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NEVADA STATE MUSEUM
NEWSLETTER

Nevada State Library
and Archives
NOV 3 1993

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Museum's Mountain Howitzer

Took Part in Bear Flag Revolt

The following is taken from a March 1983 article in **True West** *on Fremont's Lost Cannon by Ernest Allen Lewis. He did not locate the lost cannon in the article, but states that the Museum's cannon is not the one.—Editor*

The bronze 12-pound mountain howitzer in the Nevada State Museum at Carson City for well over a century was believed to be Fremont's lost cannon. But it is not. It is distinctive in that it is one of the first bronze artillery pieces manufactured in the United States. It is probably the cannon General Kearny lost at the battle of San Pasqual, California, in December 1846.

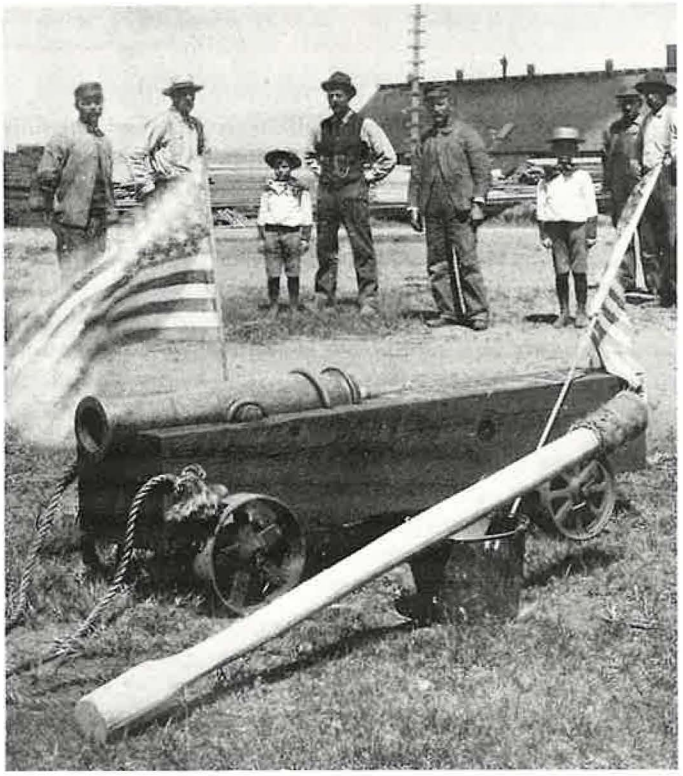
The Carson City Museum cannon was cast at the Cyrus Alger Foundry in South Boston, Massachusetts, in early 1836. It was delivered to the Army at the Watervliet, New York, arsenal in May 1837. The Army paid $225 for it. It was probably assigned to the First Dragoon Regiment at Fort Leavenworth in 1837.

It was with General Kearny and his detachment of the Army of the West when he lost the Battle of San Pasqual. This howitzer was probably the one lost to Andres Pico. It is also probably the same cannon surrendered to Fremont at Cahuenga, California, January 13, 1847.

Following the California rebellion, it was with an artillery company at the Presidio in San Francisco. In July 1861 it was assigned to Fort Churchill, Nevada Territory. About this time the cannon was bulged by an overcharge, although it could have happened much earlier.

The Americans refused to fire it in the Battle of San Pasqual because it was in such bad shape. It was deemed unfit for service and was mysteriously given to Captain Augustine Pray and became an ornament in front of his sawmill at Glenbrook on the beautiful east shore of Lake Tahoe.

After Pray died in 1892, the cannon had a 50-year comic opera existence around the north and east shores of the lake. It was stolen and re-stolen, hidden, buried and sometime proudly displayed. Finally, William Bliss donated it to the Nevada State Museum for its opening October 31, 1941.



