

FootPrints

Dedicated to Preserving and Promoting Historic Resources in the Truckee Meadows through Education, Advocacy, and Leadership.

Historic Reno
PRESERVATION
SOCIETY

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The Westward Migration to the Truckee Meadows

Since the early 1840s many, many non-native people have traversed the west seeking their vision of paradise. The 1840s were years of extraordinary territorial growth for the United States. During a four year period, the national domain increased by 1.2 million square miles, a gain of more than 60 percent. So rapid and dramatic was the process of territorial expansion, that it came to be seen as an inexorable process, prompting many Americans to insist that their nation had a “manifest destiny” to dominate the continent.

Several factors enhanced the aggressive program of expansion of the country. By the 1840s steamboats had turned America’s waterways into busy commercial thoroughfares, while a network of railroads integrated eastern markets with towns and cities on the western slope of the Appalachians. The telegraph, first used in 1844, ushered in a modern age of long distance communication. An American dominion stretching from the Atlantic to the Pacific now seemed within reach.

The Land Ordinance of 1785 and the Northwest Ordinance of 1787 accelerated the westward expansion of the United States.

As lands were acquired by the United States from Spain, France, and other countries, Congress directed that they be explored, surveyed, and made available for settlement. In 1812, Congress established the General Land Office in the Department of the Treasury to oversee the disposition of these Federal lands. As the 19th century progressed and the Nation’s land base expanded further west, Congress encouraged the settlement of the land by enacting a wide variety of laws, including the Homesteading Laws and the Mining Law of 1872. These statutes served one of the major policy goals of the young country – settlement of the Western territories.


The discovery of gold in California and of the Comstock Lode in Nevada brought people seeking to find their fortunes in mining to and through northern Nevada. That, with the completion of the railroad from the Pacific to the Atlantic brought pioneers seeking their fortunes in the West. Eventually some decided paradise lay on the east side of the formidable Sierra.

The Truckee Meadows is a region of sparse, but hardy, vegetation reflecting the reality of the rain shadow effect of the

Sierra Nevada. It is a sea of sagebrush and native grasses. Settlers to the area created a small commercial and ranching center that became known as Reno. They didn’t settle this wild, rough country without ingenuity, temerity and WATER. The stories that follow are about people’s determination to populate and cultivate arid lands.

The Truckee River is born in the high, mountain fastness that forms Lake Tahoe. Water, the gift of life itself, wends its way through the Truckee Meadows on a journey of nearly 100 miles before it

“sinks in” Pyramid Lake. It might, at first, seem easy to supply water to the emerging community of Reno. For heaven sake, there’s a river in the middle of it. But nature hadn’t provided a municipal water system, just a beautiful, sparkling river; perhaps the most exploited little river in the entire nation.

In this issue of *FootPrints* we explore a few of what may have been as many as forty ditches supporting the Truckee Meadows. Just remember, water doesn’t run uphill. Human ingenuity and temerity brought water to **uphill** areas for storage and/or distribution so it could run downhill again. 



The baby is Elliott Cann, with brothers and sisters. The water wheel and pipe system brought water to their home from the Truckee.

Photo from the William Cann Collection, courtesy of Corinne Cann Matley.

Bringing Water to the Truckee Meadows, The Ditches

Irrigation Ditches were vital to the farmers and ranchers of the Truckee Meadows. Truckee River water had been diverted in the 1850s to improve individual farms close to the river. A pathologist might describe the valley's network of ditches as the veins of Truckee Meadows. Without them, 20,000 acres of cultivated fields could never have been tilled.

With the exception of small ditches on farms next to the river, most ranches got water as part of a company or association which diverted the Truckee and built miles of canals linking widespread fields. Those on a ditch bought shares in the company. Each year, ditch users met as stockholders to determine how water would be distributed and what improvements were called for. Water came before any other concern to the rancher and was regulated through agreement between neighbors.

The first real ditch of record may have been the Pioneer in the early 1850s. Others appearing during that decade were the Cochrane and Longley, English Mill, Sessions, North Truckee and Lake, each serving dozens of agricultural and mining uses.

But water was equally essential for the growth and development of the town of Reno. The burgeoning community, which was established by the Central Pacific Railroad in 1868, needed a secure water supply in order to attract settlers and expand the town site boundaries.

Still in a frontier phase in the 1870s, speculators bought land surrounding the original town site. Four areas were subdivided during that period: the Lake, Hatch, Evans and Western additions. Construction was going on at a furious pace. Everyone in town was making money on the newcomers — continued expansion of the population was key to financial success, and water was key to the expansion.

Henry Orr established the Orr Ditch and Water Company in 1863 with a vision of supplying irrigation water to his ranch, located two miles east of Mayberry Crossing, and neighboring ranches.

In the 1870s, irrigation projects became more ambitious with goals of sending water miles away into Lemmon and Spanish Springs valleys. Orr finally built his ditch in 1870 from a dam downstream from Mayberry's to his ranch two miles east. In 1871, a group of ranchers in the vicinity of Orr's ditch worked together to extend it.

Because of its location, Orr's new ditch also filled the city's need for water. In 1870, Smith Hill, in response to appeals



The Orr Ditch at Virginia Street. Photo by S. Walbridge.

for a water system, announced he was going to build a municipal system by tapping into Orr's new waterway. Hill's initial customers were merchants and hotels along Commercial Row and Virginia Street, and he expanded slowly over the next six years.

In 1873, a group of North Truckee Farmers, under the direction of Charles Gulling, paid Orr \$500 in gold for his rights to the ditch. The six new owners incorporated in 1875, with plans to expand the ditch to Spanish Springs Valley where they hoped to crop 5,000 acres under the proposed Desert Land Act. Congress passed the legislation on March 3, 1877 to encourage and promote the

economic development of the arid public lands of the Western United States.

The corporation subsidized the cost of expansion by selling water to ranches north of the river and east of Reno at \$4 per acre. Subsequent sections of the Orr Ditch were named the Orr Ditch Extension and the Spanish Springs Valley Ditch. In March 1893, the Spanish Springs Valley Ditch Company was formed to control the lower end of the Orr Extension ditch, which provided vitally important water to ranches in southern Spanish Springs Valley.

