

Mark Requa Was Nevada Pioneer

The death of Mark Lawrence Requa in Los Angeles last Saturday, recalls to pioneers of this district the early exploits of the man who did more than any other single individual toward the development of the great copper mining center of Ely.

Born in Virginia City, Nevada, his father, Isaac L. Requa, was a Comstocker who had amassed a fortune in the great gold and silver mines of the west. He grew up with metal in his blood and one day in the autumn of 1902 he entered the Ely field where some promising strikes had been made but no great ore bodies of "high grade" had been uncovered. He went straight to the Ruth mine and made a bargain with two young miners, Dave Bartley and Edwin F. Gray, who had sunk a 300 foot shaft into large deposits of low grade copper and the purchase of claims held by the two men was completed in a single day. It was learned later that a mysterious stranger who had visited with Bartley and Gray, swapped yarns and took a few samples here and there, was an agent for Requa and it was on his advice that Requa invested \$150,000 for purchase of the claims.

A number of other claims were obtained and added to the Ruth and two years were spent in cross-cutting and blocking out ore. It was found that the magnitude of the quantity surpassed the imagination of the most optimistic of the day. A mill was then erected at the Ruth mine to determine the copper content of the ore. The test proved favorable for large tonnage operations and the next problem confronting the young operator and his associates was how to traverse the 140 miles down the vast Steptoe valley to Cobro, where connections with the Southern Pacific and the outside world could be made. In this valley it is said the armies of the whole world could be maneuvered, each one in complete seclusion to the other.

On September 9, 1905, the first ground was broken for the Nevada Northern railroad and on September 29, 1906, Ely declared a holiday and celebrated Railroad Day. The connecting link had been completed, and Ely was now in quick communication with the outside world. The Nevada Northern came into Ely as a welcome visitor, bringing assurance that the section which had laid dormant for generations in the heart of a mineral empire, would shortly take its place among the world's greatest producing centers.

Before the Nevada Northern reached Ely the nearest railroad point was Eureka, a distance of 90 miles over rough country. A narrow-gauge line connected at Eureka with the Central Pacific, now the Southern Pacific, at Palsade. A stage line was operated from Eureka to Ely and on the twenty-ninth day of September, 1906, the stage made its last run.

Through a series of consolidations and purchases the Nevada Consolidated Copper Corporation secured vast holdings in the district and Requa was made general manager and vice-president of that organization and the Nevada Northern. L. G. Cannon was later named general manager of the Nevada Northern and remained with the

company in that capacity until his death in Ely in 1920. The services of a young railroader in the employ of the Union Pacific were then secured by the Nevada Northern and placed into his capable hands was placed the management of the railroad. He is G. L. Hickey, present general manager and has held that distinction for the past 17 years.

The only other company which developed any great copper ore bodies in the district is the Consolidated Coppermines Corporation, who has large holdings in the Kimberly area. J. B. Haffner is general manager of that company with offices in Kimberly.

The coming of the railroad not only opened the copper empire to the outside world but also made possible further development of a large gold and silver producing center, with most ores being treated at the smelter in McGill. Ely never witnessed a great boom but progress was steady and uniform.

Many pioneers now living in Ely played important roles in the development of this district, among them were:

Dave Bartley, who with his partner, landed here from the Redding copper mines of California with 75 cents between them. It was Dave's foresight which is credited with interesting outside capital to develop the section. Copper at the time was more or less despised by prospectors while searching for gold and silver. Dave saw the possibilities of a large deposit at the Ruth mine and with his partner sank the 300-foot shaft.

John Eager, who now owns the Lincoln Highway Garage, started with the Adams-McGill cattle company as a general roustabout and worked his way to the top, becoming vice-president and general manager of the company, who at the peak of their operations, grazed on Nevada ranges 40,000 head of sheep and 20,000 head of cattle.

H. A. Davidson, assistant purchasing agent for the Nevada Northern, started with the railroad at Currie during its construction and has been with it ever since. H. R. Amens, assistant operating traffic agent, came to Ely in 1907.

Along about that time picture shows were becoming popular in the larger cities, and a group of men decided Ely should have a theatre and the old Bijou was opened. Among the group was Percy Hull, who today owns the modern and up-to-date Ely theatre. It is reported that Attorney Geo. Annand sang lyrics to illustrations on the screen during the birth of the theatre in Ely.

J. C. Kinnear came here in the early days and rose from the runks as a common worker to general manager of the Nevada Consolidated.

E. B. Lyson came to Ely with the railroad in 1907 and was later transferred to the Nevada Con at McGill where he is now purchasing agent.