Firing of the Mountain Howitzer at Glenbrook, Lake Tahoe, Nevada during the launching of the *S.S. Tahoe* on July 21, 1896.—*Photo collection of Nevada State Museum*

By any measurement, the new Cyrus Alger howitzer was highly successful and a valuable weapon in any command. Maneuverable, easy to transport, and deadly in its effect on an enemy, no commander would relinquish such a cannon without a critical or justifiable reason.

It was in such an atmosphere that Colonel Kearny allowed Fremont to requisition a brass (not bronze) 12-pound mountain howitzer of the type invented by the French. (Not of the type manufactured by the United States.) Although the French howitzer inspired U.S. copies, the American used different alloys, different carriages, and developed a superior method of dismantling and transport.

State Regroups Various Departments on Oct. 1

On October 1, the Nevada State Museum along with its sister agencies, the Nevada Historical Society, the Nevada State Railroad Museum, the Nevada State Museum and Historical Society at Las Vegas, the Lost City Museum, and the East Ely Depot Railroad Museum, became part of a new "mega" department under Governor Bob Miller's state reorganization plan. The new department, the Department of Museums, Library and Arts, merges the State Library and Archives, the Nevada State Council on the Arts, and the Department of Historic Preservation and Archaeology with the Department of Museums and History.

Joan Kerschner, State Librarian, was appointed Director of the new Department. Joan is a twenty-year veteran of State service whose accomplishments include successfully pushing a new State Library and Archives building through the 1991 Legislative session. That building was completed earlier this year and is a beautiful addition to the Capitol Plaza.

As part of the reorganization, a new advisory board, the Board of Museums and History, was created to take the place of two existing boards, the HP&A Advisory Board and the Board of Trustees of the Department of Museums and History. The new Board consists of five members from the Historic Preservation Board and six members from the original Museums and History Board of Trustees. The members are: Dr. Donald Hardesty, Dr. Kevin Rafferty, Dr. Marcia Growden, Mr. Mark Sticka, Dr. Doris Dwyer, Mr. I. R. Ashleman, Mrs. Renee Diamond, Mrs. Fritsi Ericson, Dr. Morris Gallagher, Mrs. Janice Pine, and Dr. Joseph Thornton.

The Department of Museum and History has always had a great deal of inter-action with the other agencies, having co-sponsored Oasis conferences with them in past years to share their many collective state resources with smaller government and private institutions that deal with Nevada's cultural aspects. As one department, museum staff feels that reorganization will open new lines of communication between the agencies as well as create a pool of state resources which will enable us all to meet our statutory duties in a much more effective manner.

Lectures for Nov. and Dec. Listed for NSM and NSRM

On November 23, Cindy Southerland will be presenting a slide illustrated program on "Cemeteries of Nevada."

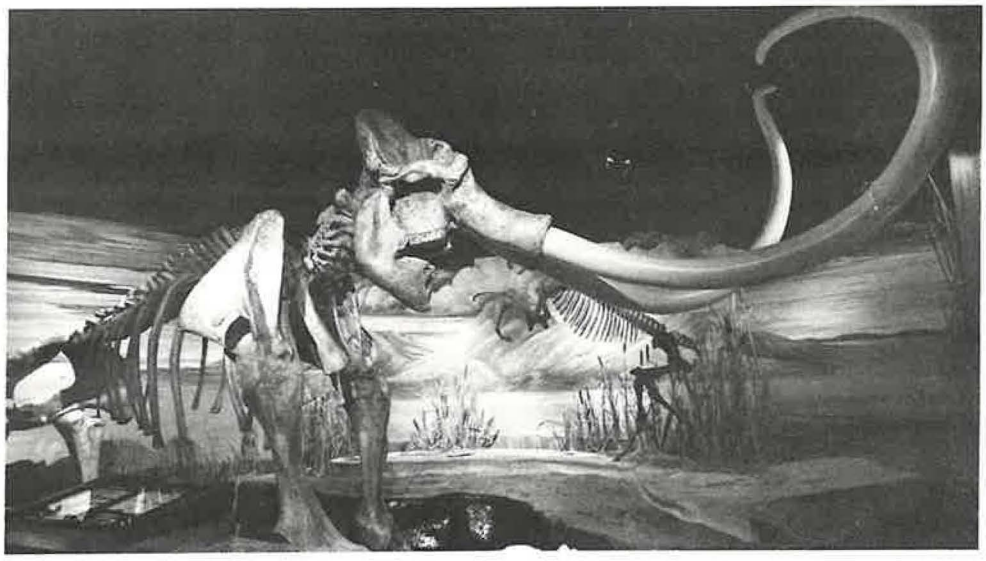
The December 28 presentation will feature a program by Phillip I. Earl, Curator of History at the Nevada Historical Society on "Christmas In Nevada."