Next to organize after Orr Ditch Company was the Highland Ditch and Water Company, which formed in July, 1875. This company too sensed opportunity in irrigating Lemmon Valley and other areas. They planned to tap the Truckee above Verdi at a point above Warm Springs Valley. The company failed in 1877 after completing only two miles of the ditch. Thereafter the canal fed Reno's water system and overflow reached farms near Wedekind Hills.

Last of the valley's major reclamation efforts, the Truckee & Steamboat Irrigating Canal Company, organized in 1877, was also its most complicated and active. After two years this canal was formally opened on July 1, 1880.

Special thanks go to Ed Stoner of Western Cultural Resources Management and Monique Kimball of Kautz Environmental for sharing information on the ditch systems and the Orr Ditch. Their generosity help cut through the conflicting information found in the popular histories.

This article was written by Mella Harmon, historic preservation specialist with the State Historic Preservation Office, the current chairman of the Reno Historical Resources Commission, and a HRPS member. Ms. Harmon holds a master's degree in land use planning and historic preservation from the University of Nevada, Reno.

Viewing the Ditches Today, Walking the Steamboat

When you drive into town via I-80, you can't help but notice the canals and ditches that are the lifeblood of the Truckee Meadows. To the north, Highland Ditch takes off near Mogul, eventually paralleling Fourth Street. To the south, Steamboat hugs the Toiyabe National Forest hills overlooking some expensive mini-ranches closer to the Truckee. Orr Ditch runs through the University of Nevada campus, eventually ending up in Spanish Springs. Cochran Ditch crosses Virginia Street near California then flows into Virginia Lake and out again continuing south.

Most of these ditches were built in the late 1800s by entrepreneurs. In all cases, today, the flow of water is determined by the Federal Water Master (FWM).

Blue lines with ditch names like Steamboat, Coldron, Katz, Lake, Last Chance, Orr, Cochran snake through maps of metro Reno without our giving them a glance, much less seeing them as historic features. If you ever try to follow these blue lines from start to finish you will recognize you're pretty much looking at the equivalent of a topographic map. The ditches had to follow the contours of the land.

For their time the ditches were considerable feats of engineering, using hand labor and gravity to carry their life-giving contents throughout the Truckee Meadows.

The ditches still operate today, carrying water around and through our region. There is a problem though, there are a whole lot more demands for water now than there was even fifty years ago, let alone one hundred and thirty-five years ago when Henry Orr built his ditch.

Walk the upper levels of the Steamboat Ditch trail in mid-February and you'll discover plenty of clear fast-moving water – running back down toward the Truckee River. I had to wonder if that was the ditch designer's intention as we followed the waterway above Juniper Hills subdivision on a sunny Wednesday morning.

As we climbed higher, we could see Hunter Creek at the bottom of the ravine, also carrying fresh snowmelt



View of Steamboat Ditch surrounded by bushes, looking northwest with downtown Reno on the right. Photo by L. Sievers.

and rainwater from our most recent storm. Here were two busy waterways – one manmade, the other natural – feeding the Truckee during winter.

My husband asked if there were any worker's graves along the 33-mile-long Steamboat route. I've found no information on that while reading up on this particular project, I told him. Considering they actually had to dynamite portions of the route during winter, I'd bet some people got hurt along the way, though.

Steamboat Ditch was the third and last major reclamation project built in Reno by the Truckee and Steamboat Irrigating Canal Company, a consortium of ranchers from Steamboat and Pleasant

Valley formed in 1877. The outtake point is four miles above Verdi with the ultimate destination connecting into Steamboat Creek near Steamboat Hot Springs off US 395.

Construction bids were opened in the spring of 1878 with the lowest submitted by Ah Quong of Sing Hop Company for \$40,000. According to John Townley in "Tough Little Town on the Truckee," local white workmen were not thrilled about losing potential jobs to this cheap labor force. At a town meeting in Reno's Opera House, they "announced they would drive the orientals out by force."

Obviously that didn't happen. Several Nevada State Journal accounts of the time talk about how as many as 270 Chinese were working on the ditch system during the two-year long project. Steamboat ditch was officially opened in July 1880 and it is still a privately held company today.

Townley described this ditch system as the most complicated and active of those constructed in the Truckee Meadows at the time. Ninety-five years later, a University of Nevada Reno report on the economic efficiency of irrigation ditch use in the area listed Steamboat as still the largest. With 100 users, it continued to divert the most water from the Truckee of all the active ditches in Reno.

And all that water continues to feed area ranches raising everything from livestock to alfalfa to fruit trees. ~~XXXX~~

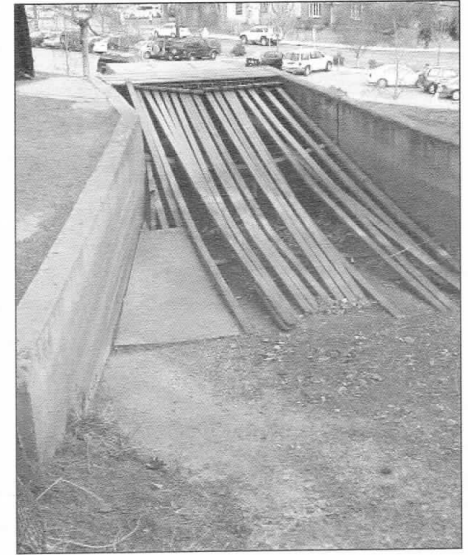
This article was written by Linda Sievers, a retired copy editor who worked 20 years for the Anchorage Daily News. In addition to co-editing FootPrints, she is currently working on a family history of her Lothrop and Stoddard relatives.

Water Diversions Along the Truckee River

by Les Simmonds

The Orr Ditch is one of many water diversions off the Truckee River – a surveyor’s map dated 1930 lists thirty-three such diversions. The Orr ditch was built for irrigation in the Truckee Meadows area when the River was dammed at a point about a mile upstream from what is now McCarran Boulevard. The simple diversion works can still be seen from 4th Street where it closely parallels the Truckee about a mile west of McCarran. The extensive submerged foundation “ruins,” extending nearly across the river, suggest the Orr Ditch once diverted much more water than now. The ditch is a tribute to the ingenuity of its designers in that more than a hundred years later it still delivers a sizeable quantity of river water through the Truckee Meadows area and through the city of Reno, extending all the way out to the Spanish Springs area.

