

received
04-07-03
C. Hearing g/m

1 Charles L. Cahoy (#010801)
2 MESA CITY ATTORNEY'S OFFICE
3 P.O. Box 1466
4 Mesa, Arizona 85211-1466
5 Telephone: (480) 644-2343

6 Attorney for City of Mesa

7 **BEFORE THE ARIZONA NAVIGABLE STREAM**
8 **ADJUDICATION COMMISSION**

9 In re Determination of the Navigability of the
10 Lower Salt River

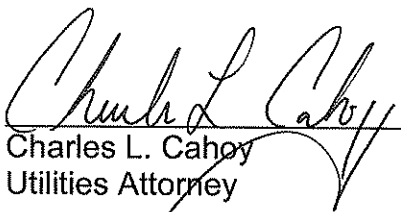
**CITY OF MESA'S
SUBMISSION OF EVIDENCE**

11 In support of a finding that the Lower Salt River was not navigable at statehood, in that it
12 was not at that time used or susceptible to being used, in its ordinary and natural condition, as
13 a highway for commerce, over which trade and travel were or could have been conducted in
14 the customary modes of trade and travel on water, the City of Mesa submits the attached
15 excerpts from W. Earl Merrill, *One Hundred Steps Down Mesa's Past* (1970) and W. Earl
16 Merrill, *One Hundred Footprints on Forgotten Trails* (1977).

17 These excerpts are based on the author's research into writings of the early settlers of
18 the City of Mesa and indicate that the settlers viewed the Lower Salt River as a means of
19 irrigation, and not as a tool of trade or travel. Sections have been highlighted in the excerpts to
20 aid in the review.

21 Respectfully submitted this 7th day of April, 2003.

22 **CITY OF MESA**

23 
24 Charles L. Cahoy
25 Utilities Attorney

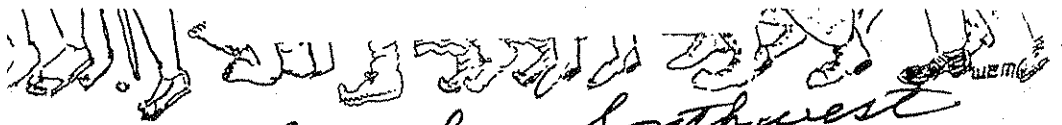
Maricopa County, Lower Salt River
03-005-NAV
4/7/03
Evidence Item No. **033**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

ORIGINAL AND SIX COPIES
of the foregoing filed this
7th day of April, 2003 with the
Arizona Navigable Stream Adjudication
Commission

C. Calhoun

is room



For the Southwest
Room, where I have
taken many more
than —

— One Hundred Steps Down Mesa's Past

W. Earl Merrill

By

W. EARL MERRILL



MESA, ARIZONA — 1970

ONE HUNDRED STEPS DOWN MESA'S PAST W. EA

Copyright © 1970
by W. Earl Merrill
1916 N. Country Club Dr.
Mesa, Arizona 85201

Printed by Lofgreen Printing Co. - Mesa
Bound by Arizona Trade Bindery - Phoenix

Gift

Merrill

1/23/71

A remarkable fact concerning the 12 heads of families just listed is that all but one, the widower, Williams, have descendants living in the Mesa area today.

As far as I know, this list of the complete roster of 1877 pioneers has only been published once before — in 1952 when 1000 copies of a "Diamond Jubilee History of Lehi" were printed by the Mesa Tribune for the Lehi Ward. The 84 names are also inscribed on the "Fort Utah" monument at the corner of Horne and Lehi Road.

With the exception of the Jubilee Booklet, the monument inscription, and this list here published today, every printed account I have ever seen dealing with the Lehi settlement, including McClintock's Mormon Settlement in Arizona and Mesa Schools' Our Town, gives 83 as the number of the original group.

The basis for this historical inaccuracy is evidently a summary of early settlement in the area sent into the Latter Day Saints Church headquarters in Salt Lake City some time before the formal organization of Maricopa Stake in 1882. The manuscript gives a partial listing of the original settlers and then states, "There were a few others not numerated in this list as there were 83 souls altogether in the company . . ."

It was a two-page entry in an old day book kept by my father, Orlando Merrill, one of the group of 1877 pioneers, that gave the first indication that the number of individuals in that group was 84 instead of the commonly accepted 83. The entry had been made when he was secretary to a committee that sponsored several pioneer day observances honoring "all old timers who came prior to March 6, 1880."

Titled, "Names of Those Who Came to Lehi March 6, 1877," his list was essentially the same except for spellings, as is our list above.

By checking the family records of the descendants of the pioneers as well as the U.S. census records for 1880 the correctness of my father's time-faded pencil record was verified, and another minor contribution was made to the cause of historical accuracy.

-Apr. 8, 1967-

14. LETTERS FROM CAMP UTAH

A letter from the leader of the 1877 pioneer group, Daniel W. Jones, reporting to Edward Hunter, presiding bishop of the Church, gives us a few interesting insights into the life and problems of Mesa's first pioneer group.

In its heading, "Camp Utah, Salt River, Arizona, April 8, 1877" we have probably the first recorded use of the name "Camp Utah" for the area which was to be later called, in turn, "Utahville," "Jonesville," and finally, "Lehi."