These two programs are part of the Nevada State Museum's evening lecture series to be held on the fourth Tuesday of every month from 7:30 to 8:30 p.m. There is no charge for the programs. The Caroline Street entrance on the north side of the Museum complex will be used for all the programs. For more information call 687-4811.

At the Nevada State Railroad Museum programs are held on the second Wednesday of every month from 7:00 to 8:00 p.m. On November 10 Peter Palmquist will present "C. E. Watkins and the Railroads: Photography on (Iron) Horseback."

December 8 Eric Moody will give "The History of the Railroad Town of Flanigan." The lectures are free and held in the Railroad Museum Interpretive Center.

At the Nevada Historical Society in Reno is an exhibit on rock art, *The Hand of Man: Petroglyphs and Pictographs,* showing until December 20. In conjunction with the exhibit, Alvin R. McLane will give a free lecture and slide show on *Nevada's Petroglyphs and Pictographs* on Wednesday, November 17 at 7 p.m. in the reading room of the Nevada Historical Society. For more information call 688-1190.



One of the most popular exhibits at the Nevada State Museum today is the Imperial Mammoth and Horse Named Man.—*Photo by Scott Klette, NSM photographer*

Jan's Boutique

History of Underwear Part IX

By JAN LOVERIN
NSM Curator of Clothing and Textiles

In the Medieval Ages, clothes were draped on the figure; specifically, garments were tunics or shifts with no darts or shaping structure. By the late 15th century, the evolution of modern fashion begins and it begins with emphasis on the waist.

For women, shaping at the waist required the use of a shapemaker, more commonly known as stays or a corset. This early day foundation garment was made of "busk clothe" stiffened with strips of whalebone, wood or leather. The small waist was also emphasized by the long full skirts of this late Gothic, early Renaissance period. By wearing many petticoats and stays, the eye was then led to the small illusion of the female figure.

As the beginning of the 16th century progressed, fabrics become richer and more elaborate in weave and motif. With the falling of Constantinople, new imported fabrics such as silks, damasks, brocade became available. These elegant fabrics were in dramatic contrast to the loosely woven woolen and linsey woolsey of the prior era. As these grand fabrics were fitted to the body, their rigidity caused a very stiff and imposing look on the figure. Entering into the Renaissance period, these fashionable women loved the new fabrics and the grandeur they presented.

Women had been wearing petticoats for many decades, but it is around 1550 that women's skirts begin to make use of artificial supports. The farthingale is the original form of a hoop skirt; a device worn in place of petticoats, to provide extreme fullness. In the 16th century, it was made of cane, wood or wire hoops. Extending directly out from the waist, the farthingale emphasized the small waist while displaying the newly acquired elegant fabrics.

A unique undergarment, this manipulation of flesh by corsetting and the farthingale begins the distinction between aristocratic dress and that of the commoners. Worn by Jane Seymour, Mary Queen of Scots, Queen Isabella of Spain, and Queen Elizabeth of England, the farthingale represented an ostentatious display of wealth and status, a far cry from the peasants and serfs of feudal Europe. Such a contraption as this cage of hoops, the farthingale did not allow for any sort of work or manual labor, but was worn as a symbol of royal society.