From the take-out structure on the Truckee, the ditch runs open for a couple of miles, then goes underground through a pipeline, eventually seeing “daylight” again on North Virginia Street just north of I-80. There it bubbles up and courses through a concrete flume across the south side of the UNR campus, forming Manzanita Lake in the process. On the east side of campus, the “ditch” again goes underground through a conduit for half a mile or so, after which it emerges among the residential properties in the northeast. From this point, it meanders several more miles to the northeast,



ABOVE, LEFT; The Orr Ditch through University of Nevada Reno. The walkway is on the right and Manzanita Lake on the left. ABOVE, RIGHT: An Orr Ditch drain protector where the ditch goes underground on its way to Spanish Springs. Photos by S. Walbridge.

ultimately “sinking” in the Spanish Springs area.

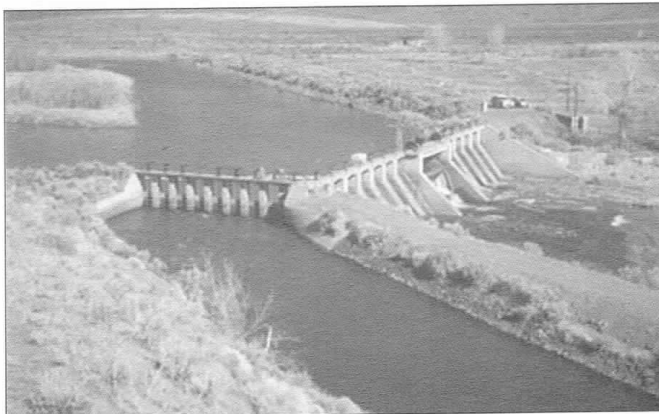
The Orr Ditch has had a colorful history, perhaps most notably in regard to the ways it has helped shape the water rights law on the Truckee River.

In the early 1900s, through federal funding under the Newlands Project, the Fallon agricultural area was developed in large part from water diverted from the Truckee at Derby Dam, about 20 miles east of Reno. This water flows through a 32-mile open ditch eventually emptying into Lahontan Reservoir. As much as half the flow from the Truckee was thus diverted with the result of severe lowering of Pyramid Lake, the natural sink of the Truckee River. Since the Lahontan/Newlands Project has been in operation, Pyramid Lake has dropped over ninety feet. Around 1913, the Paiute Tribe of Pyramid Lake claimed serious

degradation of the fishing business that was a mainstay of their society.

This protest, amidst general confusion about just who had the right to divert water from the river, instituted a “friendly” lawsuit between the Federal Government and the operators of the Orr Ditch. It is testimony to the complexities of water rights and water law that this friendly lawsuit lasted over thirty years. Finally, in 1944, resolution of the issues culminated in the “Orr Ditch Decree,” which helped establish the water allocations off the Truckee River to all interested parties. The case resulted in the establishment of the federal water master position in 1926 and that all unappropriated flow was the property of the federal government for use by the Newlands Project. The case was an important legal milestone and continues to affect water usage in the Truckee Meadows today.

FootPrints thanks Les Simmonds of Lafayette and Tahoe Pines, California for this contribution on Orr Ditch. He is a retired engineer who spent his career with East Bay Municipal Utility District, a water agency supplying water to the San Francisco East Bay area.



Derby Dam, 20 miles east of Reno, built to divert water from the Truckee to the Lahontan Reservoir near Fallon. Photo by U.S. Dept. of Interior, Bureau of Reclamation.

HRPS Historic Walking and Biking Tours for Nevada Historic Preservation Week May 9 - May 15, 2004

(All tours are generally free for HRPS members, \$5 for non-members. Pre-registration is required.)

- May 9** "Downtown Historic Bike Tour," Glee Willis (call 323-0696 to register), Tour Guide. 10 a.m. Begins at My Favorite Muffin, 340 California Avenue.
- May 9** "Newlands Neighborhood," A field guide to American architecture featuring revival styles including Arts and Crafts and Tudor. Scott Gibson (call 322-6406 to register), Tour Guide. 10 a.m. Begins at My Favorite Muffin, 340 California Avenue.
- May 10** "El-Reno Apartment Walk," Debbie Hinman (call 322-9400 to register), Tour Guide. 6 p.m. Begins at Statewide Lighting Center, 1311 South Virginia Street.
- May 11** "Historic Truckee River Walk," Joan Collins (call 329-2787 to register), Tour Guide. 6 p.m. Begins at McKinley Art and Cultural Center, 925 Riverside Drive.
- May 12** "DeLongchamp Architectural Walk," Anne Simone (call 853-3414 to register), Tour Guide. 6 p.m. Begins at the Hardy House, 442 Flint Street.
- May 13** "Art and Cultural Walk," Patty Cafferata (call 825-2694 to register), Tour Guide. 6 p.m. Begins at Dreamers Coffee Shop, Riverside Artists Lofts, 17 South Virginia Street.
- May 14** "Mansions on the Bluff," Ed Wishart (call 856-3662 to register), Tour Guide. 6 p.m. Begins at the McCarran Mansion, 401 Court Street.
- May 15** "Bricks and Stones," A Walk in the Vernacular Humboldt and Lander Streets Neighborhood. Discover the architectural treasure trove of this area, a mix of bungalows, Tudor and mission revivals and cottage styles. Mark Taxer (call 826-7070 to register), Tour Guide. 10 a.m. Begins at My Favorite Muffin, 340 California Avenue.

