, was in Placerville during the past week soliciting orders for grain, flour, corn, meal, ground barley bran &c. from the Phoenix Steam Flour Mills, corner 13th and J. streets, Sacramento, in which he and his former employer, W.L. Pritchard, have been equal partners since the 1st of January last. Besides this interest in the Phoenix Mill, Mr. Miller is still manager of the carriage factory and Secretary of the Sacramento street railroad company. It is seldom that so young a man in so brief a period works his way up from humble beginnings to positions so responsible and independent. It is a very gratifying tribute to exemplary habits and business capacity. We heartily congratulate our former neighbor and sometime correspondent on his deserved success.
 - d. City Intelligence. Board of City Trustees. Sacramento Daily Union 7, No. 273, 14 January.
 - i. Petitions and Remonstrances. W.H. Cantwell appeared before the Board and presented a petition, signed by W.L. Pritchard and others, asking that the Board strike out that portion of Ordinance No. 142 which prevents the drivers of street cars from stopping on certain street crossings. Referred to the Street Commissioner.
 - e. City Intelligence - Grand Jurors, 21 January Sacramento Daily Union, Sacramento.
 - i. W.L. Pritchard is listed among those named Grand Jurors to serve for the January term of the County Court.
 - f. The Phoenix Mill, 13 March Sacramento Daily Union, Sacramento. The Phoenix Mill.
 - i. This property was sold at Sheriff's sale yesterday and purchased by W.L. Pritchard for \$18,500. It will be run hereafter by Pritchard & Miller.
 - g. The Eureka Disaster - Sacramento's Response, 22 April Sacramento Daily Union, Sacramento.
 - i. THE EUREKA DISASTER— SACRAMENTO'S RESPONSE. The committee of ladies and gentlemen named by Mayor Turner to take action in the matter of rendering aid to the sufferers by the great fire in Eureka, Nevada, met the Mayor at 9 a.m. yesterday at the office of W.P. Coleman. An organization was promptly effected after the Mayor had stated the full object of the call. Ex-Mayor Green was elected Chairman of the Relief Committee, R. D. Scriver Secretary, and Frank Miller Treasurer. The follow were appointed a canvassing committee to proceed to collect goods and funds at once: Albert Gallatin, Chris. Green, C.T. Wheeler, Chas. McCreary, H.G. Smith, Mrs. E.B. Crocker, Mrs. W.M. Lyon, Mrs. R. Oppenheim, Mrs. W.A. Houghton, Mrs. L. Williams. It was understood that meanwhile the remainder of the General Committee should solicit and collect from all parts of the city such contributions as the people will make for the relief of the sufferers. This General Committee, each member of which is thus to act where it suits his or her convenience best, consists, in addition to those named above, of John McNeill, James McGuire, Frank Miller, W.F. Knox, C.W. Clarke, General P.F. Walsh, Captain William Siddons, W.P. Coleman, W.H. Mills, James McClatchy, F. Birdsall, L. Elkus, R.D. Scriver, J.R. Watson. Adolph Heilbron, Peter Bohl, Felix Tracy, Josiah Johnson, A.J. Painter, J.A. Fillmore, Samuel Jelly, Terry McMorry, W.L. Pritchard, Mrs. John C. Carroll, Mrs. John L. Huntoon, Mrs. S.C. Denson, Mrs. M. Barber, Mrs. G.W. Chesley, Mrs. A. B. C. Nusbaum.
 - ii. The committee went to work immediately. Something over \$600 was raised in the room where the meeting was held, and the Mayor was authorized to telegraph to the Eureka Relief Committee to draw on Sacramento at once for \$1,000.
 - iii. At 1 p.m. the Canvassing Committee met at D.O. Mills & Co.'s Bank and reported \$1,300 collected in three hours besides, a large supply of general goods. The Mayor received the following dispatch:
 - iv. San Francisco, April 21, 1879, To His Honor Mayor Turner of Sacramento: Citizens sent from here this morning 100 cases of crackers, 200 pairs of blankets, 200 mattresses and canvas. The railroad company places two cars attached to passenger train going East this afternoon free for all goods to Eureka sufferers. They are only partly full; can't you fill them for Eureka sufferers? We organized on Sunday and will meet again this morning and send more to-morrow. We also sent \$2,000 cash yesterday. A. J. BRYANT, Mayor.
 - v. From Eureka he received also the following in response to an inquiry as to what was most needed : Eureka (Nev.), April 21st. To J. Turner, Mayor of Sacramento: We want blankets and mattresses most. Snowing hard and very cold. Destitution very great. E. PROBERT, Chairman.
 - vi. In response to a dispatch sent asking what arrangements could be made with the Central Pacific Railroad Company to send goods from Sacramento to the Eureka sufferers, John F. Whyte received the following : Governor Stanford has ordered that all supplies for the sufferers at Eureka, Nevada, be transported free of charge. Superintendent Fillmore, at Sacramento, has been instructed in accordance herewith, (Signed), E.C. Fellows, Assistant General Superintendent.
 - vii. At half-past two o'clock the contributions of the citizens were gathered in at the depot and placed in the car supplied for the purpose, which went on with the east-bound express. These goods consisted of 8,000 pounds of flour purchased with the relief funds, and, in addition, sacks of flour, meal, boxes of crackers, case goods in quantity, clothing, provisions, underwear, wraps, hats, coats, dresses, tinware, household goods, woolens, etc., all donated by the generous citizens of Sacramento. Many of the goods came so late that time was barely gained to get them into the car, and a great number of packages were hence unopened and as a consequence no inventory of what went on can be made. The goods will reach Eureka this afternoon and must prove of great service. The good work is not yet ended. Sufficient has not been sent on.
 - viii. At the meeting last evening of some of the aids of the Mayor it was resolved to ask for still! further supplies, that they may be sent on by the 3 P.M. train to-day. Stockings for children (new or second hand), shoes, hats and caps for little ones and adults (new or second hand), warm underwear for women and children, shirts for men, clothing for men and

women, provisions that will keep, etc., are greatly needed. Blankets and mattresses and shelter tents are much needed, and every spare blanket that can be sent to-day will prove a real blessing. At the time of the great Virginia fire some one sent over from Sacramento ten dozen pairs of woolen stockings for children. We were present and saw the distribution of that and other bundles from this city, and never before so fully realized how truly thankful human beings can be, until we saw two hundred half frozen little feet clad in the warm coverings the thoughtful people of Sacramento had provided. So, too, with other supplies. Nothing came amiss and nothing but was thankfully received. We presume the same condition of affairs exists in Eureka to-day, and that every article which can be sent will be a blessing indeed.

- ix. Goods of all kinds can be left to-day at Booth & Co.'s; Hall, Luhrs & Co.'s; Adams, McNeill & Co.'s; P.H. Russell's, and E. Greer & Co.'s, and Mayor Turner and Chairman Green's Committee will see that the goods are promptly shipped. Further contributions of money will also be sent forward to-day.
- h. Advertisement Notice, 21 May Sacramento Daily Union, Sacramento. Two or three span of good work mules for sale. Terms cash, or short credit. W.L. Pritchard.
- i. City Intelligence, 26 August Sacramento Daily Union, Sacramento. Street Railway Matters. Some discussion was had relative to the granting of franchises to W.L. Pritchard, John F. Whyte and others for the construction of street railroads, and on motion, the matter was postponed till this morning at 10 o'clock.
- j. City Intelligence. Street Railroad Franchise, 28 August Sacramento Daily Union, Sacramento.
 - i. Street Railroad Franchise. —At the special meeting of the Board of City Trustees yesterday the application of W L. Pritchard, J.H. Miller and M. Henderson for the right to lay certain street railroad tracks was taken up, considered and granted. The following ordinance, granting the franchise, was passed: " Section 1.- Authority is hereby granted to W. L. Pritchard, J. H. Miller and H. Henderson and their assigns, to lay railroad tracks through and to maintain street railroads, and to propel cars thereon by horse or mule power through and upon the following streets, for the period of fifty years from the date hereof, viz: On H street, from Twenty-sixth to Thirty-first street; on K street from Tenth to Twentieth street; on Second street, from the center of K street to the north end of said Second street; on Tenth street, from the center of K street to the center of O street, and, at the election of the said Pritchard, Miller and Henderson, said election to be made by a writing under the hands of said persons, and to be filed with the Clerk of this Board within 120 days after the passage of this ordinance, on either Ninth street, from O street to the City Cemetery, or on Eleventh street, from O street to the City Cemetery. Section 2. - This authority is granted under and subject to the provisions of the Civil Code of California, sections 497 to 511 inclusive. All work in the construction of the roads shall be done under the direction of the Street Commission and to his satisfaction, and said roads shall not be run until the roadway has been approved by said Commissioner and accepted by the Board of Trustees. Section 3. - The rates of fare on said cars must not exceed ten cents for one fare for any distance under three miles, or four tickets for twenty-five cents, from any point on the city railway to any point on the lines granted by this ordinance. Section 4. - The license for each car per annum is fixed at five dollars." The gentlemen who have been applying for the right to construct a railroad on J and other streets declare that this action of the Trustees has virtually shut them out, and state that they will promptly proceed by injunction to prevent Pritchard and his companions from acting under the franchises given them, on the ground of unjust discrimination against the people, in that Pritchard is to be allowed to charge ten cents per fare, while Whyte and others only ask five cents.
- k. City Intelligence - Horses Sick, 12 September Sacramento Daily Union, Sacramento.
 - i. Horses Sick. - Quite a number of horses in this city and vicinity are afflicted just now with a disease of the head and throat, which, without being dangerous, if looked after, makes them pretty sick. Among those affected are several horses of W.L. Pritchard's stable, which accounts for it not being better represented at the State Fair races.
- l. Advertisement - For Sale or Rent, 8 October Sacramento Daily Union, Sacramento. For sale or rent. The Phoenix Flouring Mills Are now offered for sale or lease on easy terms. THE MILL IS DOING A GOOD PAYING Business, and is thus offered by the proprietors on account of having other business Interests which demand most of their attention. For terms, etc, call on or address PRITCHARD & MILLER.
- m. Board of City Trustees Street Railroads, 28 October Sacramento Daily Union, Sacramento. STREET RAILROADS.
 - i. The matter of the application of J.F. Whyte and others for a street railroad franchise was postponed until Monday, November 31.
 - ii. An ordinance was introduced, granting authority to W.L. Pritchard, J.H. Miller and H. Henderson to continue and maintain a street railroad on N street, from Tenth to Eleventh, and on Eleventh, from N to O streets. Laid over for one week.
- n. Board of City Trustees Reports Railroads, 4 November Sacramento Daily Union, Sacramento. REPORTS— RAILROADS.
 - i. Ordinance No. 157 was read and passed. It amends Ordinance No. 153 by giving to Messrs. Pritchard, Miller and Henderson the right to lay a street railroad down Tenth street from K to N, up N to Eleventh, and through Eleventh to the City Cemetery.
 - ii. The matter of the proposed street railroad on J street was postponed until Friday next, at 10 A. M.
- o. The Courts. 7, Sacramento Daily Union No. 244, 30 November.
 - i. Friday. November 29th. J. F. Cross vs. John Reed and W. L. Pritchard— By consent, Peter McGraw, James Farris, Jefferson Wilcoxon, John H. Miller and C. P. Rapp made parties defendant. W. L. Pritchard vs. Peter McGraw— Ordered that decree heretofore entered herein on the 31st of October, 1873, be vacated and set aside, and plaintiff allowed to amend his complaint.
- p. Sacramento Aroused, Five Thousand People, 23 April Sacramento Daily Union, Sacramento.

i. SACRAMENTO AROUSED. FIVE THOUSAND PEOPLE MEET.

ii. The Grandest Meeting of the City's History — Hon. Creed J Haymond Against the New Constitution

iii. One of the largest mass meetings ever held in Sacramento assembled last night to listen to Hon. Creed Haymond, who spoke to the people against the adaption of the proposed new Constitution. From the alley between J and K, on Fourth street, to the south line of J street, it was one pack of human beings. The two balconies of the St George building, on the east side of Fourth street, and the balconies on the opposite side, were filled from the alley to the street, a distance of 100 feet. An accurate calculation of the number present places it at no less than FIVE THOUSAND PEOPLE Upon the grounds. The balconies were occupied by ladies and their escorts. The assemblage was one of the highest character, made up of the sterling, solid people from the homes of the city. The stand was erected midway of the block, on the west side of Fourth street, and was decorated with flags, streamers and gas lights. Bonfires blazed at the street corners, and a brass band occupied a position opposite the stand. Rockets were sent up during the early part of the evening, and just before the speaking began a fine, large fire-balloon was sent up. The vast assemblage, during the half-hour before the speaking began, and after, was moved by the greatest enthusiasm, frequently breaking forth into loud applause and hearty cheers. There was a warmth, a fervor and an enthusiasm about the audience indicative of the profoundest interest. At 8 p.m. George W. Chesley was called to the chair. He culled the meeting to order, and said the vast assemblage spoke for itself, and needed no statement as to the purposes of its gathering. [Applause, The following officers were then elected: Vice Presidents— T.M. Lindley, E.G. Blessing, John McNeill, James McGuire, C.W. Rapp, U.M. Bernard, **W.L. Pritchard**, G.W. Carey, C.T. Wheeler, George Beatty, Joseph Steffens, Wm. Dunlap, S. Carle, P.H. Russell, Robert Hamilton, Isadore Townsend, Mathew Cooke, S. Goldman, S.W. Butler, Daniel Brown, Jerome C. Davis, Charles McCreary.

