Greetings All!

We promised you we'd have some special auctions and sales from time to time, and here we go!
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The Jack Haddock Nevada Town Token Collection Auction
October-November, 2026

The Jack Haddock Nevada Town Collection contains single tokens from over 200 different Nevada towns and mining camps and comprised of over 250 different Nevada tokens overall. Many of these tokens are unique, and others so rare most collectors have never seen them. They are coming up for auction with Fred Holabird in late October/early November, 2026. This offers a unique opportunity to acquire some of those long-dreamed of tokens from some of the most obscure mining camps in America, some that lasted only a few months at best.

Jack has been collecting Nevada tokens for more than fifty years. He published the first Nevada town list with me when we published our first Nevada Bottle and Token book in 1977 – you remember, the one with the yellow cover and the Virginia & Truckee Railroad stock certificate on the back where we filled in the name of the collector.

Following that venture, I published the first Nevada Token book by Hal Dunn, John Schilling and Len Hoskins. Decades later, Jack published his own Nevada Token book, citing sales records of tokens along the way.

The collection contains ultra rare saloon tokens, pictorial tokens, nineteenth century tokens, bawdy house tokens and all kinds of stuff you've never heard of.

Now is the time, You've got one shot. Get signed up for this historic Nevada token auction. Let us know your interest, and email me at fredholabird@gmail.com. We will publish the catalog online as soon as it is finished, with full, professional color photographs of the obverse and reverse of every token. The auction will take place as usual through Icollector in the same manner as all past auctions. Those that need a printed catalog need to request one. We have not yet determined where the physical auction will take place. Those that wish to attend in person need to notify me, as I have not yet picked the venue, and space is exorbitant.

Some of the great rarities have been picked out and brief histories are summarized below.

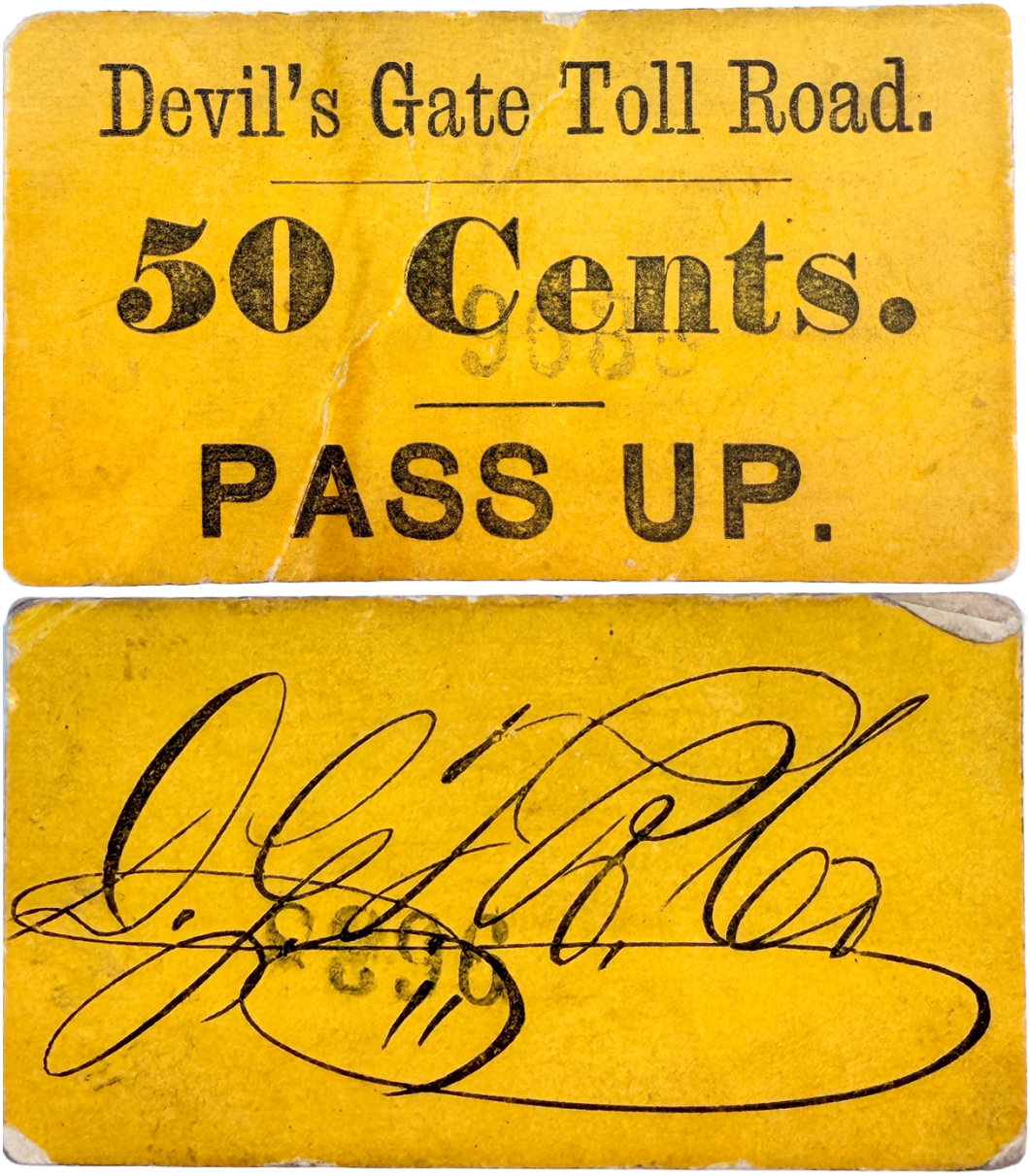
It should be pointed out upfront, that many of these merchants on these tokens are very difficult to locate in the historical record – in fact, many are impossible. There simply were no regularly printed directories, newspapers or other public reporting mechanisms available, particularly before World War 1. Searching county records by hand is also not reasonable, and most business/tax records are not online anyway. We will try to get out a little story on every piece.