June 2004 HRPS Historic Walking Tours

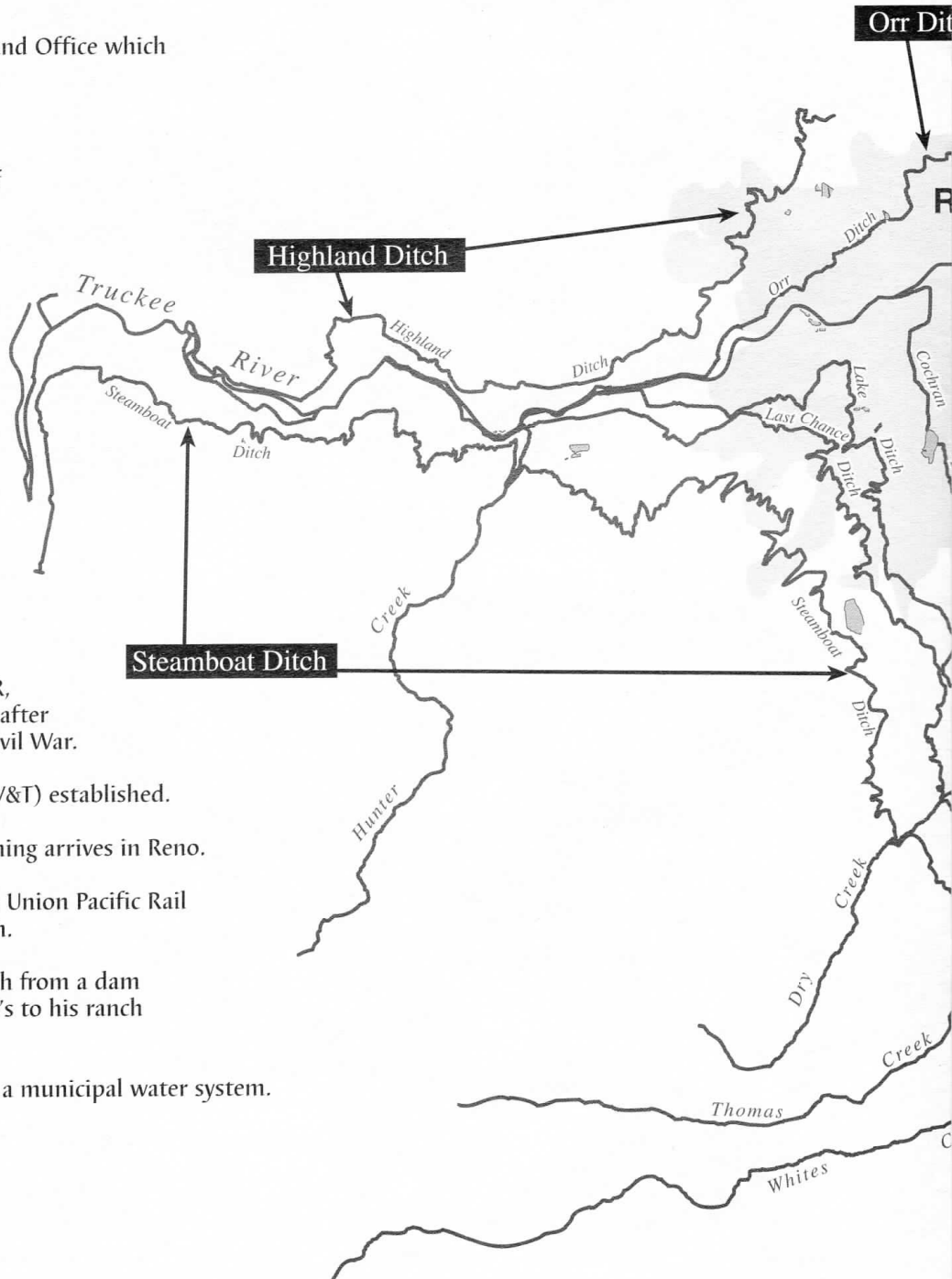
(All tours are generally free for HRPS members, \$5 for non-members. Pre-registration required.)

- June 1** "Bricks and Stones," A Walk in the Vernacular Humboldt and Lander Streets Neighborhood. Discover the architectural treasure trove of this area, a mix of bungalows, Tudor and mission revivals and cottage styles. Anne Simone (call 853-3414 to register), Tour Guide. 6 p.m. Begins at My Favorite Muffin, 340 California Avenue.
- June 8** "Riverwalk," A Walk Along the Historic Truckee River Corridor. A relaxing stroll along the Truckee River reveals eclectic architecture grounded by rich political histories and spiced with colorful anecdotes. Joan Collins (call 329-2787 to register), Tour Guide. 6 p.m. Begins at McKinley Art and Cultural Center, 925 Riverside Drive.
- June 15** "Wells Avenue Neighborhood," A Walk through Reno's working class neighborhood along the path of the Moran and Wells Avenue streetcar, across from the V&T Railroad, to the homes of the "Thoma Street Gang" kids. Mark Taxer (call 826-7070 to register), Tour Guide. 6 p.m. Begins at Southside School, southwest corner of Sinclair and Liberty Streets.
- June 22** "Art and Cultural Walk," A Historic Walk along the Truckee River through "Little Italy" noting parks, theaters, churches, historic homes and buildings. Susie Carter (call 787-3170 to register), Tour Guide. 6 p.m. Begins at Dreamers Coffee Shop, Riverside Artists Lofts, 17 South Virginia Street.
- June 29** "UNR Historic District," Morrill Hall, MacKay School of Mines, the Keck Museum, and the history of this beautiful campus. Jack Hursh (call 746-3252 to register), Tour Guide. 6 p.m. Begins at Honor Court, 9th and Center Streets.