Others were: H. P. Cryst, Tom O'Neill, owner of the Ely garage; Frank Roper, auditor of the Nevada Northern; George Deckleman, one of the first engineers of the railroad and at one time master mechanic; Geo. Doyle, present secretary of the C. of M. and C.; Dave McLean; L. R. Zadow, local grocery and hardware store owner; O. G. Bates, owner of the Wilson-Bates Furniture Company; Judge J. M. Lockhart, who was cashier of the old Bank of Ely, and many others who were not called to our attention.

The first passenger train reached

Rives Predicts A Banner Year

Henry M. Rives, secretary-treasurer of the Nevada Mine Operators' Association, predicts that Nevada is just entering on a banner year so far as mining is concerned. In an interview, Mr. Rives made the following statement:

"The prospects for 1937 are very splendid," said Rives. "I expect greatly increased activity will be shown in all phases of the mining industry, coupled with a rise in employment.

Rives attributed the bright outlook to the greatly increased prices being paid for copper, lead and zinc, together with the already high value of gold and silver and other metals mined in Nevada.

"Probably the most outstanding development in the state during 1936 was the Operators' Association official report. Although some individual strikes in the precious metals field were more widely publicized, copper mining has increased steadily until it has now reached an exceptionally high point.

"With the Nevada Consolidated Copper Company in Ely and the Mountain City Copper Company in Mountain City as the two major producers, a total of 136,000,000 pounds of copper were produced in Nevada in 1936.

"This year a third large producer, the Consolidated Copper Company, also at Ely, has returned to the productive field after an absence of several years and output of this concern will add materially to that of the other two, bringing about a general improvement.

"During the last two years the price of copper has practically doubled. The average price paid per pound in 1935 was 8.65 cents and in 1936 the average was 9.47 cents.

"The metal is now selling on the market for 15 cents per pound for domestic or electrolytic copper and more than 16 cents per pound for export copper—the rise due to tremendous buying abroad."

Value of metals produced in Nevada during 1936 was \$29,000,000—the highest total reached since the modern-times peak of \$54,000,000 in 1917. The 1917 figure in turn was the highest since bonanza days, according to Rives.

"While I do not expect 1937 production total as high as \$54,000,000, I do expect it to show a substantial increase over 1935," he said. "In 1935 the value of metals mined in Nevada was \$18,000,000. A practically all-time annual low of \$5,000,000 was reached only a few years ago," he said.

The 1936 production figure was derived from the sale of 284,700 fine ounces of gold; 4,970,000 fine ounces of silver; 136,000,000 pounds of copper; 24,600,000 pounds of lead; 31,600,000 pounds of zinc, and lesser quantities of minor metals.

Cherry Creek, then a booming little gold and silver mining town, on July 17, 1906.

First ore was hauled from copper flat April 15, 1908. The Nevada Northern operated a total of 149,750,448 ton miles during 1936. In the peak year of 1929, 207,880,364 ton miles.

The passing of Mark Requa is deeply mourned by those pioneers with whom he worked and planned, as well as all Nevadans. — Ely Record.

LIKE SPRING



Evelyn Kaye

GARDENIAS and accordion pleats add a celestial touch of Spring to the magic strains of Evelyn's violin, featured on Phil Spitalny's "Hour of Charm" on Mondays at 4 p.m. (E.S.T.) over NBC.

Autoists Should Fill Out Cards

CARSON CITY, Nev., March 15.—Highway department officials are asking the cooperation of motor vehicle owners in order that the various phases of the financial survey being conducted by the State-wide Planning Survey may be accelerated and brought to a successful conclusion, according to an announcement made at headquarters today.

In order to reach this end department officials request that each motor car owner mail to the department, the questionnaire card which is given to the motor car owner when making application for license. These cards are given out by the county assessors of the counties in which applications are made.

Department officials wish to remind applicants for licenses that it takes but a few moments to fill out the card and drop in the nearest mail box, and also that the information will be kept strictly confidential. The information sought by the department, and which is contained on these questionnaire cards will be of much value to the department. The object of this financial study is to obtain reliable and accurate data from motor car owners, living in every county of the state so that facts may be obtained from which a practical and intelligent plan for highway development and operation over a considerable future period can be worked.

BOSTON LAWYERS

In a bunch of 419 Boston lawyers, 358, none of whom are more than 36 years old, have expressed opposition to the enlargement of the United States Supreme Court. The surprising thing about this is not that these lawyers take this stand but that there are so many youthful lawyers in Boston.—Biddeford Journal.