

Nevada County Historical Landmarks Commission
P.O. Box 1014
Nevada City, California 95959
info@nevadacountylandmarks.com
530-274-7118

21 January 2022

Nevada County Board of Supervisors
950 Maidu Avenue
Nevada City, CA 95959

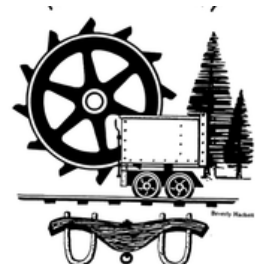
Honorable Chair and Board Members:

At today's meeting, the Nevada County Historical Landmarks Commission voted unanimously to recommend for Board approval, the application for landmark designation of a plaque honoring the Chinese rail workers who helped build the Nevada County Narrow Gauge Railroad. The plaque is to be placed at the site of the former Nevada City terminus of the Railroad, in an area sometimes known as Clamper Square.

The applicant is the Nevada County Narrow Gauge Railroad Museum. The site is owned by the City of Nevada which has approved the placement of a plaque at the site. The landmark is to be designated as Nevada County Historical Landmark NEV 22-01. The landmark will commemorate the over 300 Chinese immigrant workers whose labor was essential to completing the Railroad. Their story is largely untold, and their contribution to the growth of Nevada County deserves recognition.

The research and documentation which accompanies the application has been reviewed by the Commission for historical accuracy. The application and supporting documentation is enclosed.

If you approve the application, please forward the resolution and accompanying documents to the County Recorder.



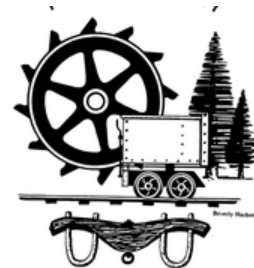
If you have any further questions, do not hesitate to contact me. Thank you in advance for your consideration of this request.

Yours truly,

A handwritten signature in cursive script that reads "Bernard Zimmerman". The signature is written in black ink and is positioned above a horizontal line.

Bernard Zimmerman, Chair

cc: John Christensen, w/o enc.



County of Nevada
State of California

Nevada County Historical Landmarks Commission
Application for Registration of Historical Landmark

Name of proposed landmark Chinese Narrow Gauge Rail Workers

Location Nevada County Narrow Gauge Railroad kiosk at
Sacramento Street and Railroad Avenue, Nevada City California, in
area sometimes known as Clamper Square

Name of applicant Nevada County Narrow Gauge Railroad Museum

Address 5 Kidder Ct, Nevada City, Ca 95959

Home or work phone (530) 265-3668 cell phone (530) 320-1605

Name and address of owner upon whose property proposed landmark

is located, if owner is not applicant City of Nevada, 317 Broad St.
Nevada City

I authorize the placing of a plaque or marker on site.

Dawn Zydonis
Owner's signature

12/16/21
Date

Brief history and description of proposed landmark

(attach additional sheets as necessary)

Built in 1875 and 1876 the 22-mile Nevada County Narrow Gauge Railroad connected Nevada City and Grass Valley with Colfax and the Central Pacific Railroad. The labor of over three hundred Chinese immigrants was essential to the completion of the line. Their efforts deserve recognition. The applicant Railroad Museum will place a plaque on a granite rock located next to the kiosk which marks the Nevada City end of the line for the Narrow Gauge Railroad. The City Council has approved the placement of the plaque on City property. This is the text of the proposed plaque.

"In the race to build the western portion of the Transcontinental Railroad, the Central Pacific Railroad recruited over ten thousand young men from China, creating a skilled and dependable work force. Upon completion many of these workers, who had come to America under contract for employment, returned home to China. Others remained to find employment building railroads throughout the United States.

This site marks one end of the 22-mile Nevada County Narrow Gauge Railroad that connected Nevada City and Grass Valley with Colfax and the Central Pacific Railroad. After construction of the NCNGRR started in 1875, over three hundred Chinese immigrants labored to build the railroad. They built the railroad grade over the rugged and uneven terrain between Colfax and Grass Valley, scaling canyons, filling ravines, and prepared the way for bridges and trestles. Using hand tools, horse drawn scrapers, hand carts and their determination, they completed the task in early 1876. Although considered more dependable than white workers, they were paid less.

When the railroad was completed in 1876 most of the Chinese moved on to other railroad construction projects. A few Chinese workers remained as track workers maintaining the NCNGRR. Apart from laboring on the railroad, several Chinese businessmen in Nevada City were investors and retained stock in the company into the 20th century. The contributions of Chinese immigrants were an essential element in the building and success of the NCNGRR."

Historically significant aspects or properties of proposed landmark

See above

How will the landmark be protected and maintained?

The Railroad Museum, with the assistance of the City of Nevada, will protect and maintain the plaque.

Bibliography. Cite or attach available books, records, articles or other materials pertaining to the proposed landmark.

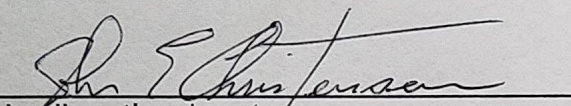
Books and articles: Attachment 1

- The Chinese and the Nevada County Narrow Gauge Railroad by David Beesley, Nevada County Historical Society Bulletin, Volume 40, #4, October 1986
- Never Come, Never Go! by Robert Wyckoff. Nevada City Publishing Company, 1986
- A History of the Nevada County Narrow Gauge Railroad by Marvin Elliot Locke (master's thesis, University of California, Los Angeles, 1962)
- Chinese in the Woods by Sue Fong Chung, University of Illinois Press, 2015. Chung cites the Nevada City Transcript for February 18 and 27, 1875 and May 24, 1876
- Nevada County Narrow Gauge by Gerald M. Best, Howell-North Books, Berkeley, California, 1965

Attachment 2 Chinese Contributions to the Nevada County Narrow Gauge, Compiled by Andrew Brandon

Other: (e.g. photographs, prints or drawings. Please list and attach separately)

Attachment 3 is a photograph of the kiosk. The plaque will be placed on a granite rock to the left of the kiosk.


Applicant's signature

Dec. 16, 2021
Date

DIRECTOR - NCNRR MUSEUM

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This completed form and all related documents shall be sent to the:

Nevada County Historical Landmarks Commission
Attention: Chairman
P. O. Box 1014, Nevada City, Cal. 95959

Attachments and related documents may be submitted in electronic format.

An application must be considered solely on its historic or architectural merits and not for commercial gain, political benefits, or other non historical reasons. An individual Commissioner can advise and counsel an applicant, but all applications must be considered by the full Commission, meeting in regular session.

The Daily Transcript

NEVADA CITY, CAL.

Saturday, Feb. 27, 1875.

The Railroad.

Turton & Knox are scratching gravel at a lively rate. To make cuts and fills, to plough, to scrape and shovel dirt, seems as natural to those gentlemen as it is for a duck to swim. It is, and has been, the business of their lives. They were heavy contractors on the Central Pacific, they raised the buildings and filled up Sacramento to its present level, and they graded several other railroads. They were engaged in grading a southern railroad, we believe, before their tools and horses were moved up to Colfax to commence on the Narrow Gauge. They can make more profit on a lower figure, for grading, than any one else, from the simple fact that they own everything necessary to place a large force at work. They paid \$450 to the Central Pacific, one day last week for freight on tools and carts brought up. There are now at work at Rice and Long Ravine's, about 150 white men and 300 Chinaman. Turton & Knox are present most of the time superintending affairs. They are ably assisted by L. W. McDonald, an experienced railroad builder, as Superintendent, H. A. Howes, riding foreman, and Mr. Whaley, paymaster and auditor. The principal camp is about 13 miles from Colfax, near Long Ravine bridge, on the C. P. R. R., and about one-fourth of a mile east of the teamsters' road to Colfax. There are two other camps, we believe. It looks as if an army was encamped there, and it is an army of workers who are doing more to benefit the world than any army ever marshalled. The principal work being done now, is on a deep cut just north of the railroad bridge, and in making a fill at a branch of Rice's Ravine, about half a mile south of the bridge. Workmen are scattered along a stretch of about a mile and a half. The advance guard consists of a force of men with plows and scrapers, who

work averages a little over 14 hours. The camp is wide awake as soon as half past four in the morning, and it is not very sleepy until 9 at night. The force of men will be largely increased as soon as places are opened out so that they can be profitably employed. All the men live in tents, and they make a comfortable lodging place. Rain will not penetrate them no more than it will the roof of a house. Those at work at the principal camp all eat in one tent. We had the pleasure of moving away with an unmentionable quantity of the grub, and we can assure the reader that it is either unusually good, or that the medicine Mr. Whaley administers just before dinner, creates a wonderful appetite. Speaking of Whaley reminds us to say that we might have obtained many more facts of interest, had his revelations on other subjects not attracted all our attention. Work will be commenced on the tunnel this side of Bear river next week. It is proposed to complete the section of the road on which the men are now employed, in about 60 days, and then put a construction train upon it, for the more convenient transportation of supplies for the balance of the route. The progress at present made seems but little. It must be remembered, however, that the hardest part of the work is just there. When easier spots are reached, the advance will be more rapid. It well repays one to visit the works, and we can assure any one courteous treatment from the contractors and their employees.

Local Brevities.

The net proceeds of the Firemen's Ball, at Grass Valley, was \$341 50.

Judge Walker, of Truckee, is a candidate for County Judge—or he is talked of.

Sheriff George Smith is a candidate for re-election. It will take a very popular man to beat him before the people.

Governor Booth is expected to resign and go to Washington. That's right.

The Dramatic Club will hold a meeting on Monday night for the purpose of selecting plays for another

vance guard consists of a force of men with plows and scrapers, who are making rapid headway. The cut mentioned is the deepest on the road, and we understand is the hardest to cut through. The rock is to be broken up and loosened by powder and then picked out and shoveled into carts, when it is hauled out to make fills in places where the ground is depressed. The cut is 45 feet deep. In it are engaged 40 white men and 60 Chinamen. Considerably over half of it is now completed. Blasting has to be done in most of the places where the men are now at work. About 30 kegs of black powder are used a day, besides a large quantity of giant powder. The heaviest fill is at the branch of Rice's ravine, as before stated. It will be 65 feet high. It will require 26,000 cubic yards of dirt to fill it, and it will be 60 days before it is completed. At this point there is a succession of hills or spurs, and their corresponding ravines, and over which cuts and embankments have to be made. At the bottom of each ravine long culverts have to be made of stone, and on these many of the men employed are at work. One of them is completed, and alone cost \$650. The rock through which the cuts have to be made, is mostly of a slate formation, and is very favorable for easy working, although it all has to be blasted. There are at present used on the line 100 horses. The contractors are using a great many hand-carts in places where the distance to move the dirt does not exceed 150 feet. They can be used where a horse can not be got in. Three Chinamen load and dump them. They are a new thing in railroad work, and are thought to be, for the purpose designed, superior to horse carts. They are made at the State Prison. The tools, carts and horses in use by the contractors, cost in excess of \$20,000; so it will be seen that a short contract will not pay a man unless he follows the business, and can use them elsewhere after the job is completed. The wages paid Chinamen, we believe, is \$26 per month. White men get \$30 and upwards. The contractors would employ white men altogether if they could depend upon their working steadily. At each pay day a large number think a prolonged spree necessary, and many of them are not seen afterwards, whereas the Mongolian is always on hand as long as there is work to be had. A day's

meeting on Monday night for the purpose of selecting plays for another public entertainment.