Just four days earlier, on April 4, Thomas Biggs of the company had written a letter which the Deseret News of Salt Lake City had summarized in its issue of April 24 with the comment that "no name has been given the settlement yet, the writer . . . merely denominating it as 'Camp,' the post office address of which is Hayden's Ferry, Arizona." The Jones letter, according to his own statement, was "for the benefit of persons desiring to come to this country, about what is best to bring . . ."

Here then, is the voice of experience — the advice from one who had the responsibility of organizing and directing the first pioneer trek into central Arizona from northern Utah and Idaho. What will he list first in his suggestions of essential provisions and equipment to bring to this new land?

For a proper outfit, Jones wrote, bring "first, faith in the work, full determination to work in the United Order diligently and without reserve, and a good store of patience. When these are ready on hand, if pecuniarily able, have a good light wagon . . . with two span of good animals for each four in family. The loading should be bedding, clothing, provisions for 3 months and any light valuable household goods on hand. Large cook stoves or furniture will not pay to haul. Mechanics should bring their own tools. Freight can be had for eight cents from San Francisco, five of this is land freight from terminus near Yuma, which we might do ourselves."

Most freight into Arizona in the days before the railroad came from San Francisco by boat around Lower California and up the Gulf of California and the Colorado River to Yuma or one of the other steamboat landings on the lower Colorado. Freight wagons then carried the goods to their inland destination.

Jone's reference to the United Order reminds us that the Lehi group was among those units in the Mormon Church that, in the 1860's and 1870's, were organized under this plan of community living with a common storehouse and all effort directed toward a common purpose. Though not a general church movement, it worked very well in those instances where the families in new settlements still remained in a common camp or location while all efforts were centered in the construction of an irrigation system.

It was probably Joseph McRae's evaluation of how the United Order was working with their group that caused him to write from Skull Valley on their trek southward of the "good feeling" that prevailed in their camp. They had been organized under that system for just a little over a month at the time he wrote.

Thomas Biggs, clerk of the company, in his April 4 letter, is reported by the Deseret News to have said "that the company lives in a united capacity, and that he never saw a people who were more contented." Dan P. Jones, son of Daniel W., recalling in later years the first six

months i
"We h
had beer
George, z
had kept

In a le
29 he tw
a fine co
he said, '
hold on a

His "li
cords on

just 87 y

Charles I.

Jonesville

George E.

dissolutio
judged to

To me,
of April 8

On Sun
cords show

these, Thec

S. Rogers, z

published l

I can acco

1877, nor a

Indian conv

Was he s

the only otl

not Jones 1

Church thrc

Hunter in Sa

15. IMMIGR

While hist
able that Wi
was born just

Thirty-thr
IV, and thus

other things,
the loss of o

in the presen

months in the new settlement, wrote as follows:

"We had always lived in what was called the 'United Order.' We had been organized into that order by Brigham Young while in St. George, and had lived it ever since — that is, all but Ross R. Rogers who had kept by himself."

In a letter that Daniel W. Jones wrote to the Deseret News on April 29 he twice referred to the United Order, once when he wrote, "This is a fine country to carry out the principle of union in," and again when he said, "We sometimes have our little trials . . . but . . . we hope to hold on and be united."

His "little trials" must have later become big ones, however, for records on file in the Church Historian's office in Salt Lake show that just 87 years ago today, on April 15, 1880, "David P. Kimball and Charles I. Robson met as arbitrators at the house of Thos. Biggs in Jonesville to settle a difficulty that had arisen between Thos. Biggs, George E. Steele, and Daniel W. Jones relating to their settlement and dissolution of the United Order at Jonesville . . . The latter was adjudged to pay \$31.50 to Bro. Biggs."

To me, the most intriguing, tantalizing thing about the Jones letter of April 8 to Bishop Hunter was something that he failed to mention.

On Sunday, April 8, the very day that Jones wrote his letter, records show that five children were baptized at Camp Utah. Four of these, Theodore and William H. Turley, Byron D. Jones, and George S. Rogers, are accounted for in the roster of March 6 pioneers that we published last week. But the name of the fifth child, William Chesnutt, I can account for nowhere in any records dealing with this area in 1877, nor are any Chesnutts listed in the 1880 census. He was not an Indian convert, for the first Indian baptism is noted for a later date.

Was he someone from Hayden's Ferry, Phoenix, or Fort McDowell, the only other settlements at that time in Salt River Valley? Why did not Jones mention this stranger in their midst who had joined the Church through baptism the very day he wrote his report to Bishop Hunter in Salt Lake? Who was William Chesnutt?

-Apr. 15, 1967-

~~15. IMMIGRANTS FROM ENGLAND~~

~~While historians are not absolutely certain, they consider it very probable that William Shakespeare, the great English poet and playwright, was born just 403 years ago this week.~~

~~Thirty-three years later he would write the historical drama, Henry IV, and thus start in motion a series of events that would result, among other things, in a sagging roof on the state capitol at Springfield, Ill., in the loss of over sixty lives in an airplane crash in Boston harbor, and in the presence of hundreds of "come-latelies" in our fair city of Mesa~~

63. ROOSEVELT DAM

While this series of articles has dealt mostly with happenings ninety years ago, its designation "This Week in Mesa's Past" does not limit us to that period of time, and we are thus at liberty to deal with events that both preceded and followed the coming of the pioneers.