iv. Mr. Chesley then introduced HON. CREED HAYMOND, The orator of the evening, who was received with cheers. Mr. Haymond spoke for an hour and a half. We present a brief synopsis. The full speech will appear in the Weekly Union, second part, for this week, which goes to press Friday, and in the daily Record-Union on Saturday. He began by a brilliant tribute to Sacramento, which has the best government of any city in the Union; of Sacramento county, which is the best governed and most economically managed county in the State. Sacramento is the home of the mechanic, the laborer, the men of moderate means, and the men who have won wealth. He besought the people to stand by the old Constitution, under which Sacramento has grown and reached her present position [Loud applause.] He had lived 43 years and seen much of the world, but he had never heard of a poker player with four aces, or a whist player with thirteen trumps, asking for a new deal. [Laughter and applause.] Why should we give up all we have for a so-called charter of new liberties, and launch on a new sea where there are no beacon-lights to warn of which we have no chart ? Heaven itself was auspicious, and smiled upon the vast assemblage in approval of this protest against the new Constitution, for the storm king had staged his hands and the winds were hushed that the people might counsel together beneath the starlit sky. [Applause.] He reviewed briefly the formation of the first Constitutional Convention, and paid a glowing tribute to the old Constitution. When the new Convention met the people had a right to expect it would take hold of and master the great questions of irrigation, land monopoly and other grave evils; but nothing of the kind was done. The instrument it put forth is the crudest ever sent from a deliberative body, and if adopted the Supreme Court will have to make a new one, for neither a prophet, a son of a prophet or of the seventh son of a prophet can explain it. [Applause.] He called God to witness to his sincerity in his opposition. The man who says this new Constitution is a workingmans Constitution knows that he deceives his hearers. [Applause.] Proofs of what he said are abundant in the document — so abundant days would not suffice to name them. [Applause.]

v. The Convention said the Legislature was ' NOT TO BE TRUSTED, And its power must be limited. Was It done? No. The next Legislature can create a debt of millions and mortgage the State for ages. The old Constitution limited at first the State debt to \$300,000. Yet the State thereafter, by the Legislature, bound itself to pay \$1,600,000 on the bonds of the Central Pacific Railroad Company. The Supreme Court rendered its decision sustaining the Act, and then in 1871 you people amended the Constitution, prohibiting the Legislators appropriating money for longer than two years. Where is that provision in the new Constitution? Why was it dropped out? [Applause.] Is this the poor man's Constitution? The landgrabbers ran the Convention. (I will use plain Saxon in this matter.) What poor man can send his child to the University erected by the United States for the children of all the people? This Constitution - has written that no poor man's child shall enter the State University. The regency once established is an aristocracy. There were men in the Convention who believed the people are not capable of self government, and they are paving the way for imperialism. In the University (reading) the rich men's sons are to have a military education, and yet this is the people's Constitution. They mean to train their children to arms, to resist the people if they seek to regain the liberties they are now asked to cast away. Mr. Haymond read from the educational article as to common schools, and declared it to be full of poison and a stab in the back, and declared it the most infamous proposition in this most INFAMOUS DOCUMENT.

vi. See more of the original article at the link below.

(1) <http://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=SDU18790423.2.18&e=-----en--20--1--txt-txIN-----#>

25. 1880

- a. Sacramento City Directory 1879-1880. Sacramento, CA, 1880. p 221 Pritchard & Miller. Phoenix Flour Mills, cor. 13th & J. Pritchard, W.L., pres't (Cal Carriage Co., also Pritchard & Miller), res SE cor 15th & H. 13,519 acres.
- b. Painful Accident, 1 January Sacramento Daily Record Union, Sacramento.
 - i. Painful Accident - Last evening Mrs. W.L. Pritchard slipped and fell upon the sidewalk in front of her resident, at Fifteenth

- and H street, and broke one of the bones in her right wrist.
- c. The City Railroad War, 7 January Sacramento Daily Record Union, Sacramento.
 - i. The City Railroad War. Dead Lock Between the Trustees and Railway Company. All cars withdrawn from the road.
 - ii. Terms Upon Which the O Street Road was Built -The Citizens Propose to Compel the Company to Comply with the Terms of their Contract.
 - iii. The interest and excitement in reference to the pending contest between the Board of City Trustees and the people upon one side, and the City Railway Company on the other, was not in the least abated yesterday, but assumed a more determined form of compulsion and resistance between the parties.
 - iv. The railway company have not run any cars since Monday evening upon either the H, or O street lines, and apparently have adopted this course as a measure of retaliation for the unanimous sentiment of the people against the high handed procedure of the company. While this course may tend to the inconvenience of some who would patronize the cars if running, it certainly will win no friends nor sympathy for the company, nor for the position it has assumed.
 - v. Yesterday morning the railway company, accompanied by Creed Haymond as its counsel, called upon the Board of Trustees with a view to effecting a compromise, but the Board of Trustees refused to grant any concessions. Upon a statement of the matter by the Board, Mr. Pritchard's counsel advised him to pay the required assessment for the Second street improvement, and parties present offered to loan him the amount necessary to do so. He declined, however, to yield from his position, but it was understood last evening that the money would be paid this morning. The amount due is about \$1,000, upon the payment of which, together with making some slight repairs along the track on Second street, all difference between the company and Board, as to that portion of the line, will be settled, and the running of cars as usual probably resumed.
 - vi. If such settlement should be effected in regard to the Second street portion of the controversy, the Board would undoubtedly withdraw its requirement upon the company to make repairs along its former track on Front street. This, however, has no connection with the matter of the attempted abandonment and removal of the O street line between Tenth, Third and K streets.
 - vii. The feeling of the citizens in regard to this "outrage," as it is commonly styled, only increases by the discussion in regard to it, and the controversy has become formulated into action on the part of the leading business men and property owners of the city, looking to such processes as shall compel the railway company to specific performance of the contract under which the company obtained from the property-owners along the route the money to build the O street line.
 - viii. It is stated by the leading subscribers to this fund that in 1875, when the project of building a line out O street had been much talked of by the owners of the H street railway and nearly abandoned, the convenience that such a road would be to the residents along its proposed route induced the property owners along O and Third streets and thereto adjacent to subscribe the necessary amount to secure the building of the road. As an instance, Mrs. E. B. Crocker subscribed and paid \$2,000 to secure the convenience of having the street cars run immediately past her door to the central and business portion of the town. Many others, with the same purpose in view, subscribed in various sums of \$1,000 and under, and paid their full subscription, with which money the O street line was built. With a view to securing the people along the line against any possible contingency in the future which might deprive the subscribers from the full benefit of a local street railway, a most carefully drawn contract was prepared and made a condition of the subscription, binding the company to construct, maintain and operate the entire length of the line, from K street to O on Third, and thence on O to Twentieth, and even specified that 24 trips should be made per day over the entire length of the line, or failing to do so to pay back the subscription. Upon application to T.J. Clunie, who was subsequently attorney for the railroad company, the original contract was found in his possession, and which is as follows:
 - (1) This agreement, made and entered into this 15th day of April, in the year 1875, by and between the Sacramento City Railway Company, a corporation formed and doing business in the city of Sacramento, in the State of California, party of the first part, and the undersigned persons, whose names are hereto subscribed, parties of the second part, witnesseth: That, whereas, the party of the first part has proposed to build a street railway, and to operate the same over the route and manner hereinafter specified, whenever 180 shares of stock shall have been subscribed by persons interested in having said road built and operated;
 - (2) And, whereas, we, the said parties of the second part, are desirous of having said road built and operated;
 - (3) Now, therefore, we do agree, that, in consideration of the agreement, and in fulfillment of the conditions hereinafter named, we will pay to said corporation, party of the first part, the sum set opposite our respective signatures at the time hereinafter specified, to wit;
 - (4) We will pay said sums in gold coin, or in real estate in said city, at its actual cash value, on demand as follows: Ten per cent, upon commencement of the work, and the balance as soon as said corporation shall have built, and placed in good running order, a street railway with all necessary turn-outs, as follows: Said railway shall commence at K and Third streets, in said city of Sacramento; it shall run thence, on Third to O, thence on O to Twentieth street, thence on Twentieth to P street.
 - (5) The said corporation agrees that, as soon as the amount of \$18,000 is subscribed to this agreement by responsible persons, it will proceed to construct a street railway over and along the street as hereinbefore designated, with necessary turn-outs, and will stock the same in good running order; and that when any of the subscribers shall have paid their subscriptions hereto, said corporation will deliver to him in paid up stock of said corporation, an amount equivalent to such subscription.

- (6) And said corporation agrees that it will operate and maintain said railway when constructed, and will place good and comfortable cars thereon, and will make not less than twenty-four trips per day over the entire length of said road.
- (7) And, if said corporation shall fail to keep up and operate said road, or to make said twenty-four trips per day over the whole length thereof, unless prevented by accident, or in making repairs to the road bed, or other cause beyond its control, it will, on demand, pay to each subscriber the amount paid by him, on his offering to surrender the stock delivered to him by said corporation in pursuance of this agreement.
- (8) In witness whereof, the parties hereto have hereunto subscribed their names, the party of the first part, by authority of its Board of Directors.
- (9) Dated this 13th day of April, A. D 1875. SACRAMENTO CITY RAILWAY COMPANY. [Seal] By N. L. DREW, President. N. N. DENTON, Secretary.
- (10) J. W. Richmond, 10 shares, \$1,000; J. F. Richardson, 10 shares, \$1,000; M. M. Odell, 5 shares, \$500; Robert Millen, 3 shares, \$300; Robert Williamson, 3 shares, \$300; W. E. Chamberlain, 3 shares, \$300; Frederick Cox, 10 shares, \$1,000; George F. Bronner, 3 shares, \$300; Thos. J. Clunie, 12 shares, \$1,200; John H. Slaven, 1 share, \$100; S.C. Denson, 3 shares, \$300; Mrs. E. B. Crocker, 20 shares, \$2,000; Albert Gallatin, 10 shares, \$1,000; C. H. Cummings, 3 shares, \$300; J. M. Mattison, 5 shares, \$500; Lyon & Barnes, 5 shares, \$500; W. E. Terry, 10 shares, \$1,000; G. W. Case, 2 shares, \$200; Root, Neilson & Co., 2 shares, \$200; Driscoll & Neilson, 1 share, \$100; Fountain Bros., 5 shares, \$500; Mrs. Mary N. Scudder (per Deuel), 5 shares, \$500; W. F. Frazer, 3 shares, \$300; H. Winters, 2 shares, \$200; N. V. Hatch, 1 share, \$100; I. T. Pike, 2 shares, \$200; George W. Young, 1 share, \$100; Thomas J. Ballou, 1 share, \$100; W. D. Goodell, 1 share, \$100; R. Frey, 1 share, \$100; A. Johnson, 1 share, \$100; John H. Wilson, 1 share, \$100; L. Phillips, 1 share, \$100; A. Hart, 1 share, \$100; R. Levy, 1 share, \$100; J. R. Kay, 1 share, \$100; A. T. Nelson, 1 share, \$100; Robert Gardner, 1 share, \$100; R. H. Pettit, 1 share, \$100; P. L. Hickman, 1 share, \$100; Stephen Smith, 3 shares, \$300; W. R. S. Foye, 1 share, \$100; Joseph Baily, 1 share, \$100; John Bellmer & Co., 3 shares, \$300; John P. Gilman, 1 share, \$100; Jacob Mouaet, 1 share, \$100; S. L. Richards, 1 share* \$100; Geo O. Bates, 2 shares, \$200; J. C. Ledlie, 1 share, \$100; R. W. Lewis, 1 share, \$100; S. J. & J. M. Jackson, 1 share, \$100; R. E. Gogings, 2 shares, \$200; Mrs. E. E. Briggs, 1 share, \$100; A. Brewer, 1 share, \$100; P. A. Miller, 1 share, \$100; Philip Herzog, 1 share, \$100; John C. Ing, 2 shares, \$200; Wm. Gutenberger, 2 shares, \$200; John Batcher, 1 share, \$100; A. G. Van Tine, 1 share, \$100; J. F. W. Maier, 2 shares, \$200; J. H. Sullivan, 1 share, \$100; E. R. Mott, Jr., 1 share, \$100; S. W. Butler, 2 shares, \$200; A. Heilbron & Bros., 2 shares, \$200; Hamton Whittake, 1 share, \$100; M. F. Odell, 1 share, \$100; John D. Breckenfeld, 1 share, \$100; Adams, McNeill & Co., 1 share, \$100.
- ix. This plainly shows the ground upon which these subscriptions were made, and in view of which efforts are now being put forth to compel the railroad company to relay its track over the abandoned portion between Tenth and Third and Third and K streets, and continue to operate the entire length of the road as required by the above. To this end a petition addressed to the Board of Trustees, reciting the case and asking their action, was drawn up yesterday afternoon and is being numerously signed by the leading citizens, and which is as follows:
- (1) To the Honorable Board of Trustees of the City of Sacramento -We, the undersigned, respectfully represent to your honorable Board that whereas, the citizens of this city contributed by liberal subscriptions to construct a street railway from K street, along Third street to O, and thence up O street to Eleventh street, expecting that said road would be operated in good faith for the convenience of the public; and whereas, since said road has come into the control of W. L. Pritchard the same has been operated without any regard to the convenience of the public; and whereas, the said Pritchard has taken up the rails and proposes to abandon said road, and thereby defraud the persons who contributed to the construction of the same of all the money invested therein, and to deprive the public of the advantage thereof; that said Pritchard by his conduct has forfeited the good opinion of all respectable people, and is entirely unworthy of the patronage of the community, We therefore petition your honorable Board to vacate all franchise granted to said Pritchard and his associates which your Board may have the power to vacate, and also to require the strictest observance by said Pritchard of all ordinances of the city concerning said railway and the keeping of streets in repair on all roads operated by him, and that such charters be granted to other persons as shall secure the construction of railways for the accommodation of the public.
- (2) Mrs. E. B. Crocker, per C. F. Dillman, W. R. S. Foye, Albert Gallatin, W. E. Terrv, R. Williamson, L. S. Taylor, C. H. Cumming», Frank Miller, S. R. Crocker, Joseph Steffens, G. W. Chesley, W. P. Coleman, Robert Hamiton, J. H. Carroll, Samuel Jelly, Herman Wachhorst Locke & Lavenson, L. L. Lewis, Philip Herzog, J. McGuire, O. P. Goodhue, John Stevens, Lvon & Barnes, E. I. Robinson, M. M. Odell, W. E. Chamberlain, N. V. Hatch, George Gee, George M. Young, J. G. Vantine, and many others.
- x. It is understood that the question whether the present railroad company can be compelled to pay back these subscriptions in accordance with the above contract is about to be tested in the Courts, unless the abandoned portion of the road is restored and maintained. Mr. Pritchard a few years since purchased a controlling interest in the city railways and subsequently bought a mortgage against it for somewhat upwards of \$45,000. He afterwards, as it is stated, placed this mortgage in the hands of the Capital Saving Bank of this city, to secure overdrafts to the amount of some seven or eight thousand dollars. This mortgage has been recently foreclosed by the Capital Savings Bank, for the alleged purpose of

