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HISTORY
OF
ARIZONA

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dispel these gross errors in regard to Arizona's climate and to prove what he says every new country tries to prove, that it possesses the finest climate in the world. Repeatedly throughout his works Hamilton stresses the healthfulness of the climate. Indeed, in his work of 1886 there is a section entitled, "Arizona as a Sanatorium." It is composed principally of an article dealing with the climate of northern Arizona by D. J. Brannen, M. D., of Flagstaff and one by M. H. Matas, M. D., of Tucson describing the climate of Tucson and southern Arizona.

Perhaps it was on the strength of Mr. Hamilton's assiduous promotion that Arizona very early in its modern career achieved the reputation of being a panacea for all ills which were aggravated by dampness; asthma, respiratory ills of all sorts, arthritis, rheumatism and so on. However, the rigors of early-day travel through the Territory were such as to discourage any but the hardiest of patients.

As has already been recorded, the Butterfield Overland Mail from Marshall, Texas, to San Diego, California, was established in Arizona before the Civil War and operated until the Civil War. The second stage line was one operated from La Paz, on the Colorado, to San Bernardino, California. Hamilton reports:

It was afterwards extended to Prescott, and for years was the only means of communication between northern Arizona and the outside world. James Grant was the owner, and James Stewart the Superintendent. Grant has long since passed "over the river," but "Jim" Stewart is still at his post, as active and as genial as he was 20 years ago. After the death of Mr. Grant, the line passed into the hands of Gilmer, Salisbury & Co., who still control it. After the Southern Pacific Railroad reached Yuma, the line west of the Colorado was taken off, and the route is now from Maricopa to Ash Fork, by way of Phoenix and Prescott.

After the close of the war, Kerns & Mitchell restocked the old Butterfield line, and carried the mail from Fort Worth to San Diego, until the building of the Southern Pacific road. The old line is now running from Florence to Silver King and Globe, and the company is known as the "Kerns & Griffith Stage Co." W. M. Griffith is Superintendent.

These were the principal stage lines in the pioneer days, though there were many shorter ones, which have long since ceased to turn a wheel. Arizona in those days was a veritable *terra incognita*,

but the opening of two trans-continental railways through the Territory has removed the barriers of isolation which so long separated it from the active, bustling, progressive world. It is no longer as far removed from the centers of civilization as the distant regions of Central Africa. No longer is the traveler compelled to undergo the hardships, discomforts and dangers of long, dreary and dusty stage rides; no longer is he subjected to the miseries of a "buck-board," and exposed to the burning suns by day and the chilling winds by night; no longer does hunger, thirst, loss of sleep and weariness of mind and body accompany the visitor who journeys to the marvelous country.

Nor is Hamilton exaggerating the difficulties of travel in Arizona prior to the coming of the railroads. There were virtually no real roads at all in Arizona during the early years of its existence as a territory. Beale's road across the north and Cooke's wagon road across the south were little more than trails. The various mining areas had better worn and better cared for trails in their immediate vicinities; and there were the established cattle trails which already have been described in the chapter on livestock.

There also were the toll roads described in a previous chapter. The best and most used of these was the Santa Maria Wagon Road built by a company under the authority of the first territorial legislature. It ran between Prescott and the steamboat landings on the Colorado River, following approximately the present route of the Santa Fe Railroad. There were also roads from Prescott to La Paz and to the Pima villages on the Gila River. Then also, of course, there were the various trails which led from one fort to another; but, as Dr. Wyllys says, these were little changed from Indian times.