Fifty-seven years ago this week, on March 18, 1911, a large crowd of valley residents, including many from Mesa, massed themselves around a bunting draped speaker's stand atop newly-constructed Roosevelt Dam to hear ex-president Theodore Roosevelt and other dignitaries formally dedicate the world-famous structure.

They had all made their way over the tortuous mountain road we now call the Apache Trail that led from Mesa to the site at the junction of Tonto Creek with Salt River. They had traveled by wagon, buckboard, bicycles, and buggies the precarious, 60-mile route. A few, including the guest of honor, ventured the trip by motor car.

While today we would think nothing of making the trip to the dam and back in an afternoon, most of those attending the dedication services must have made the occasion a several-day affair. But folks in those days, more so than many of us today, were aware of the valley's need for a system of water storage to insure its continued existence. The completion of the first storage dam of the Salt River system had great significance to them, and it was worth making the arduous trip to witness its celebration.

Teddy Roosevelt was the logical man to do the honors of speaking at that occasion, of pressing the lever that closed the huge gates to start the impounding of the water that was to mean so much to Salt River Valley, and to give his name to the dam itself. As President, he had led the fight for the conservation of our natural resources, and had signed, in June of 1902, the act creating the Bureau of Reclamation, which, less than a year later, on May 14, 1903, authorized the Salt River Project.

It is interesting to note that this very week, 57 years after water began to collect behind Roosevelt Dam, our valley newspapers report that the project dams are now within 97 per cent of capacity, holding back over two million acre feet of water, enough to cover all of Maricopa County (if it were level) with four inches of water.

It was in October of 1903 when the Bureau of Reclamation sent Louis C. Hill to engineer the construction of the proposed dam, first referred to as Tonto Dam, since its location was to be at a point in Salt River Canyon just below where Tonto Creek joined Salt River.

Here, from early times, settlers and ranchers in the Tonto country forded Salt River to follow a torturous, twisting route they called the

Tonto Trail
Range into

Because of
circuitous route
the military
McDowell o

From pre
trails to rain
Gila.

Who know
our Lehi an
were crossed
on plunder c

The Herc
structure ac
quired muc
stone, cut b
ber 20, 1901

In the fir
had to be bu

Motorists
now called
but entertain
heavy, 20-n
and made th
and down th
pass only at

Other pre
self was the
building of
river water
and the erec

Besides re
ernment rec
completion
velt Dam al
tions in th
companies c
interests, an
others water

But that,

Tonto Trail that led westward between the river and the Superstition Range into the Salt River Valley.

Because of the rough terrain, many preferred the longer, more circuitous route into the valley over the Mazatzals through Reno Pass that the military had used to connect Camp Reno on the Tonto with Fort McDowell on the Verde.

From pre-white man days the Tonto Apaches had used both these trails to raid their traditional enemies, the Pimas, who lived along the Gila.

Who knows how many times, in the centuries before the coming of our Lehi and Mesa pioneers, the very desert plains they were to reclaim were crossed and recrossed by bands of Apache and Pima warriors, bent on plunder or retaliation? But that is another story.

The Herculean task, for those days, of erecting the huge masonry structure across the granite gorge where the Tonto joined the Salt, required much preliminary preparation before the first block of native stone, cut by imported Italian stone masons, could be laid on September 20, 1906.

In the first place, a roadway, following somewhat the Tonto Trail, had to be built to connect Mesa with the dam site 60 miles away.

Motorists who today drive the twisting, precipitous mountain route now called the Apache Trail, if they will but contemplate, cannot help but entertain great admiration for the mule skimmers who guided the heavy, 20-mule team freight wagons that left, or passed through Mesa and made their way over those hairpin curves high on the canyon walls and down the nightmare of Fish Creek Hill. In those days wagons could pass only at turn-outs at rare intervals along the narrow road.

Other preparatory projects that preceded the building of the dam itself was the construction of a lumber mill in the Sierra Anchas and the building of a road thereto, the digging of a 13-mile canal to route the river water past the construction site and to provide a source of power, and the erection of a cement mill.

Besides representing the first important effort in the new federal government reclamation program, and besides being, for those days, the completion of a remarkable engineering feat, the building of Roosevelt Dam also represented outstanding accomplishments in human relations in that it was brought about only when the various canal companies of the Salt River Valley, with their conflicting claims and interests, and the thousands of interested farmers, each jealous of the others water rights, could be united toward a common purpose.

But that, too, is another story.

-Mar. 23, 1968-

64. WATER ENOUGH FOR ALL

Last week we made reference to the conflicting claims of the various canal companies that existed in the Salt River Valley previous to the building of the Roosevelt Dam and the founding of the Salt River Valley Water Users Association.

Such a vital and precious element as water in an arid land was bound to be a source of contention, and many were the feuds between neighbors and neighborhoods, especially in dry seasons when water was at a premium. Drastic steps often were taken by individuals and groups when there was reason to believe that others were using water that was rightfully theirs.

Yet, during the very beginnings of Anglo-Saxon irrigation in the valley the feeling seemed to prevail that there was water enough for all. Those already irrigating lands with water from the river encouraged others to settle above them, even though it meant a new canal heading upstream from where they themselves were drawing water from the river.

We have already seen how, in 1875, Winchester Miller of Hayden's Ferry "manifested a great desire to have the Mormons come there and settle" and recommended to Daniel W. Jones a ditch-site upstream from the heading of the Tempe Canal that would be appropriated by the Jones colonizers in 1877. (9, 49)

The Lehi pioneers, in turn, would direct the leaders of the Mesa Company of 1878 to the prehistoric Hohokam waterway that would be incorporated into the Mesa Canal which headed several miles above the Utah.