Geo. Jacobs is going to have still further improvements made in the Theatre.

The weather continues pleasant. Summer weather is nowhere compared with it.

We understand Geo. E. Turner, one of the oldest merchants in this city, is about to make a visit to the "old folks at home." He will be absent a few months.

R. Fininger is closing out his stock of groceries, liquors, etc., to go below to reside.

We understand Henry Everett, one of the oldest residents of this county, is making arrangements to dispose of his property, for the purpose of going to Plumas county to reside.

The old familiar face of R. B. Gentry is seen again on our streets. Dick has taken up his residence in San Francisco, and informs us that he has gone into the wholesale liquor business, at the old stand of Kirkpatrick & McCue, on Pine street. The new firm is composed of Gentry, Kirkpatrick & Cutter. These gentlemen will make the heaviest team in that business on the coast. They are all very popular men and well known in this State.

Carriage Factory.

Wm. Seaman has got his carriage factory, out near Cashin's, on the Grass Valley road, nearly completed. It is a large building, and will be conducted so as to secure a large share of the trade of this section. First class workmen will be employed in all the departments. A large stock of material will arrive soon, and the establishment will be in full blast in the Spring.

The Right Thing.

Ben. Taylor has done the right thing this Winter with the Grass Valley road. The loose rock on it are being mashed up, and it is now in good condition—the best we ever saw it. We always knew Ben would repent of his bad ways.

Roll of Honor.

The following pupils are on the roll of honor in the Colored School for the month ending February 26: Miss Seraphine Nilon teacher; Laura Booth, Lulu Alexander, Nathaniel Ford, Horatio Alexander, Julia Adams, Rosa Alexander, Georgie Dorsey, Lettie Ford, Willie Hicks, Johnnie Ford.

line” (Chung, *Chinese in the Woods*, 180). [n39] Chung also reports that “[i]n 1875 approximately 150 Euro-Americans and 300 Chinese were employed to work on the twenty-two-mile-long railroad

running through Nevada and Placer Counties, California, called the Nevada County Narrow Gauge” (Marvin Elliott Locke, “A History of the Nevada County Narrow Gauge Railroad” [master’s thesis, University of California, Los Angeles, 1962]; Chung, *Chinese in the Woods*, 176). Chung also cites the *Nevada City Transcript*, February 18 and 27, 1875, and May 24, 1876. [n38, 39, n49, n86]

California with a winsome Oregon bride named Sarah. Now he had just finished building the Monterey & Salinas Valley Railroad, first narrow-gauge in the state and an elementary stint for a man with his experience. His present task would be more stimulating and he plunged into it with enthusiasm.

When Dailey and Scott clattered into Colfax on February 11, the leather springs on their stages groaned under the weight of all who could find a foothold, and a convoy of buggies and buckboards trailed behind them. Ground was at last to be broken for the Nevada County Narrow-Gauge Railroad, and after a few formalities four hundred men got busy with picks and shovels.

Now that construction was really under way, the *Union* couldn't resist starting a rumor designed to bait its rival. The railroad would terminate in Grass Valley, it gravely stated; to go on to Nevada City would never pay. And since the road's office was in its town, the *Union* assumed the role of spokesman and cautioned readers that items seen in the Nevada City daily were not "official." Infuriated and hurt in view of its substantial contribution toward getting the railroad born, the *Transcript* editorially deplored the smart alecks on the *Union*. It breathed easier, however, when the grading contract for the final stretch was let to Nevada City's Mayor Organ.

Disdaining comment on this journalistic horse-play, Beatty and Kidder rushed the job. Two miles north of Colfax their line ducked under the Central Pacific's Long Ravine bridge and here they set up another camp of graders. Turton & Knox had the earthwork subcontract; they had handled much of the heavy grading on the Central Pacific and knew the game well. At the tunnel site between Bear River and Greenhorn Creek a third camp was established. By the middle of March 600 men were on the payroll, most of them erstwhile "Crocker pets." These Chinese drew \$26 a month; the whites \$30.

Coleman's Mohawk Lumber Company threw up a mill near Bear River and started ripping out bridge timbers and ties. The whole route was simmering with activity. The always fickle

Sierra weather chose to smile, and as Kidder rode his horse from camp to camp he felt that things were humming along.

But the Directors rode no trains on the Fourth of July as Beatty so rashly had promised. In fact, not a foot of rail was laid. However, the roadbed was complete from Colfax to the Bear River and one pier of the bridge was already up. Nine gangs now made the dirt fly; they had already handled 200,000 cubic yards, more than a quarter of it rock. The tunnel was in for sixty feet and stretching a yard a day. The whole railroad would be completed, Coleman stated, some time during the winter.

Another two months saw the tunnel finished and lined throughout with mighty 10 x 10 timbers. Bear River bridge was almost completed too, an awesome spidery structure whose Howe truss, 97 feet above the water, was the highest span in California. Counting the trestle-work at each approach it was one-seventh of a mile long, and 300,000 board feet of native pine had been bolted together to build it.

Fin Beatty had just received two photographs from the Baldwin Locomotive Works and proudly showed them around. One was a racy little balloon-stacked 4-4-0, handsomely lettered "Grass Valley"; the other a mogul named "Nevada." While he was displaying the photographs the locomotives themselves arrived at Colfax, knocked down and stowed on six flat cars. By October the "Grass Valley" was put together, steamed up, and hard at work laying track.

Tom and Martin Carter, who had built the cars for the Monterey & Salinas Valley Railroad, had moved their gear up to Colfax and were turning out flats and boxcars. Passenger cars had been ordered from the East.

Iron went down rapidly. On the 16th the "Grass Valley" puffed over Bear River bridge for the first time, and though many held their breaths at the fearful sight, nothing happened. John Kidder scarcely paused to watch; he swore that the span was more than stout enough for the heaviest trains on the C.P. and scorned the leery ones. Another week and the tracklayers were

to realize we are connected with the outside world is to take a ride."

March first looked like a good guess for the final spike. This item, together with the last tie, was kept in readiness and on display in Knowlton's show window. It wasn't gold—that would have been redundant in Nevada County—but very highly polished steel. The last tie was the real masterpiece. George Hughes had fashioned it of clear native pine, painted royal blue with gilded edges. On the upper face were the gold initials "N.C.N.G.R.R.," while one end bore the date "1876" and the other the word "Centennial." The railroad was being finished in the hundredth year of American independence.

But the first of March saw tie and spike still languishing in the show window. So did the first of April and so did the first of May. The Sierras, as if feeling at the last that they had been too easy, began to show what they could do in the way of whipping up a blizzard. For a couple of weeks the "Grass Valley" and the "Nevada" were cold as the flow beneath Bear River's ice. There was no use trying to steam them up; work was out of the question.

The roads of course went out and when the storm cleared, the Twin Cities felt the need of supplies that had been piling up in the Colfax freight shed. Under the plea of "war necessity" the *Union* and the *Transcript* persuaded Kidder to bring in the cargoes of staple foods and household goods even though the railroad was not open for business.

As the Chinese section hands repaired the ravages of the storm, construction trains commenced to run again, and Kidder often coupled in the little coach, shiny in its pristine yellow varnish, and invited his friends for a ride. He and Sarah had made a host of friends in the few months since their arrival. The *Transcript's* editor joined one of these jaunts and reported it a real luxury after riding the Central Pacific. Coming back from Colfax he and Kidder had ridden on the cowcatcher, at the latter's invitation, and as Mike Craig at the throttle smoothly eased his train around the wooded mountain spurs, the journalist for once was

at a loss for words. "It's just wildly grand!" was all he could think of to say.

John Coleman saw no reason why the company shouldn't ring up fares for such junkets, and beginning April 17 he arranged with the contractors to start regular service between Grass Valley and Colfax, connecting with the C.P. east and westbound trains. This was Timetable No. 1 and it listed a round trip each morning and afternoon.

In spite of the delay in getting its railroad, Nevada City had plenty to talk about. A foul threat to American freedom had reared its head—the city trustees had passed an ordinance prohibiting owners of horned cattle from allowing them to roam at large in the streets. Few Nevadans kept cows, but many felt the threat of regimentation far outweighed any damage to their gardens. It was spring election time and pro-cow and anti-cow candidates stumped the wards. Balloting reaffirmed the bovine freedom of the city—only fair when we recall those discovering cattle of 1849.

Colfax had a little stimulation too. The Emperor of Brazil, homeward bound from the Philadelphia Fair, decided to stop his special train and stretch his legs. Descending from the Imperial Silver Palace Car, Dom Pedro II spied the Narrow-Gauge and was immensely intrigued. He started walking the ties to view Bear River bridge, neither the "Grass Valley" nor the "Nevada" unfortunately being handy, but the imperial legs gave out and he dragged them back to his car and restored his strength with bologna sausage and beer while awed crowds gaped.

Meanwhile under skies that were now balmy and blue and sported fleecy clouds, the finishing touches were finally being put on the track to Nevada City. The Nevadans were in a dither. In addition to the last spike and tie, still waiting on display, the fair sex of the city were presenting silk American flags to the locomotive "Nevada"; this drew crowds to Thom's Gun Shop where the standards were being turned. Not to be outdone, the Grass Valley matrons provided similar colors for the other engine

WORKMEN WANTED.—The Truckee Republican of the 3d says: Sisson, Wallace & Co. have orders for 1400 or 1500 workmen on the Grass Valley and Colfax road, and the Southern Railroads of the State. This demand causes a lack of men to attend to the immense wood business of the firm in the vicinity of Truckee. Chinese labor is scarce, despite the great hue and cry about Celestial immigration. The State is being thoroughly scoured for gangs of Chinamen to supply the various contracts of Sisson, Wallace & Co. White labor is preferred if good, reliable workmen could be obtained. Reasonable wages and steady employment would be given to any number of steady, industrious workmen. The average Truckee "tramp" need not apply. Experience teaches that this deplorable class of "workmen" will usually sell the ax, saw, sledge and implements with which they are furnished to the first Chinaman they meet, and with the "stake" thus obtained will "slope" to other localities to again seek employment. Truckee is a good field for sober, hard-working men this Spring, but bummers and loafers will please "go right away off."