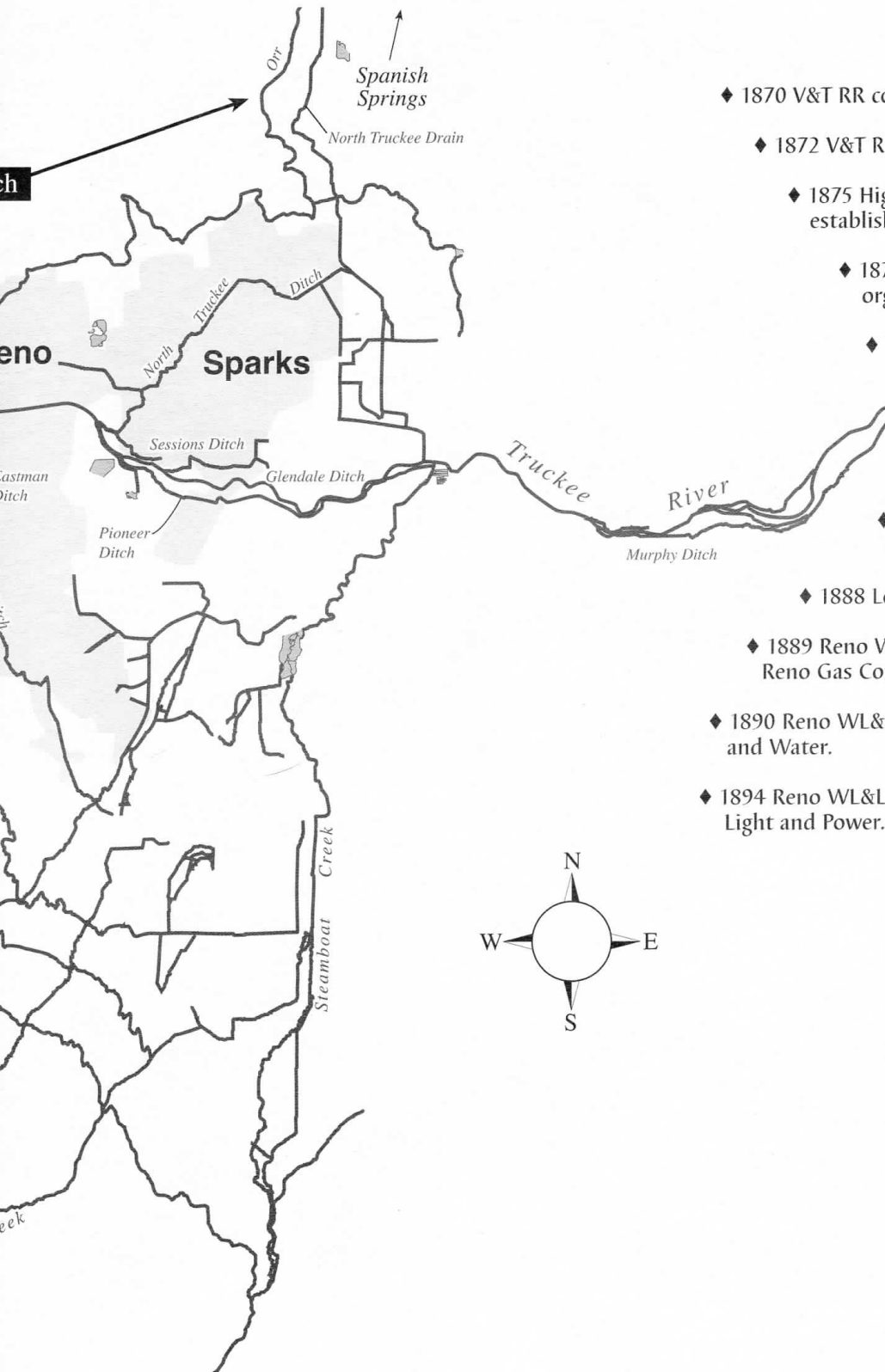


The Development of Reno Land Ownership, Discovery of Gold & Silver

- ◆ 1785 Continental Congress enacts Land Ordinance.
- ◆ 1803 Louisiana Purchase.
- ◆ 1803 Congress establishes General Land Office which became the BLM in 1946.
- ◆ 1849 California Gold Rush begins.
- ◆ 1850s Pioneer Ditch feeds fields south of Truckee River to Steamboat Creek.
- ◆ 1859 Comstock Lode discovered.
- ◆ 1859 Wooden toll bridge built across the Truckee.
- ◆ 1862 Congress enacts Homestead Act.
- ◆ 1863 Orr Ditch and Water Company established.
- ◆ 1864 Nevada becomes the 36th state.
- ◆ 1867 Central Pacific Rail Road (CPRR) sends first train into Nevada at Verdi.
- ◆ 1868 400 lots auctioned off by the CPRR, railroad officials name the town Reno after General Jesse Reno, who died in the Civil War.
- ◆ 1868 Virginia & Truckee Railroad (V&T) established.
- ◆ 1868 Christopher Columbus Powning arrives in Reno.
- ◆ 1869 May 10th, CPRR meets the Union Pacific Rail Road at Promontory Point, Utah.
- ◆ 1870 Henry Orr builds a ditch from a dam downstream from Mayberry's to his ranch two miles east.
- ◆ 1870 Smith Hill announces a municipal water system.



and the Truckee Meadows: Over, Farming, Railroads, Water and People



- ◆ 1870 V&T RR completed to Carson City.
- ◆ 1872 V&T RR completed to Reno.
- ◆ 1875 Highland Ditch and Water Company established.
- ◆ 1877 Steamboat Irrigating Canal Company organized.
- ◆ 1877 Desert Land Act passed by Congress.
- ◆ 1879 Alvaro Evans buys the Reno Water Company and the Highland Ditch Company and excavates a large reservoir northwest of Reno.
- ◆ 1885 State University moved from Elko to Reno.
- ◆ 1888 Lots offered for sale in Powning's Addition.
- ◆ 1889 Reno Water Land & Light incorporates, purchases Reno Gas Company and Reno Water Company.
- ◆ 1890 Reno WL&L Company purchases Highland Ditch and Water.
- ◆ 1894 Reno WL&L Company purchases Reno Electric Light and Power.

Information for this issue came from:
 U.S. Dept. of the Interior U.S. Geological Survey
 U.S. Department of Interior, Bureau of Reclamation
 University of Nevada Special Collections
 Nevada Historical Society
 The Bureau of Land Management
 "Tough Little Town on the Truckee:
 Reno, 1868-1900," by John M. Townley
 Eslie Cann, William Cann Collection

629 Jones, in the Cann Family for 100 Years

Meeting Eslie Cann



The Cann House

Early in February 2004 *FootPrints* staff members had the pleasure of meeting with Reno native and former resident of 629 Jones Street. (See related article.) We met Eslie Sinn Cann at the Lakeridge area home of her sister Irene Sinn Munley. What a treat! Now these two are truly what you could call “old Reno girls.”

Eslie and Irene are two of four children born in a ranch house on a ranch near what is today known as the Peckham/Longley area. I'm sure the airport wasn't even a glimmer in anyone's eye then. When Eslie was thirteen her mother moved the family “to town” so access to schooling would be easier. They moved near the University on what is now known as Center Street. Following this move, Eslie, who particularly enjoyed the ranching life, spent her summers with family or friends on ranches in southeast Reno or in Plumas County, California.

Eslie attended the Fourth Street Junior High, the Old Reno High, and graduated from the University of Nevada, Reno. She and Elliott were married in 1937. Once their children were raised, she worked for the Nevada Historical Society for twenty-five years.

It was such fun viewing the Cann family album with Eslie and Irene and hearing their stories. Eslie and her daughter Corinne Cann Matley, the legal representative for the William Cann Photo Collection, have generously allowed HRPS access to the Cann Collection for use in our educational publications such as *FootPrints*. We are ever so grateful. Thankyou, Eslie. And best wishes on your recent ninetieth birthday.