Articles in the early issues of the Salt River Valley Herald, published at the very time the Mesa Canal was under construction, were optimistic in their belief that there was water enough for all.

In an article in the March 23, 1878 issue it was stated that "there is water enough in the river to irrigate six times the breadth of lands that is now cultivated . . . A dozen ditches from 12 to 20 feet in width lead from it, and the water they carry is not missed from the stream."

The Herald of May 9 of that same year, in a description of Maricopa County, stated:

"While depending upon irrigation for crops there is no danger of failure, as in other valleys, because our water supply from Salt River is never failing. The other streams of the territory frequently dry up in the summer, while Salt River continues to pour out her plenteous flood . . . and as soon as ditches sufficient to irrigate the whole valley shall be completed we will have a farming region that cannot be paralleled in the world."

But the writer was overly optimistic. A year later Salt River's "plenteous flood" had disappeared. James H. McClintock, early state historian, recorded one incident of the crisis thusly:

"The summer of 1879 was one of the dryest ever recorded. Though less than 20,000 acres were cultivated in the entire valley, the crops around Phoenix suffered for lack of water. Salt River was a dry sand expanse for five miles below the Mesa, Utah and Tempe canal headings. The Mormon water appropriation was blamed for this.

"So in Phoenix was organized an armed expedition of at least 20 farmers, who rode eastward, prepared to fight for their irrigation priority rights.

"But there was no battle. Instead, they were met in all mildness by Jones and others, who agreed that priority rights should prevail. There was inspection of the two Mormon ditches, in which less than 1000 miner's inches were flowing and there was agreement that the two canal headgates should be closed for three days, to see what effect this action would have on the lower water supply.

"But the added water merely was wasted. The sand expanse drank it up and the lower ditches were not benefited. There was no more trouble over water rights. Indeed, this is the only recorded approach to a clash known between the Mormon settlers and their neighbors."

The "dozen ditches" leading from the river as mentioned in the Herald article of March 23, 1878, must have been a slight exaggeration. The Kent Decree, the important court decision rendered in March, 1910, still in effect, which classified all lands in the valley according to their water rights, listed the following canals in use or under construction in 1878:

- (1) The Salt River Valley Canal, Phoenix' original Swilling Ditch (1867)
- (2) The Maricopa Canal, paralleling the Swilling to the north (1868)
- (3) The Tempe Canal (1870)
- (4) The Broadway, west of Tempe (1870)
- (5) The San Francisco, west of Tempe (1871)
- (6) The Utah Canal (1877)
- (7) The Grand Canal, paralleling the Maricopa to the north (1878)
- (8) The Mesa Canal (1878)

In 1883 the construction of the Arizona Canal, with its heading above where Granite Reef Dam is today, was begun. In December of that year James F. Wilkins wrote from Mesa City to the Deseret News in Salt Lake:

"The great Arizona Canal is being rapidly pushed ahead . . . As the Arizona Canal will take all surplus water in the river, it is generally con-

ceded that the smaller canals will not have another chance to enlarge . . .
It . . . will reclaim 25,000 acres. . ."

But there were further canals and extensions before Salt River Water Users would incorporate all the canals into one system. In 1888 the Highland Canal was begun with its heading above Granite Reef on the south side of the river, and in 1891 the Mesa Canal was extended by Dr. A. J. Chandler and became the Consolidated.

-Mar. 30, 1968-

65. THE KENT DECREE

Fifty-eight years ago this week, on April 1, 1910, the provisions of the famous Kent Decree went into effect. This decision, which we had occasion to mention last week, was rendered March 1 of that same year by Judge Edward Kent in the District Court of the Third Judicial District of the Territory of Arizona, in and for the County of Maricopa.

The decision was the result of a lawsuit begun in 1905 by Patrick T. Hurley against "Charles F. Abbott and Four Thousand Eight Hundred Others, Defendants," in which the plaintiff sought to determine his rights to an amount of Salt River water to irrigate his holdings.

Because of the wide-reaching importance of the basic question, and because of the growing movement in the Salt River Valley for some plan for water storage that would involve the newly established U.S. Reclamation Service, the United States Government requested permission to intervene as a party in the suit, and to bring in as defendants all the landowners in the valley.

The time-consuming legal proceedings examined the irrigation history of every cultivated parcel of land in the whole valley, determining the year that water was first brought to the plot, and whether or not irrigation had been reasonably continuous thereafter.

Attached to the decision of the court were a series of tables officially declared to be considered as part of the decree, which listed every irrigated parcel of ground and gave its legal description, acreage, the year of its first irrigation, and the canal through which the water was brought to it.

Also attached was a map of the valley, color coded to indicate the classification of each piece of farmland under one of three categories. Class A lands were those upon which irrigation had been reasonably constant, never interrupted for a period of longer than five years. Class B lands were those irrigated prior to 1903, but not irrigated since due to lack of water. Lands not irrigated prior to 1903 were considered to be Class C lands.