obtaining the amount due the bank (not to exceed \$10,000, including costs of foreclosure and sale), and the railroad with all appurtenances and property belonging to the company sold by the Sheriff and purchased by J. L. Orcutt, for the amount due upon the face of the mortgage - amounting to some forty-five or forty-eight thousand dollars. It is now stated that Mr. Orcutt has since transferred his title thus obtained to the road to R. S. Carey, of the Capital Savings Bank. The fact of this last transfer has led the stockholders who were frozen out by the foreclosure of the mortgage to suspicion that the whole transaction of foreclosure and sale was really a legal cover in favor of Mr. Pritchard, and they are already taking steps to set aside the entire proceedings.

- d. City Railway Suit, 17 January Sacramento Daily Record Union, Sacramento.
 - i. CITY RAILWAY SUIT. Complaint of Stockholders- Judgment Demanded.
 - ii. Yesterday L. S. Taylor and Grove L. Johnson, attorneys on behalf of Geo. O. Bates, M.M. Odell and the stockholders of the City Railway Company, plaintiffs, filed a complaint against the Sacramento City Railway Company, the Capital Savings Bank, W. L. Pritchard, J. H. Miller, George Cowles, C. Zimmerman, A. J. Painter, T. J. Clunie, E. K. Alsip, Peter McGraw J. H. Downer, John Doe and Richard Roe, defendants.
 - iii. COMPLAINTS AND CHARGES.
 - (1) The following is a synopsis of the charges and complaints made; The Sacramento City Railway Company was incorporated in 1870, with a capital stock of \$250,000, divided into shares of the value of \$100 each, some of which became the property of plaintiffs. In 1877 the company owned 14.05 acres of land near East Park, and a block of land between F, G, Twenty-eighth and Twenty-ninth streets, and tracts 3, 4 and 5 of Watson's addition; also, lot 3 in the square bounded by K, L, Tenth and Eleventh streets. It also owned the street railways throughout the city, 20 cars, 60 head of horses and other property. In 1876 W. L. Pritchard became the owner of a controlling interest in the company, and has ever since defrauded the defendants and the company, In pursuance of a system of fraud he
 - (2) PRETENDED TO TRANSFER CERTAIN SHARES OF STOCK To J. H. Miller, C. Zimmerman, George Cowles, A. J. Painter, Peter McGraw, E. K. Alsip, and Levi Wilson, now deceased, in order that they might be eligible to the position of Directors, and then caused them and himself to be elected when neither of them held any stock. They failed to exercise their powers as Directors and allowed Mr. Pritchard to use their names. Messrs. Pritchard & Miller have together colluded and cheated the company. They caused to be conveyed to T. J. Clunie by the company certain pieces of the real estate above described, for the sum of \$11,800. The transfer was unauthorized by the defendants and was fraudulently executed.
 - (3) The MONEY WAS NEVER ACCOUNTED FOR To the defendants, and was converted to the use of the said Pritchard, with the assistance of the said Miller and Clunie. W. L. Pritchard, in November, 1877, caused to be transferred to himself lot 3, in the block between Tenth, Eleventh, K and L streets, for \$7,000, and, being at that time a Director, had no right to do so, nor was any order made from the Directors for the transfer, neither was the sum paid to the company.
 - (4) He also sold, delivered and charged to the company about 50 horses at \$400 each, when their value was only \$100 each, thus making \$15,000, in which transaction he was assisted by J. H. Miller, They also sold and charged to the company grain and feed at AN EXTRAVAGANT PRICE.
 - (5) Between June 1, 1876. and December 1, 1879, the company did business to the amount of at least \$30,000, but Miller and Pritchard have refused to render any accounts or make any dividends. In January, 1878, they executed to J. H. Downer a mortgage signed : "The Sacramento City Railway Company, by Edwin K. Alsip, President, and J. H. Miller, Secretary," by which it was intended to convey all the street railway in the city, also the personal property, knowing that Downer was irresponsible. This was done to enable Pritchard, by a foreclosure of transfer of the pretended mortgage to get the absolute OWNERSHIP OF THE PROPERTY.
 - (6) He did then procure the Capital Bank's assistance, and Downer assigned the mortgage to the bank. The bank then falsely pretended to own the mortgage and began a pretended suit against the company for a foreclosure. All of the negotiations were made without the knowledge or direction of the Directors. A sham defense was begun, but judgment was allowed without an objection from the defense, and the mortgage was foreclosed. No notice of the judgment was given to stockholders, nor was any meeting of Directors called, or effort made to relieve the company from the judgment.
 - (7) A BOGUS SALE. In pursuance of the decree the property was sold December 1, 1870, by the Commissioner, Charles N. Post, a clerk in the office of Haymond & Allen, the attorneys hired by Pritchard to make the sham defense, for a merely nominal sum, and a bill of sale was given to J. L. Orcutt, through the Capital Savings Bank, who now pretends to be the owner of the property. The sale, however, was not genuine, as Orcutt never intended and did not pay any price, and all receipts of the transaction are false. It was the method adopted by Pritchard to get possession of the property, and he and Miller have continued to manage and use the property, devoting the proceeds to the benefit of Pritchard. They have made no reports to the Directors, who have not attempted to exercise any control over the business.
 - (8) HEAVY ASSESSMENTS Were levied upon the stock, so as to cause stockholders to sell their shares, and such assessments were not legally made. The proceeds were not used for the benefit of the company, nor did he pay assessments on his own stock. The plaintiffs in the case requested the Directors to begin suit for the recovery of the said sums of money, but met with a refusal. Messrs. Clunie, Pritchard and Orcutt were also requested to reconvey

the property, but refused to do so. Messrs. Pritchard and Miller are injuring the property by tearing up the roads and making the company liable for damages.

- (9) JUDGMENT DEMANDED, The plaintiffs demand that an account be had of all receipts, disbursements and transfers, that have been made; that the defendants, Clunie, Pritchard and Orcutt, be compelled to reconvey the property; that the present Directors be removed and J. H. Miller, the Secretary, discharged; that the mortgage and all proceedings in connection with it be declared void. They also demand that the defendants be restrained from managing or interfering with the property; that a receiver be appointed to conduct the business, pending a decision in the case; that the said Pritchard and Miller be ordered to pay the receiver any money due the company, and that defendants also be ordered to pay the costs of the suit.

e. City Railway Matters, 19 January Sacramento Daily Record Union, Sacramento.

i. CITY RAILWAY MATTERS.

ii. W. L. Pritchard Leaves the State- J. H. Miller Left in Full Management.

iii. Learning on Saturday evening that W. L. Pritchard had recently contracted a disgust for Sacramento, and without ceremony left the State, intending to make his future home at Denver, Col., J. H. Miller, Secretary of the City Railway Company, was called upon, and, in answer to questions, freely made the following statements:

- (1) Question - Mr. Miller, it is stated that Mr. Pritchard has left the city, not to return. Can you give any information upon this point?
- (2) Answer-It is true; he has gone to Colorado, and his return is uncertain.
- (3) Q.-In what condition does this leave the street railway matters?
- (4) A.-I am left in full control of the affairs of the company.
- (5) Q.-What present interest has Mr. Pritchard in the company?
- (6) A.-He owns about seven-eighths of all the stock of the railroad corporation, and beyond this has paid off an indebtedness of \$80,000 which was held against the company, no part of which has been repaid to him.
- (7) Q.-What, in your opinion, will be the effect of the present suit instituted by stockholders against the company?
- (8) A.-It is a mere farce. We can and will make a proper showing of every dollar received and expended during the present management of the road, and which will fully speak for itself and show an honest, straightforward administration of the company's affairs.
- (9) Q.-To whom do the new franchises of the roads belong, that is, the Second street, between K street and the depot, and the proposed cemetery line?
- (10) A. -To Pritchard & Miller. These we own ourselves, and we also own the car depot property at the corner of Twentieth and K streets, and we also own all the recently granted charters, being those on K from Tenth to Twentieth streets, and on H from Twentieth to Thirty-first street.
- (11) Q. -What are the facts about this T. H. Downer mortgage which is termed a fraudulent transaction.
- (12) A.-Well, when Pritchard bought a controlling interest in the road the Pacific Mutual Life Insurance Company held a deed of trust upon all the railroad property for \$58,000. Some time afterward the insurance company wanted its money and Mr. Pritchard, in order to prevent a sale of the road under the trust deed, personally assumed the debt, and raised the money to take up the trust deed by giving a mortgage upon 5,000 acres of land in another part of the State. Upon Mr. Pritchard's taking up and canceling this deed of trust against the company, the company executed a mortgage upon its property for the amount he had paid for the company to the Pacific Mutual. When the mortgage was being executed, it was advised by counsel that inasmuch as Pritchard was an officer or Director in this road, the proper way would be to execute the mortgage formally to some outside party and have him at once assign it back to Pritchard, thus avoiding any legal deficiency in the transfer which might be held to arise from Pritchard's official connection with the road. Acting upon this advice, the company executed its mortgage to J. H. Downer, who was present at the time, and who at once assigned it over to Pritchard. This was the whole matter, and the only reason that Downer's name was used in connection with it.
- (13) Q-What was Mr. Pritchard's object in tearing up the O-street line just at a time when there was no judicial power existing in the State?
- (14) A. He took that occasion with a knowledge of that fact, intending to abandon that part of the line for the reason that at best it did not pay expenses, and the necessary street repairs and improvements during the next two years would cost him several thousand dollars, and he thought it would be cheaper to abandon that part of the road and refund the subscription to Mrs. Crocker and all other bona fide stockholders of that portion of the line, which he intended to do. The O-street line has never paid expenses since it was operated.
- (15) Q -What is your present intention as to the O street route?
- (16) A. I intend to relay at once the portion removed, and operate it as formerly.
- (17) Q.-Do you propose to relay the track to East Park?
- (18) A.-We do not, but will build a line from Twentieth out H to Helvetia Cemetery, which will accommodate the same travel as the East Park line did.
- (19) Q.-What about the City Cemetery line?
- (20) A.-All of our lumber and iron materials are bought and on hand. The only question now is in reference to crossing the Central Pacific road. If allowed to go over that track we will have the line in operation in six weeks. In order to

go under the track we would have to cut down so deep as to interfere with the sewers and injure the property adjoining, and it would seem impracticable to undertake that. In fact, we don't wish to, against the wishes of the property-owners.