Special Agents—Michael E. Bond

Chapter 4 — Growing Pains

JOHN COLEMAN had officially accepted the 22.64-mile railroad from the contractors and the construction forces were dispersed except for a few Chinese laborers. These remained as a regular section gang to reballast the roadbed as needed and to smooth out irregular spots which invariably appeared after the spring rains. To oversee the operation and maintenance of the new railroad, Coleman needed a full-time superintendent. He already had the best man for the job — John F. Kidder. Although Kidder's experience had been in surveying, construction and maintenance of way, he had observed enough of railroad operating procedures to know the requirements of a tight little outfit like the Narrow Gauge. Hence an invitation from John Coleman made several months before

duct that we shall never be ashamed to meet the Ladies of Grass Valley. God Bless them."

It was not long before the ladies of Nevada City donated a rich carpet strip for the center aisle of one of the passenger coaches and polished brass spittoons for the male passengers. Not to be outdone by their rivals' solicitude, the ladies of Grass Valley duplicated the gifts for the other passenger coach and added floor mats under each seat as well. The new railroad might be narrower than its giant sister the Central Pacific, but the ladies of the Twin Cities were determined that its trains be equal in splendor and creature comforts.

Kidder had a first-class organization lined up by the time the road opened, and he needed it. The Twin Cities had set aside the day of May 2, 1876, as a county holiday and grand reunion for a

Chinese Contributions to the Nevada County Narrow Gauge.

Compiled by Andrew Brandon

Revised December 15, 2021

Unless otherwise noted, these items are from the Grass Valley Daily Union. These items include the general news items published in the paper, and when possible, information from the company's annual reports, which were also published in the paper during the Coleman era. News items from other sources will contain the full name of the source. These articles are largely presented without any editorial from the author of this document, excepting when necessary to add further context or explanation. Editorial notes will be presented in blue italic text.

Additional newspaper transcriptions have been included to track the progress of construction.

Unless otherwise noted, all transcriptions are from the Grass Valley Union.

*** This document is a work in progress ***

1874.

March 14, 1874

Local Brevities.

Chinamen are already looking out for a chance to work on the railroad.

March 26

Local Brevities.

The railroad committee where at work receiving subscriptions yesterday and railroad talk was indulged in by all our citizens. We fancy we we(sic) here the snort of the iron horse already.

March 28

Railroad Subscription.

We give below the list of subscribers to the stock of the Colfax, Grass Valley and Nevada, and the amount subscribed :

GRASS VALLEY

Edward Coleman \$25,000
John C. Coleman \$25,000
Myles P. O'Connor \$25,000
Reuben Leech 2,500
William Watt 2,500
Dibble & Byrne 2,500
Campbell & Stoddard 2,000

John Polglase 2,000
Frank G. Beatty 2,000
Jas. M. Lakenan 1,000
John Johnston 1,500
Peter Johnsten 1,000
Wm. Loutzenheiser 1,000
Peter Brunsteter 1,000

W. L. Townsend 1,000
A. Delano 1,000
M. C. Taylor 500
Thomas Othet 500
C. C. Smith 500
Fletcher & Glasson 500
Charles Barker 500
C. W. Smith 500
J. Newman & Co 500
C. C. Wymore 500
Sam P. Dorsey 500
Wm. H. Mitchell 500
Robert Finnie 500
Jas. C. Noell 500
Wm. George 500
George S. Howe 400
Henry Scadden 400
S. M. Harris 400
Daws & Gilbert 300
Chas. H. Mitchell 100

\$106,200

NEVADA CITY,

Charles Marsh \$10,000
T. W. Sigourney 10,000
John W. Hinds 10,000
R. W. Tully 10,000
R. M. Hunt 5,000
Geo. F. Jacobs 5,000
Thom & Allan 5,000
R. B. Gentry 2,00
W. H. Duryea 2,500
N. P. Brown 2,500
M. L. Marsh 2,500
Niles Searls 2,500
George W. Smith 1,000
John Cashin 1,000
A. H. Parker 1,000
Hanson & Wadsworth 1,000
H. C. Mills 500
James Colley 500
J. T. Morgan 500
Ira A. Eaton 500
A D. Tower 500
Jacob Naffziger 500
Lester & Mulloy 500

W. H. Totten 200
A. B. Brady 200
A. J. Foster 200
D. Nathan 200
C. R. Hill 200
D. P. Holbrook 200
S. D. Bosworth 200
C. K. Miller 100
Joseph Peers 100
Henry Fuchs 100
S. Beverton 100
J. I. Sykes 100
S. Novitzky 100
C. C. Townsend 100
W. K. Spencer 100
Francis M. Andra 100
Felix Schrakamp 100
H. Vogelmann 100
Duncan Gillies 100

E. M. Preston 500
Hinds & Nicholson 400
J. J. Ott 300
B. Locklin 300
Geo. M. Hughes 300
D. B. Merry 300
Geo. W. Welch 300
Charles Grimes 200
A. Goldsmith 200
Jno. Caldwell 200
E. P. Sanford 200
I. J. Rolfe 200
Wm. Holmes 200
A. Chapman 200
B. H. Miller 200
J. E. Johnston 200
A. Lademan 200
W. H. Crawford 200
Charles McElvy 200
W. J. Organ 200
A. Isoard 200
Ed. Muller 100
John Adams 100

J. S. Holbrook 100
Ed. Goldsmith 100
Alex. Zekind 100
J. B. Johnson 100
Jno. I. Caldwell 100
John Pattison 100
Joseph D. Fleming 100
A. Blumenthal 100
A. Rosenthal 100
Elijah Booth 100
John Hurst 100
C. Beckman 100
K. Casper 100
C. T. Canfield 100
P. Hennerfauth 100

W. R. Coe 100
D. D. Carter 100
Nat Ford 100
G. v. Schmitburg 100
Wm. Floyd 100
F. W. Maguire 100
Antoine Tam 100
H. L. Gove 100
M. Rosenberg 100
Hong Hi Chung 100
Quong Hi Kee 100
He Lee 100
Kwong Tuck 100

\$83,200

Local Brevities.- The very Chinamen in Nevada City subscribed for railroad stock. Let John no longer be called anti-progressive; and let some men with white skins imitate the illustrious example of the Chinamen.

Remember also to subscribe for railroad stock, thereby helping this section of the country, in its business and the further development of its resources.

The four Chinese names are written in the first shareholder subscriber book.

March 29

RAILROAD MEETING.

Organization of the Nevada County Narrow Gauge Railroad Co. The subscribers to the stock of the Nevada County Narrow Gauge Railroad Company met at the Court House, in Nevada City, yesterday at 2 o'clock p. m. Jno. C. Coleman, Chairman, called the meeting to order, and N. P. Brown acted as Secretary. The Committee appointed at a previous meeting reported that they had obtained subscription to the stock of the proposed railroad as follows : No. Shares. Amt. Grass Valley, 1,348. \$134,800. Nevada City, 837. 83,700. 2,185 \$218,500 On which 15 per cent, had been paid, amounting from Grass Valley to \$20,320, and from Nevada City \$12,555. The Committee also reported articles of incorporation in which the name adopted was the Nevada County Narrow Gauge Railroad Company; capital stock \$100,000, divided into 1,000 shares of \$100 ; principal place of business Grass Valley ; and seven Directors to serve for one year, consisting of Jno. C. Coleman, Wm. Watt, Edward Coleman, and Jas. M. Lakenan, of Grass Valley, and R. W. Tully, Niles Searls and T. W. Sigourney, of Nevada City. After the adoption of the articles of incorporation and the election of the Board of Directors, the stockholders, on motion, returned a vote of thanks to the members of the Legislature from Nevada County for their efforts in procuring the passage of the law granting the franchise under which the road is to be built. A vote of thanks was also passed to Messrs. Searls, Watt, Dibble and others for their efforts in securing the

passage of the bill in the Legislature. On motion the Committee previously appointed to receive subscriptions were authorized to continue to act.

Speeches of congratulation were made by Messrs. Searls, Watt and others on the auspicious beginning of the enterprise, after which the meeting adjourned with the expressed determination of the stockholders and Directors that the work should be pushed to a speedy and successful termination. The Board of Directors elect will meet at the office of Dibble & Byrne, in Grass Valley, on Tuesday next, for the purpose of organization.

Objection to Chinese shareholders is not raised at this meeting. First shareholders book (at Searls Library) includes the names of the Chinese shareholders. The original book ends around April 5, 1874 as the last name in the book, John S. Gregory was noted in the newspaper as purchasing a share. At this time the second shareholders book has not been located.

April 29

Railroad Shareholders Meeting.

Among the stockholders were the names of several Chinamen, and Wm. Watt made object to them having part or lot in the enterprise, and on motion from N. P. Brown the names of the Chinamen were ordered stricken from the list of stockholders, and the money they had paid be returned to them. Mr. Watt stated that he would increase his subscription to the amount of stock held by the Chinese.

A Tale of Two Cities and a Train indicates this objection took place in March, however the GV Union description of the meeting is from April. Objections to Chinese owning shares in the railroad does not seem to last long as the Quong Hee Kee of Nevada City owned stock certificate 495 which was lost in an 1884 fire. Further details of this appear in legal documents from 1916.

1875.

February 2, 1875.

The engineers on the line of the railroad are "making the fur fly" in the way of permanently locating the route. They want to get a good start on Knox & Turton, for they know that the latter will travel rapidly when it comes to grading.

Turton & Knox was a railroad-contracting firm that built railroad grade throughout the state. They were selected as the contractor for building the railroad from Colfax to 1 mile from Grass Valley.

Unofficial.- A gentleman from Sacramento informs us that Turton & Knox have taken the sub-contract to build the railroad from Colfax to Grass Valley. One of the firm told him so. The Sacramento Union also said the same thing a short time since, but it was contradicted. We presume, if it is a fact, that the parties mentioned have taken the job, the reason it has not been made public, is that it would damage the interests of the road.-Nevada Transcript

The Sacramento Union made no announcement of the kind, but the Sacramento Bee did, and we correct the Bee at the time, because the contract with Knox & Turton had not been made and because the principle contractor expected other bids to be submitted. As soon as the Knox & Turton contract was signed we announced the fact.

