

HAWTHORNE

Building a Road Through The Cliffs

Hawthorne was connected with most of the "outside world" by train transportation from the day of its beginning, but travel between the new town and Aurora and Bodie was a horse and wagon affair; even the luxury of a stagecoach. With the arrival of automobiles a new mode of transportation was developed, but hampered by sand conditions on the east side of Walker Lake and the slopes of Mt. Grant blocking passage northward on the west side of the lake.

At the end of World War I, Nevada's fledgling state highway department was endeavoring to provide "links" in many parts of the state, and the "challenge" of cutting a road through the cliffs of Mt. Grant placed the project high on the priority list.

"The Secretary of Agriculture has approved the project for the road on the west side of Walker Lake, granting \$74,000 to be used in construction," C.C. Cotrell said in a telegram to Mineral County Assemblyman G.B. Stannard in June 1919. Matching funds were provided by the state. "With \$148,000 there now was to be a highway linking Yerington and Hawthorne." This is the way the Nevada Highway News reported the beginning of the road, in a special review in its issue of September 1976. That story continues:

"Actual construction of

the road began in early 1920 when contractors began building a wharf to Magnus, in addition to a railroad station eight miles from Thorne, on the east side of the lake. Large barges were also being constructed to carry materials and supplies across the lake. These barges were towed by tug boats.

"As plans began to unveil for the new highway, it was estimated 1000 tons of cement would be used. Employment was estimated to reach 200. The original contract called for the completion of 9.33 miles of road measuring 15 feet wide. Added to the contract was 1.73 miles of extension, consisting of an unsurfaced road at the south end of the highway. In essence, the contract called for about 10 miles of road to be blasted out of solid granite."

On April 16, 1921, 40 years after the founding of Hawthorne, the Walker Lake Bulletin reported: "The 11.06 miles of new road in part has been constructed in spite of great difficulties. For a distance of two miles it was necessary to run the line 30 feet above the lake level, blasting a pathway through solid rock towering hundreds of feet above the lake and forming the largest known geological fault in the United States."

Hawthorne now had a "highway" connection with Schurz, Yerington, Smith Valley, Gardnerville, Carson

City and Reno. The highway between Schurz and Fallon was not built until the late 1920s.

In 1931 the entire sector of Highway 95 from Hawthorne to Schurz was replaced with a wider asphalt highway.

handled the cliff area work and remaining mileage to Schurz, 23.21 miles in all.

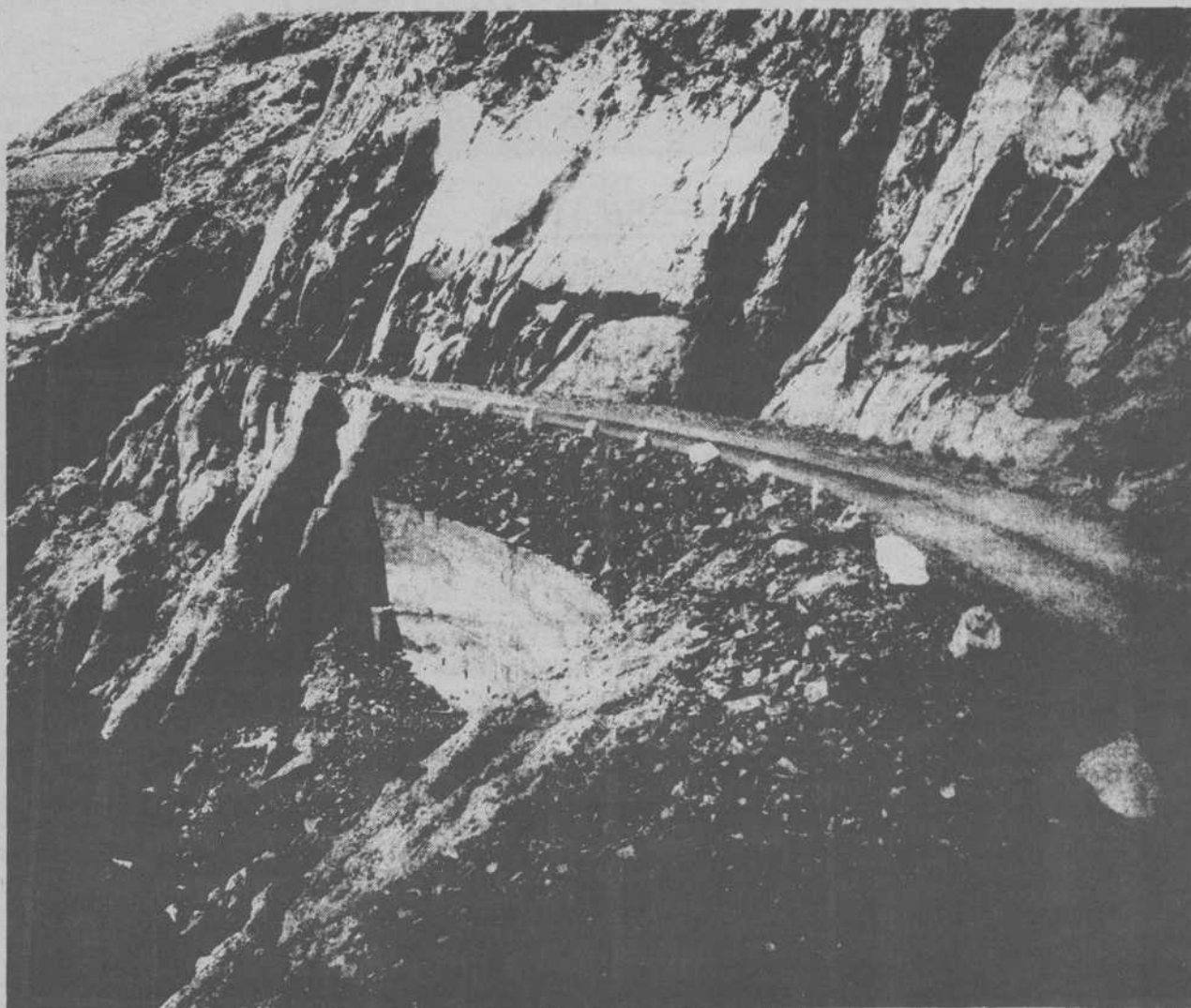
The Isbell contract was for \$208,770 and Dodge won the smaller job of a bid of \$65,016. (Isbell bid \$72,300 on that job.) In