- (21) Q.-You say the O-street line has not paid, expenses.. How about the balance of the road ?
- (22) A.-It has just about paid running expenses, taxes, interest and insurance.
- (23) Q.-How soon do you expect to get the O street line relaid and the Tenth-street connection completed?
- (24) A.-By Thursday morning, the 22d. We will then run, for the present, five cars on the O-street line, three of which will run across on Tenth, and down K to the depot, and the other two down by the way of Third street to the depot; all cars of all the lines will run to the depot.
- (25) Q.-How about transfer tickets?
- (26) A.-Transfers will be granted from each line to any other in the city, and the present rate of five cents will be maintained. And I wish to here state that all our charters were granted to us at a fixed rate of six and one-fourth cents per fare, and we have voluntarily and without solicitation reduced the same to five cents per ticket, and school children's passes to two and a half cents each.
- (27) Q. -How soon do you propose to make the proper repairs along the tracks of your roads?
- (28) A.-A force of men will be put to work on Monday, and continue until the same is completed to the satisfaction of the Street Commissioner.
- (29) Q.-How will the H street and O-street cars be distinguished from each other at the depot?
- (30) A.-We are having all of our cars repainted. The O-street cars will be painted blue and carry blue lights. The H-street cars will be painted red and carry red lights. The cars by Third and O and those crossing on Tenth to O street will all be of the same color.
- (31) Mr. Miller also Stated that he intended to fully comply with all requirements of the company charters and keep the streets hereafter along the track in proper repair. This new departure by the new management will, if faithfully carried out, receive the hearty approval and appreciation of the community.
- (32) "Probably a Death/Obituary notice: August 6 -- Margaret, 46 years; wife of W.L. Pritchard (a native of Ireland)." Sacramento Union, August 7, 1880, 8, c.6. Sacramento, August 6--Margaret, wife of W.L. Pritchard, a native of Ireland, 46 years. Friends and acquaintances are respectfully invited to attend the funeral, which will take place from her late residence, Fifteenth and H streets, this afternoon at 3 o'clock.

f. City Intelligence Cancellation of taxes, 9 February Sacramento Daily Union.

i. The report of the Finance Committee, in favor of canceling the taxes of W. L. Pritchard, was received and adopted.

g. The Courts, 3 March Sacramento Daily Union, Sacramento.

i. C.J. Zeinwalt vs. W.L. Pritchard - Default of defendant entered and judgment rendered for plaintiff for the sum of \$4,183.15 and costs.

h. Wallace's Monthly, August. Reports the running of W.L. Pritchard's horse Richard III in a Same Day race, mile heats, with a purse of \$400.

i. Suicide of Mrs. Pritchard, 7 August Sacramento Daily Record Union, Sacramento.

i. SUICIDE OF MRS. PRITCHARD.

ii. Mrs. W. L. Pritchard at an early hour yesterday morning, while acting under aberration of mind, took her own life. She has for several years past been in very poor and declining health, and which has at times more recently seemed to impair her mind, and frequently causing great despondency. During these occasions she often manifested great fear of harm to her son or others, and at other times expressed herself as if life was tiresome to her. Probably while under this condition of mind, intensified to temporary aberration, she was led to the taking of her life, the circumstances of which, as shown at the inquest, being as follows:

- (1) Night before last her son, W. L. Pritchard, Jr., who is living at home, was out in the evening till a late hour, and his mother, fearing something happened to him, went out in search of him, and when she returned he was at home. It was late in the night. She said she had been looking for him, and thought he was killed. She seemed excited, and he got her to go to bed, and tried to get her quiet; laid down beside her and talked, and they both fell asleep. When he awoke it was nearly 8 o'clock yesterday morning, and he found that she had gone. He got up, spoke to the Chinese servant, and they started to look for her; went to the back door, and there saw her hanging by a rope, suspended by the neck in the grape arbor at the rear of her residence. They at once gave alarm, and neighbors immediately came to the scene, finding her dead and her body cold. She had gone upon a stepladder, and fastened one end of a piece of clothes line to the arch of the arbor and the other around her neck. She thus swung off from the ladder, and death ensued from strangulation. When found she wore a very natural and life-like appearance, and showed no signs of violence. The stepladder stood close by her, upon one of the steps of which one foot rested lightly, and she was dressed in her night attire. The Coroner was at once notified, and soon came, and the body was removed to the house, where an inquest was held last evening, at which the above facts were elicited. Several of her neighbors testified to her frequent strange expressions, at intervals, indicating that she was not at all times right in her mind, and talked of suicide; and her physician further testified that she had, while in such mental condition, expressed her wish for death, especially since the death of her daughter, and even asked for poisonous drugs which would produce that effect. Mrs. Pritchard was a very kind-hearted lady, and much esteemed within her circle of friends.

Her son, who has been very attentive and faithful in caring for his mother for years past, and who was most affectionately devoted to her, could hardly overcome the shock caused by her death, and feels the loss very heavily. Mr. Pritchard, who was away upon his ranch at the time of the occurrence, was notified and arrived home yesterday afternoon.

- j. Superior Court, 7 October Sacramento Daily Union, Sacramento.
 - i. Peter Merrick vs. Keller & Co. - Judgment set aside and leave granted to file amended complaint making W.L. Pritchard a party defendant.
- k. Superior Court Calendar, 2 November Sacramento Daily Union, Sacramento.
 - i. Friday, November 12th - 16,521, C.W. Davis vs. W.L. Pritchard*; 379, Thomas Anderson vs. Richard Bilby et al.*; 434, M. Duffy vs. W.L. Pritchard* (* indicates to be tried by jury)
- l. Brief Notes, 5 November Sacramento Daily Record Union, Sacramento.
 - i. W.L. Pritchard was married a short time since to Mrs. Burton, widow of E.M. Burton, who was drowned in the Sacramento river, near the Pioneer Mills, a few months ago. They are residing upon his ranch near the foothills.
- m. Transfers of Real Estate, 5 November Sacramento Daily Record Union, Sacramento.
 - i. W.L. Pritchard to A.J. Painter - November 4, 1880; for \$1,500; the south half section 32, and southeast quarter section 36, and section 37, all in township 10 north, range 4 east; also fractional northeast quarter section 7, containing about 120 acres; also north half section 6, north half section 5, township 9 north, range 5 east; also survey 974 of swamp and overflowed land, being fractional south part of southwest quarter section 7, township 10 north, range 4 east; and fractional south part of southeast quarter section 12, township 10 north, range 3 east, containing 2,019 38-100 acres.

26. 1881

- a. Superior Court, 20 January Sacramento Daily Union, Sacramento.
 - i. Wednesday, January 10th. C.W. Davis vs. W.L. Pritchard - Continued for the session.
- b. "Chapter XIV. History of Eureka County." In History of the State of Nevada, edited by Thompson & West, 1881, pp. 439, 440.
 - i. In 1869 its (Town of Eureka) mining prospects had acquired permanent importance; and in compliance with popular demands, the route of the semi-weekly stage line between Austin and Hamilton, run by John A. Wilson, was changed so as to pass through Eureka, mail was thus afforded, but no post-office was established till 1870. In the spring of 1870, Woodruff & Ennor established a stage line between Palisade, on the railroad, and Hamilton in White Pine County, which line passed through Eureka. In August, 1870, Beachey, Wines & Co. changed their route, so that their stages, going between Elko and Hamilton, passed through Eureka. The passenger list on Woodruff & Ennor's line averaged about ninety per week for Eureka. During the White Pine excitement, four daily lines of stages ran between Elko and Hamilton.
 - ii. Previous to this all the travel and transportation of that portion of the State lying east of Eureka and south of the railroad had centered at Elko; and although Palisade possessed superior advantages as a shipping depot, yet the discriminations of the Central Pacific Company against it and in favor of Elko, proved a great hindrance to the success of the new route, and Eureka also suffered for two years from this cause. However, during 1870, the town grew rapidly. According to the Sentinel of July 23, 1870, forty-three houses were erected in one week; three came from Carlin, 100 miles; twelve from Hamilton, forty miles; four from Treasure City, forty-three miles; sixteen from Sherman, forty-five miles; and three from Elko, 123 miles. On the thirtieth of June of that year the various mining companies reported \$313,402 as the total product of the mines to date.
 - iii. Under Pioneer Items of Eureka. The first load of bullion ever shipped from Eureka was taken to Carlin by one of Seaton & Clark's ten-mule teams. The road at that time was simply a buggy track through the sage-brush. The freight charged to Carlin was thirty dollars per ton. This was in 1870.
 - iv. A. B. Wilson ran the first stages out of Eureka to Austin and Hamilton, in November, 1869.
 - v. P. 440: In 1870, was raised the first crop produced in Eureka County. At what is now known as the Italian Ranch, on Hunter Creek, four miles east of the town of Eureka, J. T. Hunter sowed and planted as follows: Eight hundred bushels of barley that produced twelve tons; 200 bushels of wheat that produced five tons of hay and three tons of wheat; and three and a half tons of potatoes that produced fifty tons. In 1871, Pritchard's fast freight line removed its depot from Elko to Palisade. In 1874, the Eureka and Palisade Railroad Company commenced building its narrow-gauge line from Palisade to Eureka, completing it and putting it in operation by October, 1875. This made Eureka the depot for all wagon transportation, and freight and passenger traffic, for the innumerable mining camps to the south of it. It was now in regular stage communication with Austin, Belmont, Tybo, Hamilton, Pioche and Ward District.
- c. Sacramento City Directory, 1880-1881. Sacramento, CA, 1881. Phoenix Flour Mill, Pritchard & Miller props.
 - i. In 1876, Reel & McGraw were listed at props of Phoenix Mills, which was located at SE corner of 13th and J
 - ii. Pritchard, W.L. (Pritchard & Miller), res SE crn 15th & H pp. 138.
 - iii. Cowels, Col Geo, wool grader, res Capitol Hotel pp. 423
 - iv. Zimmerman, Chris., grocer, business and res at same location.
 - v. In 1882, there is no city directory listing for W.L. Pritchard, Geo Cowles is listed as Capitalist with res at Capitol Hotel; the Phoenix Flour Mills is listed but not with Pritchard as prop.

27. 1882

- a. Fox's Mason Valley Settlers, MS., 1, in Nevada Miscellany. J. J. Fox, born in 1834 in Baden, Germany, immigrated to the U. S. in 1854, and to Virginia City in 1860. In 1864 he settled east of Dayton, but the following year removed to Mason valley,

and raised stock. J. A. Perry imported Norman stallions in 1880. Scott and Hank imported 3 English stallions of the Shire breed in 1881. J. S. Trask, W. W. Williams, and W. L. Pritchard raised blooded horses. In 1882 the latter shipped 8 thoroughbreds to Cal. Works of Hubert Howe Bancroft (Volume 25, pp 248-49)

- b. Trustees Sale, 13 February Sacramento Daily Union.
 - i. WHEREAS, W. L. PRITCHARD MADE A certain deed of trust to J. H. CARROLL and FRANK MILLER, on the 6th day of November, 1877, and recorded in Book 84 of Trust Deeds, at page 85 and following, of the records of the county of Sacramento, State of California, and recorded in Book K of Mortgages, at page 677 and following, of the records of the county of Sutter, State of California, conveying the property hereinafter described, for the purpose of securing the payment of a certain promissory note, and of the indebtedness secured to be paid by said deed of trust; and whereas, default has been made in the payment of the interest on said promissory note, now therefore, under the authority vested in the undersigned by said deed of trust, and upon application of the holder of said note, the undersigned, as Trustee, will, on SATURDAY, the 18th day of FEBRUARY, 1882, at the hour of 2 o'clock p. m. at the front door of the Court-house, in the city and county of Sacramento, State of California, sell at public auction to the highest bidder, for cash in gold coin, all the said property, to wit:
 - (1) Swamp Land Survey 974, consisting of fractional south quarter and all the north half of section twelve (12), the fractional south half of section thirteen (13), and the fractional northwest quarter of section twenty-four (24), all in township ten (10) north, of-range three (S) east. The north one-half, the southeast quarter, and the south half of the southwest quarter of section seven (7); the west one half, and the southeast quarter of section eight (8); all of section seventeen (17); the south half of section eighteen (18); the north half of section twenty (20) ; and all of sections twenty-one (21), twenty-six (26), twenty-seven (27) and twenty-eight (28), all in township ten (10) north, of range four (4) east, lying east of the Sacramento river. J.H. CARROLL, Trustee. FRANK MILLER, Trustee
- c. Transfers of Real Estate, 7 April Sacramento Daily Union.
 - i. TRANSFER OF REAL ESTATE. W. L. Pritchard to J. W. Kaseberg— March 31, 1882 ; for \$12,240; the north half of section 20, and all of sections 21, 26, 27 and 28, in township 10 north, range 4 east, containing 2,880 acres.
 - ii. An interesting aside found at <http://genforum.genealogy.com/cgi-bin/print.cgi?germany/hessen::249.html>
 - (1) J.W. Kaseberg, only child of Hinrich Kaseberg of Zierenberg, Germany, arrived in America about 1845 and was in California by 1856. One account states that he was born in Dusseldorf, Germany, and grew up in Rotterdam, Holland. In California, he first worked as a teamster hauling freight into the mining country near Sacramento, then in 1864 he entered into a partnership and raised Merino sheep north and west of Junction City, later called Roseville. Kaseberg bought out his partners in later years, and began to acquire more land. His first ranch house was west of Roseville. By 1895 he completed construction of a Victorian house, his last home, where he died on 13 August 1905, aged 78, leaving the homestead to his only son, William, and land to his daughters.