MN MR 979.173 M552HD 1978

979.173
M552HD

ONE HUNDRED FOOTPRINTS ON FORGOTTEN TRAILS

BOOK FOUR OF A SERIES

By

W. EARL MERRILL



Mesa, Arizona 1977

1978
291P

6-10-78 Gd 10.00

Copyright © 1978
By MRS. W. EARL MERRILL
1916 N. Country Club Dr.
Mesa, Arizona

Printed by Lofgreen Printing Co. — Mesa

314. THE TONTO TRAIL

Last week we told how a road was built in 1904 from Mesa to the construction site of the great storage dam than being readied at the junction of Tonto Creek and Salt River. We saw, too, that the newspapers of that day, instead of referring to it by its present name — "Apache Trail," called it the "Tonto Road," the "Mesa-Roosevelt Roadway," or the "Roosevelt Road."

The latter name seems to have been the most commonly used designation during the first 15 years that followed. "Tonto Trail," however, had been its name for the previous half-century when it was but an indistinct footpath paralleling the river, and who knows what it was called by the Apaches and the prehistoric aborigines who used it long before that.

The ancient Hohokam, during their occupancy of the Salt and lower Gila valleys, for a time established outpost colonies in the surrounding areas, including sites on the upper Salt and Tonto Creek. Archaeologists call this the Colonial period and define its time as from about 500 to 900 A.D. Then, three centuries later, a puebloan people moved down the Salt and mingled with the Hohokam until near the end of their final existence as a people.

The presence, too, of northern Arizona type pottery shards in Hohokam sites in the Salt and Gila valleys, and vice versa, is evidence that there had always been trading and communication between Arizona tribes in ancient times.

All this is an implication that, in the centuries before the coming of the white man, the forerunner of a Tonto Trail followed along the Salt.

In 1826, 147 years ago this week, in fact, the Anglo-American Patties are believed to have trapped beaver up the Salt and Tonto Creek, and in 1829 Kit Carson accompanied a trapping party out of Taos, New Mexico, down the Salt, and then up the Verde (II-161). During the cold, crisp night of Dec. 27-28, 1872, U. S. soldiers, with their Indian allies, followed down the Salt from above the Tonto junction to surprise a band of Yavapai Apaches in the renowned Battle of the Cave (I-103).

This same route, during those years and long before, was one of those used by the Apaches in their numerous raids on the Pima and Maricopa villages.

With the coming of the settlers, that indistinct footpath paralleling Salt River, since it was the most direct route into the Tonto Basin country from the Salt River Valley, became known as the the Tonto Trail, and this designation held for half a century. Thus, when it was proposed to widen the trail into a wagon road, it was natural that many should think of it as the Tonto Road.

Even the proposed dam and reservoir site, a decade before there was any U.S. Reclamation Service to enter the picture, was known as the Tonto site. A syndicate, backed by eastern and European capital, and known as the Hudson,

Reservoir a
dam at the

It was th
8-1896 in c

"J. C. Go
on Sunday
Salt River t
is a canyon
safe to say
along the s

These tr
heights ski
Will C.
saddle hor
actually tv
Mesa. At t
and joined

Barnes s
that settler
when time

This "tra
Tonto cou
cross the S
eventually
to that tow
other was
then aroun

As we sa
agitating f
Mesa to th
newer mir
animals w

Little di
years befo
would be r
year's tim
round-abo
"direct rou
miles of be

This unc
was, of co
link from
be above

Reservoir and Canal Company, had made serious plans in the 1890's to build a dam at that very spot.

It was this private dam site that is referred to by the Arizona Gazette of June 8, 1896 in describing the feat of a pair of hardy adventurers.

"J. C. Goodwin of Kyrene and his brother, Eddie," told the paper, "returned on Sunday from a trip to the Tonto reservoir site, coming all the way down Salt River to Mesa, making the trip in two days. This is a remarkable feat as it is a canyon all the way and in places water was up to the horses' backs. It is safe to say that no one has previously ridden for 24 hours through the river along the same course. . ."

These travelers, it seems, kept to the riverbed rather than the trail on the heights skirting the stream.

Will C. Barnes, in his "Arizona Place Names," tells of taking a band of saddle horses down the Tonto Trail in 1888, and informs us that there were actually two Tonto trails, one on each side of the river, to as far as Horse Mesa. At this point the right-hand trail descended the bluff, crossed the river, and joined the left-hand trail near LeBarge creek.

Barnes stated that both these trails were "passable, but very rough," and that settlers used them only in emergencies, taking the trail over Reno Pass when time permitted."

This "trail over Reno Pass" was via Fort McDowell and Sunflower to the Tonto country, and from there on one could continue down Tonto Creek, cross the Salt at the future dam site, and turn up the left bank of the Salt to eventually reach Globe, this being one of the two round-about wagon routes to that town that we wrote about in our story of Dec. 31, 1971 (III-257). The other was by way of Florence, up the left bank of the Gila to Riverside, and then around the Mescal mountains south of Globe.

As we saw in that article of a year ago, Mesans as early as 1880 were actively agitating for a direct wagon route to Globe. Such a road already existed from Mesa to the mining camps of Silver King and Pinal, just 20 miles from the newer mining town, but for many years only a trail wide enough for pack animals would make the connection.

Little did those public-spirited Mesans realize, back in 1880, that some 15 years before their dreams of a direct wagon road to Globe by way of Pinal would be realized, there would suddenly materialize, in the course of a single year's time, a direct route from Mesa to Globe, far shorter than the two round-about ways previously available, and only a few miles longer than the "direct route" they had been campaigning for, and which had lacked only 20 miles of being completed for almost 40 years.

