

# Daggett, CA Historical Points of Interest

This is a reproduction in a different format of the "Self-Guided Tour" on the Daggett, CA Website; <http://www.wemweb.com/traveler/towns/daggett/history.html> For additional information, contact them via email on the website

**1) Stone Hotel**- built circa 1875. Originally two stories with a second floor balcony and a large glass dome above a two-story lobby "that lighted the sky and acted as a beacon for weary travelers." It survived three fires, the last in 1908 when the hotel was restored to the present one-story structure.

The walls are two-feet thick and are in excellent condition. It is one of a few remaining structures that provides an example of life for the early traveler on the High Desert. Travelers who reportedly frequented the Stone Hotel include Death Valley Scotty, Lt. Governor John Daggett (owner of multiple mines), John Muir (whose daughter was a resident of Daggett), and "Borax" Smith (the entrepreneur who single-handedly brought the borax industry into international importance).

**2) People's General Store** - It can be seen in pictures taken in 1900 but no history is available.

**3. Desert Market** - Under a variety of proprietors since Daggett's early days, the original General Supply Store was destroyed in the 1908 fire. The store was rebuilt using a rail carload of cement from the east, making the building the first fireproof structure on the Mojave Desert. It was always a focal point for miners to convert gold dust into "spendable" currency. It is impossible to even estimate the total value of gold and silver, which passed through this building. The store made history in 1953 when a safecracker obtained almost \$1000 in gold dust and nuggets.

**4) Alf's Blacksmith Shop** rebuilt in 1894 after a fire, it was used to build Borax wagons to the same specification as the original Death Valley-Mojave wagons; an example is presently located north of the building.

**5) Trinity Assembly of God Church**

**6) Fout's Building** originally stood near the north end of Mojave River bridge on Daggett-Yermo Road and was used as a roundhouse for the narrow gauge railroad equipment operated by Waterloo Mill and Mining Company to haul ore from Calico. It was used as a livery stable for many years, it then became a gas-buggy garage and later a grocery store with a dirt floor. The building became Fout's Garage in the mid 1940's.

**7) Community Bible Church**

**9) Assay Office**

Originally in the east wing of the house.

**10/11) Homes and Vintage Trees** - The tall Cypress tree, located at 35601 National Trails Highway, exceeded roof top height in 1910 pictures. The top twelve feet were destroyed by hurricane force winds in 1975.

House at 3517 National Trails Highway was built perhaps in the 1880's with the original picket fence still remaining. The "Gnarled Old Cypress Tree" at 35623 National Trails Highway, was full grown in 1896. The original portion of the house dates to the 1880's and is still a private home. Pepper tree is a survivor from 19th century plantings.

**12/13/14) Energy Generating Projects**

Cool Water Generating Station, Solar Two-Alternate-Renewable Energy Facilities, SEGS (Solar Energy/generation Station) I and II, and Cool Water Gasification Program.

**15) Daggett Ditch/Minneola Canal** - Started in 1902 to promote agriculture between Daggett and Minneola, six miles east. The dirt ditch carried water ten miles from upriver artesian wells to irrigate orchards and alfalfa fields. The concrete liner construction with redwood plank cover was started in 1917 and completed two years later to approximately one mile east of Daggett. The ditch carried 3000 feet of water to Daggett with a smaller canal from Daggett to Minneola.

**16) American Borax Works Site** Outlines of settling ponds, used in borax processing, are still visible between Daggett Ditch and the Mojave River on the west side of Daggett-Yermo Road.

**17) Daggett/Barstow Airport** - Land was cleared and the Airways Beacon Site was established for the Los Angeles to Salt Lake City Air Mail Route in 1930. The first landing strip was constructed in 1931 and the present Flight Service Station building plus a low frequency radio range transmitter was built and installed in 1932. Transmitter number 13 operated continuously from 1932 until decommissioned in 1972 and donated to the Smithsonian Institute. The runways were paved in 1942 along with the addition of a completely modern lighting system to handle all modern aircraft. The airport has pilot training, refueling, storage, restoration and several industries

**18) Mojave River** - Called the "Upside Down River" or the "Backward River," it originates on the north slope of the San Bernardino Mountains, flows north and east to Death Valley Basin, on the surface at times and underground most of the time. Because of its sandy soil, it is capable of causing "flash floods" during cloudbursts.

**19) The Daggett Museum and CSD Office** - The Daggett Museum was opened in September 1991. The museum consists of over 40 cases displaying Early American collectables, Railroad China, Navajo Indian Code-talkers from WWII, Barbed wire, Lapidary work and much more, including a unique model of the Solar I Generating plant.

**Daggett Museum** is open Sat. & Sun. from 1:00 to 5:00 p.m. Special arrangements for different times and/or group visits can be made by calling (760) 254-2629