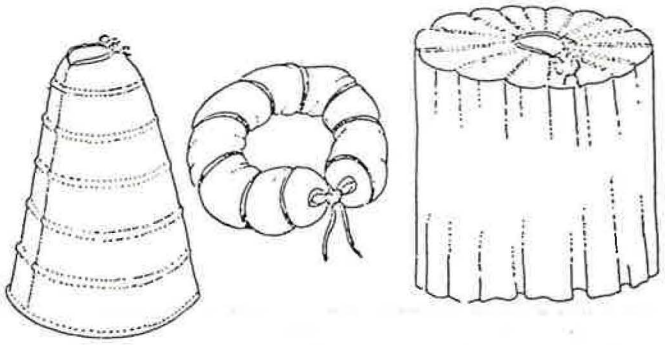
Sources: *Dress and Undress,* by Elizabeth Ewing
The History of Underclothes, by C. Willett and Phyllis Cunningham
The Mode in Costume, by R. Turner Wilcox

Next Newsletter Deadline

The next deadline for the *Nevada State Museum Newsletter* will be Friday, December 3. Mailing will be made on December 30. Please address all communications to Newsletter, Nevada State Museum, Capitol Complex, Carson City, NV 89710.



Renaissance dress, showing the skirt fullness created by wearing the farthingale.



Spanish farthingale c. 1550 — Roll farthingale French c. 1575 — Wheel farthingale English c. 1580

Various European countries had their own style of the farthingale.

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Views of the Past

Bender Home Built in 1867

The Bender house is one of the beautiful homes found in the Carson City Historic District. George A. Nourse built this house in 1867.

Nourse was born in Kennebec County, Maine in 1822. He came to Nevada in 1863, having served as U.S. District Attorney of Minnesota from 1861 to 1863. He practiced law and was elected from Washoe County to serve as a member of the Second Constitutional Convention in 1864. He also signed the constitution after its passage in 1864. Nourse was elected as Nevada's first Attorney General in 1864 and served in that capacity until 1867. During his tenure as Attorney General he fought back attempts by California interests in San Francisco to divert water from Lake Tahoe for municipal use. When he retired from the office of Attorney General he resumed his legal practice in Carson City.

The house has nine rooms and one bath. The distinctive porch was added around 1901. There is an artesian well under the house which must be pumped out constantly to avoid flooding.

Nourse sold the house in 1871 to Nevada Supreme Court Justice Bernard Crosby Whitman.[1], who was appointed to complete the term of Justice H. O. Beatty and then was elected to the Supreme Court in 1871 and served until 1875. Judge Whitman had a legal practice on the Comstock when he was appointed to the Supreme Court. When Judge Whitman left the bench he moved to San Francisco and resumed the practice of law.

David A. Bender purchased the house from B. C. Whitman in 1873. He and his brother, C. T. Bender, came to Nevada Territory in 1863. He settled first in Virginia City and later moved to Reno. In 1871 the two brothers started the banking firm of D. A. Bender & Company.

In 1873, Bender was hired by H. M. Yerington as the general freight and passenger agent for the Virginia & Truckee Railroad. Bender's wife was a sister of H. M. Yerington. Bender moved his family to Carson City and this began his long association with the Virginia & Truckee Railroad Company. When his health began to fail he sold the house and moved to Berkeley[2], California where he passed away a few years later, in March, 1916.

The house was acquired by James T. Davis in 1901. Davis was born at Bronson, Michigan on November 28, 1851. As a young man he came west with the other members of his family and settled in Nevada, first as an employee of the Southern Pacific as an office boy, and later as an agent and telegrapher. He was employed for a time at Reno, later was sent to Auburn, California and to different points in Nevada. For a number of years he acted as agent at Mound House. He came to Carson City to act as cashier of the Bullion and Exchange bank, and later in other banking capacities. Davis also worked as an assistant to the receiver of the State Bank and Trust Company.