February 5, 1875

The Railroad.-Affairs on the railroad are getting along well. Mr. Turton is at Colfax and was yesterday engaged, with a team of men, in erecting the necessary boarding houses for the employees of the subcontractors. A large number of carts and scrapers have already been sent to Colfax, and in a few days horses and mules will be forwarded to that place. It is now the intention to break ground on next Thursday, the 11th of this month. We are not informed, from any authentic sources, as to how many men will be employed on the work, but we understand that wherever there may be room for a man to work to advantage, on the whole of the road, he will be given work. In two or three weeks after making start of the work of grading, at least 500 men will be employed. The road will be quickly graded and will be ready for track laying by the time the iron can be placed on the ground, and the iron will be there just as soon as possible under all the circumstances.

February 12th 1875

Breaking Ground.- We announced yesterday that ground had been broke, the day before, near Colfax, on the Nevada County Narrow Gauge Railroad. The breaking did not occur on Wednesday, as was announced from headquarters, but the ceremonies were postponed until yesterday afternoon, at the hour of 2 o'clock. At last Col. Clarke telegraphed us on Wednesday evening that on Thursday (yesterday) at the hour named, the aforesaid breaking of ground would occur. We did not receive the telegram in time to notify the boys here, and so no delegation from this place attended the ceremonies. We know that Dennis McCarty's speech was an eloquent one.

Feb 13

The railroad contractors are throwing dirt at a lively rate down on the Colfax end of the line.

Feb 19

Railroad.-Knox & Turton are pushing ahead at the work of grading. They have about 200 men at work now, and will increase the working force as rapidly as can be done. They are putting up camps in several places so as to be ready to accommodate their employes. Just now they are at work on the heavy cut which is just under the trestle work of the Central Pacific road at Long Ravine. The ground here is very easy so far, and scrapers are being used in moving the dirt. The Engineer and party are on this side of the Bear River, having fully completed all work on the other side of that stream. In a few days work on the tunnel-between Bear River and Greenhorn Creek will be commenced. An agent for purchasing iron and securing locomotives has gone to the east and will soon report as to the prospects there in procuring those things. The work will be completed in the specified time.

February 23, 1875. *Daily Alta California.*

The Nevada County Railroad.

From the Nevada Transcript, Feb. 14th

The contractors, Messrs. Turton & Knox, have got fairly started in building the Nevada County Narrow Gauge Railroad. They have erected their camps and commenced work near the Central Pacific Railroad Company's bridge which crosses Long Ravine, being two miles from Colfax. On either side of the bridge work is being done. Last week they had their tents raised and everything ready for the commencement of lively work to-day. Up to Saturday last they had about sixty men at work and thirty horses.

Yesterday they had 175 men and 70 horses at work. On Wednesday they expect to have about 400 workmen, and the force will be increased as fast as they can work men to advantage. In a week or ten days it will be a great curiosity to visit the camp and see the lively manner in which they throw the dirt. The line selected runs about as follows : It leaves Colfax on the right or east side of the Central Pacific Railroad, (the depot to be in about the same place where the stages now leave for this city, near or in the place of the shed there,) and running on the slope of Rice's ravine, running nearly parallel to that railroad, crossing under the Long Ravine bridge ; thence on the divide between the head of the ravine down the eastern side of Long ravine, on the slopes of the hill to Bear river. The road is located to Bear river, and the permanent location will be completed to this city in a few weeks.

Feb 24th 1876

The working force on the narrow gauge railroad has been greeting increased within the past few days.

The Railroad.- Work on the railroad is progressing in the most favorable manner. The weather seems to have been sent on to suit the contractors. They could not have better weather had they ordered it. This morning an additional force of 120 men will be put to work at grading, which make the whole working force number 350. More men will be put on just as soon as room for them to work can be made. The ground so far has proved to be easy and it is thought that no hard ground will be found on all the line of the road. The tunnel, it is supposed, will be through rock which can be easily pierced.

These numbers do not differentiate between white and Chinese workers. They do help track the number of employees from Turton & Knox had on the project.

March 2

Work On The Railroad.- We learn, from the very best authority, that yesterday morning five hundred men went to work on grading the railroad between Colfax and Bear River. That is to say that the working force has been increased to that number. The report that reached here yesterday morning to the effect that the workingmen on the road had a big row last Saturday night, and had refused to do anymore work is entirely unfounded.

March 5

Workmen Wanted.- The Truckee Republican of the 3rd says: Sisson, Wallace & Co. have orders for 1400 or 1500 workmen on the Grass Valley and Colfax road, and the Southern Railroads of the State. This demand causes a lack of men to attend to the immense wood business of the form in the vicinity of Truckee. Chinese labor is scarce, despite the great hue and cry about Celestial Immigration. The State is being thoroughly scoured for gangs of Chinamen to supply the various contracts of Sisson, Wallace & Co. White labor is preferred if good, reliable workmen could be obtained. Reasonable wages and steady employment would be given to any number of steady, industrious workmen. The average Truckee "tramp" need not apply. Experience teaches that this deplorable class of "workmen" will usually sell the ax, saw, sledge and implements with which they are furnished to the first Chinaman they meet, and with the "stake" thus obtained will "slope" to other localities to again seek employment. Truckee is a good field for sober, hard-working men this Spring, but bummers and loafers will please "go right away off."

This notice from Sisson, Wallace & Co. helps paint a picture of the era. Though white labor was preferred, only GOOD white labor need apply. Truckee was a hub of undesirables and considered a lesser city in comparison to Grass Valley and Nevada City. Also note, the "Grass Valley and Colfax Road" does not refer to the railroad.

March 16

The Railroad.- We learn from J.J. Dorsey, who has been over on the line of the railroad, and who had change of a gang of men, that work on the Narrow Gauge Road is progressing well. There are between four and five hundred men at work, and all the ground between Colfax and Bear River is occupied graders and culvert builders. More men would be put on but for the lack of room in which they can work. As soon as Bear River is passed by the graders, more men will be put to work, as there will be plenty of elbow room and any number of men can be employed. Knox & Turton, the sub-contractors, seem to understand their business and have bosses who are putting the work through in the quickest manner. Gun powder, or Giant Powder, are made to do a great deal of work which picks and shovels used to do, in the old times. These explosives are used in open cuts and everywhere else, when dirt is to be moved. And the powder loosens up the dirt in a wonderful way. Yesterday work was begun at the tunnel which is between Bear River and Green Horn Creek. Knox & Turton have the contract for running the tunnel, and they will be very apt to put the work through on time. Bridge timbers, iron for the track and rolling stock for the road have been arranged for and, no preventing Providence, all such things will be on hand within the time that their use will be required. All things considered the work on the railroad is progressing well.

April 4

The Narrow Gauge.- A trip over the railroad line, on Friday, enabled us to note the progress made and making on the narrow gauge railroad. As we have before state, the working force is principally located on the Colfax side of Bear River, where the heaviest

cuts and fills on the whole road are encountered. The line from Colfax to Bear River is over very rough country, and requires almost continuous succession of cuts and fills, some of which are very heavy pieces of work. The amount of rock and earth excavation on this part of the line exceeds 150,000 cubic yards, being about one-third of the estimated excavation on the whole road. The sub-contractors, Messer, Turton & Knox, commenced work early in February, and have gradually increased their working force until they now have upward of 400 men on their pay rolls. This force is distributed in working parties from the town of Colfax to Long Ravine, which embraces the heaviest part of the work. The work is well advanced throughout, and the finishing touches are being given to some of the heaviest cuts and fills. The cut known as the "big cut" will require about five weeks more for completion, by which time the track will be almost continuously graded from Colfax to Bear River. The broken nature of the country on this part of the route requires the building of numerous culverts from daring and those are all most substantially built of rough dressed stone. The material for the road is found most excellent, and up the usual settling of the track the road bed will be very solid and permanent. In excavating but little solid rock is found ; in the "big cut" they have a tough slate, and on other parts of the line considerable soft rock, which shatters easily by means of the big bank blasts that are put in. Powder is made a very effective agent in doing the work, and by the use of churn drills from 12 to 16 feet in length, which makes holes which require three and four kegs of powder to fill, rock provides a very slight impediment to the busy works. But little work of excavating the approaches commenced. Necessarily this will be the slowest piece of work on the road; but its magnitude is not such as to cause any doubt but that it will be completed by the time they are ready to lay the rails. As the work is finished up on the Colfax side of the river the workmen will be transferred to this side, and as the grading is generally much lighter track will be made rapidly. At the present time about 100 horses are being used, and purchases are being made of thirty or forty more, in order to still further expedite the building of the road. From looking over the work, and observing the system with which it is conducted, we were impressed that Messers, Turton & Knox are the right men in the right place, and that they will drive the work through to successful completion and easily within contract time. April 8th

Nevada County Narrow Gauge _____ Meeting of the Stockholders.

Engineer's Report.

Gentlemen:

In accordance with the provisions of the bylaws of your company I herewith submit brief report of the progress made in the construction of your up to date. Your Board having decided to let the contract to build and equip the road, plans and specifications were gotten up in November of last year, and bidders were advertised for, which resulted in the contract being let to Mr. M. F. Beatty; the contract was signed in December. In January a sub-contractor grading, building culverts and track laying, and ballasting, was let to Knox & Turton of Sacramento.

The Engineers of Contractor took the field on January 30th in charge of Mr. John F. Kidder, and the weather being very favorable, rapid progress was made in that location of the line. The line is at present time located to Grass Valley and some two miles beyond, toward Nevada, and the whole line will be located in two week at the farthest.

Ground was broken by the sub-contractors on Thursday February 14th, and the following day a force of men and scraper teams were at work on the big cut about 1 3/4 mile from Colfax. The force has been gradually increased and at the present time there are at work about 300 Chinamen and some 50 or 60 white men, including stone masons; also some 60 horses and carts.

April 20

Broke Ground.- Yesterday.

Mr. Michael Cloonan, who has a contract for grading the railroad one mile each way from Grassy Valley, proceeded to break ground. Mr. Cloonan is an energetic worker, and fully understands the business which he has undertaken. He will be on time in finishing his portion of the work.

Grading between Grass Valley and Nevada City was sub-contracted out to local contractors who were given 1 mile segments to build.

May 21

Railroad Brevities.- Turton & Knox have removed their main camp from being near the "big cut" to Gable's near Bear River.

All the grading will be done between Colfax and Bear River by the last of the month, excepting the "big cut," which may take a week longer.

The Mohawk Co's mill, on Bear River, has commenced sawing timbers for the Railroad bridges and ties.

Ties for the railroad are now being delivered on the grade at Colfax from the Mohawk mill.

Several gangs of railroad workmen have recently been transferred to the Nevada county side of the Bear River.