This unexpected, uncampaigned for, unplanned-as-such short cut to Globe was, of course, the 1904-built Roosevelt road which, in conjunction with the link from Globe to the dam site, including that newly built portion laid out to be above the high water mark of the future Lake Roosevelt, would, for 19

years, constitute the shortest way into the county seat of our neighboring county to the east.

By 1905, however, Mesans were more interested in the economic benefits to be generated by the dam construction than in the possibilities of increased trade with the town of Globe.

For many years thereafter, until the Claypool Tunnel was cut through the mountain to continue the road on from Superior to Miami and Globe in 1923, the road from Mesa and Roosevelt, and the road from Globe to Roosevelt, together would constitute the most direct route from Mesa to Globe.

February 3, 1973

315. STAGES AND WAGONS ON THE ROOSEVELT ROAD

Our last two stories have concerned the Tonto Trail and how it was widened and readied for use, by the end of 1904, as a route for transporting people and supplies to the construction site of the great storage dam then being readied at the junction of Tonto Creek and Salt River some 50 miles from Mesa.

Let us examine the pages of Mesa Free Press of 69 years ago and the five years following to learn of some of the details that might bring back those yesterdays when the "Roosevelt Road" was an important part of Mesa's past.

(Jan. 25, 1905) "The first load of machinery for the government cement plant at Roosevelt arrived yesterday over the M & P road (the Maricopa & Phoenix Railroad, which had a terminus in Mesa) and was loaded on wagons today and started for the damsite. Many consignments are on the way here and will be arriving soon. The work at the big dam is to be pushed as rapidly as possible."

(June 1, 1905, a special edition, called "The Tonto Dam and Irrigation Number"; half-page advertisement) "The Kimball Stage Line — between Mesa and Roosevelt—W. A. Kimball, Proprietor—a 50-mile drive through Arizona's historic Superstition Mountains, the most picturesque mountains in the valley—Dinner is served at Fish Creek, amidst most gorgeous scenic surroundings—This line is equipped with the good, old-fashioned through-brace coaches, which bespeak ease, comfort, and enjoyment to the traveler. Only the most experienced drivers are employed. Stages leave Mesa and Roosevelt daily, making the trip in daylight."

(In that same June 1, 1905 edition, another advertisement) "Weeks Bros. Station on Tonto Road—20 miles east of Mesa—First Water and Station—Lunches and Refreshments—Meals at All Hours—Rooms and Beds—Hay and Grain and Stable Service."

years, constitute the shortest way into the county seat of our neighboring county to the east.

By 1905, however, Mesans were more interested in the economic benefits to be generated by the dam construction than in the possibilities of increased trade with the town of Globe.

For many years thereafter, until the Claypool Tunnel was cut through the mountain to continue the road on from Superior to Miami and Globe in 1923, the road from Mesa and Roosevelt, and the road from Globe to Roosevelt, together would constitute the most direct route from Mesa to Globe.

February 3, 1973

315. STAGES AND WAGONS ON THE ROOSEVELT ROAD

Our last two stories have concerned the Tonto Trail and how it was widened and readied for use, by the end of 1904, as a route for transporting people and supplies to the construction site of the great storage dam then being readied at the junction of Tonto Creek and Salt River some 50 miles from Mesa.

Let us examine the pages of Mesa Free Press of 69 years ago and the five years following to learn of some of the details that might bring back those yesterdays when the "Roosevelt Road" was an important part of Mesa's past.

(Jan. 25, 1905) "The first load of machinery for the government cement plant at Roosevelt arrived yesterday over the M & P road (the Maricopa & Phoenix Railroad, which had a terminus in Mesa) and was loaded on wagons today and started for the damsite. Many consignments are on the way here and will be arriving soon. The work at the big dam is to be pushed as rapidly as possible."

(June 1, 1905, a special edition, called "The Tonto Dam and Irrigation Number"; half-page advertisement) "The Kimball Stage Line — between Mesa and Roosevelt—W. A. Kimball, Proprietor—a 50-mile drive through Arizona's historic Superstition Mountains, the most picturesque mountains in the valley—Dinner is served at Fish Creek, amidst most gorgeous scenic surroundings—This line is equipped with the good, old-fashioned through-brace coaches, which bespeak ease, comfort, and enjoyment to the traveler. Only the most experienced drivers are employed. Stages leave Mesa and Roosevelt daily, making the trip in daylight."

(In that same June 1, 1905 edition, another advertisement) "Weeks Bros. Station on Tonto Road—20 miles east of Mesa—First Water and Station—Lunches and Refreshments—Meals at All Hours—Rooms and Beds—Hay and Grain and Stable Service."

ing

its
sed

the
23,
velt.