Someday HRPS may have a facility where memorabilia can be displayed - helping to tell the story of The City of Trembling Leaves. Today *FootPrints* staff can scan and digitize your historical photos and return the originals to you within days. Remember, a picture is worth a thousand words. Please consider joining HRPS and the Cann family in creating HRPS enduring record of Reno's early days. 📷

The Cann House at 629 Jones Street was built by Henry Anderson in 1904. The Queen-Anne style home was erected during the early “build-out” of the Powning Addition along Riverside Drive and is typical of middle-class homes built at that time. The property faces Jones Street and the Truckee River.

William Cann rented the house at 629 Jones Street from 1904 until 1909 when he purchased the property and it has remained in the Cann family since that time. Cann, a pioneer druggist and photographer of Western Nevada was a native of Cornwall, England who immigrated to the United States in 1876 with his parents. He came to Nevada in the 1880s and operated a portrait photograph gallery in Virginia City before moving to Reno in 1898.

About the time he moved to Reno, Cann married and opened a drug store at the corner of 2nd and Virginia Streets. A talented and prolific photographer, Cann recorded many, many scenes of Reno, Tahoe and the Comstock. He turned his photos into postcards and sold them from his drug store. Today, these images constitute a priceless historical record.

William Cann died in 1941. His widow, Daisy, continued to live at 629 Jones until her death ten years later. William Cann's son Elliott and his wife, Eslie, moved into the house in 1951 and resided there until Elliott's death in 1980. Elliott received an engineering degree from UNR and worked for the City of Reno and the Nevada Highway Systems. Between 1931 and 1965 he was involved in the design of the sewage disposal plant, the building of U.S. 40, the Mt. Rose Hwy and Pyramid Lake Road. From 1949 to 1965 he was the city engineer for the City of Reno.

In 1981 Eslie Cann moved to Doyle, California to be near her daughter and son-in-law, Corinne and John Matley, prominent Long Valley ranchers. Today 629 Jones is owned by William Cann's grandson, Elliott Cann, Jr. The house has been rented since 1981, without interruption, to the same tenant. 📷



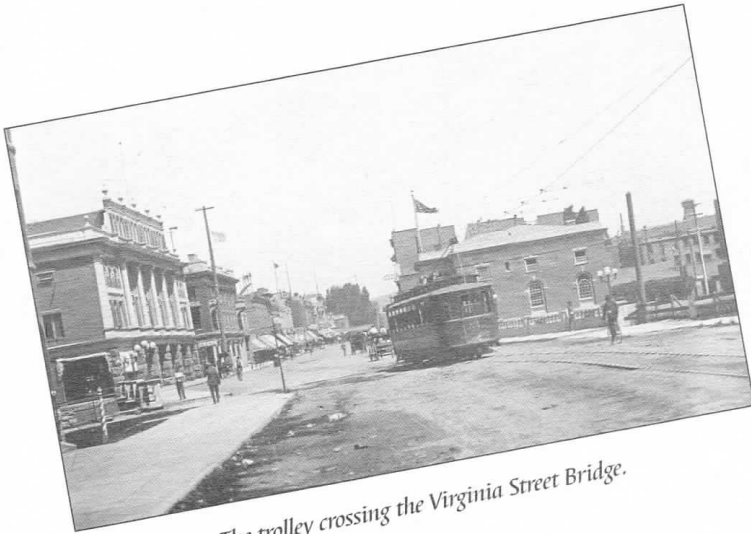
The William Cann House, 629 Jones, when it was first built.



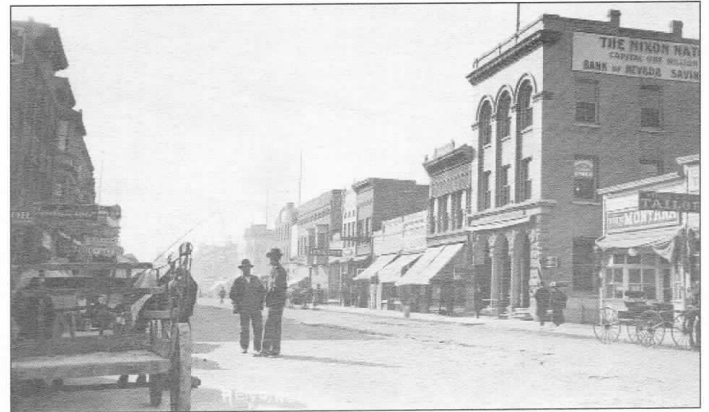
629 Jones photographed in 2002, occupied and/or owned by the Cann Family since 1904. Photo by C. Coleman.



Postcards by William Cann



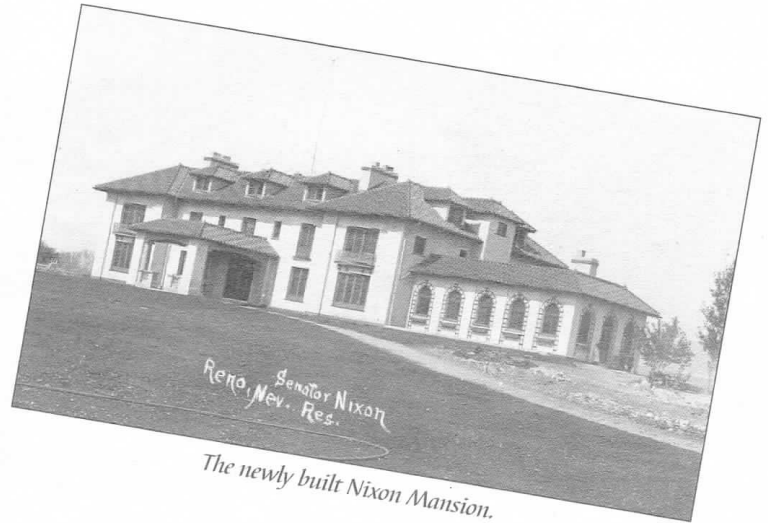
The trolley crossing the Virginia Street Bridge.



Virginia Street looking North.