Gangs of laborers are at work on both ends of the tunnel between Bear River and Greenhorn Creek. The Bear River approach to the tunnel has been complete, and the head is being driven. On the Greenhorn side they are making good headway with the open cut.

A force of workmen will soon commence at Butterfly Creek, this side of Greenhorn.

The bridge builders are preparing for work on the trestling and the bridges across the Bear River and Greenhorn.

Work on the grade between Grass Valley and Nevada will be commenced in a few days.

Butterfly Creek Trestle was located near what is now Bertino Rd, on the east side of Hwy 174. The railroad eventually filled the trestle in with dirt, resulting in a high fill with a culvert. During the winter of 2015-2016 this spot washed out and required several months of work to remove the middle of the fill to prevent it from backing up.

May 25 1875

Railroad Progress

A day or two ago Messrs, Bates and Kidder, Engineers, made a tour of inspection of the work on the Narrow Gauge Railroad, and our reporter accepted an invitation to accompany them. The first point reached, where work was being carried on, was at the

tunnel between Greenhorn and Bear River. At this point is now located the headquarters camp of Turton & Knox, the contractors, and what with the number of tents, the large force of workmen horses, carts, wagons, and all the auxiliaries of railroad building, the place presents a busy sense of life and animation. As we have before stated, the eastern approach to the tunnel has been completed, and the work of driving the header commenced. So far the rock in the tunnel been ____ safe, and careful timbering is required. At the west approach a large force is at work with scrapers, but horses and carts will soon be put to use, and the indicators are that powder will act an important part in making this excavation. The engineers anticipate that hard rock may be encountered before the hill is tunneled through, but so far the material has been easy of removal. Several slides have occurred in the cut at the east end of the tunnel, but they were not serious. Between the tunnel and Bear river, a distance of half a mile or more, the work is well under way, and will be entirely completed in a week or ten days, with the exception of one heavy fill, which will require the best part of a month to finish on the Colfax side of the Bear river grading is drawing rapidly to a close, and the present week will about see the work all done except the "big cut," which does not improve upon appearance. The rock is hard, seamy, and lays badly for blasting. A bottom of thirty feet in length and some eight feet in depth is yet to take out, which will require about three weeks time. From the "big cut" to Colfax the grad is ballasted and ready for the rails. There is but one piece of trestle-work on that side of the river, over a tributary of Lang Ravine, at Gabel's orchard. This will be 400 feet long and 59 feet high at its highest part. Martin & Co., of San Francisco, the contractors for building the bridges and trestling, have a large force of carpenters at work upon the timbers for this piece of trestling, which will be put up in a couple of weeks. They will then commence the framing of timbers for the Bear river bridge. The carpenters are superintended by Mr. Kingsbury, an experienced bridge builder, under whose immediate supervision much of this kind of work was done on the Central Pacific Railroad. The size of the timbers used in the trestling at Gabel's, gives evidence that this kind of work on the road will be very strong and durable. The iron rods, bolts, plates, etc., for the different bridges and trestles will be about twenty tons weight. A large part of this material has already been delivered at Colfax, read for use. The timbering sawed at the Mohawk Company's new mill, on Bear river, and their Clipper mill, one mile below Barker's ranch. The contractors for the grading keep up their working force to the standard of about 400 men-more than one-half of whom are now on this side of the river, and the remainder will be moved over about the first of next week, with the exception of the two gangs working at the "big cut." The principle seat of operations, after the present week, for several months to come, will be from Bear river to Greenhorn, where will be congregated from five to six hundred men, in grading, tunneling and bridge building. Long before the expiration of that time, however, a number of gangs of men will be transferred to this side of Greenhorn Creek, where the light amount of grading to be done will enable them to make track rapidly. Since the commencement of work up on the road, in the last week in February, just three months ago, we have had a number of opportunities to note the progress made, and we think we speak fairly within bounds when we say that the entire road bed, from Colfax to Nevada, will be ready for the rails within four months from this date, and the yearning and hope of our citizens through many years, to be connected by rail with the grand system of railroads which is now spread over our State as well as the whole Union, will be realized; and that speedily following this

event will come many benefits to the community which always follow the creation of those important avenues of trade and travel.

May 26

The Other Tunnel.- Mr. Burns, the contractor for excavating the railroad tunnel through the Town Talk ridge, between Grass Valley and Nevada, commenced work yesterday with the men and teams upon the approach on the Nevada side of the ridge. The working force will be increased as laborers can be procured, and soon the Town Talk will be a scene of busy railroad operations.

The Town Talk tunnel was not part of the original survey, it was added by Kidder and Bates after refining the initial survey as construction started on the south end. The tunnel became a major issue in completing the railroad, which was expected to be finished by the end of 1875. This is important to note because this delay was between the local contractors, not Turton & Knox.

June 1

Moving To The Front.- Turton & Knox, the railroad contractors, have made another forward movement with their laborers, and established a camp on Butterfly creek, on the west side of Greenhorn, where they have set scrapers to work. The finishing touches are being given in the grade on the Colfax side of the river, and two days more will relieve the forces there, excepting the two gangs on the "big cut," who expect now to finish that job in ten days. The long trestle at Gables's is expected to be completed by the last of this week.

Accident On The Railroad.- A day or two ago, a man named Frank Castigan, a boss on the narrow gauge, working on the Greenhorn approach to the tunnel, was severely injured by a blast. It seems that two holes had been put down to blast the bank, which were charged with giant powder cartridges. The holes were close together and were both fired at once, and Castigan supposing, from the report, that both had exploded approached the bank to observe the effect, when a second explosion took place, throwing the rock and dirt upon him and knocking him down. It was supposed for the time that the sight of his right eye was destroyed, but he was immediately taken to Sacramento, for medical treatment, by Mr. Turton, the contractor, who since reports that there is a good chance to save the injured eye.

This appears to be the first accident of any type on the narrow gauge.

June 2, 1875. Sacramento Daily Union.

Fatal Accident.- The Nevada Transcript of June 1st records the following accident : The workmen on the line of the narrow gauge railroad between this city and Colfax have been remarkably fortunate in the matter of accidents until last week, Friday, when one of the foremen, who's name has now slipped our memory, was quite seriously injured by a powder explosion. A Chinaman had fixed a blast in one of the two holes with which a fuse was connected, and, supposing that both holes had exploded, the foreman approached, and, while stopping over to see what execution

had been done, the second blast injured him. Soon after the accident he was sent to the railroad hospital at Sacramento, where he will receive treatment.

June 5

Westward.- The advance camps on the railroad is now in the Butterfly ranch, and the grading is advancing rapidly. Hurrah!

June 6

Railroad.- Surveyor Kidder showed us a plot of the railroad survey yesterday, and from it we see that nearly all the work of grading has been completed to Greenhorn Creek. The tunnel there will be 280 feet long instead of 400, as was first surveyed. The rock is very hard and the will require a considerable time to finish it. The tunnel between Grass Valley and Nevada will be 400 feet long. Mr. Kidder tells us that he expects the road will be finished and in running order by the middle of September, or at the very latest, by the first of October—which latter will be one month ahead of contract time.

June 13

The Railroad.- Work on the narrow gauge railroad is getting along in a furious way. The grading between Colfax and Bear river has been completed and is ready for the ties and iron, with the exception of some of the trestle work. The trestles, however, have all been framed and parts of them have been raised. In a few days those trestles will all be standing. The tunnel between Bear river and Greenhorn creek is being driven at the rate of three feet each day, and will be completed in time. Getting out timbers for the Bear river and Greenhorn bridges is progressing favorably.

June 30

Railroad.- The railroad tunnel between Greenhorn creek, and Bear river is now in 63 feet, and is progressing at the rate of three feet a day. In about two weeks work on both ends of the tunnel will be in operation, and then six feet per day will be the progress. That part of the work will be completed at an early day.

July 10th

Nevada County Narrow Gauge Railroad.

Gus Markham, writes from Grass Valley to the Monterey Herald about our railroad, and as he is of the engineer corps, we give an extract from his letter, dated June 27th:

As soon as it is demonstrated that a railroad could be built the contract for locating, engineering, building and equipping the entire road, irrespective of rights of way, was let by the Company for \$150,000 to Mr. M.F. Beatty, backed by Hon. Thos. Finley, the well known Nevada county banker, and popular candidate before the Democratic Convention for Governor of California, to whom the credit of building the road is principally due. In January last Mr. Beatty appointed our mutual friend and well known engineer, Mr. J.F. Kidder, to the post of Chief Engineer of Construction, with

orders to go ahead with the work, and to build the road properly through not one cent should be made. According on the first of February Mr. Kidder commence locating and twenty days thereafter Messrs. Turton & Knox, the well known contractors, commenced the work of grading with a force of 200 Chinese, which force was soon raised to 500, the present number of men, white and Chinese, employed on the road.

July 17

Brevities.-

The railroad is getting along famously. The tunnel between Bear River and greenhorn is now in 105 and the ground is very favorable for rapid work. The Bear River bridge is being pushed ahead with all energy. Mr. Kidder, Chief Engineer of Construction, informs us that he could desire no better condition of the railroad situation.

July 21

Railroad Items.- The headquarters of Knox & Turton, contractors for the Nevada County Narrow Gauge Railroad, have been established at Gelsendorffer's mill (Barker's Ranch) 7 1/2 miles by the line of the railroad from Grass Valley. Grading from Colfax to that place has been nearly completed, and in five days from this the grading that far will be entirely done. The tunnel between Greenhorn Creek and Bear River is now 110 feet on one end and heading at the other end has been started. One pier on the bridge will be completed by Tuesday night; the pier being 68 feet high. Between Grass Valley and Nevada city work, as far as contracts have been let, is progressing well. A contract for one mile of grading between the Town Talk tunnel and Nevada city, the contract commencing at the cut north of the tunnel, has been let to T. L. Hughes. Between the Hughes contract and Nevada city the contract for grading has been let to W. J. Organ. Mr. Organ has also the counteract for the trestle work from the Town Talk tunnel into Nevada city. In a few days a contract will be let from near Grass Valley to the south end of the approach of the Town Talk tunnel.