—Continued on page 5



Graduates from Carson High School at the Bender home, circa 1895.—*Photo collection of Nevada State Museum*

Views of the Past

—Continued from page 4

James T. Davis served as mayor of Carson City from 1905 to 1909. In 1907, Mayor Davis appointed a committee of five to look into the question of a suitable site for the newly proposed Governor's Mansion. He selected State Supreme Court Judges George Talbot, Frank Norcross, and James Sweeney, and U.S. Judges E. S. Farrington and Thomas Hawley to find a suitable site for the structure. The committee visited and examined the various sites in Carson City offered for sale or donation. The committee recommended that the land offered for donation by T. B. Rickey be accepted as the site of the Governor's Mansion.

Archie Pozzi, Sr., acquired the house in 1922. He was born in Switzerland on May 6, 1893, the son of Morris and Virginia (LaFranchi) Pozzi. He immigrated to the United States in 1903, and was educated in the public schools in California. Archie Pozzi married Leola Moore of Reno on March 28, 1918, and two children were born: Archie Jr. and Virginia. He worked as apprentice machinist at the Mare Island Naval Yard from 1916-1917 and 1919-1920. He opened the Pozzi Motor Company in 1922 and remained with the dealership until his retirement. The Pozzi Motor Company[3] was one of the oldest Ford dealers in the state. Archie Pozzi, Sr., served as county commissioner from 1926-1937. His son, Archie, Jr., assisted his father in the auto business and later owned the Bender House. He was born in Oakland, California on January 7, 1919. Archie, Jr., received his early education in Carson City, and graduated from the University of Washington in 1941. He assisted his father with the active management of the company. The Pozzi family owned the house until the 1980s.

1. Before coming to Nevada B. C. Whitman served in the California Assembly in 1854 and also served as a district judge in Sacramento. He died at the Union Club in San Francisco on August 5, 1885.

2. The Benders first lived in San Rafael where they leased the Hoffman House.

3. The Pozzi Motor Company was located at 515 South Carson Street. It opened in 1922 and covered more than three-quarters of a block, employing eight men regularly.

—Robert Nylen, Curator of History, NSM

Ghost Town's New Prospector

A "new" prospector took over a while back in the Museum's Ghost Town display. The following dialogue was submitted by Doug Southerland, NSM Director of Exhibits. The photo was taken while the prospector was being prepped in the Exhibit Department by Scott Klette, NSM photographer.

Yep, sure is good to be back home, Jennie. 'Bout time we returned to make sure no outsiders done tore down the building cuz she wern't earthquake proof. Seems people forgot that even continents arn't earthquake proof.

Hard to believe this is the place where I grew up. Why it was 1984 when we had our debut and we've been enjoyed by folks from all over the world since then. Through five major building retrofits they just keep comin' back.

My gramps was ol' Doug and his 'zibits team down yonder in the basement. Why he's been here through several bonanzas and borrascas.

Too bad the taxes played out, you had to go deeper and deeper, and the price and amount of museum silver in that rock just got smaller and smaller.

Shur was lucky for me them nice folks, Mrs. Gayl Klette and Mrs. Dorothy Griffin come forth with all that money to fix me up.

Why, they gave us so much money that I got this here new body from Characters Unlimited down in Boulder City, Nevada. Now I can move my hand, mouth, and head; kids sure love it.

Why that carpenter fellow, David Shipman, even gave me this new voice. 'Twas the genius of that Scott Klette . . . (donkey bray) . . . no Jennie, not "Colette" . . . Klette!! who hooked me all up and saw to it that them Characters Unlimited folks did everything just right.

Yep, Jennie Bee, it's shur good to be home and all new again.