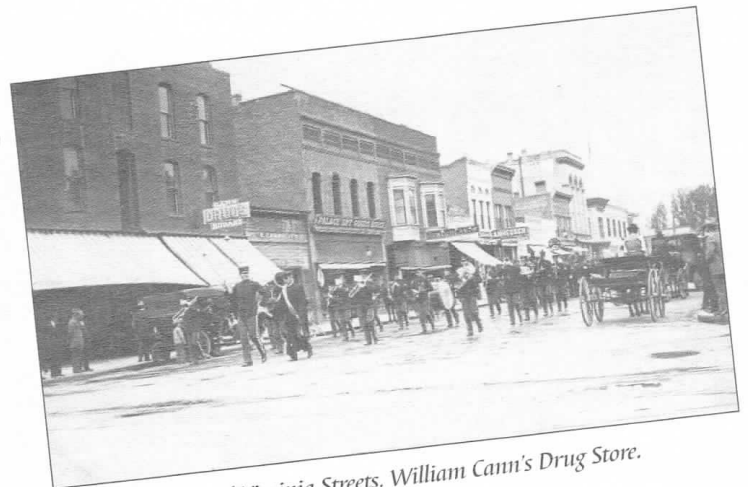
Old City Hall in the center, Carnegie Library on the right.



The newly built Nixon Mansion.



The University of Nevada quad, August 1910. It's the Cane Rush.
Mackay School of Mines in rear.



2nd and Virginia Streets, William Cann's Drug Store.

Photos are from the William Cann Collection,
courtesy of Corinne Cann Matley.

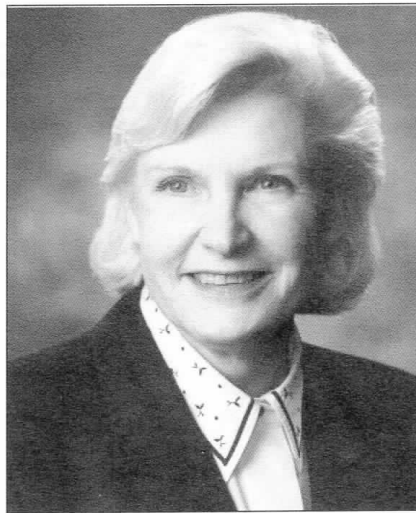
President Patty Cafferata's Notes

The HRPS Executive Board met in February for the annual strategic planning meeting to evaluate our programs. Our mission statement is that HRPS is dedicated to preserving and promoting awareness of historic resources in the Truckee Meadows through education, advocacy and leadership.

HRPS started during Historic Preservation Week in 1997 when Pat Klos led a walking tour in the Humboldt and Lander Street neighborhoods of Reno. After the walk, about 25 people gathered to discuss creating an organization dedicated to preserving Reno's past. HRPS' Articles of Incorporation were filed with the Nevada Secretary of State in February 1998, as a tax-exempt 501(c)(3) organization.

The original Executive Board members were: Pat Klos, President, Cindy Ainsworth, Vice-President, Sand Saunders, Secretary, Holly Young, Treasurer and Board members Nancy Holmes and Bill Thimmisch. Both Cindy Ainsworth and Nancy Holmes still serve on our Executive Board.

During the last five years, the Executive Board has focused on developing the walking tours, the newsletter and the monthly programs. Considerable time has also been devoted to the internal structure of the organization such as planning and preparing an annual budget, and creating a system of



committees and organizational chart with job descriptions for each committee.

The committees are: 1) Planning and Administration, 2) Nominations and Policy, 3) Office Operations, 4) Strategic Planning, 5) Archives, 6) Marketing and Public Relations, 7) Community Collaborations, 8) Publications, 9) Finance, 10) Development (fund raising), 11) Audit, and 12) Budget. A member of the Executive Board chairs each committee. If any of these activities interest you, please contact me for more information.

At our February meeting we recommitted ourselves to the strategic plan that was developed last year. We evaluated our programs and determined that the Powning's Addition Project will be our

main focus for the coming year. We expect to finish our publication and to begin cataloguing each piece of property within the subdivision. The other activities we will be expanding and improving includes the FootPrints newsletter, walking tours and monthly meeting programs. We also decided our organizational structure is at an appropriate level and do not plan to spend much time on internal operations for the coming year.

The meeting was a productive one. Board members always feel free to express their opinions, but do so without heated arguments. The Executive Board members work hard and rarely need any prompting to complete their tasks.

By the time you read this, the Powning's Addition publication will be in the hands of the graphic artist, who is designing the pamphlet. We expect the final draft will be sent to the printers in early April. We have raised more than \$5,000 for the publication thanks to the generosity of our members.

Finally, we are always looking for good ideas about programs and activities on historic preservation in the Truckee Meadows. If you have any comments or suggestions, please call me at 825-2694. Hope to see you at our meetings at the Mt. Rose School, the fourth Wednesday of the month at 7 p.m.


– Patty Cafferata, 825-2694

Barns or Bust, A Special Preservation Week Tour

Join HRPS and Jack Hursh on Saturday, May 8, 2004, as we present a special bus tour of Truckee Meadows' barns.

The "Barns and Bust" tour will include some drive-by viewing of some of our remaining historic barns. The tour will include an official "Barns and Bust" publication and a presentation and lunch at the Western Heritage Interpretive Center at Bartley Ranch Park. The stop at Bartley Ranch Park will highlight the on-going preservation of several historic local ranch outbuildings

by the non-profit project Truckee Meadows Remembered.

The tour starts at the National Automobile Museum (The Harrah Collection) at 9:00 am and will last until 3:00 pm. Cost is \$40.00. Space is limited so get your reservations early. Please call for reservations by Monday, May 3. For general information, call Jack Hursh at 746-3252, leave message. For reservations please call Cindy Ainsworth at 747-0340, leave message, or e-mail at cainsworth@myexcel.com. 

HTC Workshop May 11

Heritage Tourism Coalition Presents in co-sponsorship with Scenic Nevada ***A Heritage of Riches: Preserving Our Historic and Natural Resources*** Tuesday, May 11, 8:45 a.m. to 3:30 p.m. National Automobile Museum, 10 South Lake Street, Reno

Contact Nancy Holmes, HTC Chairman
nholmes105@aol.com
775-852-2094

Cost: \$35.00 includes lunch.

Send checks to:

P.O. Box 1507, Reno NV 89505
Reservations Deadline May 1, 2004



PROMENADE HRPS wishes to thank Promenade on the River for allowing HRPS to hold its Board Meetings at the Promenade.
Senior Resort Living

Bulk Rate Mail
Footprints is now being mailed using a Bulk Rate Mail permit. If your address changes, please contact Ginger Salcedo, P.O. Box 14003, Reno NV 89507, with your address change. Bulk Rate mail is not forwarded.