July 29

All Along The Line.- Working forces are now distributed all along the unfinished portion of the railroad line, and the most satisfactory progress is now making and will continue to be made until the entire line is finished. With the exception of the Bear River and Greenhorn creek bridges, and the tunnel between those streams, the road is graded from Colfax to the lower end of the Barker ranch, and the graders are now at work as far up as the Buena Vista ranch. An advance party has also been set to work at Kress' place, the summit, three miles from town, where some tolerably heavy but easy cutting is to be done. This is all on Knox & Turton contract, and team is rapidly with which they are driving their work, it will be but a few weeks until they close up their portion to the Union Hill. Cloonan who has a mile each way from Grass Valley to grade, is driving along steadily, and has his work toward Union Hill well advanced. The contract for grading from the Idaho mine to the Town Talk tunnel, which is through ground of easy excavation. Beyond the tunnel, to Nevada City, contracts for grading have been let to Thos. Hughes and to W.J. Organ, both of whom have commenced operations, and will have the track ready for the ties by the time ht e track laying force can reach them. A large number of ties have been sawed and a

portion delivered upon the track. The bridge work is going on steadily, and both piers over the Bear River have been erected; but at present it looks as if the road will be graded before the bridges are completed. The engineers pronounce the general progress of the work as very satisfactory, and have entire confidence that the road will be opened within contract time.

Aug 14

Railroad Items.-Work on the Nevada County Narrow Gauge Railroad is progressing very favorably. The tunnel between Greenhorn creek and Bear river is completed for the distance of 191 feet, leaving 100 feet yet to be constructed. Grading from Colfax to the west of Buena Vista ranch has been completed. The cut, 10 feet deep, at George Kress' place has been finished. At Bear river both piers for the bridge have been completed and workmen are now putting up "false work" for the purpose of raising the Howe truss bridge. The whole of the work at Bear river will be completed by the first day of September next. Knox & Turton, contractors, have moved their headquarters camp to ??ng's, five miles east of Grass Valley. Michael Cloonan is busy in grading grounds for the Grass Valley depot and is also making the fill near the Eureka mine. Cloonan's part of the work is getting along well. At the Nevada city end of the road, and at the Town Talk tunnel work is progressing in the most satisfactory manner.

Aug 22, 1875

At Work.- Messrs. Turton & Knox, of Sacramento, are determined to push the Tehama and Colusa branch railroad to completion as early as possible. They have a large force of men at work outside of Woodland, and this morning forty more Chinamen were sent out to add to the number. Sacramento Bee Aug. 20th.

This item is a reminder that Turton & Knox had other projects throughout the state. When the contract for the NCNG grading was up, Turton & Knox would move their camps and employees to the next project.

Aug 25th.

The Railroad.- The Nevada Transcript says: Quite a large force of men and horses have been put to work not he tunnel near the toll house, on the Grass Valley road. The contractor is going to do his level best to have the work done on time. On all other parts of the route the work is being crowded. Talbot & Canfield have about finished their job, which connects with the work let to Thomas L. Hughes. The prospect is very good for the entire completion of the work and the cars running into Nevada City by the 1st day of November.

Aug 28.

Around Town.- The atmosphere of Grass Valley was a little blue yesterday, and the people here had pretty generally long faces. Almost every man in town looked like he had lost some near and dear friend. This was all owing to the suspension of the Bank of California, and the money panic in San Francisco.

The panic of course was felt here. Yesterday the banking house of Thomas Findley & Co. was not opened, a notice on the door giving the information that owing to the suspension of the Bank of California, Findley & Co's bank would remain closed for a few days. We heard many express themselves on the street in approval of the course taken by Messrs. Findley & Co. In that way a run was avoided and all the creditors of the bank are protected alike, no advantage being given to the man or men who got to the bank at the earliest hour. Meanwhile it is perfectly well understood that the firm of Findley & Co. is perfectly solvent. The firm consists of Mr. Findley alone, and he has ample resources, outside of his banking business, to make good all demands. And his banking business itself has plenty of assets to square up with all creditors. We believe that by Monday next Findley & Co. will be again transacting regular banking business.

It is important to understand not only the goings on of the railroad, but those of the region. In August 1875, W C Ralston president of the Bank of California was found dead after going for a swim in the ocean. The death is ruled a suicide. Ralston was reportedly involved in many mining deals of questionable intent. His death creates a bank panic throughout the West and ultimately a regional recession, the second such economic collapse since the completion of the Transcontinental Railroad. This event changed the course of California history, leading to the failures of multiple local banks and loss of funding for other railroad projects in the state. The NCNG was spared this fate thanks to the smart planning of Thomas Findlay, who keep the railroads money in an isolated account in his bank.

Sept 5

Killed In The Tunnel.- Friday evening last the night foreman on the railroad tunnel between Greenhorn and Bear River, was instantly killed by a cave in the tunnel. The name of the man was Darnell-we could not get his first name. The day foreman warned Darnell that the ground was dangerous, but the latter expressed himself as perfectly confident that everything was safe. In a few minutes after the cave occurred with fatal result.

Sept 16

Railroad Items.- Freight trains are arriving at Colfax daily with large quantities of iron for our narrow gauge railroad. The depot grounds are filled with iron, ties, cars and other railroad material..... It required six freight cars to transport the two engines and their connections from the East. Each engine is of 20 ton weight They were manufactured at the celebrated Baldwin Locomotive works, Philadelphia. An engineer from that establishment is here, and ready to set them up.....The track laying force is being organized at Colfax to commence the work of laying the rails..... The Bear river and Greenhorn tunnel is completed..... The Bear river bridge will be completed this week.

NOTE: is not added by me, rather, it is sic

Sept 21

The track laying has commenced on the narrow gauge. No silver spikes were used, but Dennis McCarty was there to see that the usual observations upon such an important occasion were not neglected.

Railroad Items.- Track laying was commenced on the Narrow Gauge at Colfax on Friday last, and the main and side tracks have been put down in the railroad yard. Five miles of iron has been delivered at Colfax, and more is arriving daily. One of the locomotives, (the Grass Valley), has been set upon the drivers, and she will steam up about the last of the week. This is said to be the best finished engine that has been sent to the Pacific coast; and is a most credible piece of work to the Baldwin Works, Philadelphia, where it was manufactured. The Bear River Bridge is completed, and Mr. Kingsbury has transferred his force of carpenters to the Greenhorn bridge, where work has been commenced. Large quantities of lumber is being delivered for this bridge daily. The grading forces are making good headway at all points on the line where grading remains to be done.

Sept 24

As the railroad grading is being closed up some of the contractors are reducing their force. A number of discharged men we in town yesterday.

Oct 2

Closing Up.- The work of railroad grading in the vicinity is drawing to a close. Cloonan has finished his mile each way from town, with the exception of a cut on the hill near the depot grounds, and this will be completed by the last of next week. The railroad yard is graded and there is room for main and side tracks and the necessary buildings. Near the sulphuret works the forces of Turton and Knox are working at all the cuts remaining to be done, and in two weeks they will have entirely finished their grading contract. Between Grass Valley and Nevada the grading is well advanced, and should be all completed in about three weeks, with the exception of the Town Talk tunnel; and this job, in the hands of the new contracts, is making very satisfactory progress.

Turton & Knox's grading contract is expected to be finished within two weeks. This is a full 7 months before the railroad was completed. The Sulphuret works mentioned here is east of Grass Valley near the location of the circus train wreck in 1893.

Oct 10, 1875.

Turton and Knox have finished their contract for grading, and are now engaged exclusively in the work of track laying and in "surfacing up" the track as far as it has been laid. They have sent 100 of their hands, heretofore employed in grading, over to the Colfax end of the line, and these will be employed at "surfacing up" the track.

M. Cloonan has finished his contract, for grading the road bed, one mile each way from Grass Valley, and he is now engaged in grading for the turn-table and engine house at the Grass Valley depot. Mr. Carter will be in Grass Valley next week, for the purpose of putting up the turn-table.

Peter Brunstetter has the contract for building the engine house, the passenger and freight depot, at this place, and he will finish the work in the shortest possible time. At the Nevada city end of the line work is progressing favorably. Canfield and Talbot have finished their grading contract: W. J. Organ's grading contract is completed, excepting the trestle work at Gold Flat, and all the timbers are there and ready for that part of the work; T. L. Hughes will complete his part of the grading work in about three weeks; the Town Talk tunnel is making fine progress.

At Greenhorn creek work is going on rapidly, in the way of bridge building. The two piers were finished last evening, and all the men who can find room to work on the bridge are employed. It is calculated that the Greenhorn bridge will be finished in two weeks time.

Track laying from Colfax this way is going ahead steadily, and last night the track layers reached Bear rive(sic), a distance of about three miles. It is safe to predict that the track will be laid to Grass Valley depot by the 15th of next month, and soon after that time will be ready for business.

The platform for the transfer of freight and passengers and the necessary sheds at Colfax station are complete.

Oct 14

Stop It.

It is about time to stop the cry about Chinamen. They are here, and while an average American can employ a Chinaman cheaper than he can a white man, the Chinaman will get the job. We know of some white men who have never employed Chinamen and probably never will, but such non-employers are not in the habit of railing at other folks for getting cheap services out of John. We have heard men denounce Chinese labor and at all that while at the very same time a Chinaman was preparing the next meal for the man who was doing the denouncing. What is wanted in this world generally, and on this Chinese question particularly, is more sincerity and less jaw bone; more action in accordance with principle and less talk to capture the prejudiced.

The NCNG was built before California passed Anti-Chinese laws and before the Chinese Exclusion act of the 1880s. On multiple occasions the editor of the Grass Valley Union commented negatively toward the growing anti-Chinese mob mentality in Sacramento. The Union's editor preferred legal solutions over violence.

Oct 27

Railroad.- Yesterday afternoon the Directors of the Nevada County Narrow Gauge Railroad held a meeting. We suppose the meeting was held in consequence of the suspension of the bank of Findley & Co., that house having been in some extent the financial agents of the Company. It has been ascertained that the suspension embarrasses the Railroad Company but little and the worst result is only a short delay of the completion of the road. The money belonging to the road is intact. The Directors will hold another meeting next Tuesday, when a full and satisfactory report and adjustment of affairs is expected.

Nov 11.

Railroad.- Yesterday was pay day for the Nevada County Narrow Gauge R.R., and all the sub contractors were paid up in full to date. The amount paid out was in the neighborhood of \$20,000. We understand that no sub-contractor has quit work on the road. There may be a short delay in the procurement of iron for the blanching of the way, but it is thought, and certainly hobbled, that the delay will be very short. The Directors held a meeting yesterday.

Dec 3

The Railroad.-Turton & Knox have a large force of men who are at work on the railroad whenever the opportunity to do so, between showers, occurs. Damages by the late heavy storms have been repaired out as far as the Bear River bridge, from Colfax. There is a supply of iron at Colfax and more is on the way to that point, and all that is needed for the construction of the track has been secured and will be on hand as rapidly as it is needed. Ties from Alta, on the Central Pacific Railroad, are now being received at Colfax. There will be no delay on account of iron or ties, or on any other account, save and except very violent storms of rain or snow. The depot building at Grass Valley has been finished, with the exception of painting. At Nevada city the foundation for the freight depot has been laid and the frame for the passenger depot is ready to be put together. About one hundred feet of the Town Talk tunnel remains to be finished.