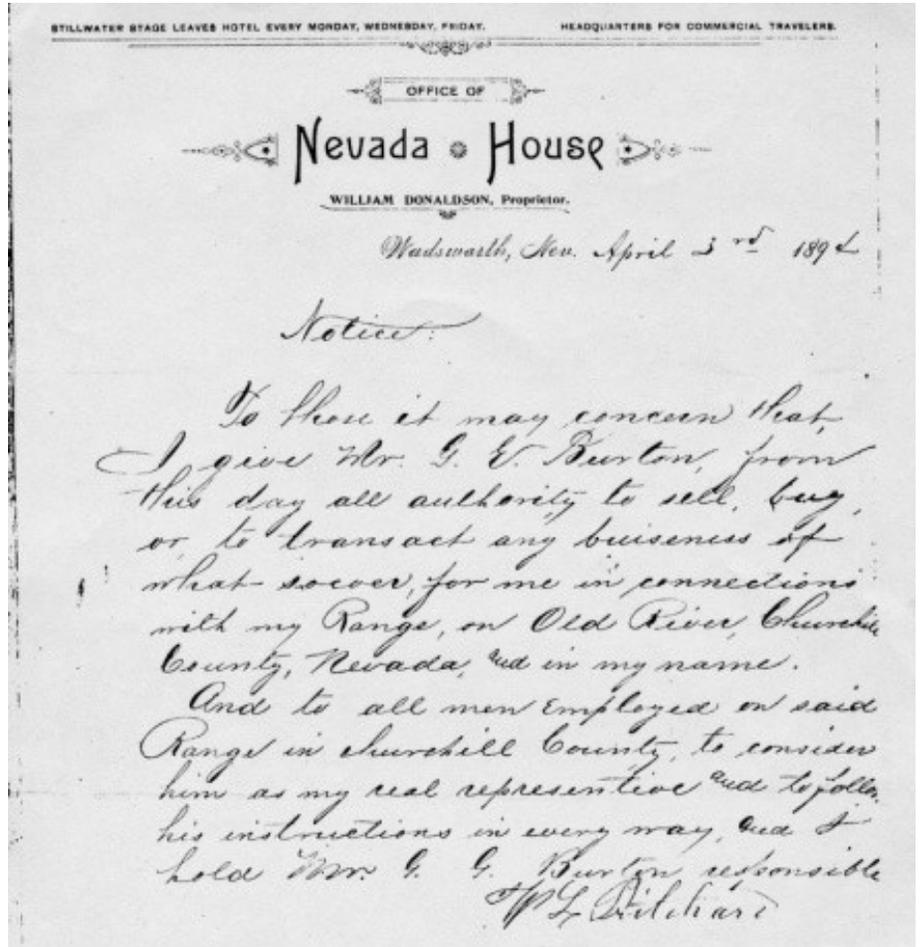
28. 1883

- a. Turf Meeting, 14 May Sacramento Daily Union.
 - i. Tuesday, May 15
 - (1) No. 2 — Running race, three-quarter mile dash, free for all; \$25 entrance, \$10 forfeit, \$150 added ; second to save stake; the winner of the Hearst stake to carry seven pounds extra. John Mackey names Premium ; W. L. Pritchard names a. s. by Bazar, dam Minerva; etc.
 - ii. May. 17th.
 - (1) No. 7— Running race, mile and a quarter dash, for three-year-olds; \$25 entrance, \$10 forfeit, \$100 added. E. J. Baldwin names b. c. Gano, by Grinstead, dam Santa Anita; W. L. Pritchard names s. s. ---, three-year-old; etc.
 - iii. Saturday, May 19th
 - (1) No. 12 — Running race, three-quarter-mile dash, for two-year-olds; \$100 entrance, \$25 forfeit, \$200 added; winner of Grand stake to carry five pounds extra; second colt \$150, third to save stake. W. L. Appleby names b. c. John A. by Monday, dam Lady Clara ; W. L. Appleby names b. c. Nelson by Wildidle, dam Susie; E. J. Baldwin names s. f. by Grinstead, dam Josie C; John Mackey names Mileta ; John Mackey names Hirondeilla; W. L. Pritchard names ch. f. --- by Bazar, dam unknown.
 - iv. This same information was on p. 15 of the May 15 Record Union.
- b. State Fair The Speed Program for 1883, 8 September Sacramento Daily Union.
 - i. First Day
 - (1) No. 2 Running. California Derby Stake; for foals of 1880. One and a half miles dash; \$50 entrance p.p., \$300 added. Second horse \$100; third \$50.
 - (a) No. 3. W. L. Pritchard names ch. c. Ed. Smith, by Leinster, dam Tibbie Dunbar.
 - (b) No. 4 W. L. Pritchard names ch. c. — by Leinster, dam Lotiie Lee.
 - (c) No. 5. W. L. Pritchard names ch. c. — by Bazaar, dam Avail.
 - (d) No. 6 W. L. Pritchard names ch. c. --- by Bazaar, dam Minerva.
 - (2) No. 3 Running. California Annual Stake; for two year olds; foals of 1881. Dash of one mile; \$100 entrance; \$25 forfeit, \$250 added. Second horse, \$100; third; \$50.
 - (a) No. 10 W. L. Pritchard names br. c. --- by Leinster, dam Addie A.
 - (b) No. 11 W.L. Pritchard names b. c. ---- by Leinster, dam Lillie Simpson
 - (c) No. 12 W. L. Pritchard names ch. f. --- by Bazaar, dam Tibbie Dunbar

- (d) No. 13 W. L Pritchard names ch. f. ---- by Bazaar or Lelmiter, dam Minerva.
- ii. Third Day- Wednesday.
 - (1) No. 9—Running. Maturity Stake for four year olds in 1883. Three mile dash. \$100 entrance, \$25 forfeit, \$500 added; second horse, \$150; third \$100.
 - (a) No. 3 W.L. Pritchard names b. c. Captain Kid, by Leinster, dam Tibbie Dunbar.
 - (b) No. 4 W.L. Pritchard names ch. f. Hattie Ball, by Leinster, dam Lottie Lee.
- c. The State Fair of 1883 Premiums Awarded, 22 September Sacramento Daily Union.
 - i. Horses Class 1. Thoroughbreds. Stallions
 - (1) Best three-year old, W.L. Pritchard, Sacramento, Ed. Smith. Best one-year old; second, W.L. Pritchard, Sacramento, colt by Leinster, dam Sophie Johnston.
 - ii. Mares
 - (1) Best one-year old, W.L. Pritchard, Sacramento, Leinster; second, W.L. Pritchard, Sacramento, Bazaar
- d. 1280 acres of Land for sale. 5 November Sacramento Daily Union, Sacramento.
 - i. About 1280 acres of land on the Island of the Pritchard Tract, 16 miles north of Sacramento, Sacramento County. \$7.50 per acre.
- e. Crickmore, H.G. and Higgins, D.W., 1883-1884. Kirk's Guide to Turf.
 - i. See book at <http://books.google.com/books?id=ieMDAAAAYAAJ&pg=PA243&lpq=PA243&dq=W.L.+Pritchard+1884&source=bl&ots=iFRRFjha1n&sig=5vLnkeL0zT3tVLaAsG4N1hGDiwM&hl=en&sa=X&ei=OX7YUu-ftEIGGogTAsYKgBQ&ved=0CEMQ6AEwBA#v=onepage&q=pritchard&f=false>
 - ii. Listing of W.L. Pritchard horses or horses scheduled to race on pages 75, 76, 79, 237, 238, 240, 241, 242, 243, 244.
- 29. 1884
 - a. Sacramento City Directory, 1883-1884. Sacramento, CA, 1884. p. 432. Pritchard, Wm L. farmer, res J between 21st and 22nd. William L. Pritchard Jr. res at 24 & H Identical listings occur in the Sacramento City Directory for 1885-1886 except W.L. Sr. res at 1505 G
 - b. Spring Races, 3, 5, and 7 May, Sacramento Daily Union.
 - i. May 3, SPRING RACES The Regular Meeting of the. CAPITAL TURF CLUB will be held at Agricultural Park commencing on Tuesday, May 6th and continuing on the 7th, 8th, 9th, 10th and following. A listing of races to be run by Pritchard's horses can be found in the paper on May 3, May 5 and May 7.
- 30. 1885
 - a. Report of the California Agricultural Society has the names of horses owned by W.L. Pritchard listed on p. 163. To see, conduct an internet search on W.L. Pritchard 1885.
- 31. 1886
 - a.
- 32. 1887
 - a. Transactions of the California Agricultural Society During the Year 1886. Sacramento: State Office, P.L. Shoaff, Supt. State Printing, 1887.
 - b. P. 138. Speed Programme (begins on p. 138 and extends to pp. 140. Friday, September 10th. Race No. 4. Running. The Introduction Stake. For two-year olds. Twenty-five dollars entrance; ten dollars forfeit; two hundred and fifty dollars added. Fifty dollars to second; third saves stake. etc.
 - i. Lady Leinster, f. f., by Leinster; dam, Addie A., W.L. Pritchard, Sacramento
 - ii. Idalene Cotton, ch. f., by Jim Brown; dam, Lizzie P., W.L. Pritchard, Sacramento.
 - iii. No Pritchard horses out of 12 running placed.
 - c. pp. 143. Monday, September 13, 1886. Race No. 11, Running. The Premium Stake. For all ages. Fifty dollars entrance, f.f.; or fifteen dollars if declared on or before September first. Three hundred dollars added. One hundred dollars to second horse; third saves stake. Maidens, if three years old, allowed five pounds; if four years old or over, seven pounds. Dash of six furlongs.
 - i. Lizzie Dunbar, ch. m. (5), by Bazaar; dam Tibbie Dunbar, W.L. Pritchard, Sacramento.
 - ii. Lizzie Dunbar finished second.
 - d. pp. 145. Race No. 14. Running. Selling Purse, two hundred and fifty dollars. Fifty dollars to second. Fixed valuation, one thousand dollars; two pounds off for each one hundred dollars below; two pounds added for each one hundred dollars above fixed value. Dash of one mile and one furlong.
 - i. Frank Rhodes, b.h. (aged), by Leinster; dam, Addie A. Valuation, \$600. W.L. Pritchard, Sacramento.
 - ii. Pritchard horse did not place.
 - e. Wednesday, September 15 pp. 149. Race No. 21. Running. Free purse, three hundred dollars. For all ages. Fifty dollars to second. Horses that have not won this year allowed five pounds. Winners this year of any race of the value of four hundred dollars, to carry five pounds extra. Winner of No. 7, ten pounds extra. Dash of one mile.
 - i. Lizzie Dunbar, ch. f. (5), by Bazaar; dam, Tibbie Dunbar, W.L. Pritchard, Sacramento
 - ii. Lizzie Dunbar finished first of 14 running.
 - f. pp. 153. Race No. 26. Running. The Palo Alto Stake. For two-year olds. Fifty dollars entrance; twenty-five dollars forfeit, or only fifteen dollars if declared on or before September first; with two hundred and fifty dollars added; of which seventy-five dollars to second; third to save stake. Winner of any two-year old stake after August first, to carry five pounds extra; of two or

- more, ten pounds. One mile.
- i. Lady Leinster, b.f., by Leinster; dam, Addie A., W.L. Pritchard, Sacramento
 - ii. Idalene Cotton, ch. f., by Jim Brown; dam, Lizzie P., W.L. Pritchard, Sacramento.
 - iii. Pritchard horses did not place.
- g. pp. 154. Race No. 28. Running. The Highhawk Stake. For all ages. Fifty dollars entrance; fifteen dollars forfeit; three hundred dollars added; of which one hundred dollars to second; fifty dollars to third; two hundred dollars additional if 1:41 ½ is beaten. Stake to be named after the winner if Nighthawk's time (1:42 ½) is beaten. One mile.
- i. Lizzie Dunbar, ch. m. (5), by Bazaar; dam, Tibbie Dunbar, W.L. Pritchard, Sacramento.
 - ii. Lizzie Dunbar came in third.
- h. pp 433-434, 438, (Transactions of the First District Agricultural Society (Composed of the Counties of San Francisco, Contra Costa, and Alameda), 1886). W.L. Pritchard had a horse in Race No. 3, Race No. 5, and Race No. 14. No Pritchard horses were entered in the races held in the Second District (San Joaquin, Cadaver, Toulumne, Stanislaus, Merced, Mariposa, Fresno, Tulare, Kern Counties), Third District (Butte, Colusa, Tehama Counties), Fourth District (Sonoma, Marin, Solano, Napa Counties), Etc.
33. 1888
- a. Transactions of the California State Agricultural Society During the Year 1887. 1888. Search Term: California state board of agriculture 1888 W. L Pritchard.
 - i. pp. 159. Race No. 5. Running. California Breeders Stake. For foals of 1884. To be run at the State Fair of 1887. Entrance, fifty dollars; twenty-five dollars forfeit, or only ten dollars if declared January 1, 1887; three hundred dollars added, of which one hundred dollars to second, and fifty dollars to third. One mile and a quarter. W.L. Pritchard had two horses in the race; none placed.
 - ii. pp. 169. Race No. 7. Running. Free purse, two hundred and fifty dollars. For all ages, of which fifty dollars to second. W.L. Pritchard had one horse in the race, which placed first.
 - iii. pp. 163. Race No. 12. Running. The California Annual Stake. For foals of 1885; to be run at the State Fair of 1887. One hundred dollars entrance; twenty-five dollars forfeit, or only ten dollars if declared January 1, 1887; two hundred and fifty dollars added, of which one hundred dollars to second; fifty to third. One Mile.
 - (1) Leon, B.C., by Leinster; dam, Abbie A., W.L. Pritchard, Sacramento
 - (2) Cannie Scot, ch. c., Leinster; dam, Tibbie Dunbar, W.L. Pritchard, Sacramento
 - (3) ch. c. ____, by Jim Gannon; dam, Aunt Jane, W.L. Pritchard, Sacramento
 - (4) ch. f. ____, by Jim Gannon; dam, Avail, W.L. Pritchard, Sacramento.
 - (5) None of Pritchard horses placed; it isn't clear if they even ran as only three listed as starting.
 - iv. pp. 164. Race No. 13. Running. The La Rue Stake. Handicap for all ages. One hundred dollars entrance: fifty dollars forfeit, with five hundred dollars added, of which one hundred and fifty dollars to second; one hundred dollars to third. Etc. W.L. Pritchard had one horse in this race, which was not listed as starting and did not place. pp. 169. Race No. 21. Running. Free purse, three hundred dollars. For all ages, of which fifty dollars to second, etc. W.L. Pritchard had one horse in the race, which came in first. pp. 174. Race No. 28. Running. The Nighthawk Stake. For all ages. Entrance, fifty dollars. Etc. W.L. Pritchard had one horse in the the race, which started but did not place.
34. 1889
- a. Sacramento City Directory, 1888-1889. Sacramento, CA, 1889. Pritchard, William L., mail, Sacramento Pritchard, Lizzie, res 1505 G.
 - b. The Journal of the Assembly, During the 28th Session of the Legislature of the State of California, 1889. Page 34 reports
 - i. *Resolved*, That the Controller be and he is hereby authorized and directed to draw his warrant, payable out of the Contingent Fund of the Assembly, in favor of the following named persons, for the amounts, respectively, set opposite their names; the same being the amount due them for services rendered as temporary attaches of the Assembly, to wit: (among those named) W. L Pritchard. Gatekeeper, four days \$20.
 - c. American Stud Book, published in 1889. P. 126. AUNT JANE, ch. in., foaled 1881; bred and owned by W.L. Pritchard, Sacramento, Cal. By Bazar. 1st dam Vivien by imported Leamington. 2d dam Coquette by Leamington. See Vivien. Produce- 1885 ch. c. by Leinster. (In Arizona.) 1886. ch. c. Sherman by Leinster. 1887 ch. f. by Leinster. 1888 ch. c. by Frank Rhoad. 1889, — by Leinster.
35. 1890
- a. "Mare owned by W.P. (likely "L") Pritchard." The Winters Express, April 5, 1890. George Shaw has a very fine Joe Hooker colt, out of a thoroughbred mare owned by W.P. Pritchard (must be W.L. Pritchard) of Sacramento, that is a beauty. The colt is a two-year old, and will no doubt make a good record for himself when put on the track.
36. 1891
- a. Appendix to the Journals of the Senate and Assembly of the twenty ninth session of the Legislature of the State of California. Vol VIII. 1891. See pp. 606-607.
 - i. September 25, 1889. Pavilion stake of 1889 (sweepstakes for two year olds). W.L. Pritchard ran horses Tippecanoe and Phelan. Neither won.
 - ii. Big Tree Stake (sweepstakes for three year olds). W.L. Pritchard ran horse Louis P. The horse came in second.
37. 1892