MEMBERSHIP UPDATE

Renewals

Bill & Dorothy Barnard
 "Trip, Margaret, & Molly Barthel"
 Karen Benna
 Jim & Lani Bonar
 Dean Bradt
 Holly & Kel Buchanan
 Carol Buckman
 Tosca Byars
 Sherri Clark
 Neal Cobb
 Lainie Cody
 Carol & Sam Coleman
 Joyce Cox
 Tom Dinkel
 Jackie Drews
 Dave & Kathy Ebner
 Marshall & Shirley Fey
 Donna Fulkerson
 Louise Gilmartin
 Fritz & Evelyn Grupe
 Nancy Hardy
 Mike & Nanette Harker
 Inge Jahn
 Sally Jeffers

Dona Jeppson
 David Judd
 Dan Kaminski
 Barbara Keller
 Ginnie & Bob Kersey
 Red & Connie Kittell
 Arlene Kramer
 Kenneth & Victoria Krater
 Bill & Doris Leonesio
 Janice & Gary Lubra
 Jon & Linda Madsen
 Pat & Julie Martinez
 Charlotte & Dick McConnell
 Loretta Terlizzi & Jim McCormick
 Darla McKenna
 Joe McKenna
 Lawrence & Haydee Meeker
 Richard & Betty Mills
 Beth Miramon
 Dolly Moore
 Geno Oliver
 Tony & Nettie Oliverio
 Deedee Carter Pace
 Robert & Kathryn Pickens

Mrs. D. Pittman
 Carrie Townley Porter
 Darla Potter
 Dave & Sharon Quinn
 Patricia Radosevich-Coia
 Duane & Carol Rasmussen
 Millard & Irene Reed
 Dick & Margaret Richardson
 Cheri Ridenour
 Tom & Paula Ringkob
 Carol Sara
 DeArmond & Joyce Sharp
 Fran & Paul Skrotzki
 Helene Spinner
 Jake & Terri Thompson
 Marc Tiar
 Shirie Wallace
 JoAnne Sbragia Waters
 Diane Watterson
 Pat Wehking
 Ursula Wellman
 Eleanor & David Wheeler
 Glee Willis
 Mickey Willroth

Sharon & Ron Wilson
 Kathryn & Ed Wishart
 Carrie & Darren Young
 Holly Young
 Dr. Sally Zanjani

New Members

Eslie E Cann
 Ty & Suellen Cobb
 Becky Czarnik
 Sharon Elorza
 Christy Jerz
 Jeanne Harrah Johnson
 Gaye Marrash
 Mr. & Mrs. John Matley
 Robert & Kay McDonald
 Sally Crawford Ramm
 William Roche
 Walt & Penny Roskoski
 Chester Ross

HRPS MEMBERSHIP APPLICATION

Please check your mailing label! Renew your membership and help HRPS preserve historic Reno!
 Please make checks payable to **Historic Reno Preservation Society**, and mail along with this application to:
 P.O. Box 14003, Reno, NV 89507

Name(s) _____ New Member
 Renewing Member
 Mailing Address _____ City _____ State _____ ZIP _____
 Phone (H) _____ (W) _____ Best time to call: _____
 Fax _____ E-Mail: _____

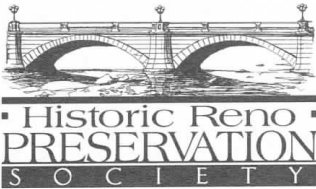
Annual membership includes: Footprints (HRPS Newsletter) • HRPS Calendar • Free participation in walking tours

Student \$8.00 Individual \$15.00 Supporting \$100.00 Business/Corporate \$50.00
 Family (children 18 & under) \$20.00 Additional donation: _____

Interest Survey: *There are many areas in our organization where your enthusiasm, skills, and dedication will be invaluable to historic Reno and future generations. The goal of the Historic Reno Preservation Society is to preserve the history and built environment of our community. Please indicate your interest in serving on the following committees by marking the appropriate category or categories:*

Education Exec. Committee Finance Fund-Raising Grant Writing Hospitality
 Membership Office Volunteer Newsletter Programming Publicity Walking Tours

FOR OFFICE USE ONLY PAID: Check Cash Amount: _____ Membership # _____ Renewal Date: _____



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MARK YOUR CALENDAR!

SPRING PROGRAMS 2004
Felvia Belaustegui - Program Chair: 329-0149

All program events are on the 4th Wednesday of the month at 7pm, at Mt. Rose School (Lander St., between Taylor and LaRue, just off Arlington Ave.), unless otherwise noted.

Wednesday, April 28: John Matley, Esie Cann's son-in-law tells stories with pictures of two Truckee Meadows' pioneers, William Cann and James Milton Steinberger. "The Cann Family Heritage" follows the Cann family from Virginia City until the end of the 19th century when photographer William Cann Jr. moves to the Powning Addition in Reno. "The Life and Times of James Milton Steinberger" traces one man from Ohio, swept up in the promise of the west in 1863, living in Lassen County and then beginning a ranching dynasty based in the Truckee Meadows.

May 9-15: Take a HRPS Walking Tour each day during Nevada Historic Preservation Week. (see page 5 for details) See page 10 for details of the HRPS Barns or Bust Bus Tour on May 15 for Nevada Historic Preservation Week.

Wednesday, May 26: Due to popular demand we'll have an "Open Microphone Night" at HRPS. Come and share a favorite Reno story or two with people who love Reno stories. Your story can be about the famous, the not so famous, and yes, even the infamous. But please, no politics. We will also have display tables for those who would like to share old photos and / or memorabilia with the group. Annual Meeting & Election of new Board members.

June 1, 8, 15, 22, 29: June HRPS Walking Tours. (see page 5 for details)

HRPS Web Site: <http://historicro.org/>

HRPS OFFICERS

- President:** Patty Cafferata, 825-2694
- Vice President:** Joan Dyer
- Secretary:** Mark Taxer
- Treasurer:** Bill Walbridge

BOARD OF DIRECTORS

- Cindy Ainsworth, Felvia Belaustegui, Susie Carter, Phyllis Cates, Fritz Grupe, Nancy Holmes, Jack Hursh, Jr., Jack Schroeder, Kathy Wishart

PROGRAM

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Susie Carter 787-3170

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