Here's a sample:



Womack & Sons, Aura City, Nevada. Asa Womack came onto the Elko business scene in the mid 1880s. He quickly established himself as a local figurehead, running for various offices. He had two sons, Frank and Clyde. With the new twentieth century gold and silver boom coinciding with the tremendous copper deposits at Ely, prospectors were everywhere. Frank and Clyde were no different, often making the news for their prospecting ventures. Clyde and a partner found some rich ore in 1906 and spent the better part of two years around the new mining camp of Aura, about 30 miles southwest of Mountain City. During that 1906-19078 period, the new stone post office and the saloon, then run by Antonne and Theodore Storff, were the two key buildings. While a townsite was laid out, the buildings were scattered about, as shown in a rare photo of the "town" in 1907 in Shawn Hall's *Old Heart of Nevada Ghost Twons and Mining Camos of Elko County*, 1998, p2. Asa Womack, possibly excited by Clyde's successful finds, probably funded the brothers in a saloon business, known as "Womack & Sons," though it appears the only son at the business was Clyde. Clyde may have taken over Storff's saloon in perhaps late 1907, and may have kept it running until about 1909 when ores gave out and the town dwindled. The town was never very big, arguably perhaps never more than a couple dozen people. No active saloon was listed in directories after 1912, though there is a big time gap between the June, 1907 Polk *Nevada Gazetteer* and the 1912 Polk. This token is exceedingly rare. In our 50 years in business, we never saw one, except this piece in Jack's collection. (See also Patterson

et al, *Nevada's Northeast Frontier*, 1991, p602)



Devil's Gate Toll Road (Gold Hill, Nevada – the Comstock). The Devil's Gate Toll Road was built in 1860. It was the first toll road into the Comstock, built by Riley Armstrong. By 1863, Armstrong had formed the Devil's Gate Toll Road Co., and the road was described as starting about half way between Carson Valley and Dayton, going up Gold Canyon to Silver City, Gold Hill and to the Divide between Virginia City and Gold Hill. Armstrong built the road along the old Emigrant road, which had been

used since 1849. He originally received a 20 year lease for the toll road, an exception to the then rule of ten year limits for toll road companies. The road was under constant revision, repair and upgrade because of the increasing traffic into the Comstock, which was a huge burden upon Armstrong. Sensing another profit center, James G. Fair, John Mackay's partner, bought the Toll Road in 1870, reportedly using the returns for the education of his children. He used this argument to attain an additional ten year lease period. Rube Metcalf was the man Fair hired to manage the Toll Road. This exceptionally rare token probably dates to the 1860s-1870s, and may be unique. It takes on added significance as one of J. G. Fair's ancillary Comstock investment businesses. We know from an article in the Nevada State Journal that a 12 ½ cent denomination ticket also existed at one time, with this ticket placed on display in Dayton, as reported in the *Nevada State Journal* 5/29/1912, owned by local collector Art Mack of Dayton. It is unknown if that specimen still exists. There is a chance that the 50 cent ticket presented here was also owned by Mr. Mack, as the Hamilton Toll Road ticket for a 6 horse team, $1 fee was also mentioned in the same 1912 article, also in this sale.