Dec 12

Railroad.- On Friday last fifteen hundred feet of railroad track stretched out toward Grass Valley, and yesterday three thousand feet were laid. The good weather is being utilized. Mr. Kidder, Superintendent of construction, is at the front and Turton & Knox, contractors, are pushing work to the utmost.

Dec 23

The Railroad.- The narrow gauge is growing along towards Grass Valley, from its root at Colfax, in pretty good style. On Tuesday last about 3000 feet of track was laid and yesterday the track-layers put down 3500 feet. The track is something less than a distance of six miles from this place, and work is crowded every day.

December 29

The severe storms of the last few days have interfered with track laying on our railroad.

Dec 30

The Railroad.- The weather has been so confounded bad for the last three or four days that track laying had to be suspended. The ground is in a sticky condition and a shovel can not be worked to advantage. There is plenty of material on hand for finishing the road, and the workmen are watching every moment in order to pitch in and do the work of track laying. The road is all right and will come into town as soon as possible. "Wait for the wagon and all will take a ride."

1876.

Jan ?

The Railroad.- The railroad track is laid to Kress' house a little over three miles, by the line of the road, from Grass Valley. The weather yesterday was not of the kind to encourage tracklaying. We heard a well posted man make a small bet yesterday that Grass Valley would be reached before the 15th of this month and we hope he will win that bet.

Jan 14.

Railroad.- The railroad track layers did famous yesterday. They put down 3,500 feet of track. The road is now ironed to Hooper's place, which is one half miles from town, on the line of the railroad. A number of citizens went out to the front yesterday to see how things were getting along, and to greet the locomotives and the road builders.

Jan 14 1876.

The Railroad. The railroad is close by town and may get into the corporate limits thereof this day. Yesterday Mr. Turton of the contractors, played to a full house while he was having the track put down. To-day there will be a big crowd out at the railroad to see how the track is laid.

Jan 16

Weather and the railroad.- The weather for the past week has been of first-class style. It seems to have been made to the order of the railroad contractors. The said contractors have taken advantage of the weather and have pushed work rapidly. The track-layers stopped last evening between 400 and 500 feet from the Grass Valley depot. The weather, last night, promised to be somewhat hostile, as the barometer fell rapidly yesterday. A pound north wind, however, would cause much failing, and the north wind is a carrying institution. The engine will be into town by Monday night, unless a heavy rain comes along.

Jan 22

Brevities.-

No Track laying on the railroad yesterday. Railroad ties and iron do not seem to fit in the snow very well.

Jan 30

The camp of the railroad laborers was moved up toward Grass Valley yesterday. The work of ballasting and track laying will go along right rapidly. We hope to hear of freights coming over the road at an early day.

Feb 3

The Railroad.- The track-layers on the narrow-gauge did good work yesterday. They reached the dump pile of the Eureka mine, and made a side-track there, so as to obtain the splendid stone from the pile for ballasting purposes. The track then started out toward Nevada City, and went right lively-not like lightning, unless lightning has been known to jump at something less than a mile an hour. The Nevada City folks can begin to prepare to welcome the Iron pony in a very few days.

The Eureka Mine was located west of the Idaho Maryland on the opposite side of the creek near Spring Hill Dr.

Feb 6

Railroad.- The construction force on our railroad is still busy in ballasting and widening the road between this place and Colfax. About Tuesday next the track laying will be resumed, up toward Nevada city. The V flume is now sending down ties, and iron will be brought up to the front on Monday and Tuesday.

Since the contract let to Turton & Knox did not include the segment from 1 mile outside Grass Valley to Nevada City their employees were kept busy elsewhere on the line.

March 17

The Railroad.- Work was pushed yesterday on the railroad, and grand work was done. We understand that the cars will go to Colfax today, and there is a probability that a load of freight will be brought back as far as Grass Valley depot. The contractor seems disposed to haul some freight. The N.C.N.G.R.R Company are not, as yet, engaged in the freighting business, but there is nothing to prevent the contractor from doing that kind of accommodation to the people of this part of the county.

The Union further reports that the Contractor (Turton & Knox) does indeed run freight trains before the line is handed over to the railroad Directors. It is unclear what employees were used for these operations.

April 2

e—Yesterday's Nevada Transcript says : The citizens meeting on Thursday evening, convened to discuss the propriety of discouraging further immigration to this State from China, was largely attended. The District Court room was packed full, as well as the rooms and hall connected with it. The meeting was called to order by Frank Potter, who stated the object of the gathering. Jonathan Clark was chosen Chairman, and E. M. Preston, Secretary. A committee of five on resolutions was appointed, consisting of B. J. Watson, Nilas Searls, Geo. S. Hupp, W. D. Long, J. M. Walling and Frank Potter, who were instructed to report at an adjourned meeting, which was held last night. Speeches were made by Hupp, Searls, Potter, Long, Weare, Cross, Davis and others, when the meeting adjourned to meet at the same place last evening.

Railroad.- Work on the railroad is going ahead with all possible rapidity. Both engines and the entire force of the workmen are engaged in ballasting the road between this place and Colfax. If nothing in the shape of the bad weather or bad accident occurs between this time and next Saturday the road will be completed to Grass Valley. After that all the force of locomotives and men will be put on the road between this place and Nevada City.

April 11th, 1876

Railroad. - The railroad was completed to Grass Valley yesterday, with the exception of about 350 feet of ballasting. It will take about an hour to do that part of the work, and then between Grass Valley and Colfax every part of the railroad will be in working order. In a day or two the mails and passengers will be carried on the railroad from Grass Valley to Colfax. In a week or two the same will be done from Nevada City to Colfax.

April 13

The Railroad.- Thursday afternoon last the Directors of the Nevada County Narrow Gauge Railroad held a long session. The directors accepted, as completed, from the Contractor, that part of the railroad which lies between Colfax and Grass Valley. The road will be put in operation on Monday next, and will do a freight and passenger business, on and over that day. We presume that the mails and express will also be carried over the road at the same time, but as to that we have no definite information. The road as far as completed is in most excellent condition and rapid transit can be made over it. Work of finish the road between this place and Nevada city is being forwarded with all possible speed. The "last spike" ceremonies will soon take place at Nevada City.

This completes the contract let to Turton & Knox.

May 11

Last spike driven in Nevada City.

Final Thoughts on the Construction Era.

The Chinese workers who built the grade of the railroad from Colfax to Grass Valley were employees of Turton & Knox, a contracting firm based out of Sacramento, California. Though often reported that the Chinese who built the railroad were “excluded” from the final spike driving, there is no evidence they were working on the railroad at the time. Without hard evidence to the contrary, these workmen moved to another contract job by their employer nearly a month before final spike was driven.

Though there was initial opposition to Chinese shareholders, this situation changed under currently unknown circumstances. In 1916 the railroad confirmed that one of the names stricken from the books (Qwong Hee Kee) did own the share he subscribed to by 1884 when it was lost in a fire at Nevada City. [Document in Andrew Brandon Collection].

1877.

Jan 9, 1877

NCNG Report for 1876 *[Abridged]*

The following table will show the amount of construction work performed on the road from April 17th to December 31st, inclusive, and the total cost of same:

Woodshed, Colfax
Passenger platform
St'n bld'ing, for stage shed,
House, section base, sec, no. 1
House, Chinamen
House, roots
House, bridge watchman, You Bet side track
House Chinamen, Sec No 2
House tools
House, Chinamen Sec No 3
Five new culverts through embankment
Six cattle guards
Eight road crossings
Wagon road bridge
Water barrels, platform for same and pipe on Gable's Bear River, Greenhorn and Shipley's bridges.
Ballasting wagon grounds at Grass Valley
Ballasting wagon grounds at Nevada
The total cost of the above work belonging to the construction dep't is.... \$18,040.89
Less amt duct'd from contractors \$2,082.25

It is possible some of the of the Chinese men employed by Turton & Knox remained in the area after the contract was complete. Among the expenditures and improvements made to the railroad after it was received from the contractors were three section houses for Chinese track workers. The most probable answer is they were local residents hired by the railroad directly.

Ant. Form and

65	A. Taw	792	100	15	✓
66	Mr. Patterson	1	100	15	✓
67	H. L. Gore	1	100	15	✓
68	Elijah Frost	1	100	15	✓
69	Mr. Rosenberg	1	100	15	✓
70	Hong Hi Chong	1	100	15	✓
71	Kuong He Kei	1	100	15	✓
72	Hee See	1	100	15	✓
73	Kuong Fook	1	100	15	✓
74	P. W. Wernersbach	1	100	15	✓
75	A. D. Foster	1	100	15	✓
76	Mr. A. Eaton	5	500	45	✓
77	N. P. Brown	5	500	45	✓
78	Isaiah Rogers	25	2500	375	✓
See #41	John Caldwell	8371	3700	12.555	✓
79	John Dymally	3	300	45	✓
80	E. H. Gaylord	2	200	30	✓
81	D. G. G. G.	8431	100	15	✓
82	John C. Gregory	82	200	30	✓
		1	100	15	✓
				12705	

Quong Hee Kee
Suey Chung

July 27th, 1916.

R. M. Searls Esq.,
City Attorneys Office,
San Francisco, California.

My dear Robert: Quong Hee Kee, a Chinese now residing in China was the owner of a certificate for one share of the capital stock of the Nevada County Narrow Gauge Railroad Co.. This certificate was destroyed in a fire which burned the store of the holder in New Chinatown, this city, some years ago. Suey Chung, a client of mine, has a Chinese Deed for this stock. It is written in Chinese, and he is the bona fide owner of the stock.

We can prove the destruction of the original certificate by affidavit, and, if necessary, furnish bond against its return.

Will you please take this up with the City office of the Nevada County Narrow Gauge Railroad Co and have a new certificate for the stock issued to Suey Chung. Suey Chung may call on you for the certificate or you can send it to me. Thanking you for your attention to this matter, I am

Yours very truly,

ROBERT M. SEARLS
ATTORNEY AT LAW
206~~XX~~ CITY HALL
SAN FRANCISCO, CAL.

August 4, 1916.

Mr. Fred Searls,
Nevada City, Cal.

Dear Father:-

Pursuant to your request of the 27th ult. I called on the Secretary of the Nevada County Narrow Gauge Company and ascertained from him that certificate No. 495 is standing on the company's books in the name of Quong Hee Kee. Upon your supplying an affidavit proving the fact of the destruction of the original certificate, together with a sworn translation of the Chinese deed to Suey Chung, and a surety bond in the amount of \$100.00, a new certificate will be issued in the name of Suey Chung and sent to you. If practical the original deed in Chinese should be attached to the foreign translation, or at least a copy thereof.