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Scott Klette working with the new prospector in the Exhibit Department.—*Photo by Larry Tanner*

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NSM NEWSLETTER
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Pictured above are Department of Museums and History Board of Trustees members (from the left): Chairman William V. Wright, Fritsi Ericson, Renee Diamond, I. R. Ashleman, and Morris Gallagher. The Trustees were in Carson City on August 27th to attend the last meeting of the Board before the reorganization began on October 1st. At that time new Board members will be appointed. The new Board will be comprised of six members from the Department of Museums and History Board and five members from the Historic Preservation and Archaeology Board.—*Photo by Scott Klette, NSM Photographer*

Recent Accessions Listed

NEVADA STATE MUSEUM

University of Nevada, Reno—Costumes and Textiles Collection (Jesse Pope Collection. **Viola Ramsey, Carson City**—2 fountain pens. **Tom and Wandaleene George, Carson City**—Nevada button. **Louise Stetler, Carson City**—2 letters; framed document. **Patrick Smith, Salt Lake City, UT**—Bible, ca. 1863. **Barbara Herlan, Carson City**—Assembly Concurrent Resolution No. 83. **Scott Craigie, Carson City**—Plaque of U.S.S. Comstock LSD45; picture of U.S.S. Comstock. **Jean Ford, Carson City**—Beret, ca. 1942; pillbox hat and muff, ca. 1960. **Edith Milo, Carson City**—Veterans of World War I Certificate of Appreciation; WW 2 U.S. Savings Bond and Stamps decal. **Governor's Office, Carson City**—Wooden plaque with Nevada State Bird "THe Mountain Blue Bird"; Kit Carson statue; Statue of Liberty replica; plaque of Morgan dollars; video tape of U.S.S. Nevada BB 36; U.S.S. Nevada documentary project; Air Raid: Pearl Harbor. **Dianne Longson, Reno**—Victorian boudoir chair. **Chris Randall, Carson City**—Toddler diaper. **Grace Fujii, Sparks**—Evening gown with scarf; robe; pantsuit. **UNLV, Las Vegas**—208 plants.

NEVADA STATE RAILROAD MUSEUM

James S. Crane, Reno—2 steel express boxes. **Evalena Smith, Minden**—5 boxes containing hardware for V&T passenger cars; other miscellaneous parts. **Ron Allen, Carson City**—Ore car wheel. **Garth Hershberger, Reno**—Color photo of Colorado Railroad Museum engine DSP&P *Golden.* **Bessie Edson, Dayton**—Box of V&T coach seat buttons; velvet covered buttons for seats without eyelets; cloth covered buttons for seats without eyelets; solid leather buttons with eyelets for seats. **Gregory J. Maxwell, Milwaukie, OR**—4 b/w photographs of Eureka & Nevada Ry. **Ronald Constable, Incline Village**—Railroad switch. **Richard Allen, Reno**—Baldwin locomotive number plate #1, ca. 1910. **Chuck Lucas, Reno**—4 photos (2 Carson & Lake Tahoe stage; 2 Carson & Tahoe Lumber & Fluming).

In Museum Store

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Books in the Museum's Store are also available by phone or mail from the Nevada State Museum, Capitol Complex, Carson City, NV 89710. Visa and MasterCard are accepted in telephone orders at (702) 687-4811. Postage and handling is $2.00 for the book order. Membership discount of 15% applies.

Reviewed by MARY CRAWFORD
NSM Docent and Former Librarian

NEVADA GHOST TOWNS & MINING CAMPS ATLAS. *By Stanley Paher. Nevada Publications, 1993. Hardback, oversized, 208 pages, $29.95.*
This book is also published in paperback in two volumes, at $14.95 each. Volume I is Northern Nevada and volume II is Southern Nevada. These books are easy to use and very well organized, although there is no table of contents, nor any index. Most of the photographs are by the late Nell Murbarger, and the reader should be aware that some of the pictures of the ghost towns are as they appeared thirty years ago, and they do not look this way today. The many photographs each have their own description. The maps of each area are very clear, and this is a good book to take with you on trips to ghost towns, old mines, historic places, emigrant trails, state parks, placer gold sites, recreation areas, caves, gem fields, and 4x4 roads.