Bowers Mansion, Nevada. Bowers mansion was the home of Comstock miner and Gold Hill lodging house owners Eilley and Sandy Bowers, built in 1863 from fortunes gained from Sandy's Gold Hill mine, and Eilley's savvy business sense when she traded her boarding house for a mine,

and both “struck it rich.” The huge stone mansion was built in the style of the old stone buildings Eilley grew up with in Scotland, built on a fantastically beautiful piece of land near the north end of Washoe lake near the old Washoe Mill. Sandy died in April, 1868, and soon further misfortune hit, with tragic floods later that year and a closure of their ore mill. By 1876, the mansion was foreclosed upon. Sitting idle for nearly a quarter of a century, entrepreneur Henry Ritter bought the mansion and turned it into the ultimate resort in 1903. With promoter C. P. Schuman, the Ritter-Schuman team turned the mansion and grounds into a premium resort, active virtually every weekend with events of all kinds, including giant picnics, baseball games and the like. Bowers was a destination resort, with folks traveling there on the Virginia & Truckee Railroad, often coming in from all over parts of California and Nevada for the special events. Food and drinks were sold, and this early token from that period is one of only a few known today. It carries a special “Nevada” designation at the bottom of the obverse. It is the only one of these tokens I’ve ever seen-fh. Tokens from perhaps the following decade do not carry the “Nevada’ distinction, as by that time, everybody knew where Bowers Manision was.



Saint Gray’s Shrine, Bullfrog, Nevada. To my knowledge, this token is completely unique, and the only token to carry the “Bullfrog, Nevada” name. The construction/manufacture techniques of this token bear

discussion because of the numerous possible fakes of tokens from western Nevada. This piece is die struck in a manner of a professional die sinker, though no die maker insignia is present, with equal (measured) margins of words at left and right and lettering in even, straight or curved, lines of lettering. Questionable tokens do not carry these characteristics; they generally have letters tilted here and there, contain words that are not placed in straight lines, or have uneven curvature, even with different font types and sizes within single words.

Saint Gray's Shrine is an interesting name. There is no such person or ideologic figure in history with this name. The Bullfrog townsite pre-dated the Rhyolite townsite by about a year, and information on the businesses there is exceptionally difficult to find, either in print or in photographic form. Alan Patera lists about two dozen Bullfrog businesses in *Rhyolite, The Boom Years*, (2001, p60,) but this list does not have several of the businesses seen in some historic street scene views of Bullfrog found on the web, including Taylor & Griffiths Mining Supplies. It becomes impossible to try to find a list of saloons there in the early years. By June, 1907, most of the businesses had moved up to Rhyolite, leaving a slew of mining company offices and about two saloons and a restaurant. Nonetheless, this token is well worn, and is sold "as is" because I can find no proof at this point that this saloon existed, with original records almost impossible to find.



Tin Cup, Farrell, Nevada, picture of a mule on the back. Farrell was founded too late for listing in the 1907-1908 Polk Directory. The mining camp is located in the center of the northern part of the Seven Troughs Mining District at the mouth of Stone House Canyon, about five and a half miles from Mazuma, another of the four mining camps in the Seven Troughs Mining District. It was named after Jack Farrell, who made a rich strike nearby in early 1907. This is a die struck token of good quality. Again, like the Bullfrog token, this token is without a maker's designation. And just as importantly, like the Bullfrog piece, there is little print history on Farrell, let alone advertisements in newspapers or listings in local or regional directories of businesses in Farrell. The town came out hopping in 1907, but according to Shamburger in *Seven Troughs* (1972), Farrell "never became as important" as the other mining camps, and probably died as a town with the 1910 floods. There are very few of these tokens known. It has added significance with a miner's mule or burro on the reverse, and that the token is from the famous Seven Troughs mining district, a significant gold producing area north of Lovelock.



Jellerson & Martell, Glenbrook, Nevada, pool table reverse. This is a very popular Tahoe token, dating from the nineteenth century. Glenbrook is at the midpoint of the eastern shore of Lake Tahoe and was the site of a major logging area that fed the Comstock. It was also a place a young Sam Clemens visited the immediate area when he first hit northern Nevada in 1861, probably walking right past the site where the Glenbrook pier was built with its saloon out on the end managed by Jellerson in the 1880s, then later by Martell in the 1890s. Two hotels were built at the foot of the pier, which saw the SS Tahoe steamer on daily trips. Those hotels were the Lake Shore House and the Direго Hotel, the latter of which was managed for many decades by the Jellerson family. Frank and Amanda Jellerson (brother and sister) managed their hotel and ran it as a hotel-resort. They also ran the Post Office. On June 8, 1887, Jellerson ran into a very real “Tahoe Tessie” monster. He went for a swim, and found himself wrapped in what he thought was a blanket, but struggled to get out of it and onto shore. After struggling to get it off himself, he found it was alive and moving. A scientist arrived and pronounced it a “elactys cacynthiui”, or “Blanket Fish.” This was reported in the Carson *Appeal* (6/11/1887) and San Francisco *Chronicle* on June 9, 1887, as “the first ever caught in this section of the world.” The two words presented in the article as a “scientific name” are not found in any language, including Latin. As best as I can tell, it is a complete Twainian tale. Back to the token- as a pictorial Tahoe token from the 1880s, it doesn’t get any better. There are less than five known, with this one in near perfect

condition.