- a. Sacramento City Directory, 1891-1892. Sacramento, CA, 1892. Pritchard, W.L., farmer, res 1016 O Street
- b. Pritchard, W.L. Jr., Clerk with Curtis Bros & Co.; Residence 1016 O Street
38. 1893
- a. Sacramento City Directory, 1893. Sacramento, CA, 1893.
- i. pp. 429. Pritchard, W.L., rancher, res 3/4 mile S of Y, lower Stockton road.
- ii. Pritchard, W.L. Jr., emp Henderson, Brown & Flye, res 1016 O st
39. 1894
- a. "Springer, Jacob v. W.L. Pritchard, et al. Case No. 1414, Nevada Supreme Court, Dec. 03, 1894."
- b. On April 3, 1894, W.L. Pritchard gives all authority to G.E. Burton to conduct business with his Range at Old River, Churchill County, Nevada.
40. 1900
- a. W.L. Pritchard listed in the 1900 census as living in San Joaquin, Sacramento County, CA and his occupation was raising horses.
41. 1904
- a. "Death of W.L. Pritchard." Eureka Daily Sentinel, November 19, 1904 1:3. Death of W.L. Pritchard. "Nick of the Woods" Dies at His Home Near Sacramento. W.L. Pritchard, a former Eureka and well known throughout Nevada, dies at his home at Oak Grove near Sacramento, Cal., on Nov. 8 in his 78th year. He leaves a wife and three sons. In early days Mr. Pritchard ran a line freight teams between Eureka and Palisade, and was one of the projectors and owners of the Eureka & Palisade Railway. In 1875 he went to Sacramento, where he erected the Clunie Block and conducted the California Carriage Company. He afterwards became interested in stock raising. He owned a fine breeding farm and for a long time gave his attention to raising fine horses. His stables were famous all over the Coast and they turned out many of the fastest horses that were ever placed on California tracks. At one time he owned all the horse car lines in Sacramento. After Tonopah was discovered he put some big teams between Sodaville and Tonopah, but the venture was apparently not a success as he withdrew from the field long before the railroad was built into that camp. Mr. Pritchard was the promoter of many large enterprises, and from some of them he amassed fortunes. It is said his later years were not so successful and that he was possessed of little wealth at the time of his death.
- b. "Probable Funeral Notice." Sacramento Union, November 10, 1904, 8, W. L. Pritchard--In Oak Grove, November 8, 1904, William L., husband of Lizzie A. Pritchard, father of William, Louis and Frank Pritchard, a native of Wales, aged 77 years 7 months 18 days. Friends and acquaintances are respectfully invited to attend the funeral services today (Thursday) at 1 o'clock from his late residence in Oak Grove, where friends may view the remains till time of funeral. Please omit flowers. Internment private.
- c. "Probable Obituary." Sacramento Union, November 10, 1904, 10, c. 3. W.L. Pritchard died at his Oak Grove home Tuesday, in his 78th year. He leaves a wife and three sons. Mr. Pritchard was a well known stock raiser. At one time he owned and operated the horse street car lines in Sacramento. He was one of the original projectors and builders of the Palisade and Eureka (Nev.) Railway (sic). For a long time he gave his attention to the raising of race horses and maintained a racing stable here that was known all over the state for its fine horses. He came to Sacramento in 1875 from Nevada and soon erected what is now known as the Clunie Block at Eighth and K streets, and in that building conducted the manufacturing business of the California Carriage Factory. He was well known and respected.
- d. "Real Estate Transfers." Sacramento Union Issue date? 1904. Lizzie Pritchard to Nelson Boulware - Agreement to sell lots 17 and 18, block M, Oak Grove.



42. 1905

- a. "Superior Court, Department One, Hughes, Presiding." The Evening Bee, November 3, 1905, 5. Estate of W.L. PRITCHARD, deceased - Order for family allowance of \$30 per month from date of decease.
- b. "Property owned by W.L. Pritchard." In Sacramento City Directory. Sacramento, CA, 1905. Residence 410 Central Avenue.
- c. Irvine, Leigh H., ed. History of the New California - Its Resources and People, Volume II The Lewis Publishing Co., 1905. John F. Kurtz (Engaged in freighting for W.L. Pritchard in Nevada for 4.5 years) JOHN F. KURTZ
 - i. John F. Kurtz, who resides about five miles southeast of the town of Mills, in Sacramento county, is a very successful and enterprising rancher. He located on his present homestead in 1868, and with the exception of a few years has lived there ever since, broadening his field of work and material activity and increasing the range of personal usefulness with each succeeding year. At the time of his location he purchased two hundred and eleven acres from the government and three hundred and twenty of railroad land, which, combined, make a large and handsome estate which he still owns and manages. In 1870, leaving his landed possessions for the time being, he went to Nevada, and for four and a half years engaged in freighting for W. L. Pritchard between Palisade, Eureka and Pioche. In 1876 he returned to Sacramento county and settled permanently on his ranch, where for many years he has successfully engaged in general farming and stock-raising.
 - ii. Of German nativity, born in the province of Wurtemberg, March 28, 1840, Mr. Kurtz is a son of Gottfried and Catherine (Sender) Kurtz, who were also born in that part of the fatherland. When a boy of nine years he accompanied his parents to the new world and lived in the home which they made in Crawford county, Ohio, where both the parents lived till death. There were eight children in the Kurtz family which crossed the Atlantic in 1849.
 - iii. Reared in a good home and under the constant influences of daily labor, Mr. Kurtz was only a young lad when he began doing for himself, and since the age of fourteen has borne the brunt of life's responsibilities for himself. At that age he left Ohio and went to Crawfordsville, Indiana, and a short time later made the second stage in the various moves which finally brought him to the Pacific coast by going to Union county, Iowa; a few months there and he went of Daviess county, Missouri, where he remained a similar period of time; then one year was spent at Santa Fe, New Mexico; returning east he became a government employee at Fort Leavenworth, being given charge of the mules at the army post, having been similarly employed at the army post in Santa Fe. From Leavenworth, in 1858, he drove mule teams across the plains to California, and for the succeeding ten years, until he located on his ranch, was mainly engaged in teaming and freighting from Sacramento and Folsom to the mines. Also for a brief period he did some placer gold mining in Placer county, near Pino.
 - iv. In 1877 Mr. Kurtz married Miss Viola Shucks, who was born in the state of Oregon. Six children were born of their marriage, and the four living are Pearl, wife of Lewis Wright, of Sacramento County, Lester, John F., Jr., and Millard E. A staunch Republican in political matters, eminently public-spirited, a friend of schools and general education, Mr. Kurtz has been a valuable member of the community for many years. Fraternally he affiliates with Granite Lodge No. 62, I. O. O. F., at Folsom, and with the Odd Fellows encampment at the same place. He is at this writing serving as a trustee of the Highland school district, which he assisted to organize, was a member of the first board of trustees and has remained on the board for many years.

43. 1906

- a. "Superior Court, Department One - Huges, Presiding." The Evening Bee, January 19, 1906 (Friday) 1906. Estate of W.L. PRITCHARD, deceased. Sale of real estate to James MCGILLIVRAY for \$3650 confirmed.

44. 1907

- a. Abbott, James W. "The Story of Pioche. Part II." Mines and Mining (Vol. 14, No. 25, September 27, 1907, page 7-9 and Vol. 15, No. 1, October 4, 1907, pages 7-11): 10. Digitized by google from copies in the New York Public Library. <http://books.google.com/books?id=awwAAAAAMAAJ&pg=RA5-PA13&lpg=RA5-PA13&dq=october+1907+#PRA4-PA7,M1> <http://books.google.com/books?id=awwAAAAAMAAJ&pg=RA5-PA13&lpg=RA5-PA13&dq=october+1907+#PRA4-PA39,M1>
- b. Relevant to Pritchard is the following (p. 10, bot. col. 2, top of col. 3). "In wagon freighting, the routes to Pioche were the most important long distance lines in the west. The two important railroad points from which supplies were hauled to Pioche were Palisade and Toano on the Union Pacific. Toano was the nearest and that route passed the present site of Ely. It was known principally as the bull team route, on account of the excellent grass. The Palisade route was the one adopted by W.L. Pritchard for his fast freight mule line. This ran day and night having regular stations where stock was changed just as for stages. The distance from Palisade to Pioche was 260 miles. Freight designed to go in five days brought a certain price per pound and was marked "Diamond One." Eight day freight brought less return and was marked "Diamond Two," fifteen day freight "Diamond Three," and slow freight "Diamond Four." In those days it appears that "Diamond Four" is the only classification for railroad freight and it is superfluous to specify it."

45. 1922

- a. History of Santa Clara County. Excerpt from biography of FRANK W. STEWART appearing on p. 591.
 - i. Prominent among the most energetic, far-seeing, successful and influential business men of Santa Clara is undoubtedly Frank W. Stewart, of 1053 Franklin Street, a native of Payson, Utah, where he was born on May 31, 1878, the son of William Duff Stewart, now living retired at San Jose, a native of Perthshire, Scotland, who came to America when he was seventeen years old. In 1871 he made Nevada his destination, and until 1885 he engaged in freighting. At Eureka, in that state, he was married to Miss Maggie Weisik, and he continued to live at Eureka until 1885, for a time being a

partner of W. L. Pritchard, nicknamed "Nick of the Woods" and an original, odd character. Mr. Stewart built up a large freighting business, furnishing transportation from Palisade to Eureka, and from Eureka to Belmont, Pioche, Ely, Tibo and other neighboring mining camps. He and his associates became the owners of thirteen twenty-mule teams, and in 1885 took a couple of twenty-mule teams and drove them overland to Butte, Mont. He used the teams to haul wood, for he furnished wood to the smelters for the Anaconda Mines. From Butte Mr. Stewart removed to San Jose, Cal., in 1887, and he engaged in the real estate movements affected by the Boom; and later he went back to Nevada, and settled at Beowawe, near Elko, and engaged in the stock business. He stayed there from 1889 to 1905, when he went to Tonopah and Goldfields to embark in mercantile pursuits; but since 1908 he and his devoted wife have lived in San Jose, residing at 227 South Second Street.

- ii. DB comment (11/5/2007): No evidence has been found to date in relevant issues of White Pine News or Eureka Sentinel and Eureka Daily Sentinel or any other publication that W.L. Pritchard had any business dealings with a William Duff Stewart. That isn't to say that he didn't have business dealings with Stewart, but there doesn't appear to be any record of it in newspapers in the area.

46. 1926

- a. "Related to William L. Pritchard Jr." In Sacramento City Directory. Sacramento, CA, 1926. Wm. L (Lulu R) with Ennis-Brown Co.; Home at 3802 Folsom Blvd.