the cliff area. Isbell bid \$1,262,698. Dodge bid within one per cent of the Isbell figure, offering to do the job for \$1,274,189.

Another 29 years passed before Isbell was back to tackle the cliffs again to

where the road skirts the lake shore.

Likewise, in the 1970s sections both north and south of the cliff area have been rebuilt and improved to the extent that only pictures can tell today's younger



Early drivers using Highway 95 were faced with an obstacle when they came upon the cliff area. Shown above is a picture of the old highway, looking south, far different from the present road through the area.

Dodge Construction of Fallon rebuilt the 10.4 mile portion from the Hawthorne town limits to the cliff area, and Isbell Construction of Reno

1960 Isbell again won the contract to reconstruct 8.2 miles of Highway 95 with most of the work centered on widening the road through

eliminate a number of curves and widen the highway, the surface of which was improved, and guard rails placed in the area

drivers how their fathers and grandfathers found it "routine" to hold the speedometer indicator well below the 55 mark.

Reid Testimony Opposes Reduced Deductions For Entertainment, Meal Expenses

WASHINGTON — In testimony before the House Rules Committee today, Rep. Harry Reid stressed the need to retain current law to allow full deductions for business meals and entertainment expenses.

"Entertainment and business meals are ordinary and necessary expenses in conducting a trade or business for profit," Reid testified. "In any business, prior to selling the product," Reid continued, "a businessman must first sell himself and his abilities in order to gain the trust and confidence of the potential

customer."

Reid testified before the committee to obtain that committee's approval to offer an amendment to H.R. 3838. The Tax Reform Act of 1985 includes a provision for taxpayers to deduct only up to 80 percent of their business-related meals and entertainment expenses. President Reagan's tax measure recommended that only 50 percent of these expenses be deducted. Ways and Means Committee Chairman Dan Rostenkowski of Illinois stated, "One of the main reasons my committee

raised the deduction from 50 percent to 80 percent was because Congressman Reid stressed the unique situation in Nevada involving tourism and business entertainment." Current law allows full deductions for business meals and entertainment expenses.

In addition, the Ways and Means Committee bill has added certain legal and substantiation requirements for business meal deductions. The key factor

with these requirements is not how insignificant the lost deduction would be, according to Reid, but, rather, the administrative burden in establishing accounting procedures to determine amounts in excess of the limitation.

"The goal of tax reform is simplicity, fairness and growth," Reid continued. "This provision of the Ways and Means Committee proposal violates all of these goals."

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Bro. T. Kelly, Asst. Superintendent
Sis. S. Baldwin, Secretary