1973

AD

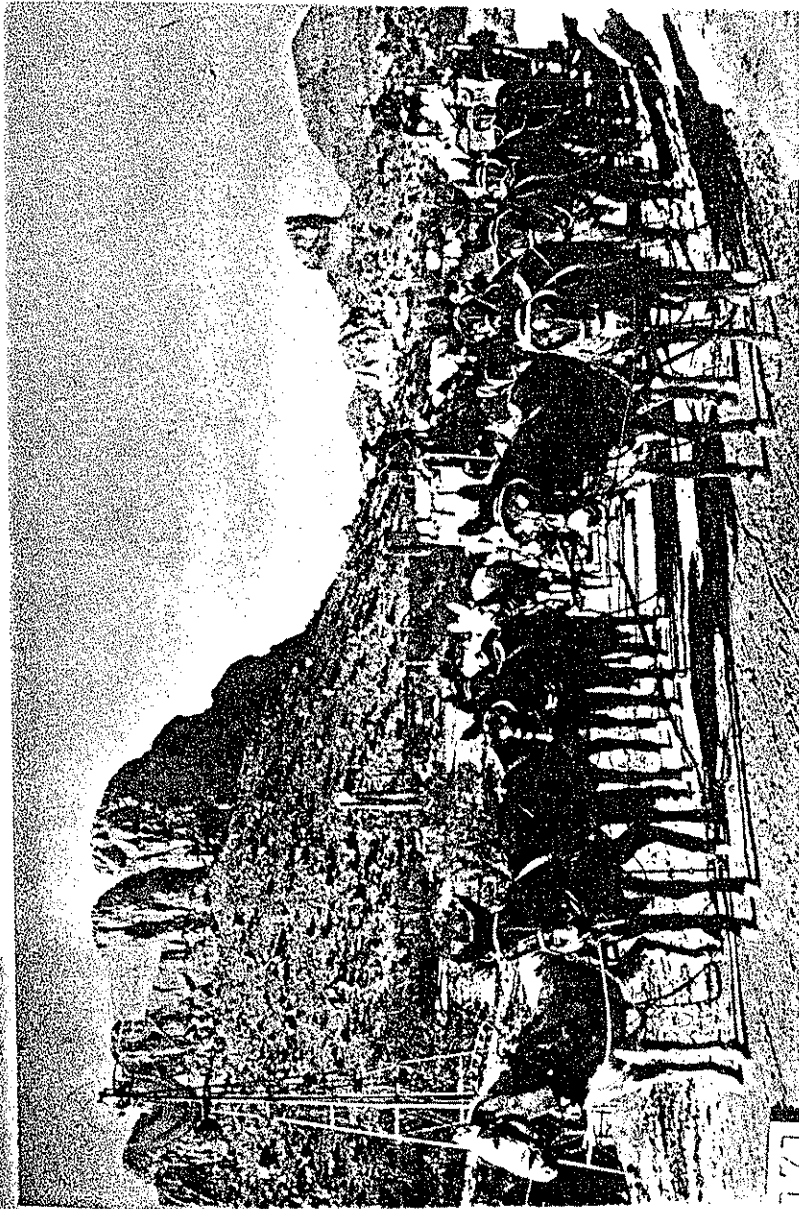
ened
and
ed at

five
those
ast.

plant
oenix
y and
will be
ible."

gation
Mesa
rough
ains in
scenic
rough-
veler.
sa and

s Bros.
r and
is and



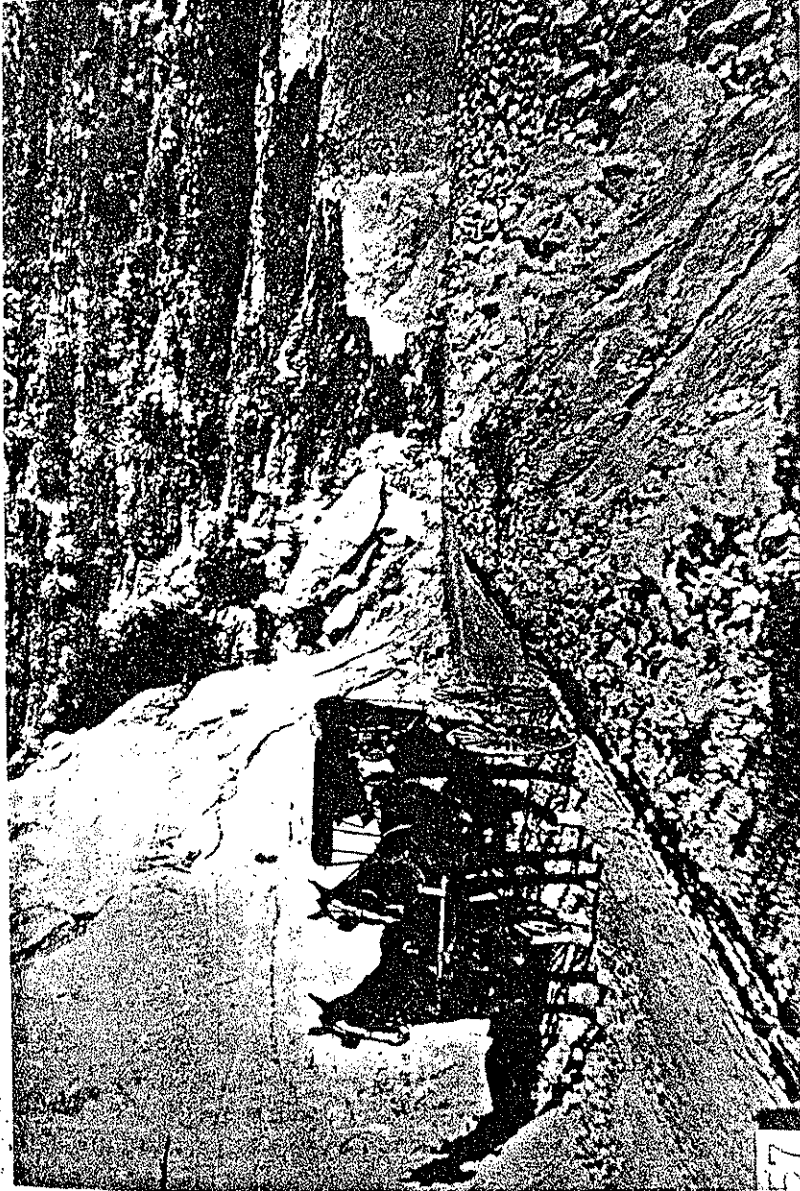
FREIGHTERS AT GOVERNMENT WELL, a watering stop
on the road to Roosevelt. [Mesa HAS photo]



FREIGHT WAGONS on the Roosevelt Road.