Hamilton Toll Road, 6 horse team, $1.00. The Hamilton Toll Road token is another of the many great historical pieces in the Haddock Nevada Token Collection. This specific piece has provenance back to 1912, specifically mentioned in an article in the *Nevada State Journal* as on public display along with a Devils Gate Toll Road token, owned by Mr. Mack of Dayton. It may also date to the c1868-1870 period, very similar

to the Devil's Gate piece. I found no record of this specific toll road, but by about 1870, the only regularly reported toll road at Hamilton was the Shermantown and Hamilton Toll Road, which appears to have operated about 1870-1874 when it may have gone broke, as the company was up for sale for back taxes owed. It is possible the Hamilton Toll Road was the predecessor. More research is necessary. This is another possibly unique 1860s Nevada token.



Warner, Jackrabbit, Nevada. Silver mines discovered in Pioche as the result of the rich silver discoveries at Hamilton and Treasure Hill after 1868 created a tremendous "rush" known as "the Rush to White Pine". Prospectors combed the hills, and in a very remote area near Pioche, found rich ores high up on a mountain in August, 1877, calling the mine "Jackrabbit." The mine is near Bristol, and was originally part of the Bristol District. The Pioche miners had a heck of a time naming the new town that was laid out in September, 1877 by the Jackrabbit mine. Some wanted to call it "Jackrabbit". Others, "Rabbit City", but all of the prospectors there were all members of the Pioche *Royal Arch Chapter of Free Masons*, so they named the place "Royal City." The Day mine was discovered right after the Jackrabbit mine. Articles in local and regional newspapers routinely mixed up the mining camp name because ultimately, nobody was happy with "Royal City", so through time, the name returned to "Jackrabbit. The first saloon was started in a "brush

cabin near the Jackrabbit mine" in September, 1877, possibly by P.H. Wand.

A second "Jackrabbit" location was made in 1880 when Dan Roeder established Jackrabbit Station located along the Bristol and Pioche road. By that time, Bristol was booming, but Jackrabbit (Royal City) was already in decline. Sometime about 1890, there was a physical split of properties, some listed as "Jackrabbit" and others as "Royal City." My guess is that the portion of town nearest the Jackrabbit mine was called "Jackrabbit," and the portion closest to the Day mine called "Royal City." The Jackrabbit Station was still in operation in 1890.

W.T.S Warner and wife lived at "Jack Rabbit" (note the change to two words, also used in the Pioche newspaper) just after 1900. They apparently had a saloon, but business was not good, and by September, 1908 they lost the business through a Sheriff's sale. One of the creditors was a San Francisco whiskey merchant, and another a Caliente resale merchant. While there was an uptick in prospecting and mining at the Day and Jackrabbit mines after the Goldfield-Tonopah mining boom of 1900, ore was in short supply, and with the financial panic of 1907-1908, grubstake money was absent. It marked the end of Jackrabbit.
Good luck finding another Jackrabbit, Nevada token. As far as I know, this specimen is it.



CCC Westgate, Nevada. Westgate has always been a stage stop into central Nevada. The old stone building along the creek still stands today. In the late 1930's, the Federal Government ran a CCC camp at Westgate, in this case camp number 1915 (not the year). A mill had been built in 1937, and by 1939, the camp was hopping, with regular baseball games featuring the Westgate baseball team. This ridiculously rare token dates to that period.



Secret Canyon Toll Road. Secret Canyon is a mining area about ten miles south of Eureka, on the west side of highway 50 today. A toll road was made along an existing trail to Hamilton and Treasure Hill about 1873, known as the Secret Canyon Toll Road and Land Association. It was completed in mid 1874, and rates were first published in June for the Eureka to Secret Canyon portion, in which a single horse and buggy cost 25 cents. But the endeavor failed before the 1874 year was out, probably due to the heavy snow of November-December that year. This one dollar token may be the only such token left in existence.

Here are a few other choice Nevada rarities you won't want to miss:



Dickson Bar, Leadville, Nevada



Canteen, Nelson, Nevada



Auditorium Grotto, Paradise, Nev.



Mazzeno & Datta, Rieptown, Nev





Star Saloon, Silver City, Nev.





Union Bar, Star Pointer, Nev.

Coming October-November, 2026

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