Trust that you are well and making things go without your junior partner for a week or two. No particular news here.

With best wishes, I am, sincerely,

Your son,



Family Papers

Suey Chung

Nevada City, Cal. Sepober 5, 1916.

Robert M. Searls Esq.,
Attorney at Law,
206 City Hall,
San Francisco, Calif.

My dear Robert: This will introduce to you Mr. Suey Chung of Washington, Nevada County, California, claimant to Certificate No 495 of the Capital Stock of the Nevada County Narrow gauge Railroad Company, a corporation, concerning which I have written to you and about which certificate you wrote me August 7th, 1916, giving instructions. I have a copy of your letter.

I have prepared an affidavit signed by Mr. Suey Chung giving the facts of the destruction of this certificate. Hee vee of the firm of Qhong wee Kee from whom he bought the certificate of stock is in China and I doubt if his affidavit could be obtained. Suey Chung knows the facts only upon information and belief.

(PS:JON)

Yours very truly,

IN THE MATTER OF CERTIFICATE NO. 495 of the Nevada
County Narrow Gauge Railroad Company, a corporation.

STATE OF CALIFORNIA)
 : SS
COUNTY OF NEVADA)

SUEY CHUNG being first duly sworn, deposes and says: That he is the owner of Certificate No 495 of the Nevada County narrow Gauge Railroad Company, representing one share of the capital stock of the said Company.

That he bought the said Certificate No 495 from the Chinese firm of Quong Wee Wee Co. of Nevada City, California. The said certificate was burned in a fire which destroyed the store of Quong Wee Co. in New China Town, Nevada City, California, about the year 1884, as affiant is informed and believed.

That the said firm of Quong Wee Wee gave affiant a paper written in Chinese conveying to affiant the said Certificate of Stock. That the said Certificate of stock was never actually delivered to affiant. That he has never sold to any other person, firm or corporation the said certificate No 495 and he is still the owner of the same; that he purchased the same for value, to-wit: the sum of One Hundred Dollars.

Affiant submits herewith a translation of the Chinese instrument in writing conveying to him the said certificate of stock.

Subscribed and sworn to before me this 5th day of October,
1916.

Notary Public, Nevada
County, California.

Nevada City, Cal. Nov. 18, 1916

R. M. Searls Esq.,
206 City Hall,
San Francisco, Calif.

Dear Bob: Suey Chung was in the office yesterday and showed me a letter which he had just received referring to the Certificate of Stock in the Nevada County Narrow Gauge Railroad Co. This was the first we knew that there had been two certificates issued. We were under the impression that only one certificate had been issued and that that was the one which was destroyed in the fire of 1884.

Suey Chung says that he never received a certificate from Quong Hee Kee and that Quong Hee yee has lost the certificate which was issued in 1906. He assures us that the written instrument, written in Chinese, conveyed the certificate to him. I suppose you have seen a translation of this. We told him to have one made. He is willing to give a bond to hold the Narrow Gauge Co. harmless in case this certificate should turn up. I am quite confident that Quong Hee yee lost or destroyed the same. It would involve considerable trouble and a great deal of delay to try to write to Quong Hee Kee who is "somewhere in China" and I hope that you can arrange to have the secretary of the Nevada County Narrow Gauge Co. issue a new certificate to Suey Chung. He has moved to Vallejo and will call upon you in a few days.

Mr. DuBois has raised a question with regard to the selling of water and which I have been unable to answer as yet. He wants to know if he can sell water in wholesale quantities at a lower rate than that of its published retail rates. I know that the Railroad Commission is opposed to any deviation from the published rates, as discussed in its Decisions Vol. 2, page 73 et seq. This decision however is expressly excepted from applying to rates varying because of the quantity etc. Therefore, I would imply that the commission does not object to variations because of quantity or time of delivery. However, I have been unable to find any decisions which expressly uphold such a plan. It appears to me that this would be a fair method of selling and not in conflict with any of the policies of the railroad commission.

We have only the first two volumes of the railroad Commission decisions and so I am unable to look any further. I wish you would please look through the rest of the volumes or from your own knowledge of the subject and tell me whether or not it would be possible to enter into some such contract.

What does the Commission mean by "published rates"? Is it possible to publish rates which would show reduced rates on wholesale quantities.

ROBERT M. SEARLS
ATTORNEY AT LAW
415 CITY HALL
SAN FRANCISCO, CAL.

November 21, 1916.

Carrol Searls, Esq.,
Attorney-at-Law,
Nevada City, Cal.

Dear Dent:-

Yours of November 18th at hand. I doubt very much whether the railroad company will issue a new certificate to Suey Chung in view of the unfortunate mistake in his affidavit of facts. It will require something more than a hunch on his part that this last certificate is lost and cannot be surrendered but I will see what I can do.

With respect to the proposition made by Mr. DuBois I took this matter up with counsel for the Pacific Gas & Electric Company without mentioning names, of course, with a view to finding out what their experience had been. Under Section 63b of the Public Utilities Act of 1915 (Stats. 1915, p. 159) a utility has a right to file a reduced rate with the Commission and the same will become effective within thirty days unless the Commission objects thereto. Mr. Cutten tells me that he has never known of a case where the Commission objected to a decrease in rates. The difficulty, he suggests, is likely to be practical rather than legal. If the consumers to whom the company should furnish water at reduced rates can under any circumstances be considered as people who would be entitled to a delivery of water it will be practically impossible to discontinue this service in the future even if your contract with them provides for any discontinuance.

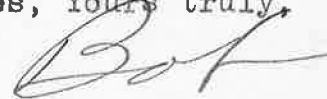
Cutten tells me that P. G. & E. had a case in Paradise Valley where they were furnishing water to farmers under such an agreement, containing a reservation that they might some day divert it for hydro-electric generation, but that day never arrived. They were forced, not only to abrogate that contract upon complaint of the farmers, but also to deliver to other consumers water which they were holding for hydro-electric use. The Commission seems to have taken the point of view that a public utility is obliged to furnish service to any consumer along its line and cannot reserve water which is needed by such consumers for other intended uses of its own in the future. This is apparently a usurpation of the right of contract ~~and~~ ^{but} all the Commission has to do is to make a finding

that its consumers are entitled to water delivery and you could never upset it on review.

I therefore suggest: First; That it would be entirely legal for the Excelsior Company to prepare a schedule of rates lower than those now charged, based upon conditions of service which would affect only the class of consumers to whom the rates were intended to be granted and file such a schedule with the Commission. The same would thereupon become effective within thirty days after such filing. Care should be exercised in drawing the schedule so as to avoid any appearance of preference to individuals, although the conditions prescribed might very well limit it as a matter of fact to the individuals whom it is intended to supply.

Second: That if the company should take this action it would thereby obligate itself to serve these individuals in perpetuity, notwithstanding any agreement it might make with these particular individuals as to limitations on the part of service.

With best wishes, Yours truly,

A handwritten signature in cursive script, appearing to be 'Bot' or similar, written in dark ink.

Attachment 3



**CITY OF NEVADA CITY
ACTION MINUTES
REGULAR CITY COUNCIL MEETING OF DECEMBER 08, 2021**

NOTE: This meeting is available to view on the City's website www.nevadacityca.gov – Go to Quick Links and Click on Agendas & Minutes and find the Archived Videos in the middle of the screen. Select the meeting date and Click on Video to watch the meeting. For website assistance, please contact Gabrielle Christakes, Deputy City Clerk at (530) 265-2496, ext 133.

- City Council Meetings are available on DVD. To order, contact City Hall - cost is \$15.00 per DVD.
- Closed Session Meetings are not recorded.

CLOSED SESSION –

None

REGULAR MEETING – 6:33 PM - Call to Order

NISENAN TRIBE RECOGNITION

PLEDGE OF ALLEGIANCE:

Roll Call: Present: Mayor Strawser, Vice Mayor Fleming, Council Members Minett and Petersen
Absent: Council Member Fernández

ADOPTION OF THE AGENDA:

Action: Motion by Strawser, seconded by Fleming to adopt the agenda as presented.
(Approved 0-0, - Roll call votes ayes; Minett, Strawser, Petersen, Fleming)

PRESENTATIONS:

1. Planning Commission Appointment—Oath of Office

BUSINESS FROM THE FLOOR:

PUBLIC COMMENT (Per Government Code Section 54954.3)
Please refer to the meeting video on the City's website at www.nevadacityca.gov.

CONSENT ITEMS:

1. Action Minutes November 10, 2021 Regular Meeting
Recommended Action: Review and approve

2. Action Minutes December 1, 2021 Special Meeting

Recommended Action: Review and approve

3. Accounts Payable

Recommended Action: Receive and file

4. Fire Activity Report—October 2021

Recommended Action: Receive and file

5. Police Activity Report—November 2021

Recommended Action: Receive and file

6. Building Activity Report—January 2021-November 2021

Recommended Action: Receive and file

7. Consideration of Adoption of Resolution No. 2021-44: A Resolution of the City Council of the City of Nevada City Making the Legally Required Findings to Continue to Authorize the Conduct of Remote “Telephonic” Meetings During the State of Emergency

Recommended Action: Reconfirm resolution

8. Consideration of Memorandum of Understanding between the County of Nevada and the City of Nevada City for Affordable Housing Master Plans

Recommended Action: Authorize the city manager to sign the Memorandum of Understanding between the County of Nevada and the City of Nevada City for Affordable Housing Master Plans and approved the city’s participation in Nevada County’s proposed Professional Drafting, Architectural, and Engineering Services for Affordable Housing Master Plans

9. Second Reading of Ordinance 2021-09: An Ordinance of the City of Nevada City Amending Sections 17.80.240 through 17.80.242 of the Nevada City Municipal Code Regulating Stationary Standby Generators

Recommended Action: Hold second reading and adopt ordinance

10. Second Reading of Ordinance 2021-10: An Ordinance of the City of Nevada City Adopting Changes to Title 16 (Subdivisions) and Title 17 (Zoning) Relating to the Implementation of Senate Bill 9

Recommended Action: Hold second reading and adopt ordinance

11. Request from the Nevada County Narrow Gauge Railroad Museum to Place a Plaque at Clamper Square that will Honor the Chinese Railroad Workers

Recommended Action: Approve the wording and placement of the plaque to be placed at Clampers Square honoring the Chinese railroad workers

12. Consideration of Contract Renewal—Axon Body Worn Camera, Taser and Evidence Platform