47. 1928

- a. "Related to William L.Pritchard Jr. (last entry)." In Sacramento City Directory. Sacramento, CA, 1928. Wm. L (Lulu R) with Ennis-Brown Co.; Home at 1405 46th Street

48. 1960

- a. "Pritchard, W.L., pioneer Sacramento landowner." Sacramento Bee 1960, C2, c. 8. Card on file in California State Library, Sacramento. Original article not seen (yet)

49. 1963

- a. Ashbaugh, Don. "Life popped in Palisade." In Nevada's Turbulent Yesterday: A study in ghost towns 346: Westernlore Press, 1963. (Ashbaugh's manuscript and newspaper clippings are available in the UNLV library.)
 - i. pp. 261. There were plenty of teamsters around in the early 'Seventies. W.L. "Nick of the Woods" Pritchard, had more than 500 wagons and 2000 animals hauling supplies to Eureka and other southern mining centers and bringing back ore for transshipment on the railroad before the Eureka & Palisade was built.
 - ii. pp. 263. "Nick of the Woods" Pritchard had, as they say today, "a real good thing going" with his five-hundred wagons continually churning up dust on the road both ways. Mining operators paid him \$20 per ton to haul their ore to Palisade. But, the real jackpot came from the return trip of the wagons. The demand for supplies and materials was very great. Pritchard's ore wagons returned from the railhead filled to their brims. He charged \$40 per ton-- twice as much as for ore-- to carry these food stuffs and supplies. It was rumored strongly that Darius Ogden Mills was backing the original incorporators of the proposed railroad in 1873. The route had been pretty well surveyed by Pritchard's ox teams, which had worked out the most feasible grades and stretches during their many trips.
 - iii. Pritchard wrangled the job of building the railroad line, and started immediately with a crew of fifty-eight white men and more than one hundred Chinamen. In 1874 the Mills brothers took actual control. Pritchard stayed on. Two years later the roadbed had reached Alpha, thirty-eight miles from Eureka. Then Pritchard suspended the work, as he explained, "for the winter." But the rumor immediately became widespread that the wagon-freight king intended to build the rails no nearer to the mines. Real credence was given this rumor when he began to lay out a town, building a large depot, railroad shops, and a hotel large enough for seventy-five guests at Alpha.
 - iv. The big mining interests took stock in the rumors and complained to D.O. Mills, demanding that work go ahead on the railroad. He sent his brother, Edward, to the scene and the latter took charge, ordering resumption of construction. Pritchard realized he was "finished," sold his freight and stage lines, and "retired" from the Nevada scene.

50. 1993

- a. Hall, Shawn. "Alpha." In Romancing Nevada's Past. Ghost towns and historic sites of Eureka, Lander, and White Pine Counties, 4 (226 in book). Reno: University of Nevada Press, 1993.
 - i. Alpha, the most prominent of the early Eureka and Palisade railroad stations, flourished because circumstances were perfect for its success. The railroad proceeded southward from Palisade, but construction was halted at Alpha in the fall of 1874. The boom at Eureka brought hordes of travelers, which allowed Alpha also to boom. During 1874 and 1875, the town was expanded to include a 75-guest hotel, saloons and stores, and all of the Eureka and Palisade Railroad shops and buildings.
 - ii. W.L. "Nick of the Woods" Pritchard took advantage of the terminus situation and platted a large townsite, gambling that Alpha would remain the southern terminus of the railroad. Pritchard expanded his already huge freighting empire by having his many stages start their southern journey to Eureka at Alpha. Eventually he monopolized the Eureka and Hamilton trade. At his peak, Pritchard had more than 500 wagons traveling the road between Alpha and Eureka.
 - iii. This ideal situation ended when the Eureka and Palisade Railroad was extended to Eureka in the fall of 1875, ruining any chance Alpha had of permanency.

51. 1998

- a. Tufford, Gary L. "William Mason's Onward (Probably the first locomotive used on the Eureka and Palisade Railroad)." Scanned from Western Railroader, Fall 1998, A Publication of the Pacific Coast Chapter, Railway and Locomotive Historical

Society, Inc. In the following section of the article, EDS refers to issues of the Eureka Daily Sentinel; UMG to Utah Mining Gazette, Salt Lake City, UT; SLT to Salt Lake Tribune, Salt Lake City, UT; BLW to Baldwin Locomotive Works, Register of Engines Made by M. Baird & Co. (Burnham, Parry, Williams & Co.), volume 2, Nos. 1-5980 (1833-1881), Philadelphia, Pa., MS #157, National Museum of American History, Washington, D.C.

- i. Eureka & Palisade Railroad, 1873-1879 The financial panic that began in September 1873, created havoc for just about all railroad construction schemes (RRG, 9/27/73, p392c1). But Nevada's Eureka & Palisade Railroad, after several false starts, finally began construction in late November 1873. Jack Gilmer and Monroe Salisbury, well-known stage operators, had bought the franchise to build a railroad from Elko to Hamilton in January (EDS 1/4/73 p2c1), and joined with Erastus Woodruff and William Ennors, of the other major Nevada stage company, in November to build the line from Palisade to Eureka instead (EDS 11/24/73 pl c1). Construction was started immediately with the first ground moved on the 25th (EDS 11/28/73 plc2) and the first spike was driven on Monday, February 2, 1874 (EDS 2/7/74 p3c1). By this time William L. Pritchard, the freighter, had also obtained an interest in the E. & P. (EDS 1/9/74 p3c1, - 1/11/74 p3c2, 6/23/74 p2c1).
- ii. The Eureka Sentinel reported in late December 1873 that "Twenty miles of iron is in San Francisco and negotiations are pending with one of the Narrow-Gauge companies of Utah for twenty more, including also a locomotive and several freight cars" (EDS 12/24/73 p3c3) and by the end of the month "a narrow gauge locomotive has already reached Palisade" (EDS 12/30/73 p3c3). The only Utah railroad with a locomotive and twenty miles of rail that would have been for sale at this time was the Salt Lake, Sevier Valley & Pioche, which was moribund since early October because of the "panic" (UMG 10/4/73 p46c 1) This locomotive was Brooks c/n 167, the Kate Connor, an 11 x 16" Mogul. I suspect it is these two Sentinel articles that led Gilbert Kneiss (pp85, photo facing p90, 175) and others to believe that the Kate Connor was the Eureka & Palisade's first locomotive. While the Kate Connor may have been used during the early construction of the E. & P. in 1874, it is not very likely, and this engine probably remained in Utah where it was purchased, along with the franchises of the Salt Lake, Sevier Valley & Pioche, by John W. Young in June 1874, when he formed the Utah Western Railway (DEN 6/24/74 p3c4). In addition it is known that the Kate Connor was pulling a train on the Utah Western in 1875 (SLT 5/2/75 p4c1). If it was used on the E. & P., it was for only a very short time. Whatever locomotive became the Eureka & Palisade's first locomotive, it was named the Eureka (EDS 5/6/74 p2c2; EI 5/9/74; SFC 4/19/74), and was in the Central Pacific shops at Carlin for several weeks where "it [had] been undergoing repairs and been repainted" (EDS 1/30/74 p3c1, -2/14/74 p3c3, -2/18/74 p3c2). Severe winter storms prevented work on the roadbed and track from progressing very fast, and the engine's appearance in Palisade was delayed until April 18th when it arrived and was put on the track ready for work. The first run was made the same day with five flat cars over the first mile of track (EDS 4/19/74 p2c I and p3c4). A lucky break for the historian, but not quite as good for one of the E. & P.'s locomotives, occurred in 1875 when a steam delivery "T-pipe" broke on one of the road's engines. In order to make the necessary repairs a new casting was required, and the Central Pacific Railroad made this part. The original C. P. "pattern" drawing (C.P.R.R. #1497) has survived and is now in the California State Railroad Museum at Sacramento. Very helpful, of course, is that the drawing's caption (reproduced here) identifies it as a "Mason Eng." and that it was a "Fairlee." Even more fortuitous for the historian is that the broken part was rather unusual and it can be demonstrated to be unique: This part could only have been used on Mr. Mason's Onward.
- iii. The drawing of the "T-pipe" part reproduced here has been extracted from one of Mason's original "Onward" drawings (RR-175) in the Mason Machine Works collection at the Museum of American Textile History in North Andover, Massachusetts, and shows a part identical to the one made by the Central Pacific for the "Palisade R.R." engine. The two drawings discussed here could, if made the same scale, be laid one on top of the other. Mr. Mason apparently had some problem with his original design of the Onward, because it was the only engine where this part is shaped as it is shown in these drawings. Other locomotives built to this plan had a different configuration as shown in the comparative "Onward Pattern front-end" drawings (see also: RRG 3/29/73 p129c3, where Mason states he has "revised his patterns").
- iv. The uniqueness of the part means, of course, that Mr. Mason's Onward was now on the Eureka & Palisade with yet another name, the Eureka, having been purchased from the American Fork Railroad. All of the other E. & P. locomotives beginning with #2, the W. L. Pritchard, can be accounted for except #1, the Eureka (BLW Register pp186, 190, 192). This, then, was the locomotive that arrived in late December, 1873, and which had built the first several miles of the E. & P.
- v. Eureka celebrated the arrival of the railroad on October 22, 1875. The Sentinel of the 23rd, giving an account of the previous day's events, notes that a passenger train headed by the "Tybo" and a freight pulled by the "Onward" were the main railroad attraction while "Tommy Kelley's minute guns" punctuated the brass band's notes as the trains pulled into town over the newly laid track, followed by the orations of the day, and all with toasts of "foaming lager beer" and "sparkling Heidsieck" (EDS 10/23/75 p3c2). Gilbert Kneiss's 1941 account of the celebration was, without question, based on this article (pp89-90).
- vi. When the Eureka & Palisade was completed to Eureka, there were four locomotives on the road, including a new Baldwin Mogul (#4) that was named Eureka (BLW Register p192). With a second Eureka and locomotives named Tybo and Onward, it appears the E. & P. had renamed (but did not renumber) its locomotives, probably early in 1875. It is known that #2, W. L. Pritchard, was renamed Tybo (BLW Register p186). It is not known if #1, the first Eureka, or #3, another Baldwin Mogul, became the "new" Onward, but it is interesting to note that Mr. Mason's Onward was illustrated twice again in the contemporary railroad press. Matthias Fomey's 1874 book, Catechism of the Locomotive, was first

"serialized" in the Railroad Gazette, and a new engraving of Mr. Mason's Onward appeared in the August 29th issue (RRG 8/29/74, plate 17 facing p335).