FREIGHT WAGONS on the Roosevelt Road.



*NOTORIOUS FISH CREEK HILL on the Roosevelt Road,
later the Apache Trail. [Mesa HAS photo]*

There were, of course, a number of stage lines and stage stations. Among the latter, besides the Weeks Station, were the Hall Station at Goldfield, Government Well, Holdren Brothers Station at Mormon Flat, and Fish Creek.

(Dec. 2, 1905) D. S. Arnold and son, who recently began freighting between Mesa and Roosevelt, were victims of the recent floods to the extent of losing their wagons and cargoes. They camped on the banks of the Salt River this side of Roosevelt, and during Sunday night the flood came without warning. They succeeded in getting their horses out of the raging waters but lost wagons, goods, and all their clothing except the underwear in which they were sleeping."

(Dec. 20, 1905) "The Mesa-Roosevelt stage had quite a narrow escape from an accident, while coming through the canyon yesterday. The recent rains had softened and loosened the surface ground above the roadway. As the stage passed, a stone rolled down the bank and struck one of the wheel horses. The team leaped forward quickly, and it was fortunate they did so. The stone was followed by quite a landslide which the rear of the Concord barely cleared."

(April 19, 1906) "Spencer Shumway came in from Roosevelt Saturday and brought word of a serious accident which occurred at Tortilla Flat, last evening. The accident was due to a runaway, during which Mrs. Walter J. Begley and three children were hurled down a steep embankment. All were badly hurt."

(July 7, 1906) "B. F. Lofgreen was this morning sworn in by Postmaster Newell as carrier of mails between Mesa and Roosevelt. Mr. Lofgreen is a new driver who takes the place of Joe Phelps on the stage line, for Shattuck and Desmond, who have the mail contract for Mesa-Roosevelt route. Mr. Phelps and wife go to Government Well, to take charge of things there for the company."

(July 15, 1906) "Walter Norton had a close call a few days since. He was taking a load of oil to Roosevelt and at a point near the telephone station a portion of the road gave away and his wagon slipped over the bank. No damage was done, but Walter had to have assistance to get the wagon and tank back on the track."

(July 19, 1907) "Joe Phelps is back on the seat of one of the Mesa-Roosevelt stages. Joe is a good driver, and men of that kind can hardly escape from a job of stage driving."

(June 16, 1908) "Lewis A. Norton started out last evening with the third of the big armatures for the power house at Roosevelt. The piece of machinery weighs 23,000 pounds and was drawn by 16 horses. There will be six of these armatures propelled by turbine wheels and altogether will furnish approximately 5,000 horse power."

(Dec. 8, 1908) "Just after changing horses at Government Well, the Mesa-Roosevelt stage was upset, dumping out the load of express. None of the

passengers were in the stage at the time. There is a considerable bank by the roadside near the windmill and the upset was caused by one of the wheels going over the bank. No damage was done and Driver Asbury went through to Roosevelt on time."

(Feb. 20, 1909) "One of the turbines, of which there are to ultimately be six, was started on its way toward Roosevelt this morning. One of these turbines will be connected to each of the large dynamos which will furnish electric power to the valley."

(April, 1910) "E. Solomon was the only passenger on the outgoing Roosevelt stage this morning. He will go on to Cline." (Cline was a small community at the upper end of the Tonto Creek branch of Roosevelt Lake.)

(Oct. 1910) "Charles Granger and C. Webb were recent passengers on the Mesa-Roosevelt stage."

These, then, were some of the travelers, the traffic, the teams, and the teamsters, together with their trials and troubles, as they traveled the Tonto Trail during the first six years of its existence as the Roosevelt Road.

Another time we shall learn of the coming of the automobile, and of why the route was renamed the "Apache Trail."

February 10, 1973

316. AUTOS ON APACHE TRAIL

The very month that the Roosevelt Road was opened for freight wagon and stage coach travel there was talk of an auto line being established to follow the narrow, tortuous route.

"Just think of it!" the Mesa Free Press of January 24, 1905 jubilantly proclaimed. "In a few weeks the people of Mesa will be riding to Roosevelt in an automobile. The world does move in the Salt River Valley as well as the rest of the world."

The following item, which had appeared in the paper just the day before, was the reason for the editor's exuberance:

"Some mention is being made of establishing an automobile line to Roosevelt. The chief promoter is C. J. Cornell, formerly with the M and P railroad company here. Each machine will seat six persons. Both are of the same pattern and are run by steam generated by gasoline.

"It is the purpose of the company to cut the time between Phoenix and Roosevelt to eight hours. From Mesa to Roosevelt is approximately 60 miles, and ten miles an hour is an easy speed for an automobile on a good road."