During the late 1850's and early 1860's the Mormons in Utah became actively interested in finding likely new sites for settlement in the area to the south. Their unhappy experiences such as the Mormon War, the Mountain Meadows Massacre and continuing persecution of various kinds probably were at least factors in this search. Dr. Wyllys has presented a concise account of the blazing and building of the Mormon Road and the effect it had upon the settlement of northern Arizona. Dr. Wyllys' account is quoted herewith:

The man who blazed the trail for this Mormon entry into

W. Miller established in 1864 a town which would later be known as Littlefield.

Farther to the east along the border of the Territory there appeared a number of other Mormon communities. Fredonia, northern most town in Arizona was located on Kanab Creek in 1865, by Mormons who moved south from Kanab in Utah. A little southwest of Fredonia, in 1870, Bishop S. P. Winsor built a large stone house as a fort to protect the fine springs supplying water to nearby villages. It was called Pipe Spring. Here in 1871 the Deseret Telegraph Line, Arizona's first, began functioning.

The Hamblin Road had led southeast from Lee's Ferry to Moenkopi and from there to the Little Colorado River, near the present town of Cameron. From that point it had nearly paralleled the Little Colorado well into its upper valley. After Hamblin marked it out in 1873 it served continuously for Mormon settlers coming into Arizona and going on beyond the area in which they had served as missionaries to the Hopis and Navajos.

Toward the end of this road began the Mormon settlements in the Little Colorado Valley. Springerville was founded by the trader Henry Springer, who had come there from Albuquerque as early as 1871. Some thirty miles north arose the town of St. Johns, planted by Mormons at a small Mexican rancho in 1880, and to the west of these places and not far east of the Mogollon Rim, clustered a number of other little Mormon villages—Show Low, Snowflake and Shumway. Holbrook, at the junction of the Rio Puerco and the Little Colorado, was started in 1880, and, just west of it, Joseph City had begun a year earlier as St. Joseph. Farther south the Mormons also were to contribute generously to the settlement of the Gila and the Salt River valleys.

Thus did the pressure of immigrants stimulate the building of roads (or, rather, the blazing of trails); and the existence of such roads in turn stimulated travel into Arizona. It was travel beset by all the difficulties which Hamilton described so eloquently, travel accompanied by extreme physical hardships plus the ever-present danger of Indian attack. Yet, in the inexorable advance of civilization, roads grew where travelers wanted them, and later travelers went where the roads led.

It would be difficult to over-emphasize the importance of the

advent of the railroads to Arizona. As has been mentioned in other chapters of this work, the completion of the Atlantic and Pacific along the 35th parallel route in the north and of the Southern Pacific between the 32nd and 33rd parallels in the southern part of the Territory was a tremendous boon to all phases of Arizona activity in the early 1880's. The lines greatly facilitated troop movements; they were of paramount value to both the livestock and the mining industries; the Atlantic & Pacific became the life-line of the lumber industry in the Territory; and they did indeed make possible the beginnings of Arizona's modern and extremely important tourist industry.

The enthusiasm with which the railroads were welcomed to Arizona is reflected in Hamilton's following statement:

Those features [the hardships mentioned in the previous quotation] of travel in the early days are now but reminiscences of the past, and a trip to Arizona at the present time can be made as comfortably and as pleasantly as to any part of the Union. The palace car has superseded the rickety stage, and the railroad hotel has taken the place of the wayside station; and instead of bacon and beans, bread and black coffee served up by a picturesque individual with slouched hat, unkept beard and big six-shooter, the traveler sits down to an inviting table and dines as well as at the best city restaurant. A jaunt to the Territory is now one of pleasure and recreation. Lolling in a luxuriously cushioned seat, the sight-seer can enjoy the ever-changing panorama of mountain, plain and *mesa*, the brilliant sunshine, and the wonderful atmospheric tints which soften the rugged outlines of many a barren mountain and jagged peak. The journey of a month across the continent has been shortened to six days; and the time when the adventurous visitant to the wilds of the southwest deemed a small arsenal an indispensable part of his outfit, and nervously watched every canyon and curve and rock and bush along the roadside, is past, never to return. The shriek of the locomotive has sounded the death-knell of isolation and savagery, and those twin relics of an unprogressive past have been swept aside by the irresistible tide of civilization. The dark shadow which their presence cast over this fair land has been dispelled by the rising sun of modern progress; and the advent of the iron rail heralds the brightest epoch in Arizona's history.