52. 2007

- a. "Nevada Death Records "P"; Includes information about death of Pritchard Female Child on 30 Nov., 1874.". PRITCHARD, Female Child 30 Nov 1874 6y Palisades Humboldt W. L. PRITCHARD
<http://www.rootsweb.com/~nvlincol/PDRobits.txt> Above accessed on Dec. 6, 2007.
- b. OBITUARIES PUBLISHED IN THE PIOCHE DAILY RECORD for the years 1872 - 1878 PRITCHARD, Child Died November 30, 1874 Palisades Age 6. Scarlet Fever. Daughter of W. L.
- c. "Churchill County Museum & Archives, Fallon, NV."
 - i. It was in 1902 that Mrs. Greenwood came to Churchill County from Sacramento where Charlie Bailey had gone in January of that year to break racehorse colts for "Nick of the Woods" Pritchard, former owner of what is now known as the old Sagouspe ranch in Old River District.
 - ii. Bailey, before going to Sacramento, had been instructed by George W. Likes, now county clerk, who was then raising bees on the ranch near Mt. Toyeh, east of Fallon, now known as the Moiola ranch to secure him [Mr. Likes] a cook. In response to the instructions and arrangements made by Mr. Bailey, Mrs. Greenwood and her daughter, Stella, arrived in Jimtown [Fallon], via Clem Webb's stage from Wadsworth, in February, 1902, and in April of that year Leslie Greenwood followed his mother and sister to the new home.
- d. "Pedigree Online Thoroughbred Database." 2007.
 - i. Sunshine Horse Pedigree Owner: WL Pritchard, CA Breeder: WW Moreton d. 1876 foaling to Leinster. (CLOSE). SOLFERINO (USA) 1857, YORKSHIRE (GB) b. 1834, ST NICHOLAS (GB) . "Pedigree Online. Thoroughbred Database." 2007.
 - ii. Sophie Horse Pedigree Owner: JB Haggin, Rancho del Paso Stud, CA Breeder: WL Pritchard. (CLOSE). BAZAR (USA) ch. 1873, JACK MALONE (USA) ch. 1858, LEXINGTON (USA)
- e. "Photo of envelope with W.L. Pritchard Fast Freight Line, Elko to White Pine stamp on it." 2007. A. L. Pritchard Fast Freight Line. Printed conjunctive frank with Wells, Fargo & Co. frank (Haller FP16, Ty. 1 and WF-E) on 3c Pink entire (U59) to San Francisco, blue "Wells, Fargo & Co. Hamilton Nev. Aug. 1" oval date stamp, opening tears at top (could be vastly improved with some skillful cosmetic mending), otherwise Very Fine, extremely rare early use of Pritchard's frank, which is always found in conjunction with Wells, Fargo & Co., Pritchard provided service in Nevada and Wells, Fargo & Co. took the mail to San Francisco, ex Knapp, with 2003 P.S.E. certificate.
- f. "Photo of envelope with W.L. Pritchard's Fast Freight Line imprint (From Palisade to Pioche via Mineral Hill, Eureka & Hamilton. Mark Goods Care Pritchard's Fast Freight, Palisade." 2007. Western Express Cover, Wells Fargo & Co. Palisades Nevada to San Francisco. Fair strike on W. L. Pritchard's Fast Freight Line overall advertising 3¢ envelope. cover opened at right, Fine, Nathans book lists this as an express company, but most now believe Pritchard was a freighter who advertised on WF envelopes.
- g. Pogue Station Nevada (White Pine County; three on-line references)
 - i. 2007 [cited. Available from <http://www.robertwynn.com/PogueStation.htm>
http://www.webpanda.com/white_pine_county/historical_society/Ghost_Towns/2wpghost.htm
<http://www.robertwynn.com/PogueStation.htm> Pogue Station Nevada ! (White Pine County or Nye County) What would it take to have to have a successful stage stop out in the middle of Little Smokey Valley, access to water? Back in the early 1870's when traffic was still fairly heavy on the Pritchard Fast Freight route between Palisade and Pioche a man saw the opportunity to make money. That man was William Pogue, better know as the "Miser" of Little Smokey Valley. To the right is William Pogue in front of the station in 1910.
 - ii. http://www.webpanda.com/white_pine_county/historical_society/Ghost_Towns/2wpghost.htm WHITE PINE COUNTY, NEVADA GHOST TOWNS SITES & Historic Cemeteries Part 2. Pinto Creek Station to Ward POGUE'S STATION - (1870's - ca 1915) On SR 20, 16 miles south of its junction with US 50, at a point 67 miles west of Ely. In the early 1870's, a station was built here to exchange stock for Pritchard's Fast Freight route and to accommodate travelers between Palisade and Pioche because of a good well water supply. Eventually, a barn, adobe building, corral and other simple lodging structures were built. The station operated until around 1900. Jim Pogue, the stationmaster, was not known for his cleanliness. Travelers had to eat at his station or pay a high tariff to water their livestock. Only stone walls remain.
 - iii. <http://www.legendsofamerica.com/NV-Treasures7.html> POGUE'S STATION - (1870's - ca 1915) On SR 20, 16 miles south of its junction with US 50, at a point 67 miles west of Ely. In the early 1870's, a station was built here to exchange stock for Pritchard's Fast Freight route and to accommodate travelers between Palisade and Pioche because of a good well water supply. Eventually, a barn, adobe building, corral and other simple lodging structures were built. The station operated until around 1900. Jim Pogue, the stationmaster, was not known for his cleanliness. Travelers had to eat at his station or pay a high tariff to water their livestock. Only stone walls remain.
- h. "SMF Master Plan EIR. Cultural Resources, Section 15. 04-DAE-0018. Date of report unknown." 13, 2007. CA-SAC-489-H - YUKI SITE #5
 - i. This site consists of a sparse scatter of historic debris and introduced ornamental vegetation on the periphery of a cultivated field near Elverta Road and Pritchard Lake Pumping Station, adjacent to Garden Highway. Historic and/or modern debris, situated within a 225by 125-foot area, includes miscellaneous concrete fragments, a round concrete pier block,

red brick fragments, small lumber fragments painted white, window glass, wooden posts, boards affixed to an oak tree, one-inch-diameter pipe within the roots of a burned and cut oak tree, two parallel one-inch-diameter galvanized pipes placed vertically near the base of an oak tree, a metal barrel hoop overgrown in an oak limb, wire and a brown glazed ceramic insulator overgrown in a cut tree, an enamelware bucket, metal cable, a metal vehicle door handle, large rubber wheel tires, ceramic dinnerware fragments, amber and green glass bottles, and a metal bucket. Site features include a rectangular concrete block with vertical, six-inch diameter iron pipe and pressure gauge; and an apparent well head surrounded by hog wire on collapsed four by four-inch wooden posts. Several large oaks in the west-central site area have overgrown boards, metal, and/or wire attached to them. Rodent disturbance is evident across the site and trees have been cut and/or burned. Recent trash occurs scattered throughout the area.

- ii. Aerial photographs from 1938 reveal the presence of structures and exotic vegetation at the site. Both the 1964 aerials and the 1967 U.S. Geological Survey (USGS) quadrangle map depict the presence of structures at this locale. Sacramento County deed books and tax information reveal the following ownership history for this parcel:
 - iii. 1994: Sacramento County
 - iv. 1969: Order of Condemnation by Sacramento County to Ungarettis
 - v. 1940-?: Unknown
 - vi. 1919-1939: Natomas Elkhorn Subdivision
 - vii. 1913-1918: Unknown
 - viii. 1912: Natomas Co. of California
 - ix. 1911: J.C. Boyd & V.S. McClatchy
 - x. 1904-1910: Unknown
 - xi. 1899-1903: Pacific Mutual Life Insurance Co.
 - xii. 1896-1898: Unknown
 - xiii. 1895: W.L. Pritchard
 - xiv. The property has been documented in private ownership since 1895, and available records indicate that structures and exotic vegetation were present in 1938 when the parcel was part of the Natomas Elkhorn Subdivision. Two to four structures are visible on the 1964 aerials and the 1967 USGS topographic map. According to Mr. Yuri, the current tenant farmer, structures existed on the site until the property was purchased by Sacramento County in 1994.
- i. Goggle books listing. Bancroft, Huber Howe, ed. History of Nevada, Colorado, and Wyoming 1540 - 1888 (Pritchard shipped blooded horses). Vol. XXV. San Francisco: The History Company, 1890.
 - i. pp. 248-249 (footnotes). Section refers to horse raising in the Mason Valley, Nevada. J.R. Trask, W.P. Williams, and W.L. Pritchard raised blooded horses. In 1882 the latter shipped 8 thoroughbreds to California.
- j. Goggle books listing. Bruce, S.D. The American Stud Book: Containing Full Pedigrees of All the Imported Thorough-Bred Stallions and Mares, With Their Produced, Including the Arabs, Barbs, and Spanish Horses, from the Earliest Accounts of Racing in America, to the End of the Year 1888; Also, All the Native Mares and Their Produce. Five Volumes vols. Vol. V. New York: Sanders D. Bruce, 1889.
 - i. PPP. 339. Hattie Ball, ch. m., foaled 1879; bred and owned by W.L. Pritchard, Sacramento, Cal., By Leinster.
- k. Parkinson, R.R. "Pen Portraits. Autobiography Of State Officers, Legislators, Prominent Business and Professional Men of The Capital of the State of California, etc." 2007. Pen Portraits Autobiography Of State Officers, Legislators, Prominent Business And Professional Men Of The Capital Of the State Of California; Also, Of Newspaper Proprietors, Editors, And Members Of The Corps Reportorial. Compiled by A. R. Parkinson, In Sacramento City, during the Session of the Legislature of 1877-8. Sacramento City 1878
 - i. Our book having been gotten up at the Capital of the State, it is only proper that we should devote some of its pages to the city, its residents and public buildings, as well as to its prominent businessmen, and such other subjects as may be interesting to the citizens in general.
 - ii. Sacramento is called the "City of Homes," and it has very many beautiful ones, with corresponding lawns and walks. The number of the people who own the houses they live in probably is as great in proportion to population as any city in the Union. The millionaire, and the mechanic and laboring man seemed to be alike imbued with the spirit of adorning their homes, and often times the modest cottage will be found as interesting to eye as the mansion of the rich man. Nearly every home, outside the business mart, has a pretty blue-grass lawn attached to it, which is kept neatly trimmed and well watered, looking fresh and green the year-round. In hundreds of gardens may be seen, growing in the open air, most delicate plants of the tropics, and the forest trees which bordered the sidewalks and yards are of nearly every variety. The cottonwood, which, although affording a good shade, has mainly given way to the elm, the locust, the walnut and the eucalyptus, or gum tree, which latter is being extensively planted here now.
 - iii. Among the most pretentious and Beautiful Homes Worth from \$10,000 up to \$100,000, maybe mentioned those of Chas. Crocker, the Redingtons, ex-Governor Leland Stanford, Mrs. E. A. Crocker, Edgar Mills, Mrs. Mesick, C. W. Clarke, Albert Gallatin, Levi Wilsey, Julius Wetzlar, Henry Miller, T. M. Lindley, F. Birdsall, John H. Carroll, Mrs. Hubbard, Mrs. H. H. Hartly, H. C. Kirk, W. L. Pritchard; Mrs. Scudder, W. R. S. Foye, D. W. Welty, Robert Hamilton, George Cadwaladar, D. H. Russell, W. B. C. Brown (occupied by Governor Irwin), Fred. Cox, Richmond Davis, R. Oppenheim, Capt. Ebner, Dr. Snider, Edw. Cadwaladar, Sylvester Tryon, Judge Denson, John F. Allen, Frank Miller, H. M. Larue, John Reel, J. L. Huntoon, W. F. Knox, W. R. Cluness, Judge C. H. Swift, Mrs. Doherty.

Notes:

Unexplored Sources of Information and Questions about W.L. Pritchard and Places in Nevada Named Pritchard

53. Northeastern Nevada Museum, Elko, NV
54. Fallon Museum on south Maine street and the court house in the center of town. The court house is on the northwest corner of Hwy 50 (Reno Highway) and Maine Street.
55. Lyon County Times, Lyon County, NV. Publisher, Date : Silver City, Nev. : Frank Kenyon, 1874-1907 (Copies available in Nevada State Library, Microfilm - LY61)
56. Weekly Elko Independent, Elko, NV. Howard Hickson's Stories. Missouri Flat. Elko, Nevada 1869. On freighting to mining camps from Elko. Missouri Flat <http://www.outbacknv.us/howh/MissouriFlat.html>. In late August, 1869 the Weekly Elko Independent editor observed there were 177 freight wagons down at the Flat, 100 loaded and ready to leave the next morning.
57. Elko, One of the Last Frontiers of the West by Howard Hickson, 2002 (Nevada State Library, F849 .E45 E45 2002 c. 2).
58. A Sagebrush Saga by Lester W. Mills, 1956 (Nevada State Library F847 E4 M5)
59. Pioche Record and Pioche Daily Record, Pioche NV. Publisher, Date: Pioche, Nev. : Pat Holland, 1872-1876 (Copies available in Nevada State Library, Microfilm - PI55)
60. Pritchard Station (on google earth at ~116.11 W and 38.46.37 N). At <http://www.ghosttowns.com/states/nv/nyene.html>, it is stated that the station was active between the 1870s and 1880s on the old Belmont-Tybo-Eureka stage line. Eureka, NV is 50 miles to the NW. Details of location at http://www.roadsidethoughts.com/10/c10_6084100.htm. Allen Bruner wrote: Heading west from Ely, eight miles or so before getting to Eureka there will be a dirt road going south or to the left that says Fish Creek Ranch, is the road to Pritchard's Station about 30 miles. On Pritchard's Station, it was a stage stop, I believe between Tybo and Eureka along with Moore's Station and Willow Creek. There were several small mining districts like Morey and Keystone in that area prior to the Tonopah strike in 1903.
61. Ashbaugh, Don. "Life popped in Palisade." In Nevada's Turbulent Yesterday: A study in ghost towns 346: Westernlore Press, 1963. Ashbaugh's manuscript and newspaper clippings are available in the UNLV library. Ashbaugh, Don. Coll # T13. Date: ca 1950s. Extent 2 document boxes. Collection is comprised of the working manuscript of Don Ashbaugh's book, Nevada's Turbulent Yesterday: A Study in Ghost Towns. The collection also contains typescript drafts, newspaper clippings and a small amount of correspondence. Ashbaugh, columnist and editor at the Las Vegas Review Journal in the 1950s, wrote a weekly column entitled "Ghost Towns of Nevada" for many years.
62. Hall, Shawn. Books on ghost towns in Nevada. All in Nevada State Library. Shawn Hall (775) 482-6597 Tonopah, NV 89049.
63. Books by Remi Nadeau (The Silver Seekers: They Tamed California's Last Frontier (Silver Seekers); City-Makers: The Story of Southern California's First Boom; The ghost towns of California). See also web sites at <http://www.explorehistoricalif.com/nov2006.html> and at http://www.owensvalleyhistory.com/cerro_gordo2/page44a.html.

Web Pages of Interest but Not Included in the Following

51. <http://www.narrowgauge.net/page14.htm>

Sites Not Worth Further Investigation

52. Lincoln County Historical Museum, Pioche, NV. Sally and Bart visited the museum in October of 2007. There was nothing of interest there related to W.L. Pritchard.
53. Eureka Sentinel Museum, Eureka, NV. Sally and Bart visited the museum in October of 2007. There was nothing of interest there related to W.L. Pritchard.

People of Note We Have Met During Our Search

54. Donald E. and Carol Shanks, Pioche, NV (donsbanks@lcturbonet.com)
55. Tina Hubbard, Eureka County Recorder's Office (ecpayroll@eurekanv.org)
56. Mark Bass, Director, Nevada Northern Railroad Museum (recommended reading Jackson, W. Turrentine. 1963 and 2000. Treasure Hill. Portrait of a Silver Mining Camp. Univ. Of Arizona Press (1963) and Univ. Of Nevada Press (2000).
57. Evie Pineo, sister-in-law of Carol Shanks and with Chamber of Commerce, Ely, Nv