MINDEN, NEVADA. *By Wynne M. Maule. Published by the author, 1993. A large, oversized paperback, 182 pages, $16.95.*
This book is the story of a unique town from 1906 to 1992, and the author is well qualified to write it for he was born and raised in Minden and still lives in his family's original house. Every aspect of Minden is covered and the book is full of many interesting pictures, and stories of early events.

GHOST TOWNS & HISTORIC SITES MAP. *By Nevada Magazine. Published by the State of Nevada, 1991. A large 22"x38" foldout map, $5.50.*
One side is a map of Nevada showing all the sites. The back side is lists of Places in Time, Rural Nevada Historic Markers, Parks, Nevada Museums, Getaway Hot Lines, and Nevada Communities Listed by Counties. This is a remarkable map if you plan any excursions in Nevada.

EMIGRANT TRAILS WEST. *Compiled by Devere and Helen Helfrich and Thomas Hunt. Trails West, Inc., 1984, 1001 reprinting. Large, oversized, spiral bound paperback, 212 pages, $12.95.*
This book is a driving guide to the trail markers placed by Trails West, Inc. along the California, Applegate, Lassen, and Noble's emigrant trails in Idaho, Nevada and California. In addition to directions to the markers, historical references are given and a bibliography is listed on the inside back cover. There are maps and some photographs.

HIGHWAY 50 AIN'T THAT AMERICA. *By Jin Lilliefors. Fulcrum Publishing, 1993. Hardback, 220 pages, $19.95.*
This book is a lively chronicle of the author's travels along U.S. Route 50 — a road that literally cuts through the middle of the country from Ocean City, Maryland, to Sacramento, California. For a year the author drives across the U.S. on highway 50 in an old Ford LTD and focuses on the people he meets and their stories. A rather long, slow read, this kind of book and local stories are always interesting and a different picture toward understanding Americans.

THE OLD WEST TRIVIA BOOK. *By Don Bullis. Gem Guides Book Co., 1993. Paperback, 160 pages, $9.95.*
The print of this book is oversized and there is a good index making the book easy to use. The subjects covered are lawmen, outlaws, explorers, soldiers, Indians, cattlemen and cowboys, wagon trains and stagecoaches, governors and judges, women, and literature of the west. The few pictures and a bibliography are included. I think students will love this book.

THE WAY WEST. *By A. B. Gutherie, Jr. Houghton Mifflin Company, 1949. Paperback, 340 pages, $9.95.*
This book is the sequel to *The Big Sky* and won the Pulitzer Prize for fiction in 1950. It is the story of a group of settlers and their hazardous wagon trip from Independence, Missouri to Fort Vancouver, Oregon. The author, who grew up in Montana, gives a timeless portrayal to the American West with skill and absolute command of every detail of equipment, custom, speech and thought of what a wagon train was really like. This book is a long, slow read that is utterly believable and very moving.

AT GREAT PRICE. *By Mabel Chapman. Published by the author, 1992. Paperback, 152 pages, $5.95.*
This is a fictionalized biography of the last year of the life of Tamsen Donner (1802-1847). It is her experience on a cut-off trail to California, and while snowbound on the eastern slope of the Sierras. She was one of a group of emigrants heading west from St. Louis to seek a new life in California. It is interesting from the point of view of her courageous choices and commitment.

NEVADA MOUNTAIN RANGES. *By George Wuerthner. American World Geographic Publishing, 1992. Large, oversized paperback, 96 pages, $15.95.*
This is a beautiful book which was printed in Hong Kong, and the pictures are spectacular. If you like mountains, this book is a wonderful introduction and guide to Nevada mountains. The author explains range after range, the geological forces that shaped this land over millions of years, the climate and its effects on what plants and animals flourish here, and the story of the people upon this rugged land.

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